

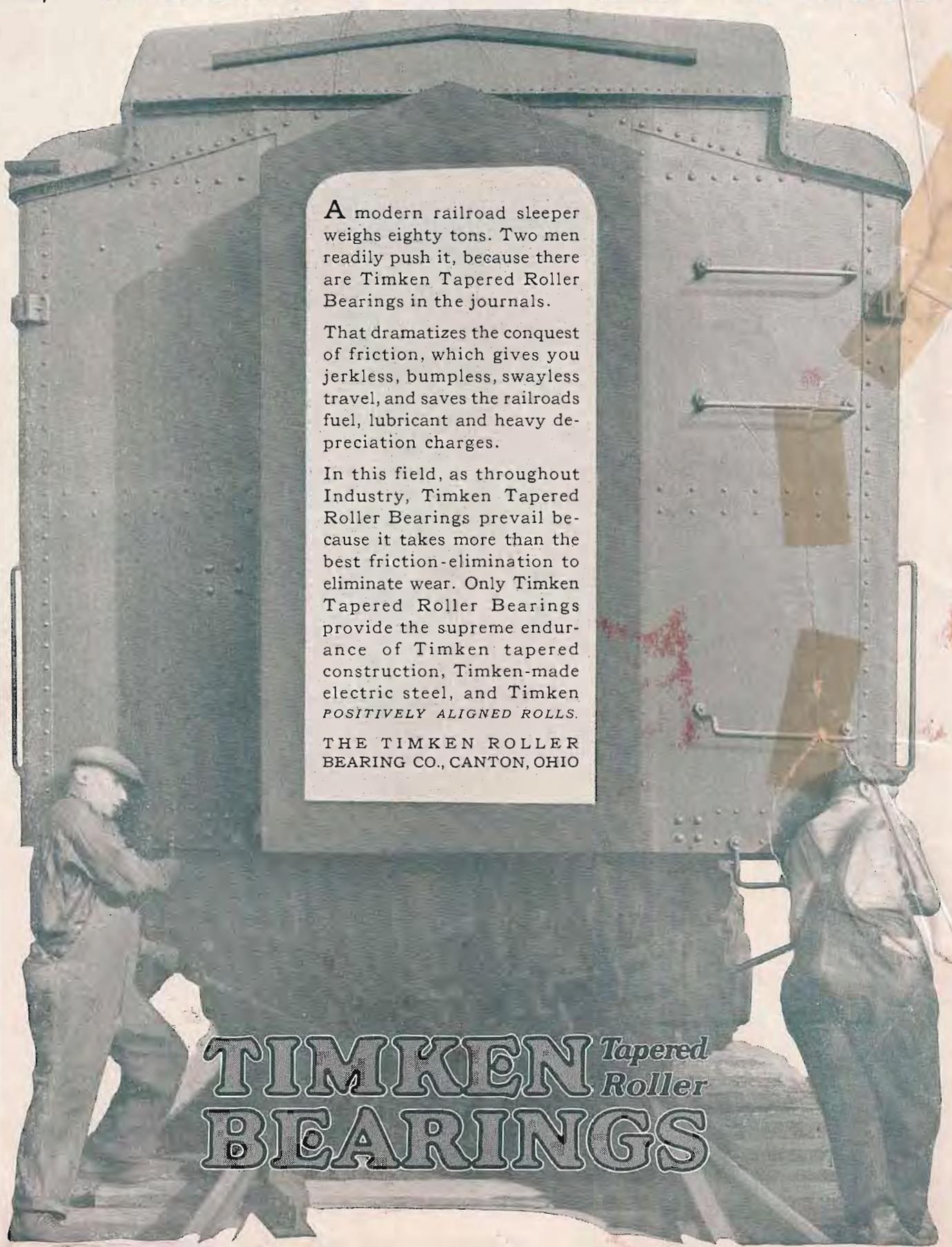
The  
MILWAUKEE  
MAGAZINE

DECEMBER, 1927



-CORCORAN-

# 2 Men Push 80 Tons



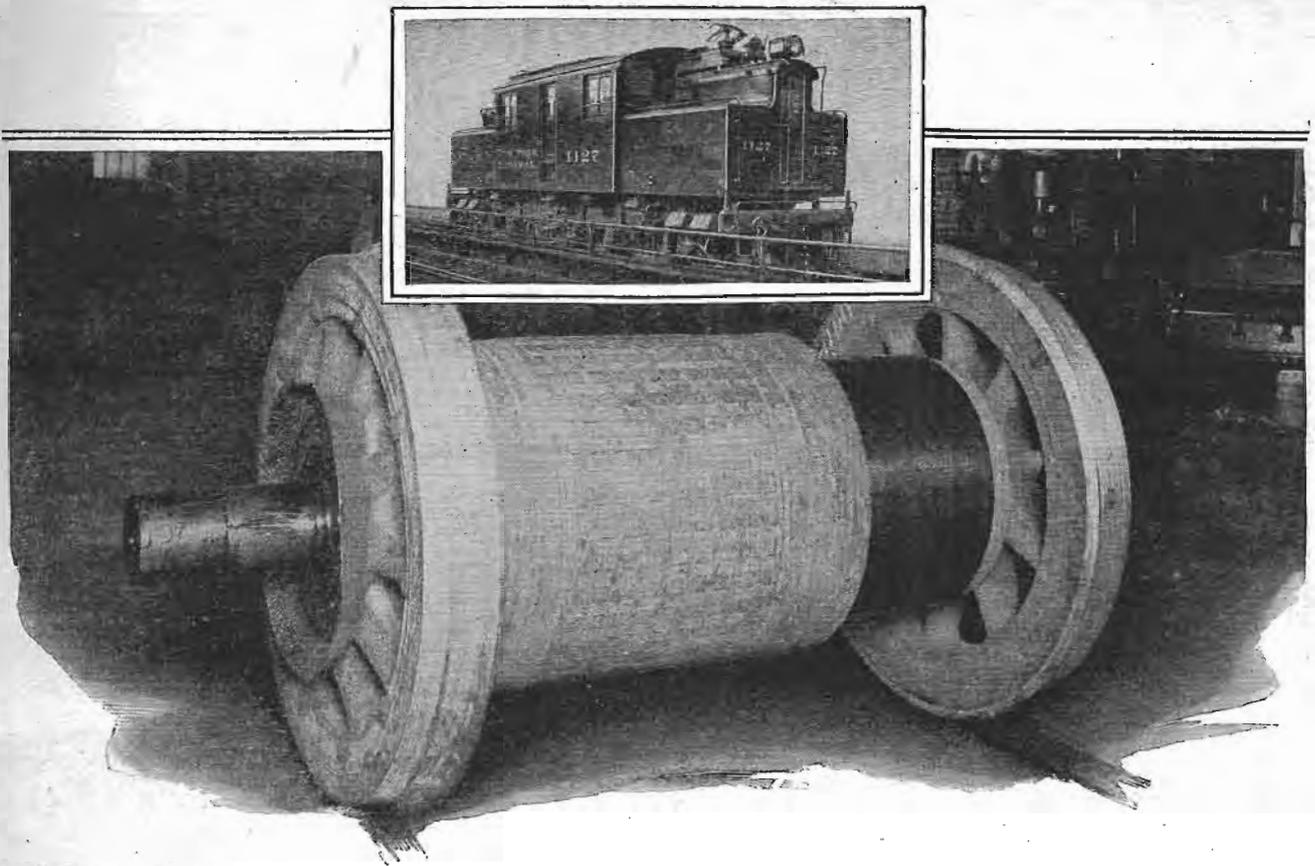
A modern railroad sleeper weighs eighty tons. Two men readily push it, because there are Timken Tapered Roller Bearings in the journals.

That dramatizes the conquest of friction, which gives you jerkless, bumpless, swayless travel, and saves the railroads fuel, lubricant and heavy depreciation charges.

In this field, as throughout Industry, Timken Tapered Roller Bearings prevail because it takes more than the best friction-elimination to eliminate wear. Only Timken Tapered Roller Bearings provide the supreme endurance of Timken tapered construction, Timken-made electric steel, and Timken *POSITIVELY ALIGNED ROLLS.*

THE TIMKEN ROLLER BEARING CO., CANTON, OHIO

**TIMKEN** *Tapered*  
*Roller*  
**BEARINGS**



## —and it's going back to work

In 20 years of service this New York Central locomotive armature has never been rewound. After it was cleaned and the commutator turned, it was again placed in service.

The majority of the 35 original locomotives as illustrated, and of the 12 similar but slightly larger locomotives placed in service three years later, still carry the original armatures of their type GE-84 motors—a truly exceptional service record.

The operating department of the New York Central has established a remarkable record for low maintenance and resulting high availability with these locomotives. Their performance during all these years testifies to the unusual reliability of the gearless motor.

General Electric Company  
Schenectady, N. Y.

American Locomotive Company  
New York, N. Y.

350-10

# AMERICAN LOCOMOTIVE GENERAL ELECTRIC

# FALK Castings

The Falk Foundries specialize in acid open hearth steel castings from 1 to 100,000 pounds for railroad, marine, mining and hydraulic machinery.

Falk Castings are made in a modern and completely equipped plant, under the supervision of a skilled and experienced personnel. The central location of the Falk Foundries insures prompt service on all work.

Let us furnish an estimate before you place your next order for castings.

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Milwaukee :: Wisconsin

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## Are You a See-Saw Saver?

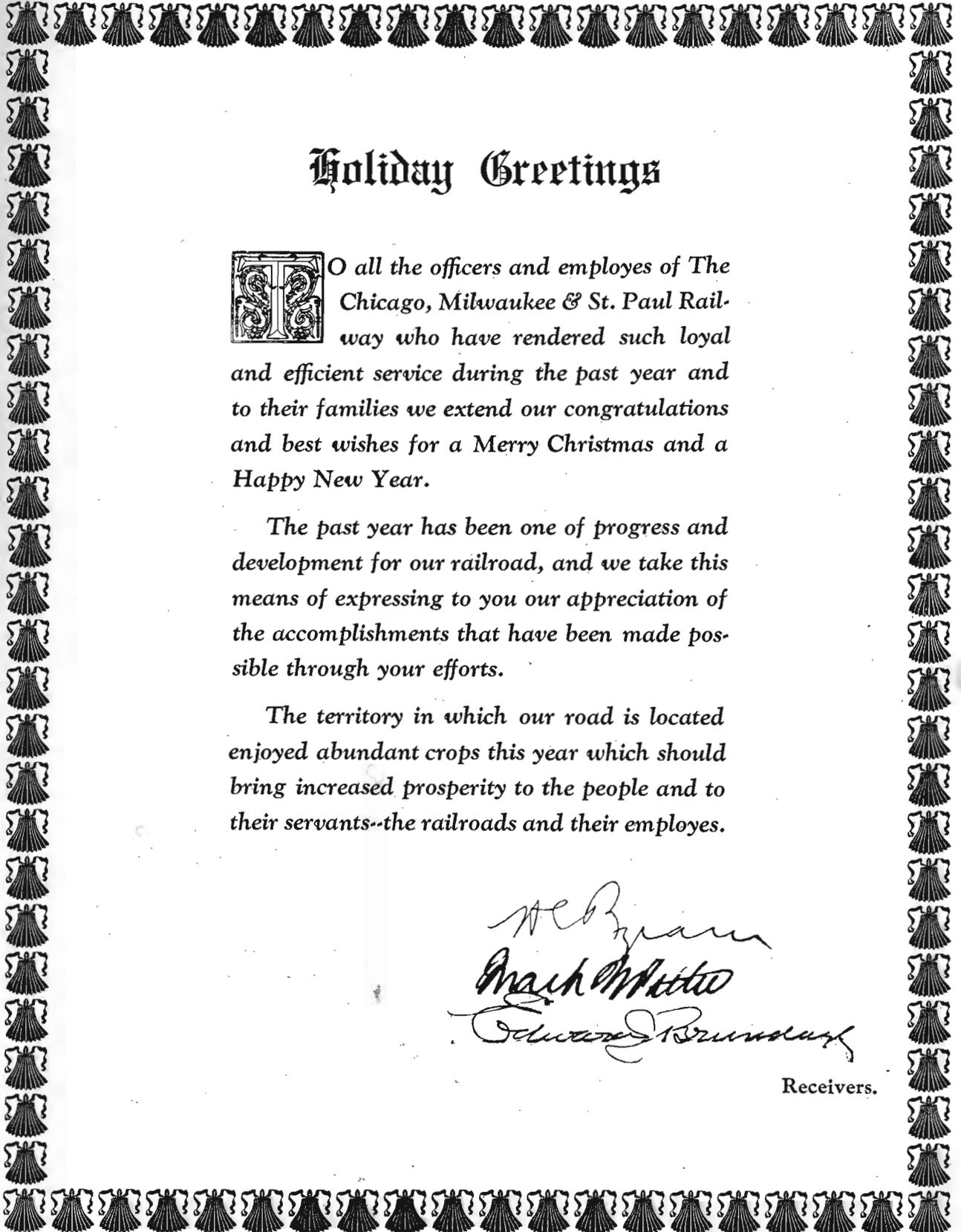
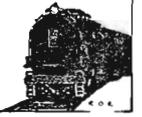
The see-saw saver saves aimlessly. As likely as not his savings pass-book will show that withdrawals are made frequently as deposits, then possibly for a period there will be no deposits nor withdrawals. His will be among the accounts classed as "dormant."

Do not see-saw when you save. Have a definite purpose. Whether it's for Christmas presents or your summer vacation, go about it in a systematic way and before you know it you'll have the desired balance.

# First Wisconsin National Bank

## Milwaukee

Capital and Surplus Ten Million Dollars



## Holiday Greetings



*O all the officers and employes of The Chicago, Milwaukee & St. Paul Railway who have rendered such loyal and efficient service during the past year and to their families we extend our congratulations and best wishes for a Merry Christmas and a Happy New Year.*

*The past year has been one of progress and development for our railroad, and we take this means of expressing to you our appreciation of the accomplishments that have been made possible through your efforts.*

*The territory in which our road is located enjoyed abundant crops this year which should bring increased prosperity to the people and to their servants--the railroads and their employes.*

*W. B. Ryan  
Frank Mott  
Edward Brunner*

Receivers.

# The Conductor's Story

By Ted

I was sitting in the sleeper with my old friend Tom Hagerty, watching in a desultory way, a North country winter landscape go scudding by the car windows; and thinking thankfully of how glad I was to be going home for Christmas; of how pleasantly warm the atmosphere of the luxurious sleeping car was, of how cold it looked outside and also somewhat, of the little fragmentary talks we had been having. Tom and I were old buddies, and we talked when we were together if we felt in the mood for speech, but if not, we simply sat and communed with our own thoughts after the manner of real friends. Tom was a sleeping car conductor, and one of the best. He had a way with him that fully justified his Irish name and, as I used to tell him, that the map of Ireland all over his smiling, kindly face. His run was on the Coast trains and we were riding on the Olympian that was to get into Chicago on the morning of December 24th. I am a rover, a traveler for gain, to be sure, but by the same token, an inveterate wanderer to the far ends of the earth; now across our own Continent, tomorrow sailing over the seas,—Pacific or Atlantic as it happens, and roaming about in foreign lands,—gone from home frequently for months at a time, and on occasions, a year, two years or three perhaps. Hence it was doubly a blessing and a happiness to be homeward bound for the Holidays. Tom, too, seemed in high feather because he would be "in old Chi" for Christmas,—and said he, "I've two grand seats for the Opera on Christmas Eve and a fair fine invitation to supper afterward with some of the Opera folk".

Now Tom had never, to my rather intimate knowledge of him betrayed any extraordinary interest or enthusiasm for Opera, so I marveled a bit before I said: "Opera, old timer, how come? A girl? A girl for you at last?" "Yes", he said, "a girl, but not my girl. But that's a wonderful story, and unusual, too. Care to hear it?" Tom wasn't much of a yarn spinner, so I knew it was something good, or he'd never bother to tell it. And here is that Conductor's story.

"Four years ago this time, I was leaving Chicago on The Olympian, out of there at eleven P.M. on December 21st. I had a good load of homeward bound Christmasers,—a lot of girls going home from school for the holidays, likewise some boys on the same errand, some more elderly people and some young ladies and gentlemen whom you couldn't perhaps classify, but they all came aboard loaded down with packages and bundles, and all with smiling faces. I sensed a joyous trip and I was happy too, for it always makes the work of a fellow in my business so much easier if the people in his charge are happy and cheerful. Of

course the next day the observation car filled up early with the girls and boys, the smoking room had its quota of card players and the ladies were distributed around, all with some fancy work, and all interested and conversational. The day was cold, but sunny, and altogether you couldn't ask for a nicer beginning of a long trip. Among the men I noticed one in particular, who, while he was not a 'gloomy Gus'—nothing like that, he was very quiet and for the most part he sat in the smoking room all day and read. I didn't see him speak to anyone beyond

## Christmas

*Midnight and the sleeping town,*

*And old, old stars looked down.  
Upon the Child 'gainst Mary's breast,*

*Upon those others there at rest,  
On cattle kneeling down.*

*And what the shepherds saw  
that night*

*Is told anew today.*

*Nor time nor tide nor men can take*

*The ancient tale away.*

*Midnight and the sleeping town*

*And old, old stars look down.*

—Nora B. Decco

passing the time of day, offering a gentlemen who sat next to him, who was also reading, a cigar,—always very courteous and very obviously a real swell. Not that he 'high-hatted' anyone, because that is the very thing a real swell doesn't do; but he was a bit reserved, and I thought, perhaps a little sad. He always smiled at me however as I came near him, so I thought I'd cheer him up a bit, along in the evening, when I had a little more time to sit and talk. He told me he was going out to the Orient for three years, said he had been there before and then he talked along in an interesting way about the difference between the Oriental people and those of our side of the world, but he never said a word about who he might be or what his business was. We talked late and had established quite an 'entente cordiale' by the time he said Good night and went off to his compartment.

I had, back in the drawing room in the Seattle sleeper a couple of ladies who were also swells. They did not come to the observation car the first day, but what little I saw of them as

I passed through the car or stopped to ask if they were comfortable, etc., they were certainly real quality. When they came on at Chicago, the younger one carried a large case that contained some kind of musical instrument, of which she seemed very careful, and very particular about how the porter disposed it in the rack overhead. I set them down for mother and daughter, perhaps going home for Christmas, or going out to spend the Holidays with others of the family in the west. They too, seemed happy, but they were not the kind to spill over about anything.

The second morning out, a Montana chinook was blowing and the weather was like spring, so as many as could, were out on the platform enjoying the sunshine. At Miles City, my friend of the evening before was on the ground walking about, when my two ladies of the drawing room also came out to enjoy the warmth and the sunny morning out-doors. Now the minute my friend spotted those two ladies, he perked up immediately and looked interested. Of course he didn't make himself evident to them, in any way, he was too much of a gentleman for that, but I saw they had intrigued, his fancy, as you might say. I was beginning to be real sorry for him, because I thought he was shy, or sad, and he was such a thoroughly companionable sort of chap that I determined to do something to help him out of his mood, if I could; so when the All Aboard call was given, the ladies were standing right by the observation car step, and I invited them to get on there, saying it was very bright and pleasant on the platform and I would get them chairs out there if they wished. That seemed to please them and they went back and sat on the platform. Pretty soon, my friend strolled through the car and out onto the platform, too. There were some jolly girls out there, and he was soon talking and laughing a little with them; but I saw him look sidewise every now and then to the corner where the two ladies sat. They, too, seemed to be amused at the talk that was going around, and pretty soon the older one, the mother, made some answer to something that was said which set them all to laughing. That it seemed was the right opening for right off, my friend changed his position over to the other side of the platform, and while the talk remained general, his gradually got more exclusively addressed to them. It wasn't long before the three were chatting cozily, and smiling as if they all enjoyed it.

I never saw a train acquaintance develop in a more perfect, but—well, you might say restrained, way. After they had visited a while, the ladies returned to their state room, and he went to the smoking room. You wouldn't have thought from his face or his manner that he had been doing a thing all morning, but smoking and reading. At luncheon, in the diner, he bowed as he passed their table, but in spite of the fact that they were at a table for four, and none others at that table, he made no advance and took his place farther up in the car. Later, in the

afternoon, the ladies came to the observation car for tea, and my friend joined them. They visited for the rest of the afternoon, and when we went through the canyon, they all bundled up and went out on the platform, together to enjoy the scenery.

By the next morning, there seemed to be a regular acquaintanceship established, but it was always the three of them, and my friend seemed to be as much interested in talking to the mother as he was to that stunning looking girl. I don't know whether I said at the first, that the girl was a beauty. Well, she was, she was tall and slender, and had blue eyes, and bright Irish, red cheeks. Perhaps that was why I liked her so much,—for she sure was a real Irish rose. Well, when we reached Othello, everyone was out,—for it was a fine clear day—to peer into the distance for a glimpse of Mt. Rainier, and as those three passed me, strolling along, the elder lady said,—‘No, don't tell me, I don't want to know. You are always going to be my mystery man.’ Then they all laughed, and I heard him say. ‘Well, Mrs. Barry, I shall tell your daughter, if I may, and then if you ever wish to solve the mystery, she will be able to help you.’ That was all I heard, but they laughed a good deal over their joke, and of course I wondered what it was all about, and I thought to myself, “that man has a history.” Then it suddenly occurred to me that much as I had talked with him, and he had talked to me, I still didn't even know his name. Curious, wasn't it; but he just didn't seem to think others would be interested in him, personally. He simply talked about things he had seen, sometimes of things he had done, places he had visited, and all that, but it was with a sort of detachment, as if he were telling it all about someone not present.

However, it did not really matter, I reflected, and that he would probably make himself known before we arrived at Seattle, and perhaps, give me his card before we parted, which as a matter of fact, he did.

So the day wore on, and I was amused and interested to observe my friend and the young lady getting on toward friendship, to say the least, and that her mother remained in the background a little, as if she, too, were content to give the young folks a chance.

At afternoon tea, the whole load, seemingly, gathered in the observation room, and afterward, they sang. My friend and Miss Barry, for that was the girl's name, joined in the singing after a bit, and it wasn't long before the other singers quieted down so as to hear the girl sing. She had a voice . . . boy, she had, and when she started with some of the others, on “When Irish Eyes are Smiling”. . . . you know how it goes, the whole room full just stopped and waited to hear her. She too stopped after a bit, and laughed in a little embarrassed way; but they all begged her to sing the song for them. So she sent the porter back for her guitar, and she sang for them. I never until that day had heard that

wonderful ballad really given as it could be; and I guess the rest of them all felt the same way. Of course they begged her for more, and she smilingly obliged us for nearly an hour. She said there was no dust and no cinders with the electric motor, to injure her throat, so she sang on, as if she was getting as much pleasure out of it as we all were. My friend was certainly a rapt listener, and at the end, he leaned over and said something quite low to her, to which she smiled and nodded and struck again into ‘Irish Eyes.’ That ended the concert, and we poured our thanks out to her one and all. Someone asked her if she had been on the concert stage, but she said that while she had wanted to do so, her mother who was alone, except for her one daughter, had not been willing. At dinner Mrs. Barry and the girl had dinner with my friend, who by that time, had seemed to grow to be very much their friend; and a little while before we reached Seattle, as I was passing through the train, I saw him and the girl exchanging cards. When she glanced at the card, she looked up with a sort of startled and pleased surprise as if the name there meant something pleasant to her. She made some remark, while all the time he was just looking down into her face as if she meant a great deal more to him than a pleasant surprise, and once I thought he was going to reach out his arms to her; but he didn't, though he sure was in love with her. I could see that. Just before we got into Seattle he came and thanked me for a very pleasant trip and handed me his card, saying he hoped he might be a passenger with me again. And what name do you think was on that card! The man was Colonel Robert T. Honeywell, formerly of the United States Engineering Service and one of the most renowned in his profession in the world, as you know. Some pumpkins, I'll say, and him so modest and retiring, like. Well that's the way with the really great, isn't it. No splurge and no spread-eagle.

Whew, after I knew who the man was, I could think of a thousand things I wished I had asked him, as about his war experiences, and when he was in a German prison camp, and lost to the world for eighteen months; of the wonders he and his engineer corps had achieved during all the American offensive. Oh we Legion boys knew the things Robert Honeywell did over there. I'll say we did.

Well as he was sailing for the Orient in a couple of days, I, of course did not see or hear of him again, nor did I see Mrs. Barry or her daughter again, and in a little while, the incidents of that trip faded from my mind.

That's the story, and this is the sequel, as you might say.

A year ago I was coming out of Tacoma on The Columbian on December 21st. I had traded runs for a trip, with Jim Tracy, so he could take his girl to a Christmas dance. At Seattle, we took on a good load, but

they were mostly middle-aged and elderly people, so I looked forward to a very quiet trip. How little we know. The next morning at Avery, we got a wire from Joe Bahl at Seattle, that we would be overtaken somewhere east of the Bitter Root Mountains by a mail plane which carried a passenger for us; and that when the plane was sighted, we were to keep watch of it, and soon as it indicated that it would land, we were to stop the train and take on the passenger. Well the news of the plane coming spread through that train and you can bet every window of every car was “manned,” so when that little speck appeared in the sky, the cry that went up was from every throat—‘there it is, there's the plane.’ The train slowed down, and from then for half an hour the plane manoeuvred for a landing spot, and when she finally touched the ground, old Eighteen was right there, stopped, on the rails beside her. Out popped a good-looking, tall man with a light grip and he came running over the snow toward us, waving one hand back to the pilot of the plane and swinging the grip in the air with the other. He bounded up the steps of the sleeper, the conductor gave the ‘high-ball’ and we pulled out just as the plane rose into the air and roared on over the mountains.

When he came into the car, I thought he looked familiar, but even when he exclaimed with his hand out, ‘why Mr. Hagerty, this is good luck,’ I couldn't place him. I stammered and fussed around for a name, but he helped me to it, by saying ‘Honeywell, don't you know—don't you remember me.’ Can you beat it. My friend of three years back. But a different looking man, by a long way than the very quiet, retiring sort I remembered. He was, of course, a gentleman, but he was beaming with joy, and he answered every question from the excited passengers with almost as much excitement about his adventure, himself, that you couldn't help wondering what could have happened to the man in his three years abroad. I did not have an opportunity to visit any with him until late that evening, when he asked me to come into his drawing room. There he told me the whole story. He told me something of his work in the Orient, something of the escapes he had had in China, etc., but when he was through with that, he hesitated a little, smiled that old, slow smile that I remembered perfectly, and said, ‘But Tom’ (Tom, get that) ‘that isn't what I want to tell you,’ and this is what he told me. “I am going back to Chicago to find my girl, the girl you helped me to knowing on that last trip we had together. Oh yes, I saw through all your little schemes to throw us together, and while at first, it amused me, later it did a good deal more than that, and I have never been grateful enough to you for your good will toward helping me to know that wonderful girl. I'd never have known her otherwise. I didn't really realize, when I said good-bye to her in Sattle, how much I loved her, but I hadn't been two days at sea, and going away from her as fast as the ship could carry me,

before I knew that I was mad about her. But of course I had no reason to think she cared for me at all. We had exchanged addresses, and so after I had landed I wrote her a polite little note, giving her an opportunity to answer if she cared to. After quite a little time, she did write, but casually, and in a most disinterested way. We kept up a slight correspondence for a little more than a year, when her letters ceased altogether. By that time I was ready to throw up the job and come home to find her, but my letters came back, marked, 'Not At That Address' and not knowing what further steps I could take to find her, even if I were at home, I waited. Shortly before I was through and ready to sail for home, I concluded to try once more to find her. I wrote to the Seattle address, and put a notation to the postmaster, to forward, if not there. In the letter I told her how I loved her, how I had loved her from the minute I saw her, and that if she would be my wife, I would give up my wandering and devote the rest of my life to making her happy. I said I expected to land in Seattle on the morning of December 21st, and hoped to find a letter from her, there. Well we landed on that day, but several hours late. At the hotel I could scarcely control my voice to ask for my mail; but when it was handed to me, the letter I had so hoped to have was not there. I have, all my life, cultivated a habit of stoicism, and until I met that girl I flattered myself that no situation in life could so affect me as to disturb me mentally or physically; but when the truth of the disappointment faced me, that either the girl did not care for me, or that we should be forever separated because of not knowing how to find her whereabouts,—I did little else that day but moon around, a thoroughly unhappy and disappointed man and after an effort to eat at night, but without much success, I wandered into a retired corner of the lobby of the hotel, and found myself in rather close proximity to a radio receiving machine. Now I have always thought the radio something of a bore, and have avoided listening to one whenever I could; but never again, Tom, I've changed about completely they're God's blessing and you shall know the reason why I think so. The thing had been grinding out one thing after another for half an hour or more, and I was just beginning to be conscious of an annoyance and preparing to move, when there was a pause,—then the announcer said the usual stuff about WEAF broadcasting, and then without further announcement a few bars of music softly played, which in spite of my befogged consciousness I instantly recognized as the air of the song that won my heart when Miss Barry sang it in the car that last night of our trip three years ago. It was Irish Eyes—just the first few little elusive strains, and then the announcer in a loud, clear voice made this remarkable statement. He said: 'If Col. Robert T. Honeywell, lately from the Orient is in Seattle, this is to say that his letter has only today reached its

destination; and his answer will be in Chicago on Christmas Eve.' That was all. Then immediately he spoke again, saying 'Ladies and gentlemen, etc., this is WEAF, etc. We are to be favored with one number sung by the wonderful new soprano of Metropolitan Opera, Miss Eileen Barry singing tonight from WEAF; and who will on December 24th, be guest soprano of, the Chicago Civic Opera. Miss Barry.' Again the soft elusive strains of that old song, and then,—and if you think my heart did not actually stop its beating, you don't know what it means to a man to find suddenly everything he values in life, after he has definitely known that it has all been lost and that there is nothing really worth while left to live for; for that heavenly voice floated out to me, across those mountains and plains, more glorious than ever, for it had in it all the triumph, all the welcome and all the longing that the years had meant to both of us. Yes, my answer in Chicago on Christmas Eve, but—this was evening of December 21st. Madly I rushed to find someone in that hotel who could tell me about trains for the east. I importuned the clerk, and he did the best he could for me, by blandly assuring me that he was sorry, but the last train on which I could reach Chicago by the evening of December 24th had already gone. Nothing until the next morning, and that would not get me to her before Christmas morning. 'But,' I was saying, incoherently, 'you don't understand—when with relief in his voice, he said, 'here's your man, now, Mr. Joe Bahl. He can tell you all about every train and every transportation line from here around the world. Mr. Bahl, can you help this gentleman?' So to Mr. Bahl, I stated my case as sanely as I could, and while he looked sympathetic, he shook his head, saying, 'No, I don't think you can make Chicago, now, before Christmas morning. I have just come from seeing our No. 18, The Columbian off, and there's nothing more tonight.' My mind, what little I had, was certainly running 'round in circles by that time, and whatever I said, it must have contained something about 'the only girl in the world'—'Christmas Eve'—'Must get there'—and whatever else came to my tongue's end, because my mind was all centered on that one thought,—to get to Eileen on Christmas Eve. But whatever it was that got Mr. Bahl, certainly, he came to in a flash, and said, 'Don't say another word, I've got you, now; and we'll have to get you to Chicago if we have to grow wings on your back and make you fly.' 'Fly' was the magic word and he was off on that tangent like a shot. 'The mail plane,' he said 'leaves Seattle at dawn, can you fly?' 'I've been in aviation service,' I said. 'Fine,' said he 'You'll get to Chicago in time, or my name isn't Joe Bahl,' and saying further that he would get into communication with me, later, he was off. Well I fumed and fretted for two hours, when 'call for Mr. Honeywell,' went through the lobby, and I was on that telephone quicker than I ever did anything before in my life. It was Joe Bahl telling me

that he had arranged for me to take off in the mail plane at early dawn, and that we would overhaul No. 18 somewhere east of the Bitter Root Mountains; and that eighteen had orders to keep a lookout for the plane and stop where it landed. Can I ever do enough or say enough in gratitude to that Mr. Bahl. First I thought I would telegraph to Eileen in care of the Metropolitan Opera Company in New York and to her in care of the Civic Opera Company in Chicago, telling her I was coming. But I am a good sport, I believe, and I decided to leave it as it was and get my answer and my girl 'in Chicago on Christmas Eve,' "as she had decreed.

"Well you should have seen that fellow for the rest of the trip,—nothing at all like the man that went west with me three years before. Of course he was, he couldn't help but be, the perfect gentleman, because he was born that way; but laughing, happy and really 'the life of the party' all the way. Why my middle-aged company all blossomed out into jolly good-fellows and they sang, laughed and visited around in the most comfortable fashion. The smoking room was crowded whenever Mr. Honeywell put in an appearance, and little by little the whole romance seeped through, and I'll bet every man there wished he could be in at the meeting, Christmas Eve; and the ladies outspokenly wished the same thing. Oh, he was the hero of the hour, with 'the radio girl' as they called her, the heroine,—the dash over the mountains by plane to catch the only train by which he could keep the date with the girl were lived over and talked over in that observation car every day and by the hour, and far into the night. It sure was a thriller of a trip.

Of course they were all wondering if she would meet him at the train, some thought she would and others pointed out that she would be at the opera because she was billed as 'guest soprano,' or so the radio announcer said. But nevertheless, every eye was peeled when we got into the station for any possible surprises. No one was there, apparently, but while I was standing by the car watching that everyone got off with his luggage, OK, a nifty chauffeur stepped up to me and asked, quite low, if Mr. Honeywell were on board. I told him to wait a minute, he would probably be along very soon. He came out the very last one, and I pointed him out to the chauffeur, who stepped up and touching his cap, said quietly, 'Miss Barry's car is outside, sir.' That was all. He was gone, but you bet I never had a Merrier Christmas than that one was. Several weeks later, I got the cards announcing their wedding, and a few weeks after that the handsomest radio set in existence was delivered at my door with the 'good wishes and gratitude of Mr. and Mrs. Robert T. Honeywell.' Can you beat it. Well old-timer, if I should be too busy to get around to talk to you before you get off in the morning, so long, and Merry Christmas."

## From Generation to Generation

AT a social gathering of some officials of this company, the subject of sons following in the business footsteps of their fathers was discussed and the conjecture raised as to how many families had more than one generation at one time in the service of the company. Of course, there are very many families where sons have followed their fathers into railroad service; but in the fulness of time the older men have passed on leaving the sons as the representatives of their families. The conjecture applied to those now living who had fathers and sons in the company's employ. The Magazine was appealed to put out the inquiry and gather in as much data as possible, toward satisfying this curiosity and also to make honorable mention of the names and the number. Following is the list to November 15th.

F. C. Clover, Local Freight Office, Tacoma; in continuous service 42 years. F. F. Clover, Local Freight Office, Tacoma, in continuous service 17 years.

J. A. Gordon, Tacoma freight house; in service, ten years. Geo. K. Goron, station service, McKenna, Wash.; in service eight years. Donald Gordon, station service, Morton, Wash.; in service, one year.

Henry Klavitter, Dubuque Shops; in service 28 years. Carl Klavitter, Milwaukee Shops; in service five years.

Charles H. Wilber, Local Freight Office, Milwaukee; in service 33 years. Charles A. Wilber, Local Freight Office, Milwaukee; in service 33 years.

Charles Whitham, agent, Scotland, S. D.; in service 25 years. Ronald Whitham, telegrapher, Rapid City, S. D.; in service 4 years.

Bernard Fahy, Car Dept., Aberdeen, S. D.; in service 20 years. John Fahy, Yardmaster's office, Aberdeen, in service, 7 years.

Elmer Dunlap, engineer, Miles City, Mont.; in service 41 years. Wilbur Dunlap, engineer, H. & D. Division; in service 27 years. Joe Dunlap, engineer, Missoula Division; in service 25 years.

John W. Schuler, Car Dept., Chicago; in service 33 years. Harold Schular, engineer, Chicago; service date, 1917. Wm. J. Schular, switchtender, Chicago; service date, 1918. LeRoy J. Schuler, switchman, Chicago; service date 1919.

Wm. Siebert, hostler, Janesville, Wisc.; service date not given. Max Siebert, chief caller, Janesville. Paul Siebert, engineer, Janesville.

Waldo Luchsinger, painter, Janesville, Wisc. Waldo Luchsinger, Jr.; brakeman, Janesville.

Chas. Gregory, yardmaster, Janesville, Wisc. James Gregory, ticket clerk, Janesville. Chester Gregory, switchman, Janesville.

Wm. Brown, Janesville, Wisc. crossing watchman. John Brown, agent, Janesville. Eugene Brown, chief clerk, Janesville. Art Brown, machinist helper, Janesville.

Jas. Mulligan, switchman, Janesville. Roy Mulligan, engineer, Janesville. Ed Mulligan, cashier, Janesville. Harriet Mulligan, clerk Janesville.

Mike Resstive, pitman. Thos. Resstive, machinist, Janesville.

John Murphy, switchman, Edw. Murphy, switchman, Janesville.

Aug. Bergman, car repairer. Herbert Bergman, brakeman, Janesville.

Wm. Dowd, car inspector. Roy Dowd, biller. Jas. Dowd, conductor, Janesville.

John F. Falter, engineer. John R. Falter, machinist. Lester Falter, machinist, Janesville.

Thomas Fox, engineer. James Fox, engineer Janesville.



Mr. J. H. Howard

### Assistant Chief Traffic Officer

**E**FFECTIVE November 15th, Mr. J. H. Howard has been appointed Assistant Chief Traffic Officer. Mr. Howard, since January 1921, has held the office of Assistant Comptroller. His new duties will cover freight and passenger traffic and his jurisdiction extends over the System and all outside agencies.

Mr. Howard is a native of Cincinnati, Ohio. He entered the railroad service as a clerk in the General Offices of the C. N. O. & T. P. Ry. in his home town, in 1896. He held successively the positions of Local Freight Agent, Freight Soliciter, Traveling Auditor, Freight Auditor and Freight Claim Agent on the Chicago & Alton R. R. between

the years 1898 and 1908. He was for five years Freight Claim Agent of the C. G. W. R. R. and then returned to the Alton as General Claim Agent. From the last named position, he went to Washington, during the Federal Administration of Railroads, as Manager of the Claims and Property Protection Section. After the termination of Federal Control, he returned to the C. & A. R. R. as General Claim Agent, from which position he was appointed to the office of Assistant Comptroller of this Company.

Mr. Howard has had a varied experience in railroad affairs, has executive qualities of a high order and his appointment to his present position is a well deserved recognition of his ability.

Frank Fiala, sec. foreman, Tama, Ia.; in service 24 years. Laurence Fiala, telegrapher and ticket agent, Clinton, Ia. Lester Fiala, ex. gang foreman, R. & S. W. Division.

Wm. F. Reinke, Sioux City. Wm. R. Reinke, engineer, Sioux City. Ared B. Reinke, fireman, S. C. & D. Divn. Frank E. Wilcox (step-son) conductor, S. C. & D. Divn.

W. A. Brossard, engineer, Riv. Division; in service 44 years. J. L. Brossard, R. H. foreman, St. Paul; in service 16 years.

W. H. Shafer, conductor, La Crasse Division. John B. Shafer, freight conductor, River Division.

F. J. Alleman, local freight agent, Tacoma, Wash.; service date, 1913. W. B. Alleman, Warehouse foreman, date, 1913. Kenneth

Alleman, clerk, Local Freight Office, Tacoma; service date, 1922.

Charles H. Waldmann, Car Dept., Minneapolis; service date, 1868. Edwin Waldmann, engineer H. & D. Div., in service 26 years. Fritz Waldman, engineer, H. & D. Div.; in service 24 years. Charles H. Waldman (grandson) drafting dept., Chicago. Alice Waldman (granddaughter) steno., General Office, Chicago.

F. M. Chase, station agent, Huntley, Iowa; in service 30 years. Eugene C. Chase, Billing clerk, Mason City, Ia.; in service 4 years.

E. W. Winesburg, passenger conductor, S. M. Div.; service date 1892. Guy W. Winesburg, freight conductor, S. M. Div.; service date 1909.

J. E. Broderick, telegrapher, Mazomanie, Wisc.; service date, 1898. C. J. Broderick, telegrapher, Portage, Wisc.; service date, 1922.

Chas. Wohlgard, foundry, Milwaukee Shops; in service 35 years. Gus O. Wohlgard, foundry, Milwaukee Shops, in service 25 years.

J. J. Rellihan, agent, Harpers Ferry, Iowa; in service 27 years. Walter J. Rellihan, train dispatcher, Dubuque; service date, 1922.

G. E. Cessford, Div'n Master Mechanic, Bellingham, Wash.; in service 50 years. Harry Cessford, engineer, Tacoma, Wash.

O. Schuetze, blacksmith foreman, Tacoma; in service 24 years. Edward Schuetze, Machinist, Tacoma.

Wm. Burdett, Stores Dept., Tacoma; in service 5 years. William Burdett, apprentice, Tacoma.

Paul Jasmer, clerk, Locomotive Dept., Tacoma; in service, 9 years. William Jasmer, machinist apprentice, Tacoma.

Sabe Wakin, Stores Dept., Tacoma; in service 5 years. Mike Wakin, Stores Dept., Tacoma.

Chas. Ostendorf, machinist, Tacoma; in service 8 years. Walter Ostendorf, machinist apprentice, Tacoma.

Fred Matzet, machinist, Tacoma; in service 17 years. John Matzet, machinist, Tacoma.

Gus Hagen, patternmaker, Tacoma; in service 17 years. Eugene Hagen machinist apprentice, Tacoma.

John Elick, boilermaker, Tacoma; in service 6 years. Ralph Elick, machinist apprentice, Tacoma.

John Soltis, tinner, Tacoma; in service 11 years. Joe Soltis, sheet metal apprentice, Tacoma.

C. A. Snyder, conductor, Tacoma; in service 35 years. Harvey Snyder, chief clerk, Master Mechanic's office, Tacoma.

From Ottumwa, Iowa, comes the following list of names, but with no classifications or service dates. It is printed, however, as the names are all well known on the Kansas City Division: Thomas H. Kemp,—Edwin F. Kemp. William Wilson—William Wilson, Jr. and Edward Wilson. E. R. Davis,—David Davis and Norbert Davis. Chester Gage,—Wheeler Gage. Amber Towne, — Lawrence Towne. James Riley,—Clifford Riley and Walter Riley. Clyde Dornsife,—Edward Dornsife. Robert Ruckman,—William Ruckman. C. D. Mitchell,—Wayne Mitchell. T. J. Tuomey J. V. Tuomey. Wm. Woodrow,—Wm. Woodrow, Jr. Robert Yates,—Stanley Yates. Fred Wilford,—Frank Wilford. M. K. Tullis,—Gerald Tullis. J. D. Pierce,—Elmer Pierce. John Moore,—Harold Moore. Wm. Franklin,—Lloyd Franklin and Jake Franklin. John LeBow,—Bernard LeBow. Howard Utterback,—Harry Utterback. A. R. Nicholson,—Harry Nicholson,—Don Nicholson and Lloyd Nicholson. Andy Love,—Leo Love and Edward Love.

From the Wisconsin Valley Division, comes a fine full list, as follows:

Peter Hollinshead, passenger conductor; service date, 1880. Peter Hollinshead, Jr. conductor on LaCrosse division; service date, 1907.

Wm. McEwen, yard switchman; date 1901. Raymond McEwen, freight-house man; date 1925.

Dennis Kennedy, passenger conductor; date 1892. Morris Kennedy, brakeman; date 1925.

E. C. Callahan, roadmaster; date, 1885. Dan Callahan, conductor, date, 1925. James Callahan, brakeman; date, 1926.

F. H. Pond, flagman; date 1879. E. D. Pond, engineer; date, 1881.

(Continued on page 9)



Mr. O. P. Barry

### O. P. Barry Receives Promotion

THE Accounting Department is registering another promotion for Mr. O. P. Barry in his recent advancement to the position of Senior Assistant Comptroller. He has been Junior Assistant, with offices in the Fullerton Avenue Building. Henceforward he will be located with the General Offices at Union Station.

Mr. Barry was born in Chicago in 1883, and began his railroad service in the office of the Auditor of the Chicago & Eastern Illinois Railroad when he was seventeen years old. In 1903 he left the railroad employ and took a position with a Mining Company at San Luis Potosi, remaining there four years. In February 1908 he entered the service of The Milwaukee Road in the Ticket Auditor's Office, holding various positions in this department until he was appointed Chief Clerk to the Ticket Auditor in July, 1914. He was appointed Ticket Auditor, September 1st, 1917; being promoted successively to the positions of Auditor of Expenditure and Assistant Comptroller with headquarters at Fullerton Avenue,—the latter promotion taking place in July, 1924.

Mr. Barry is a most popular official, standing high with his associates in office; his superior officers and with the personnel of the forces over whom he has had jurisdiction. He is a tire-

less worker, and whatever he undertakes, he goes in for one hundred percent results, whether it is acting as Cheer Leader on the return of the boys from overseas; auditing of ticket accounts, or whatever else his duties demand. As Cheer Leader on the day the 13th Engineers marched up Michigan Boulevard, he distinguished himself by actually making his followers heard over the shrieking of the Illinois Central locomotive sirens which was an almost superhuman achievement; no one ever gave a better account of himself and his work than he did as Ticket Auditor; as Junior Comptroller, he has supervised the intricate work of the many departments at Fullerton Avenue with great ability, and his latest promotion is merited. His friends of The Milwaukee extend their hearty congratulations.

Succeeding Mr. Barry as Assistant Comptroller, with offices at Fullerton Avenue, is Mr. J. W. Severs, formerly Auditor of Expenditure. Mr. E. P. Willey is advanced from the position of Assistant Auditor of Expenditure to the position left vacant by Mr. Severs; and Mr. G. E. Engstrom succeeds Mr. Willey as Assistant.



## From Generation to Generation (Continued from page 8)

C. H. Conklin, chief clerk; date 1892.  
C. H. Conklin, Jr. hostler helper; date 1915.  
Kenneth Conklin, machinist apprentice; date 1924.

Bert Nelson, engineer; date 1908. Gerald Nelson, boiler washer; date, 1923. Morris Nelson, engine watchman; date, 1923.

Frank Bame, machinist; date, 1902. Roy Bame, machinist, Milwaukee; date 1922.

Ignatz Magreski, hostler helper; date, 1903. Walter Magreski, boiler washer; date, 1924. A. F. Fries, agent; date, 1884. Jos. J. Fries, bill clerk; date 1913.

Oscar Fraser, weighmaster; date, 1888. LaRue Fraser, baggageman; date, 1911. Kermit Fraser, clerk; date, 1925.

Thomas Burek, engineer; date, 1909. Alex Burek, caller; date, 1927.

Martin Slomski, stationary fireman; date, 1897. Felix Slomski, machinist helper; date, 1919. Alex Slomski, engineer, Minneapolis; date, 1915.

R. R. Sternetzke, ticket clerk; date, 1902. Arthur Sternetzke, bill clerk; date 1927.

Napoleon Arntz, section foreman; date, 1890. Henry Arntz, section foreman; date, 1905.

Henry Rush, section foreman; date, 1891. Walter Rush, laborer; date, 1907.

Charles Frederick, section foreman; date, 1894. Wm. Frederick, conductor; date, 1908.

Percy Frederick, section foreman; date, 1922. Michael Frederick, laborer; date, 1924. Edward Frederick, laborer; date, 1925. Fred Frederick, laborer; date, 1916. Frank Frederick, section foreman; date, 1920. (Six sons of this family all followed their father).

Frank Gursky, section foreman; date, 1893. Leslie Gursky, laborer; date, 1923.

Ray Lawrence, section foreman; date, 1926. Ray Lawrence, Jr., laborer; date, 1927.

Karl Whitrock, section foreman; date, 1907. Karl Whitrock, Jr., laborer; date, 1926. Alvin Whitrock, laborer; date, 1924.

Frank Penleski, section foreman; date, 1881. Nick Penleski, telegrapher; date, 1926.

Frank Cherwinski, section foreman; date, 1911. Jern Cherwinski, laborer; date, 1925. Thaddeus Cherwinski, laborer; date, 1925.

Charles Strassman, section foreman; date, 1901. Julius Strassman, laborer; date, 1924.

The foregoing lists are probably not all complete. Therefore The Magazine will continue to publish from time to time, amended lists; so if there are fathers and sons in the employ of the company who have not yet been counted, send in the names for the Honor Roll. Also send service dates of both father and son.

### Guy E. Sampson and Son

In the year 1896 I began my railroad career on the Wis. Western Ry. now a part of the Madison Div. of the Milwaukee Railroad as a section hand. In 1901 April 1st I became a brakeman on that line and remained till the fall of 1902 when I went to the LaCrosse Div. where I remained till 1920, when I was transferred to the Chicago Terminals at the request of Mr. Gillick. In 1909 I was promoted to freight conductor, a position I gave up when I came to Chicago. Soon after coming to Chi I was promoted to the position I still hold. In the winter of 1916-1917 my son Lyall began service for the company as car clerk and time keeper at LaCrosse. Then the war came on and after the war he entered the mechanical department as fireman where he remained till June 1920 when he transferred to the seniority list of

switchmen in the Chicago terminals where he still remains. Just another case of father and son employed by this great MILWAUKEE RAILROAD.

Guy E. Sampson  
Lyall E. Sampson

### Chas. J. Olson and Three Sons

In the September issue of The Milw. Magazine, a call was made for a record of "Father and Son" following the railway calling etc., and believing that we have a little of what is wanted, and thinking that it is probably up to the "Father" to tell the story, I will endeavor to furnish a little lineup of our bunch. Starting with myself can say that I, Chas. J. Olson entered the railway service on the S. M. Div. in the year 1889 as agent-telegrapher doing a few months relief work on the S. M. Div. when I was appointed telegrapher at Jackson, Minn., that same year after holding this position for a little more than two years the next move was to the agency at Grand Meadow, Minn., which position I held for about six months, when I was transferred to the agency at Whalen, Minn., my home town, this was in the year 1893 and which position I still happen to hold. We have three sons who have followed the calling of their father as agent-telegraphers, and all are at present employed on the S. M. Div. The oldest being Lyle age 29 who entered the service about the year 1917 his first regularly assigned position being the second trick at Ramsey where he remained for about a year, when he received the appointment as agent-telegrapher at Aberdeen, S. D. where he remained for seven or eight years. Last fall Lyle was appointed agent for the Milw. at Hollandale often called the "Wonderland" and where he is still employed, and having recently purchased a few acres of that soil, we naturally look for an over production very soon.

The next oldest son is Howard age 25 who entered the service as agent telegrapher about 1921 after doing relief work at various stations for some time, received his first regular assignment as second trick telegrapher at Lanesboro, Minn. about three years ago, where he still works, and during this time he married a Lanesboro girl and are now the proud possessors of a little son, but its yet a little soon to predict the outcome, for young Charles is yet only a little over a year old.

Next on the list is Lester, age 23, his first regular position being operator-cashier at Spring Valley, Minn., after working on this job for about a year and a half, he last spring bid in Chandler station and where he is at present, and the latest from him was that he is still "himself".

There is still another son, Frederick, age 13, who between school hours and the swimming pool helps his dad somewhat around the station and while it is also rather early to predict his future he did remark lately that he would like some time to have a job as auditor or something where he could drop in unexpectedly on his older brothers and demand a count of the cash; Here's hoping Fritz.

### Wm. J. Dee and Son

I entered the service at the age of 15 as Engine Wiper at Janesville, Wis., July 1877. In Nov. of the same year, I started firing a wood burner, inside connected engine, No. 11, named THE QUICK STEP. Fired wood burner for two years, coal burned about one and one-half years.

In March 1881, the winter of the big snow, I was promoted to Engineer at the age of 19.

My first running was in the Janesville yard on wood burner engine, No. 17 and '71. The latter was a hook motion engine. The rest of my work has been between Milwaukee and Mineral Point and twenty years on the Janesville line between Chicago and Madison.

With the exception of the summer of 1884, I was employed as engineer on construction service on the Fargo and Southern Railway.

At present I am handling the Madison Division, trains No. 1 and 4 between Janesville and Milwaukee. Was 50 years in the service last July.

My son, William E. Dee, is employed as a conductor on the Illinois Division. He has been in the service there over 25 years.

### Nelson H. LaFountain A Memoir

NELSON H. LaFountain, General Supervisor of Buildings for this company, passed away on November third after a brief illness from heart trouble. News of his sudden death came as a great shock to his many friends as he was active in his duties up to the time he was taken ill.

He was born at Plattsburg, N. Y. on September 23, 1857 and there spent his boyhood days. After graduating from high school and business college he took a night school course in architecture and in 1876 became a carpenter's apprentice.

In 1881 he entered the service of the CM&StP Ry. and his record of 46 years shows a steady increase in duties and responsibilities. He was first building foreman on new lines in Iowa. In 1885 he became Chief Carpenter on lines in South Dakota and in 1887 was transferred to lines in Wisconsin. In 1888 he became bridge inspector on various divisions and after a few months was appointed assistant district carpenter at Marion, Iowa. In 1896 he was advanced to district carpenter. Four years later he was transferred to Chicago and in 1901 was appointed assistant superintendent of bridges and buildings. Since 1919 he held the position of general supervisor of buildings.

In his 46 years of service with this company Mr. LaFountain won and held the respect and confidence of his superior officers, the men who worked with him and under his direction and all those with whom he came in contact in a business and social way.

### In Memoriam

LaFountain is dead, and it may be said,  
That a prince has passed away,  
Who weathered the gale, like the limited  
mail—

To its schedule true each day;  
There were times of course when the storm,  
its force,

Would, advisedly, cause delay,  
But the thought was in mind, if fallen behind,  
To recover the loss some way;  
Which was true of him, whom the Reaper grim  
Called away from his friends, who knew  
That pride or conceit was not his retreat,  
Nor a slight for me or you.  
So the signal's at clear, and he's gone from  
here.

Where he built according to plan,  
And etched not a line, but improved the design,  
With esteem for his fellow man.

A Friend.

# THE MILWAUKEE MAGAZINE

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CARPENTER KENDALL, Editor  
Libertyville, Illinois

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## The Football Specials

The largest crowd of football fans ever moved by one railroad in the west went from the Twin Cities to Ann Arbor and Detroit over the Milwaukee Road to Chicago, and thence to Ann Arbor and Detroit and return to Chicago, via Michigan Central. Return from Chicago to Twin Cities over The Milwaukee. The occasion was, of course, the great game between Minnesota and Michigan, in which Minnesota was the victor and "brought home the jug."

Fifteen hundred fans joined in the pilgrimage over The Milwaukee, going in ten special trains of sleepers, dining cars, compartment cars and observation cars. Each train consisted of ten to twelve cars, and each one was accompanied by a representative of the Passenger Department of this railroad; two special officers, train crews, etc.; and all trains moved through and return solid, and the feat was accomplished without a hitch of any kind to mar the general joyousness of the occasion.

Every train moved out of the Twin Cities on its published schedule, arrived in Chicago on time, made the transfer to the Michigan Central, arrived in Ann Arbor according to its individual time card. The return was made in the same smooth and satisfactory manner—all reflecting the greatest credit on those in charge of the arrangements and those in actual charge of the movement.

The only football movement eclipsing this one was the Army and Navy game in Chicago last year, and that came from all parts of the United States.

The greatest possible credit for securing this huge special movement over The Milwaukee belongs to Messrs. T. A. Morken, General Agent of the Passenger Department, St Paul, and J. J. Oslie, City Passenger Agent, Minneapolis. These two put on an exhibition of perfect teamwork. They started out on their solicitation last December, immediately after the football season of 1926, and they followed it up with persistence to its victorious end. In giving these gentlemen the commendation which is their due, General Passenger Agent W. B. Dixon said "If all of the business had been under the control of one man or one Transportation Committee, the so-

licitation would not have been so difficult. But the ten trains were controlled by various individuals and cliques, and it was necessary for Morken and Oslie to visit many different people many different times in order to secure the ten specials for our railroad. It is the most conspicuously brilliant and successful campaign of solicitation that anybody in this Department has any recollection of, and as said, too much credit cannot be given to Messrs. Morken and Oslie for their wonderful achievement."

The work done by the Operating Department toward getting the specials lined up and their movement made with promptness and safety, was also deserving of the highest credit. Everyone worked in cooperation and the result was a splendid example of the efficacy of TEAMWORK.

## Other Special Train Movements.

During the week-end of the Minnesota-Michigan special train movement, this railroad handled beside the ten specials to Detroit and return, three special trains from Madison to Chicago and return, for the Wisconsin-Chicago game; a special train from Chicago to Milwaukee for the Chicago Grand Opera Company; a special for the Vagabond King Company, and other theatrical companies, as well as extra train movements on the west end; and all was accomplished in record style.

The Milwaukee has, this year, enjoyed the greatest movement of passenger traffic on account of football, in the history of the railroad.

## John H. Flynn, Veteran Passenger Conductor, Dies.

On the morning of November 6th, occurred the death at the home of his daughter in Elgin, Ill., of Passenger Conductor John H. Flynn of the Illinois Division, and a veteran of the service of 65 years. He was 84 years of age, and until within one week of his passing, he was in active pursuit of his duties, and made the last trip as conductor the week prior to his death.

On September 27th, 1862, John Flynn entered the employ of The Milwaukee Road as an engineer, previous to which time he had been employed on the Union Pacific, and had the distinction of running the first engine out of Omaha, west, in 1861. Soon after coming to The Milwaukee he left the engine to become a passenger conductor, and his entire service has been on what is now the Illinois Division, on the Chicago-Marion run. He was a faithful, loyal employe always and enjoyed to a high degree the respect and confidence of his officials and associates. In the conduct of his duties as passenger conductor he made many friends for the railroad by his courteous and pleasant manner with the traveling public, and his willingness to be of service to them in any possible way.

He is survived by four sons and two daughters. Mrs. Flynn and five children preceded him in death.

Mr. Flynn was prominent in Masonic circles, having been made a Master Mason in Elgin sixty-two years ago; since which time he had advanced steadily in the order. He was a Shriner and a Knight Templar; and for fifty years had been a member

of the Order of Railway Conductors. Masonic funeral services were held and burial made in Elgin. His friends on the railroad, who were legion, offer their sympathy to the surviving family.

## Joseph Opie

On the morning of November 11th, occurred the death at his home in Austin, Minn., of Joseph Opie, a veteran of fifty-six years of constant, faithful service to the Milwaukee Road. Mr. Opie had been in failing health for the past three years, and for the three months, confined to his bed.

He was an engineer on the Mineral Point (Wis.) Railroad when that line was purchased by the Milwaukee, when he was given a passenger run between Mineral Point and Milwaukee. He was appointed Traveling Engineer in 1887, and in 1890, he was promoted to the position of General Foreman of Locomotive and Car Departments on the I. & M. Division, with headquarters at Austin, where he has since resided.

The passing of Mr. Opie was felt as a personal loss by all of the Locomotive and Car Department employes on the I. & M. Division, to whom he had stood for many years in the relation of an almost father to "the boys" and a good friend to all. It is said that his habitual address to his employes was "my son," and that was the feeling he had for them all.

He is survived by his widow and three daughters, to whom the tender sympathy of the Milwaukee friends is offered.

## Cards of Thanks

To our friends of The Milwaukee Railroad; and especially to O.R.C. Division 238, we respectfully tender our gratitude for the many kindnesses extended to us at the time of the death of our father, John James.

Mr. and Mrs. J. H. Little  
Mr. and Mrs. Chas. James  
Mr. and Mrs. E. J. James  
Mr. and Mrs. John James  
Mr. and Mrs. Henry James  
Mr. and Mrs. Jos. James  
Mrs. Alex Bugby.

We wish to thank our many friends among the employes of the Milwaukee Railroad for their kind and beautiful expressions of sympathy extended us during the recent illness of our beloved son, grandson and nephew, Raymond. We feel especially grateful to the Brotherhood of Railway Carmen, the choir, and to all for the beautiful floral offerings.

Mr. and Mrs. T. W. Hicks Jr.  
Mr. and Mrs. T. W. Hicks Sr. and family.  
Mr. and Mrs. John O. Mathews.  
John Raymond Mathews.

"Mrs. Leroy A. Smith and family wish to acknowledge with sincere thanks the kind expression of sympathy and assistance extended by the yard men of Bensenville and Galewood during the illness and death of yardmaster Leroy Smith."

We wish to express our sincere thanks and appreciation for the many acts of kindness shown us at the time of our bereavement.

Mrs. John Henberger and family

# The Great Adventure

Nora Breckenridge Decco

McGaffey was making up a train out of the yard. Except for 'trails' along the tracks where train men and car foad had gone about their work, snow lay knee deep over the ground. It covered the mountains and lay on the roofs of empty box cars like thick, white frosting on a Christmas cake.

Along the edge of the Continental Divide against the western sky, black pine trees were etched on a golden background of setting sun, but twilight was not in its proper place, the end of the day included little of the usual afterglow. It put on a black cap almost abruptly and tucked its somber covers early about its shoulders in a sudden going to bed . . . nor lingered to bid goodnight to the western stars. McGaffey lit his lamp.

Wondering who had thrown that bunch of air dumps in on his pick-up, and lists in hand, mentally sending the erring one to where all such belong, he turned aside toward old Louie's shack for a word with the old crossing watchman before pulling out this Christmas night.

When old Louie had come to work for the road, he had been young Louie then, a few years over from the Fatherland. He brought with him a letter . . . "for the Boss" . . . "Experienced, good personality, industrious, good worker and capable" . . . and Louie had lived up to his letter. "Was not that what letters were for? Yes, when a man says that you are a good one, what are you going to be,—a dumkopf . . . blockhead?" Not Louie.

So he stayed and used the experience gained, none knew where, to good advantage on all the jobs they set him to. Always good natured, always wherever he was wanted in any and all sorts of weather, jobs often not in the schedule, the sort that are around every yard and terminal and round house. "Go and get Louie. He knows where all that stuff is, I don't!" . . . when a man wanted to lay off for an hour or a day . . . "Go and get Louis. He will work for you." . . . Yes, he was a good worker, and with Anna and the childer, and the small home to be paid for, jobs were always welcome. Fifty dollars a month even in those days went none too far, and a bit more money at the end of the week was handy. The "childer" should be raised as others were and there must be money for so many things that were not known of in the Fatherland. . . .

On nights, when work was slack and trains had gone, switchmen and train and enginemen gathered together in the shack to smoke and talk. And they were concerned with such things as folks talk about the world over when work is done and pipes are lit and old wives knit and young ones sew; when a dog lies sprawled upon the floor; when the wind is full from the North and snow comes in under the door.

Tales of kings who have died; of earls who have plotted and lost their heads; of what were lucky days and

signs of rain; of plagues and pests and floods and of gentlewomen, and of strange men and stranger countries. And Louie would be there among them and mostly would listen rather than talk and would, perhaps, be thinking of the time when he too could tell tales of the places where he had been and of sights he had seen and great adventures he had had.

Later, while the good Anna would be cooking his supper, he would tell her of the time when the little home being paid for and all the "childer" had grown up and gone out into the world about their business . . . then they would go to these strange places and see these things for themselves, but now . . . "well, zeit ist geld . . . time is money . . . perhaps some other year. . . ." But he would sometime go and see for himself, when all was done that must be done; then would come . . . "Wanderjahr . . . year of travel. . . ."

As Louie grew older and his hair grew whiter, he said a bit less of the trips he wished to take, for even such a short journey as to visit his cousins in Chicago, this he had not been able, yet, to do. One winter he had been laid off for two months and they had to draw from the bank some of their savings, it was again late summer before this had been put back again. Then old Anna had been sick for a long time and doctor bills had been high and he worked long and patiently to keep things going that year. The jobs were fewer and seemed harder to do and often he would stop before a shop window at some printed word or picture and again would come to his mind the things he had talked of in times gone by and he remembered the roads that called him to walk their way.

One day, that thing happened, that does so often happen and afterward none can explain, and none can remember, but they took old Louie home and he who had cared for and waited on so many others, now was cared for by them. When he got about again in the early Spring he was a changed Louie, but after a while he grew stronger and later on, walked, after a fashion.

So then he was the crossing watchman on Main street and McGaffey and his kind would laugh and tell you of the cheery "herein" that would always greet them from the shack when he was there . . . and of how he would stand at attention when the . . . schnellzug . . . express train . . . went by, of his contempt of both train and crews who teased him unmercifully, though good naturedly, of the bummelzug . . . way freight.

Many the greetings and best wishes that followed the tourists' cars across the railway crossing when the gates were up after the trains were gone. His old eyes grew warm with laughter at a hiball from some passing car, the deep wrinkles in his face deepened and "gluck lich reise . . . prosit

. . . aufwiedersehen . . . good luck, best wishes, until we meet again . . . and who knows what long, long thoughts were his at some disappearing license plate from California or from Oregon, or perhaps some dust covered jitney returning from the Canadian lake country. Others there were from the Southland and he would watch their mud-bespattered or shining nickel-trimmed backs until they were lost in the main street traffic.

They had been where he had longed to go, were going where he would never be. Had seen the sun rise over Lake Tahoe and watched its water turn to gold again at its setting. They had seen Mount Ranier and the Keys off Florida coast. Had seen the sea lions out Golden Gate way, and flying fish, and knew where elk fed in summertime. Had camped beside Kansas wheat fields and bathed in the Gulf of Mexico, smelled the oleanders along the streets in Galveston, had seen oranges growing on trees and tobacco and cotton in great fields as a common sight. That Iowa car now, it maybe had been there when the ice went out in the Spring in the Mississippi, and that one had driven down Market street in San Francisco—there was a street he would like to see.

Down to San Diego, someone had told him, geraniums grew like trees and little children played on the beach with sea weed and star fish in their hands; in Texas there was the Alamo and a flower bloomed in the desert on a long stalk, and when it was broken off, there was water for those who were lost. And Hampton Roads, they were only sea water. Oh, old Louie probably had never heard of Rand and McNally, but he knew where the Canadian line was North of him and the Mexican line South and those other boundaries since the Great War didn't mix him up any to speak of either when others were arguing over Rhenish Prussia and Alsace-Lorraine and Versailles . . . and why was this and that?

Well, maybe some day he would yet go on that travel, that great adventure, and in the meantime, there being no trains due and no cars in sight, he would again read his . . . "zeitung" newspaper. . . . days old, perhaps, but what matter? there was always something to read. . . .

And it being Christmas night, in old Louie's shack the fire burned brighter and cast most fantastic shadows on the wall. . . . What do old eyes see through smoke wreaths when frost covers the windows and snow comes in under the door? "Vast caravans, flavored beyond those of Araby."

Places there were where light and music made the season gay . . . and negroes played while women danced in gowns more gorgeous than the Christmas trees . . . gowns that were covered with pearls, which, after all, were only fish scales. And some there remembered other Christmas nights, when little children gathered around toy-hung green pine trees, and tonight they smiled to cover the breaking of their hearts and ate and drank and were merry.

And on high mountain tops other Christmas trees glittered with frost-hung branches and above them

gleamed stars more brilliant than all the Christmas lamps . . . for in a place far off in another land, men had watched while Mary and the Babe slept.

When McGaffey opened the door of

Louie's shack a snowflake as light as thin silk brushed against his face. Somewhere an unseen door had opened, an unseen hand had beckoned, and old Louie had gone on the Great Adventure.



**General Baggage Agent  
W. D. Carrick**

Few persons on The Milwaukee are better or more favorably known than "Bill" Carrick, General Baggage Agent, President of The Milwaukee Pension Association; Vice President of the Veteran Employees Association, and other positions of honor, if not emolument.

Mr. Carrick entered Milwaukee service in 1879 as Chief Clerk in the General Baggage Department; was appointed Assistant General Baggage Agent in 1888 and General Baggage and Milk Agent in 1892, which position he holds at the present time.

Of his work in the Baggage Department, he has this to say: "At the time I entered baggage service, we averaged 20,000 pieces of baggage a year; in 1926, we handled about 1,330,000 pieces of baggage and lost but one.

Of the Milk Service, he says: "But few cans were handled into Chicago and Milwaukee when I entered the service. We are now handling on an average about 12700 cans daily; five cars of bottled milk and 15 glass-lined tanks cars of milk. The Milwaukee was the first railroad to introduce glass-lined milk tank cars.

Through Mr. Carrick's efforts, forty-two milk and cream plants and the products of milk and cream, were located on Milwaukee tracks, including Carnation Milk Products Co. at Berlin, Chilton, Richland Center and Oconomowoc, Wisc; the Van Camp Company at Watertown; the Pet Milk Company at Sparta, Middletown, New Glarus and Cashton, Wis; the Wieland Dairy Company at Spring Grove, Avalon, Zenda, Watertown and Adell, Wis; the Phoenix Cheese Company at Beaver Dam and Plymouth; Libby, Mc-

Neill & Libby at Fay, Whitewater, Waupun and Fox Lake, Wis.

Mr. Carrick, as President of the Milwaukee Pension Association has done yeoman service in this good work, never sparing himself in his efforts to establish this splendid organization for the benefit of Milwaukee employes. He is a familiar figure at all the Veteran meetings; he has always been in charge of the Association meetings when held at Milwaukee, and the great success of those gatherings is evidence of his good generalship and his judgment in picking out his deputies.



**Mike Gilmartin**

**Honored on Anniversary of 60 Years in Service**

ON September 2nd, last, I. & M. Division Conductor Mike Gilmartin completed his 60th year of service with this company, and by way of celebration, in his honor, a number of prominent citizens of Decorah, Iowa, gathered at the station before Mr. Gilmartin's train was to pull. They were headed by the Municipal Band of Decorah. A Committee headed by Attorney J. A. Nelson of that city, was present, and Mr. Nelson, after a short address, presented Mr. Gilmartin with a sum of money in testimonial of their appreciation of his long service, saying the citizens of Decorah would like to have him buy a keepsake in memory of the occasion.

Mr. Gilmartin has served The Milwaukee faithfully for sixty years, forty-five of which, he has been running out of Decorah on the I. & M. Division. In this long service he has had the opportunity of meeting and making friends for his employers, and their interests has always been his interest; and his hosts of friends join in congratulating him and extending their good wishes.

At the close of the little ceremony, the band played again, the "highball" was given and the train pulled out in charge of a happy but very much surprised conductor.



**W. G. Chipman**

Above we have General Yardmaster at Savanna, Ill. His nickname among his friends and familiars is "Chip." He is a Veteran in Milwaukee service, and has held his present position since Dec. 12th, 1913. When he went to the Savanna Terminal, the business there averaged 55000 cars per month, and it has increased in the years that he has been bossing the shunting of cars up and down Savanna Yard, to a monthly average of 104000. As a sample of the business done there, Mr. Chipman cites the year 1926, when there was handled through Savanna a grand total of 1,022,075 cars, in 32154 trains; and he says the volume of business will show a large increase for 1927. More power to you, "Chip."

**My Radio**

When the shadows of night come stealing  
And the cares that infested the day  
Have vanished with the daylight  
And on wings have flown away  
'Tis then I take to my easy chair  
beside my radio  
And "listen in" to the outside world  
And to things I wish to know  
And as the soft strains of music come to  
me over the air.  
I fancy I can see all the artists that are  
playing for me, there  
With a turn of the dials I bring in a  
speech loud and clear  
Or the market reports that carry news of  
prices low or dear.  
Or perhaps its the "pep" of a jazzy bunch  
that satisfies me most of all  
Or the old time tunes and dances  
With the caller's husky call  
And so the evenings come and go and  
When I rise from my easy chair  
I am thankful for the entertainment  
That has come to me on the air.

*By Ezra R. Ruland*

# Current Railroad Topics

INTERESTING figures regarding the railway situation in the three main divisions of the United States have been presented by railway witnesses before the Board of Arbitration in Chicago, in connection with the wage demands of Western locomotive firemen. Some of these figures are quoted below.

## FREIGHT TRAFFIC DENSITY

(Revenue ton-miles per mile of line)

Year	West	East	South
1915	713,718	2,303,011	1,123,817
1916	953,874	3,004,747	1,444,725
1921	824,580	2,354,467	1,361,926
1922	896,042	2,571,943	1,589,208
1923	1,035,443	3,289,637	1,862,332
1924	1,025,387	2,879,748	1,880,306
1925	1,067,320	3,037,107	2,086,335
1926	1,115,686	3,284,052	2,281,806

From the foregoing figures it appears that freight traffic density in the Eastern District is 2.9 times as great as in the Western District, while Southern freight traffic density is more than twice as great as that in the West.

## Average Revenue Per Ton-Mile

Year	West	East	South
1915	0.878c	0.646c	0.639c
1916	0.836	0.646	0.622
1917	0.824	0.663	0.635
1918	0.944	0.813	0.755
1919	1.098	0.914	0.873
1920	1.170	1.020	0.909
1921	1.422	1.243	1.081
1922	1.292	1.172	0.987
1923	1.227	1.104	0.959
1924	1.208	1.122	0.948
1925	1.195	1.107	0.926
1926	1.187	1.094	0.901

From the foregoing figures it appears that from 1915 to 1926 freight rates, as measured by average ton-mile revenue, had increased 35.19 per cent in the Western District, 69.35 per cent in the Eastern District, and 41.00 per cent in the Southern District. If the Western District in 1926 had been allowed a 41.00 per cent increase over the 1915 average ton-mile earnings (that being the percentage increase effective in the South), the Western roads would have received \$76,008,329 more from their freight traffic than they actually did receive. If the Western District in 1926 had been allowed a 69.35 per cent increase over the 1915 average ton-mile earnings (that being the percentage increase effective in the East), the Western roads would have received \$446,210,585 more from their freight traffic than they actually did receive.

The important part which agricultural tonnage plays in the earnings of the Western lines, as contrasted with the railways in other sections of the country, is shown by the following statement:

## Freight Revenue By General Commodity Groups, 1923

Group	West	East	South
Products of Agriculture	\$377,155,000	\$ 179,560,000	\$115,718,000
Animals & Products	124,410,000	100,264,000	18,056,000
Products of Mines	312,815,000	886,024,000	267,753,000
Products of Forests	206,021,000	98,087,000	115,699,000
Manufacturers & Miscellaneous	484,614,000	665,160,000	169,337,000
Merchandise, All L. C. L.	189,730,000	216,872,000	97,124,000
<b>TOTAL</b>	<b>\$1,694,745,000</b>	<b>\$2,145,967,000</b>	<b>\$783,687,000</b>

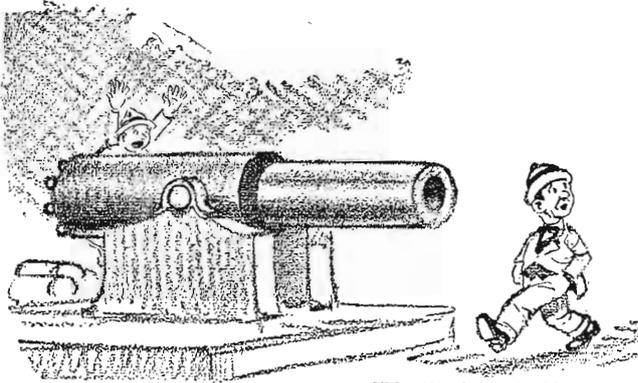
The percentage distribution of the foregoing items is shown below by districts:

Group	West	East	South
Products of agriculture	22.2%	8.3%	14.8%
Animals & products	7.3	4.7	2.3
Products of mines	18.5	41.3	34.2
Products of forests	12.2	4.6	14.7
Manufactures & miscl.	28.6	31.0	21.6
Merchandise—All L.C.L.	11.2	10.1	12.4
<b>TOTAL</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>

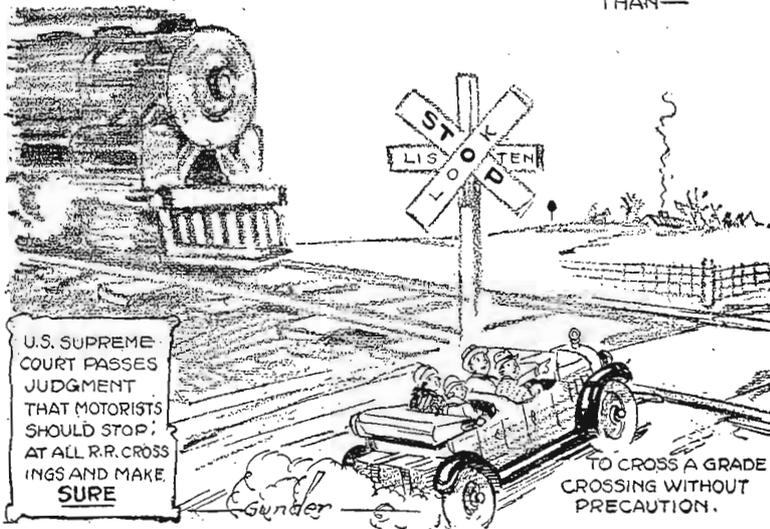
It is seen that products of agriculture alone on the foregoing basis account for 22.2 per cent of the freight revenue of the Western roads, as compared with 8.3 per cent in the East and 14.8 per cent in the South. When animals and products are included with agricultural products, this combination accounts for 29.5 per cent of Western freight revenues, 13.0 per cent of Eastern freight revenues, and 17.1 per cent of Southern freight revenues.



**Be Sure!**



TO WALK HEEDLESSLY BEFORE A  
CANNON THAT MAY BE FIRED ANY MINUTE  
IS NO MORE FOOLISH  
THAN—



U.S. SUPREME  
COURT PASSES  
JUDGMENT  
THAT MOTORISTS  
SHOULD STOP  
AT ALL R.R. CROSS-  
INGS AND MAKE  
**SURE**

TO CROSS A GRADE  
CROSSING WITHOUT  
PRECAUTION.

As this Magazine is written for the men of our Road, we thought it would be interesting if you could read what the men, to whom the Safety Movement means the most, think of this SAFETY FIRST.

The following articles were sent in to this office by Engineers on the various Divisions, and gives their views. SAFETY AND WHAT IT MEANS written by Mr. Ray Emery, Engineer on the Hastings & Dakota Division, located in Montevideo, Minnesota.

SAFETY:—A small word, and, according to Webster, a simple definition. "Exemption from injury or loss." One cannot conceive the world of care or conservation that is embodied in that simple word of six letters.

When the Safety First movement was inaugurated on the Railroad, it met with more or less antagonism, not because men believed it was impractical, but they could not see how it

could be carried out successfully on so gigantic an enterprise as a railroad.

Years of constant effort on the part of officers and constant co-operation on the part of employees has proven conclusively that Safety and Safety First are a success. But do not imagine that we have reached the peak, or do not let us relax for an instant, for perfect safety is only the result of eternal vigilance.

The public demands and expects speed, not only on its personal trips, but in the safe and speedy transportation of its merchandise. Railroads are exerting every effort to that end and today the large railroads are rated on the percentage of accidents, both personal and mechanical.

Years ago men entered the service of a railroad in much the same spirit as a soldier entered battle. The General public considered it a hazardous employment, and let it go as such.

When accidents occurred, causing

loss of life or limb, the public shrugged its shoulders and said "Too Bad!" But it is a dangerous job," and at the same time little or no effort was made to remedy the offending cause or defect that was responsible for the accident. Happily this condition does not exist today and when an individual looks through the locomotive shops, round houses, car shops and sees the well protected machinery and the placards cautioning the employees against dangerous practices, he realizes that Safety First is a success and is here to stay.

The same men who scoffed at the Safety First movement and derided it are among its most staunch adherents, and why? Because the improvement in conditions and the reduction of personal injuries to its present minimum has proven to them that Safety First is alone responsible.

At first when Safety First meetings were held and conditions reported that reflected on some department, the Supervising officer of the department was almost sure to take umbrage at the report, and ill-feeling ensued. This condition does not now exist. At Safety First meetings, when suggestions are offered by the men to have this or that condition remedied, because in its present state it is a hazard, and when we see the suggestion acted upon whole-heartedly, we realize that the whole organization from the highest official to the humblest employee is behind it; and we still have the faith.

The Safety First movement originated on a railroad, and its merits, being quickly recognized, quickly spread to every other line of endeavour; so that now, regardless of where one may go; whether it is in manufacturing plants, mines, or transportation lines, the same condition is evident.

From time to time it is necessary to put new men to work. A great many times these men are wholly unfamiliar with the work in hand, and some few of them meet with disaster. Therefore, it is the sacred duty of all experienced men to give these new employees the benefit of their years of experience, caution them against practices that are hazardous and protect them at all times when their inexperience and zeal to accomplish what an older man would do, might cause them injury.

We cannot help a feeling of pity when we see the disabled bread-winner of a family and realize that innocent people must suffer as a result of carelessness on the part of the man himself, or a fellow-worker. It is these things that have given rise to the adoption of rules for the protection of the employee as well as the public, strict adherence to these rules in addition to careful observation of surroundings will alone make a safe, sane and reliable organization.

When these suggestions are followed, the public may well feel assured that they are in the hands of a well-drilled, efficient body of men whose slogan is: "FIRST, LAST AND ALWAYS—SAFETY FIRST."

\*\*\*\*\*  
**"SAFETY FIRST"**

From an Engineer's Viewpoint, as written by Mr. Harry Pike, Engineer on the LaCrosse Division.

Those responsible for the adoption of the motto—SAFETY FIRST—and the inauguration of the movement, are entitled to much credit and are to be congratulated on the results already obtained, and those sure to be realized in the future.

The movement must be kept alive, and a campaign of education kept up along the lines of Safety, as in the opinion of myself and all the other enginemen, no movement was ever started that was more beneficial to all concerned, both the employees and the employers. A hundred per-cent organization must be maintained and co-operation exist. No movement, however worthy, can be a success without co-operation.

The first thing necessary is for each and every one of us to be always alert and watchful for our own good, and also for the good of our fellow workmen. If any condition or thing is discovered that might in any way contribute to an injury or accident, immediate steps should be taken to have same remedied. If the person making the discovery is unable to correct same, he should immediately report it to the proper official and see that it is remedied.

Here, I would like to suggest, in the interests of maintaining a 100% organization, that when a Safety-First item is handed in, and it is found after consideration that for some reason it is possible to give the matter referred to immediate attention and correction, that the official to whom the item was given take time to drop the person making the suggestion a short note, explaining the reason. If this is not done, a Booster for the cause is lost, as invariably he will watch the particular thing or condition he reported, and if the desired results are not obtained to his satisfaction, or a reason given why it would not be practical to carry out the suggestion, he naturally thinks his suggestion has been ignored. This idea should not be permitted to exist, and in some instances I feel it does.

New employees are continually coming into the service, and as it is impossible to always select the most desirable type, and as many men are just naturally careless and take chances which not only endanger themselves, but others as well, it is necessary that they be educated along the lines of Safety-First by the older employees and the Supervising Officials. A good example should be set them, and the use of our Safety appliances insisted upon. The old saying "Haste makes Waste" has many times been proven to be true. When it comes to a question of speed or safety, SAFETY should never be sacrificed for speed.

There is one class of people who cause enginemen many uneasy moments. The class to whom I refer are the Autoists. It seems to me that all Railroad employees, who drive cars, on approaching railroad crossings knowing that a heavy fast-moving train is apt to come along at any moment, and realizing that it cannot be stopped in an instant, should "STOP, LOOK AND LISTEN" before crossing, and in that way aid in teaching others to do like-wise.

If only the drivers could be educated to do this, many sad accidents would be avoided. Invariably when a car is hit, it is the car and its occupants that are demolished. Only the Enginemen who have gone through the terrible experience of assisting in lifting the dead and injured, many times women and children, out of the wreckage after a crossing accident, know what an awful thing it is.

If motorists knew how the average engine crew is affected when an accident of this kind occurs, or when is averted by mere inches, they would surely be more considerate and cautious. My plea as an Engineer is, PLEASE abide by the Safety-First Motto of the Chicago, Milwaukee & St. Paul Railway, and "CROSS CROSSINGS CAUTIOUSLY."

Another thing that is considered by all enginemen as of great importance along Safety-First Lines, is the strict compliance with all parts of Rule 99. Those whose duty it is to flag should do so IMMEDIATELY, when necessary,—not in a minute or two. An extra hundred feet given the other fellow may be sufficient distance to prevent an accident.

Let us all abide by the rules of Safety First, and faithfully use all safety appliances as they were intended to be used, and boost a cause so worthy, and make it the great success it should be. It CAN be done, and we are the ones who can do it.

— o o o —

"THINK," might be a good title for the following, written by Mr. P. H. Bryan, Engineer on the S. C. & D. Division.

Safety First, practiced by every one, every place, all the time, would make a wonderful place of this old world. Of course, it is a wonderful world as it is, but stop! Think! How much more wonderful it COULD be!

THINK how much more safe everyone, everywhere, could be!

THINK of the lives that could be spared!

THINK of the homes that are filled with sorrow and grief, just because someone, somewhere did not think.

THINK of those who go through life crippled, just because someone, somewhere, did not think.

The Safety First Movement which is being prompted in this country today is certainly a wonderful thing. It is so wonderful that it is hard for any one to realize just how very wonderful it is.

What makes this Movement so wonderful is the good that has already been accomplished, and the possibility of doing a much greater good in the

future, as the field to which it may be applied is unlimited, and everyone, everywhere is included as a part of this field, regardless of one's walk in life, each and every one can play a very important part in this wonderful movement.

Referring to the locomotive engineer, and those employed on the railroad and the very important part they are playing in this Safety First Movement, the engineers and other railroad workers who assume due responsibility when at work are the ones who are helping to promote Safety First.

If an Engineer plays his part in Safety First at all times, he is preserving life, preventing injury, and eliminating to a very large extent the destruction of property. This, of course, applies to any other employee of the railroad, from the highest Officer down to the laborer. The engineer who thinks of the Safety of others as well as the Safety of himself, is promoting Safety First.

It would be a big undertaking for any one to attempt to tell others just what to do in order to practice Safety First. In fact, it would be impossible. I believe every person would understand and appreciate this wonderful Safety First Movement if they would just stop and THINK.

THINK of the preservation of life!  
THINK of the injuries which could be avoided!

THINK of the suffering and sorrow that could be lessened!

THINK of the enormous amount of property that could be saved from destruction!

THINK of what your due responsibilities really are!

THINK of the real good everyone could do, if they would only THINK!

I believe that thought, and the ability to apply it to our actions in our every day walk of life, is a good solution of this entire thing, so let us all stop and think!

— o o o —  
**SAFETY FIRST**

By Fred Soop,

Section Foreman, I & D Division

They preach a lot to us, it seems,  
Of Safety First and what it means.

Yet, though that story has oft' been told,

It teaches a lesson, never grown old.

It is a story of blasted lives,  
Of that horrible process, making  
Widows of Wives.

Now comes the question—"Oh! Why must it be?"

That proposition confronts you and me.  
How can we solve it? It's within our power.

Let's decide on the means, and then strive every hour.

Great loss of life; calamity's worst,  
Argues the best for SAFETY FIRST

**Advice to the Lovelorn**

Pick husbands out like cantaloupe

With care your choice decide

It is not wise to take the ones

That are too smooth outside.



The Big Pie

### A Pie That Weighed A Ton

Think of that, you housewives,—a pie weighing a ton, and measuring ten feet across. It seems incredible, but above is the picture. It represents the combined genius of the bakers of the City of Yakima, Wash. the ingenuity of a number of other individuals including a contractor who built a special brick oven to accommodate this Mastodon of pies. All this was done in celebration of Yakima's part in National Apple week of 1927. Mr. M. A. Peacock, Chairman of the Apple Week Committee and Mr. Rolfe Whitnall, advertising manager and secretary of the Committee were the gentlemen

who put the idea across and carried it to a successful conclusion.

But Yakima, Wash., is a great apple center and two thousand pound pies would no more than adequately represent the importance of their apple industry and the quality of their product. There are huge warehouses in the Yakima Valley; fine packing plants and cold storage facilities equal to the best in the world,—all devoted to their great apple industry. This apple industry contributes a heavy tonnage to The Milwaukee annually, and the product of that section of eastern Washington is known and valued where quality and fineness of flavor is sought among the fruit lovers of the country.

## SPORTS

### Employees Athletic Association Chicago, Ill.

THE regular meeting of the employees Athletic Association held Wednesday evening October 19th at 3929 W. Madison St., was a howling success.

Three hundred members attending were entertained after the meeting with some very fine exhibitions of boxing.

In the opening bout Frankie Ewing, son of Assistant Road Master Ewing met the fast mysterious clerk and gained a four round verdict after giving the mysterious clerk a sound lacing. Much credit should go to Ewing for the fine showing he made as he was outweighed by his opponent by at least ten pounds.

The second bout Charlie Orford and Freddie Reiss fought four fast rounds to a draw. These two young men also deserve worthy mention for the way they stood toe to toe and slugged it out. They have agreed to meet again at our next meeting and find out which is the best man. There should be plenty of action in their next match.

In the third bout Gene Mastro better known as Tripp met the Terrible Swede. There was plenty of action in this bout. The first round Gene floored the Terrible Swede twice for

the count of three and after regaining himself the Swede came back and had Gene sprawled out on the canvass several times; twice for the count of nine and once for the count of six. The second round didn't change the scenery much. Each contestant being on the canvass for a short duration. The third and fourth rounds the Terrible Swede seemed to find his footing a little more and stayed in an upright position while Gene was again sprawled over the canvass twice in the fourth for the count of eight and nine. The Terrible Swede was given the decision in this bout which everyone seemed to think he well deserved.

In the fourth bout Young Merrill was given the decision over Kid Nate after four fast rounds. Both these young men are employed at Union St., and Mr. McPherson should feel mighty proud to have these young men in his employ.

In the third round of a sensational fight that concluded a sensational Bill Gene Flynn, announced as the Champion of the West Suburban Towns and a product of Jim Mullen knocked out young Morris Bartels, announced as the Champion of the North and West Sides. Everyone of the three hundred members present agreed that these two men were well deserving of the title of Champion from the excellent

exhibition shown and the courage and skill both fighters possessed.

Much credit is given young Bartels for the splendid showing he made in the first two rounds, having the better of both rounds by a good margin. Much credit should be given to Gene Flynn for his remarkable courage. After recovering from the terrific lefts and rights in the first two rounds and regaining his confidence he rose out of a crouch and crossed a terrific right to Bartels jaw sending him down for the count of ten.

Morris Bartels is also employed at the Union Street Freight Office and his fellow workers and employers should feel mighty proud of a young man of Bartel's caliber.

All in all everyone present have expressed themselves as well satisfied and give much credit to all the boys for their splendid showing.

### Chicago Bowling League Notes

THE double century averages this year are not so numerous, however here are a few for this month. Krumrei 618-610, Albright 614-607, F. Dale 650, Peters 621, and Gentz 637, Lange 622.

At the time of making out the league standing it was not understood that J. Dale was to finish the season with the Auditor of Investment, therefore the reason for not showing his scores. Julius has an average of 182-4, a high game of 255 and high individual series of 650. Glad to see you as regular again, Shorty.

The Car Accountants are setting the pace for the leadership however they ear being closely pressed for the honors by the Ticket Auditors who are only one game in arrears. The Aud. Investments with the highest average are in third place tied with the Officers. We advise you leaders to watch this gang from the Auditor Investments office, they look like the class of the league.

The league is sanctioned by the American Bowling Congress, so you boys can shoot those 300 games anytime and win one of the gold medals, if you want to see the medal before trying for it just call on Herman Treskett.

Harry Feller has been unable to find the head pin all year so the other night he brought down a pair of field glasses, but he says he couldn't adjust them properly, so rolled his usual 451 series.

Turkey night will be past at the time of publication and two families at least will have had something to be thankful for. We will tell you the turkey winners next month, of course every one right now feels as though they will bring down one of the ten pounders.

We are still looking for articles for this column, the secretary of your league would be pleased to receive just one article a month from captains of the teams.

The secretary wishes all of the bowlers a very Merry Xmas and a Happy New Year.

At the completion of the first round, or seven weeks, of bowling among the C. M. & St. P. Women of Fullerton Avenue, we find that although the league may look somewhat one-sided to you readers it is by no means that way among the bowlers, as they are

all out for everything they can make, and as the second round begins next week we are sure that there will be some upsets among the leaders by the next issue of this magazine.

Upon comparing the various Women's leagues throughout the city we find that the C. M. & St. P. women rank right along with the best of them, and considering this as their

first year and also first year in league competitions for any of the bowlers, the writer wishes to congratulate them on their wonderful success so far.

E. Albright and J. McDonald, members of the unbeaten Computing No. 1 Team, are setting a fast pace for individual honors, and it looks as though we will be able to develop a couple of champions in the future tournaments.

**Standing of  
CHICAGO, MILWAUKEE and ST. PAUL RY. BOWLING LEAGUE**

Teams	Won	Lost	Per Cent	High	Totals	Average
Car Accountant	19	11	633	979	25883	862-23
Ticket Auditor	16	14	533	988	25933	864-13
Auditor Investment	16	14	533	908	24734	824-14
Officers	15	15	500	967	25268	842-8
Freight Auditor	13	14	481	945	22395	820-12
Records	13	17	433	934	25042	834-22
Ass't. Comptroller	7	23	233	895	23958	798-18
Comptroller	18	9	667	939	22979	851-2

**INDIVIDUAL AVERAGE**

Player and Club	Games	High	Total Pins	Average
1. Albright, Aud. Invest.	30	244	5622	187-12
2. Treskett, Car Acct.	27	234	5018	185-23
3. Lange, Asst. Compt.	12	222	2219	184-11
4. Krumrei, Ticket Aud.	27	238	4924	182-10
5. Dale, Records.	24	237	4342	180-22
6. Mohr, Asst. Compt.	30	220	5404	180-4
7. Gentz, Frt. Auditor	27	238	4863	180-3
8. Gumz, Ticket Aud.	30	232	5358	178-18
9. Gavin, Ticket Aud.	30	220	5332	177-22
10. Faus, Comptroller	30	218	5258	175-8
11. Schell, Aud. Invest.	30	222	5240	174-20
12. Hegardt, Frt. Auditor	29	221	5047	174-1
13. Ramsey, Car Accts.	27	205	4680	173-9
14. Patrickus, Records	27	236	4625	171-8
15. Peters, Officers	27	236	4621	171-4
16. Walch, Aud. Invest.	24	232	4080	170
17. Peterson, Frt. Auditor	30	193	5079	169-9
18. Reinert, Frt. Auditor	24	205	4054	168-22
19. Tobin, Ticket Aud.	30	202	5062	168-22
20. O'Shea, Asst. Compt.	27	220	4555	168-19

**HIGH TEAM AVERAGE—THREE GAMES**

Freight Auditor 2773      Ticket Auditor 2733      Auditor Investment 2719

**HIGH SINGLE GAME**

Auditor Investment 988      Ticket Auditor 979      Freight Auditor 967

**HIGH INDIVIDUAL AVERAGE—THREE GAMES**

Gavin 641      Treskett 638

**HIGH SINGLE GAME**

Albright 244      Krumrei 238      Gentz 238

**C. M. & St. P. RY. WOMEN'S BOWLING LEAGUE**

Teams	Won	Lost	Per Cent	High	Totals	Average
Computing No. 1	21	0	1000	438	8030	382-8
Typing	18	3	857	388	7191	342-9
Car Accountant	15	6	714	453	7899	376-3
Computing No. 2	9	12	429	349	5897	279-8
Ticket Auditor	9	12	429	369	5819	277-2
Freight Auditor No. 1	8	13	381	316	5540	263-7
Auditor of Expenditure	3	18	143	363	5116	243-13
Freight Auditor No. 2	1	20	048	310	5328	253-15

**INDIVIDUAL AVERAGE**

1. E. Albright	Comp. No. 1	21	194	3025	144-1
2. J. McDonald	Comp. No. 1	21	202	2952	140-12
3. G. Naries	Car Acct.	21	190	2783	132-11
4. V. Kulton	Car Acct.	21	155	2696	128-8
5. M. Porten	Typing	21	157	2584	123-1
6. F. Benson	Car Acct.	21	164	2430	115-15
7. M. Prestin	Typing	18	160	2034	113
8. M. Maney	Frt. Aud. No. 2	21	155	2305	109-16
9. M. Prietag	Tick. Aud.	21	136	2103	100-3
10. E. Reck	Comp. No. 2	21	142	2091	99-12
11. M. Baer	Tick. Aud.	18	116	1783	99-1
12. C. Barber	Tick. Aud.	9	148	888	98-6
13. M. Drebes	Frt. Aud. No. 1	21	136	2058	98
14. C. Lakowsky	Comp. No. 1	21	127	2053	97-16
15. E. Ryan	Typing	15	132	1421	94-11
16. P. Kinney	Aud. of Expend.	9	135	837	93
17. L. Teske	Frt. Aud. No. 1	1	21	1937	92-15
18. G. Dorr	Comp. No. 2	21	126	1892	90-2

**HIGH TEAM AVERAGE—THREE GAMES**

Car Acct. 1324      2nd Comp. No. 1—1192

**HIGH SINGLE GAME**

Car Acct. 453      2nd Comp. No. 1—1192

**HIGH INDIVIDUAL AVERAGE—THREE GAMES**

G. Naries 490      2nd E. Albright 462

**HIGH SINGLE GAME**  
J. McDonald 202      2nd E. Albright 194

**Dubuque Shop Jingles**

"Oosie"

Dear Santa Claus:

Please come and visit us out here this year and fill our hearts with heap much cheer

Bring Loo Schwartz some gum drops—a whole bag to chew; cause that nigger sure mooches just scandalous he do.

Hans Jess fetch a loud speaker to broadcast his laff—tis a shame its enjoyed by only the half.

To John Kile the pessimist bring a looking glass, so he can appreciate fully the grouch we have to pass.

Bring sandwiches to Cornelia for distribution, among 'hungry hounds' in this institution.

To Jas. F. Smith bring an enchanted hook, for fishing next summer in a shady nook. And a book of instructions on how to bring in—fish that are fish and not tiny and thin.

Bring the General Foreman a decoy duck—so he'll have something to fetch home, just for luck.

Esther needs some tires for her Buick Car, please Mr. Santy bring them, cause she's too skinny to walk very far.

Bring Sully a letter from Chicago each hour, and watch him perk up like a "wettened" sun-flower.

Frank Frick—bring him a family; two nice little boys to keep him up nights and to make lots of noise.

Herman, over in Milwaukee, bring him a nice little chew—cause I imagine the mooching isn't very good, don't you?

And Harold and Clarence in that same town, take them our wishes for fame and renown.

Skulie out in Perry, be good to him please do—cause he's an awful good LITTLE boy, and gentle kind and true. Bring his Jimmie and Betty playthings galore (cause by those two kiddoes I set a great store.)

To Mr. Shoulty down in Nahant, take our very best regards (we Scotch find it is cheaper than sending Christmas cards.)

And greetings take to Galewood to Mr. Walter Keck, and tell him we do miss him way back here, by heck.

To the Thurburs down in Savanna take a hand-shake, real and true and the Hixons in Rapid City—to them the same will do.

To the Editor of this Magazine, bring her strength from year to year, to live thru our attempts at verse which are getting worse, I fear.

Bring all of the bosses good cigars by gobs, so they will be good natured and we won't lose our jobs.

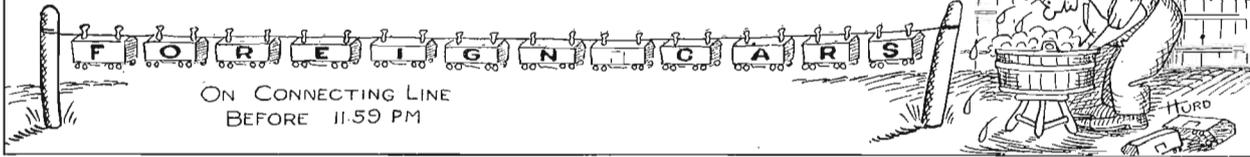
And Santa, dear, dear, Santa, ye scribe still makes her plea—you know the same, same old one—that always comes

from ME

**A Flower Garden in the Cinders**

ORDINARILY says the Moline Daily Dispatch, the "vicinity of second street and the Mississippi River is not considered one of Moline's prettier sections. It is the heart of the oldest part of the city and is composed of factories, railroad tracks, ancient houses and vacant lots. But there is one spot there which is a veritable garden of loveliness. It is a garden of flowers artistically platted, which is the pride of George Milton, aged 77, flagman at the second street crossing of the Milwaukee and D. R. I. & N. W. railroad tracks. The flowers grow in cinders along the railroad right of way. They are the hobby of Mr. Milton, who never was a professional gardener, but has been a railroad man for sixty-three years".

# HELP WANTED!



## Complete Unloading of Equipment

**A**N active campaign is being carried on by all Railroads as well as Shippers' Advisory Boards, who have appointed special committees, to bring about complete unloading of cars by consignees.

Frequently consignees leave considerable debris in the car consisting of dunnage used in blocking shipments, decayed fruit and vegetables, gravel, etc.

Failure of the consignee to completely remove such debris from the cars forces either the Railroad or some subsequent shipper who receives the car for loading; to clean it as result of consignee failing to fulfill his obligation in completely unloading car when removing his shipment.

This subject is on the docket and discussed at practically every Shippers' Advisory Board meeting and it is usually found that the failures are due to unloading crews or other subordinates not observing the instructions from their executive officers, or where the unloading is taken care of by contract with teaming companies, the teamsters fail to remove everything from the car when it is unloaded.

While progress has been made and both shippers and consignees are showing an active interest in this subject, they report some cases where the Railroad Companies have been just as negligent in the unloading of cars as the shippers.

Railroad employes cleaning up

## Twin City Chapter

*Ella S. Bantly, Historian*

**T**HE regular monthly meeting of the Twin City Chapter took place on Monday evening, November the seventh. Mrs. C. S. Christoffer called the meeting to order, the minutes of the secretary, Mrs. E. H. Bannon, were read and accepted, also the report of the treasurer, Mrs. E. J. Sainsbury.

All chairmen gave pleasing reports.

At this time, I should like to tell you a little of the splendid work being done by the Mutual Benefit, Welfare and Relief Committee, of which Mrs. W. E. Sinclair is chairman. This past month, a total of forty-four calls were made, eight cards of sympathy sent out, also flowers; and financial assistance given where it was needed. This committee is always ready and glad to call on any family of a "Milwaukee" Employee where there is sickness or need of help.

Other business taken up was ways of increasing our treasury and a vote taken, which

yards have, at times, thrown waste material in some convenient empty car instead of properly disposing of it.

Instances have also been noted where Railroad employes have failed to remove all material, blocking, etc., when unloading carload shipments.

Switching out cars to be cleaned is expensive and involves many lost car days and per diem because someone when unloading the car failed in his duty to completely unload it.

To hold the continued cooperation of commercial consignees means doing the job right on cars we unload ourselves and using assigned "rubbish" cars for clean-up work.

## Question No. 25

If privately owned tank or refrigerator cars on a mileage instead of per diem basis, are switched from road-haul connecting line to an industry located in our switching district on our tracks, how is this company charged with them while they are in our possession?

## Answer to Great Falls

There is no mileage expense as payment is not made for mileage accrued in switching movements. However, such cars are counted in our record of cars on the Railroad, which serves to reduce our average miles per car per day. (See "Help Wanted" column May, 1927 issue). Private car owners frequently influence routing, and prompt handling of their equipment, even though only in switching service, may cause them to favor lines that have made the best record, hence necessity for prompt handling.

decided making a change in our meeting hall, cards to be mailed with our new meeting address. At the close of the business meeting. Mrs. T. Morken took charge of the program, and following the entertainment, refreshments were served and visiting enjoyed.

The Board met on November second, at the home of Mrs. Sinclair, three other members of the Board assisting, and as usual, a one o'clock luncheon was served and the afternoon given to Club business.

## Kansas City Chapter

*Dorothy Jackson, Historian*

**A**FTER adjourning for the summer months, the C. M. & St. Paul Women's Club met at 5406 Indep. Ave.

Vice-president Mrs. J. T. Anderson gave a few remarks on the Scholarship Fund and the auto raffle in Chicago, Nov. 12.

The regular business was disposed of, after which Mr. Cobb of Chicago spoke on Safety First.

## Question No. 26

What action should an Agent take to stop per diem immediately should a car be involved in a wreck and damaged to extent that rebuilding would not be considered account expense too great?

## Answer to Ringling, Mont.

Such matters are followed to conclusion by the Car Department who decide whether or not the car will be rebuilt, and serve the proper notices under the Master Car Builder Rules, which stop the per diem. There is no action to be taken by the Agent other than call to the attention of the Superintendent any wrecked cars that may be on hand an excessive length of time, that he make certain that the cars have been reported under the Master Car Builder Rules, and per diem stopped.

## Question No. 27

Are we required to accept in home route empty, cars belonging to a Railroad with whom we have no connection, but with whom the connecting line that offers the cars have a connection?

## Answer to Chicago, Ill.

If delivered connecting line for unloading within their switching district we are obliged to accept return of the cars in home route. If delivered connecting line for line-haul movement under Car Service Rule 2 the connecting line is obligated to handle cars to owners, and if returned to our line in error, report full facts to Transportation Department by wire as well as notifying connecting line and handle in accord with Per Diem Rule 14 account car delivered in error.

Ice cream and cake were served to the forty-five members present and all had an enjoyable evening.

A regular meeting of the C. M. & St. P. Women's Club met Oct. 4 at 5406 Indep. Ave. Plans were made for a benefit card party to be given at Mrs. Tesler's, Oct. 31, also arrangements for the Hallowe'en Masquerade Dance to be given on Nov. 2.

## Special Meeting

A special board meeting was held Sept. 1 at the home of Mrs. J. T. Anderson. Particular attention was given to matters concerning mutual help. Other important business was carried on, the general membership drive being of great concern.

Mrs. Anderson served dainty refreshments which were greatly enjoyed.

Special meeting on Oct. 17 was held at the home of Vice-president Mrs. J. T. Anderson. Further arrangements for the Hallowe'en Masquerade Dance were made—also important business concerning mutual help was taken care of.

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

## The Third Annual Get-Together

THE third annual meeting of the Women's Club took place in Chicago November 11th and 12th, and they were memorable days in club history.

The meeting of the General Governing Board, which consists of the Officers-General and the Presidents of all the Chapters were held on the 11th, in the conference room of the Union Station, with all of the Officers-General present, and representatives of thirty-five Chapters answering the roll call. The President-General presided.

Routine business was transacted, the several amendments to the By-Laws were read and acted upon; and reports of the Chapter Presidents heard. Much relief work has been done during the past year, and the growth of this work is a source of great satisfaction to all the members of the General Governing Board. The personnel of the Chapters, making up the eight thousand members are to be congratulated on their staunch and loyal adherence to the purposes and aims of the Women's Club, which are to give aid wherever needed among the members of the Milwaukee Family, regardless of whether the women members of any family needing the good offices of the Club are members of the Club or not; to spread good-cheer and make manifest the slogan of "loving-kindness" throughout the land where employes of The Milwaukee Railroad abide.

The great event of the meeting day was the announcement by the President General of a donation of five thousand dollars, by the Receivers of the railroad, to the relief fund. The gift came as a perfect surprise and was received with cheers. Mrs. Byram spoke with feeling of the added amount of good work which could be done with this additional fund, and she urged all of the representatives to put forth extra efforts to locate and help every worthy case. The gift, welcome as it was, for its intrinsic worth, was moreover a splendid recognition of the value of the women's work on the railroad. It is a surety of the interest and a promise of the cooperation of the officials of the railroad in all our future work.

Mrs. Byram urged all the representatives present to make every effort toward bringing the membership up to ten thousand by the first of January. There are already something over eight thousand members, and as the enrollment may include contributing members, there should be no difficulty in making the grand total, ten thousand members by the end of the year. Mrs. Byram further spoke on the fact that there seems, still to exist among some of the employes, a feeling that the Women's Club is antagonistic to the Unions and to the Brotherhoods, which she said was absolutely untrue; that the Women's Club wishes to work with the auxiliaries in whatever relief they

have in hand; and that while this Club in no manner and by no spoken word, interferes with the progress of the various women's auxiliaries, the opposition of those who believe that we are inimical to the Unions and Brotherhoods, does work us harm. She, therefore, asked that the men attend our meetings and satisfy themselves that we are a sisterhood banded together to do kind acts and be helpful wherever needed; to the end that we may all work together for the good of and for the happiness of the Milwaukee Family of men, women and children.

On Saturday November 12th, occurred the annual luncheon in the Grand Ball-Room of the New Stevens Hotel. The ball-room is one of the most beautiful in Chicago and to the eight hundred-odd members of the Women's Club gathered to take part in the afternoon's program, it was a beautiful sight. The lighting effects were wonderful, the tables were handsome, and a feature of this luncheon was the marking of the various tables so that each Chapter knew where it was to go. This obviated much of the confusion that has been unavoidable in the past when each Chapter was left to find space for itself. The Speakers' table was adorned with huge bowls of chrysanthemums from the gardens of Mrs. O. W. Dynes, at Hinsdale, Ill. Mrs. Dynes was the Chairman of the Committee of Arrangements for the Luncheon, and to her untiring efforts is due much of the great success of the afternoon. It was a joyous occasion.

During the luncheon, numbers of the Chapters gave their "Chapter Yells," sang Club songs and otherwise gleefully entertained the company. Savanna Chapter had an elaborate program of song, including an ode to Mrs. Byram, especially composed for the occasion; also one to Mrs. Kendall. Portage Chapter was there with its mirthful stunts; Bensenville had something to say for itself. Madison, Marion Dubuque and others rose to the occasion with all their usual pep.

The President-General was Toast-mistress and the speakers included Messrs. Brundage, Byram, Field, Dynes, Haynes, Harstad, Calkins, Sparrow, W. V. Wilson; Dietrich. All paid tribute to the wonderful work of the Club and promised their support in all its future work. Mr. Field was his usual humorous self; and Mr. Dynes was a close second. The others told interesting or funny stories but all stressed their appreciation of the great achievements of the Club.

At the close of the speaking, the drawing for the Paige Sedan took place. Various Chapter representatives each drew out one coupon, numbering fifty all together. From this fifty, the gentlemen present drew twenty-five, and the twenty-five names were read by Mrs. Byram. Then ten were drawn from the twenty-five and those names read. Then Mr. Byram drew the winning number, which fell to Mrs. M. Leary, Council Bluffs. The very satisfactory sum of over three thousand dollars was netted for the Relief Fund.

## Des Moines Chapter Historian

THE Des Moines Chapter held its regular social and business meeting in their new

### FOLLOWING IS THE REPORT OF THE CORRESPONDING SECRETARY-GENERAL ON THE ACTIVITIES OF THE CLUB

Summary of Activities of General Governing Board and Local Chapters Period Jan. 1st to Oct. 31st, 1927, as compared with Years 1925 and 1926. Organized in July, 1924, with 27 members.

Membership as of October 31, 1927	8,045
December 31, 1926	6,366
December 31, 1925	5,949

	1-1 to 10-31-27	1926	1925
Expended for Relief and in Spreading Good Cheer	\$6002.23	\$7,365.57	\$4,544.74
Calls made account sickness and for other reasons	5,292	2,914	681
Cards and Letters of Sympathy Sent	1,335	1,437	514
Amount raised by the giving of parties dances, and in other ways, donations and membership dues received	23,348.65	20,354.49	17,908.64
Total Disbursements	18,985.44	15,564.18	
Balance on Hand in General Governing Board and Local Chapter treasuries on October 31st, 1927.	\$16,026.92		
Number of Visits made to chapters by Mrs. Byram and other General Officers and Chairmen	36	41	29
Number of Chapters now furnished with Club Houses or Rooms	32	Not Furnished	17

#### Scope of Relief Work—

Have furnished surgical attention and medical care, nurses and medicine for the sick, paid hospital bills, sent flowers and fruit, refurnished homes where fires have destroyed all household possessions, paid insurance premiums, rent, burial expenses, taxes, educated children, supplied food, fuel and clothing, loaned money without interest where need was only temporary and donations were not desired. Our members have gone into the homes, cared for the sick, cooked meals and taken care of children at the time of sickness and death in the homes, sewed clothing and bedding, furnished their automobiles for funerals, and in one instance as a hearse at the funeral of a small child of a section man, and in numberless ways helped wherever there was an opportunity to do so.

club rooms, the evening of October 28th. At this meeting many interesting letters from headquarters were read and the reports of the various committees read and discussed. The remainder of the evening was spent playing Bridge and Five Hundred.

Our magazine drive was a real success and now plans are under way for another benefit card party to be held in the afternoon and evening of November 18th.

Several of the members of our Chapter attended the Get-to-Gether Luncheon held in Chicago last week and they report having had a very enjoyable time, but they left Chicago with deep regret, chiefly because they were not fortunate enough to drive home in the "Paige Sedan."

### Milwaukee Chapter

*Glady's M. Horn, Historian*

THE regular monthly meeting of the Milwaukee Chapter was called to order by the president Mrs. C. G. Juneau at 8:00 P.M. Monday Oct. 17, 1927.

After the regular order of business the speaker of the evening Mrs. Zachow, State President of the Parent-Teachers Assn. was introduced. She gave a very interesting talk which was enjoyed by all present.

The evening entertainment was furnished by Mrs. Dixon who rendered several very beautiful vocal selections.

After the meeting refreshments consisting of ice cream and cake were served by the hostesses of the month.

The dancing party held on Oct. 27th was in the form of a Halloween Party and the hall was decorated in the usual orange and black colors. The party was very well attended and a very jolly time was had by all.

Next meeting will be held Monday Nov. 21st.

### Chicago Chapter Union Station Unit

THE first regular meeting of our 1927-1928 season was held on October 25th. Business was quickly disposed of and the balance of the evening spent in celebrating an old friend, Hallowe'en. There was bridge and bunco, with dainty prizes for the lucky ones and lots of good doughnuts and cider to console the unlucky ones.

Through the kindness of Mrs. Coffee, one of our Elgin members, we had a handsome piece of Italian embroidery work to raffle off for our Lydia T. Byram Scholarship Fund—raffles are now a regular feature of our meetings.

The birthday box was much in evidence and those who during the long vacation had had occasion to be congratulated or condoled as the case might be, on the passing of another year were gently reminded to contribute; and we know of at least one contribution that added materially to the cause.

Of course the biggest thing of the season was the annual luncheon at the Stevens Hotel—but you will hear more of that elsewhere.

### Chicago Chapter Fullerton Ave. Unit

*Mrs. Elizabeth Shortall, Historian*

THE regular monthly meeting of the Fullerton Avenue Unit was held on October 8th in the Club rooms in the Fullerton Avenue Building. A dainty luncheon was served, after which the meeting was called to order.

Many matters of importance were discussed. The meeting was followed by cards and bunco.

Friday evening, September 30th was a happy evening for all those that attended our moving picture party and dance at Hamlin Park. We hope soon to be able to get the members together again.

On November 5th there was a regular monthly meeting in the Club Rooms for the month of November. At one o'clock luncheon was served.

Reports were read by the various chairmen. A discussion was had covering the enrollment of the Chicago, Milwaukee and St. Paul Railway Women's Club Bowling Team—Fullerton Avenue—in a Tournament. It was finally decided that the Unit would pay the entrance fee for the Bowlers and be their sponsors.

This being the regular time of nomination of officers for the coming year, there was a report read by Miss Agnes Howard, Chairman of the Nominating Committee for the year 1928 as proposed by the Committee and approved by the Members present, as follows:

President—Mrs. W. W. K. Sparrow,  
1st Vice-President—Mrs. C. H. Dietrich,  
2nd Vice-President—Mrs. E. E. Johnson,  
Treasurer—Mrs. O. P. Barry  
Rec. Secy.—Mrs. E. Shortall  
Corr. Secy.—Martha Karsch,  
Historian—Elsa Augstin.

At the Annual Get-Together Luncheon given by the General Governing Board on November 12th at the Stevens Hotel, there were about 100 members of the Fullerton Avenue Unit. Everyone seemed to have a good time, including the speakers.

### Green Bay Chapter

*Juila Johnson, Historian*

A Board meeting was held November 1st at the home of Mrs. Wm. Bartlett, at which time many things of interest came up for discussion.

Our Regular Meeting was held Thursday evening November 3rd in the Club Rooms, President Mrs. John F. Dunn opening same promptly at 8:00 o'clock.

Minutes of previous meeting having been read, a splendid report was read by Treasurer Mrs. Chas. Cheaney and also by Mrs. W. H. Tierney on vanilla sold.

Green Bay Chapter's Open House and Luncheon October 19th was a great success. Members were very well represented at the Luncheon and a most enjoyable afternoon spent socially cards, being played.

At our next meeting December 1st, Election of Officers will be held—Mrs. Geo. A. Waldron, chairman, Mrs. Henry Bennett and Mrs. Jas. Kocha being the Nominating Committee.

Our meeting closed with a delightful program put on by Mrs. Jas. Kocha, Chairman, as follows: Piano Solo by Harriet Whitney, Violin Solo by Florence Jonet accompanied by Loraine Scliefe. Three readings by Berdeen Fogle and Mrs. John Whitney, pianist also played several accompaniments, after which light refreshments were served.

Green Bay Chapter rejoices with Mr. and Mrs. Wm. J. Hart on the arrival of the first two grandsons—John Hart Frier and Wm. J. Hart.

The sympathy of the Green Bay Chapter goes out to Mr. and Mrs. E. T. Redline account of the recent death of their son Lester Redline.

### Dubuque Chapter

*Myrtle Bock, Historian*

AT the regular meeting of October 21st, Dubuque Chapter completed arrangements

for various activities during the remainder of the year. A Membership Campaign was started, having Mrs. Geo. Wiegand and Mrs. Al. Bensch as Captains of opposing sides. This campaign is to last until January 1st when we hope to have made Dubuque a One Hundred Percent Chapter.

We are undertaking something a little different this Fall—a card Tournament in which both Bridge and Five Hundred will be played. The first games will be played the afternoon of November 18th, the second on November 25th and the third and last on December 12th. Very nice prizes will be given for the series. Indications are that it is going to be a big tournament, and the fact that Mrs. T. P. Jones is Chairman of the Committee almost assures a successful one.

The Rummage Sale given early in October added a nice sum to our Treasury. Mrs. Keefe of the Way and Means Committee has other things under way for adding to our funds about which we will tell you later.

At the conclusion of the meeting of October 21st the members remained to enjoy Bunco and light refreshments—something in the way of a Hallowe'en Party.

During the past month we lost one of our very good members, Mrs. Frank Shoulty, who moved to Davenport where Mr. Shoulty is now located. Mrs. Shoulty has been in Dubuque Chapter since its organization and has always taken an active and interested part in everything that has been done. The best wishes of Dubuque Chapter go to Mr. and Mrs. Shoulty in their new home.

With the holidays approaching when there is so much additional relief work, and with the possibility of having our club house to furnish and equip, Dubuque Chapter is anticipating a busy time from now until the first of the year.

Our regular meeting night is the third Friday of the month, at eight o'clock, and visiting club members are cordially invited to attend.

### Aberdeen Chapter

*Mrs. W. O. Hiddleston, Historian*

MEETING was called to order by President Mrs. E. H. Soike at 8:00 P.M. Nov. 3rd, there being twenty-three members present.

The personell of the Nominating Committee was changed from Mrs. Barnes and Mrs. Moorehouse to Mrs. Donovan and Mrs. Kelly.

The Treasurer reported a balance of \$215.95 on hand.

The Corresponding Secretary reports having sent cards out to three ill members during the month.

The Club sponsored a Card Party at the Club Rooms Oct. 18th and those attending report a very enjoyable evening.

An effort is being made to have the Club Rooms enlarged and this can be done by moving the partition back several feet.

It was decided to sponsor a dance about Nov. 18th and the following committee are in charge of the arrangements: Mrs. Williams, Mrs. Phelps, Mrs. Soike and Mrs. Hiddleston.

The Club voted Mrs. Soike as our delegate to the General Meeting in Chicago and it was decided that the Club will defray the expenses of Mrs. Soike on the trip.

The Sewing Circle meets twice monthly. The first meeting was held Nov. 8th and another will be held Nov. 29. We plan to dispose of our products through the medium of a Bazaar which we will hold just prior to Christmas.

One new member was taken in at this meeting.

The Club has voted to put on some form of entertainment to raise \$10.00 to be given to the most representative member of the Central High School Glee Club.

### Ottumwa Chapter

**T**HE regular business meeting of Ottumwa Chapter was held in the club house October 14th. After the routine business was disposed of, a social time was held as a courtesy to Mrs. Bernard LeBow, Historian, who is to leave soon to make her home in Denver. Mrs. Givens presented Mrs. LeBow with a vanity case as a token of esteem from the club. A program was given consisting of piano solos by Mrs. Savage and Miss Louise Overturf. Refreshments were served by Mrs. Morelock and Mrs. Wilson.

On October 28th the social and business meetings were combined. The meeting was called to order by the President, Mrs. Givens, who announced a rummage sale for October 31. After the business meeting a social time of cards games, and music was enjoyed by all. Mrs. Kemp and committee served refreshments.

On November 1st. Mesdames M. P. Hannon, Harry F. Gibson Harry Howard, Wm. Neary and C. E. McClanathan gave a chop suey luncheon at the club house which was enjoyed by all. Sixteen tables of bridge and 500 were filled. Mrs. Fannie Wilson winning first prize in bridge and Mrs. Rucland winning first in 500. A beautiful serving tray, donated by the committee was raffled off at the close of the afternoon.

We had 18 in attendance at the get-together luncheon in Chicago.

A card party was held at the K.C. hall Nov. 9th, 28 tables being filled. The proceeds of this card party to be used in filling Christmas baskets.

### Montevideo Chapter

*Maude Hamlin, Historian*

**M**EETING on Oct. 20th was held in the Club House, with First Vice President, Mrs. Towner, in the chair. Our president, Mrs. R. E. Sizer had been called to Chicago on account illness of her mother, who passed away on Oct. 15th.

Maude Hamlin acted as secretary pro tem, owing to the absence of Mrs. Young, who had been called to Ortonville.

Three new members were added to our membership at this meeting.

Report of committee showed four calls made this month, and a stove purchased and some fuel for one family in need.

Our dance held Halloween night did not end as we had hoped it would, in fact we did not quite make expenses, owing to various halloween parties being given the same night. We will not be discouraged, however, and will put forth every effort to make our Third Annual dance a big affair.

Meeting was turned over to Mrs. Lofdahl, chairman of Entertainment committee, who furnished the following program—

Two piano solos, by Evelyn Halberg

Two violin solos, by Harriet Halberg

These numbers were very well received, after which we sang the usual club songs, and ended our meeting by partaking of a dainty lunch, served by Mesdames, Davis, Lajord and Bradley.

Special meeting held on Oct. 27th, in the afternoon, in the Club House. We were very glad indeed to have Mrs. Byram, Mrs. Dixon and Miss Lindskog with us for this meeting. Also our president Mrs. Sizer was with us,

having returned the day before to be present and conduct the meeting. Mrs. P. H. Nee; of Aberdeen was also a very welcome visitor.

Mrs. Byram talked to us for some little time, again setting forth the object of our Club, the good being done and the urge of making a drive for members.

Mrs. Dixon asked to be excused from a talk, but promised to favor us with some Scotch songs a little later on.

Miss Lindskog also gave us a report of the Chicago activities and the sale of tickets on Paige Sedan.

It was discussed whether it would be advisable to rent our Club House to the various Railroad Orders. Committee of three, consisting of Mrs. Towner, chairman, Mrs. Tweeter and Maude Hamlin, were appointed to investigate the situation and make a report next meeting.

Mrs. Dixon rendered several of the aforementioned Scotch ditties which were enjoyed immensely.

We then spent a social hour, getting acquainted with our visitors all over again, and before they went east on No. 16, a light lunch was served to about 35 members.

Miss Lindskog advised us she had made a few purchases for our Club room, namely, a table, a rug and a couple more chairs. We will indeed be grateful to get them and thank Miss Lindskog for her thoughtfulness.

Sale of the Paige Sedan tickets was rather good in our chapter, the money being forwarded to Mrs. Barry on Oct. 8th.

Mrs. Sizer, Mrs. E. A. Hazeltine and Mrs. D. R. Davis attended the annual Luncheon at Chicago on Nov. 12th and took with them some of the belated tickets on the automobile, which will be given away at the Luncheon. Here's hoping.

Our next meeting will be held Nov. 17th in the usual place.

### Spokane Chapter

*Mrs. R. C. Peterson, Corresponding Sec.*

**T**HE November 8th meeting, held at the Oasis Restaurant, was one of the best turnouts this chapter has had, there being 67 present.

In addition to the regular business meeting the members were entertained with two vocal selections and a piano solo.

Our membership chairman, Mrs. E. M. Grobel, has been working overtime the last couple month and we are proud of the fact that 52 members have been added to the list.

The General Welfare committee reported that fuel had been delivered to a needy family, the father of whom has been out of employment and members of the family sick.

Mrs. W. F. McDonald was chosen to represent this chapter at the meeting of the General Governing board in Chicago on November 15th, our president, Mrs. Fuller being unable to attend on account of ill health.

Miss Murphy, who had charge of the sale of the automobile tickets was presented with a club pin in appreciation of her efforts.

Our next regular meeting will be held December 13th on which date will be the election of officers.

### Mobridge Chapter

*Louise McComb, Historian*

**O**N October 24th our Chapter met in regular session with the goodly number of 75 in attendance at which time 25 new voting members were taken in and resulting in our chapter still leading in membership. The regular-reports of the Secretary, Treasurer and Chairman of the Membership Committee

were read. Also matters of interest were discussed which we will report on later.

A musical program delightfully entertained the ladies, consisting of a trombone solo by Stuart Smith, accompanied by Miss Gladys McFarlane, followed with a reading by Miss Merle Lembeck. Several piano selections were rendered by Mr. Jack Charles who is one of the new talented musicians of the city. At the conclusion of this program refreshments were served.

Our President, Mrs. H. M. Gillick called a special meeting on Oct. 12th in our clubroom for the purpose of having the pleasure of meeting and listening to talks by Mrs. Carpenter Kendall, First Vice President General, also Editor of our magazine, Mrs. E. F. Rummell, Third Vice President General, and Miss Etta N. Lindskog, Corresponding Secretary General. Our President, after a brief talk, in extending her welcome to the honor guests and expressing her appreciation for so large a gathering of members to greet the visitors, was followed by some of our Club songs, after which several pleasing musical numbers were given. Miss Nida Neutzman on the piano. Mrs. Paul Ahrens and Mrs. A. R. Kidd sang a duet, accompanied by Miss Mazie Ahrens, and Mrs. William Rose sang a solo accompanied by Mrs. W. E. Harville at the piano. Little Miss Manley gave two very clever readings.

Mrs. Kendall talked on some of the things that had been made possible through the Milwaukee Women's Club and contributed many suggestions to be worked out in the club here. Mrs. Rummel and Miss Lindskog each gave an interesting talk on what some of the other clubs were doing in general and complimented us very highly on the spirit of co-operation and harmony that existed in our chapter.

Mrs. Gillick called upon our chapter to express their viewpoint on several matters and was very well responded to. The remainder of the evening was spent informally, making the honor guests welcome and the serving of dainty refreshments by some of the club members.

There were 115 present at this gathering. The ladies Auxiliary of the B. of R. T. came as a body. Members and visitors to our club are enjoying the semi-monthly dances that are being given in the Ladies Waiting room of the depot. It is tremendously gratifying to have these dances so well attended, and our sincere appreciation goes out to those assisting us in making these dances a social as well as financial success.

Our Chapter has made arrangements to give the Thanksgiving Ball which will be held in the Masonic Temple and we are looking forward to a good attendance. Will let you know more about this in next month's issue.

We are on the threshold of another year of service and as this gracious and hallowed season approaches may it be for each and every one of us the opening of new days of happiness with broader and better thoughts for the good of all with whom we are associated and especially those we are connected with in this club and may the spirit of Christmas bring to you and yours its full measure of joy and happiness.

### Marion Chapter

*Ethel M. Seager, Historian*

**T**HE Marion Chapter of the Milwaukee Women's Club, opened its year's work at a meeting held at Moose Hall at Cedar Rapids, Iowa, there being fifty five members present.

The Cedar Rapids Members were hostesses, Mrs. W. W. Dunston being chairman of the committee. The hall was attractive with decorations in keeping with the season. The president Mrs. M. J. Flanigan presided. All officers excepting two were present. The meeting opened by repeating the club motto.

Reports from the chairman of the various committees, showed that much work had been accomplished during the summer months. Membership committee reports 438 members, floral committee reports flowers sent to eight different families, sick committee reports 41 convalescent cards sent and eleven calls made, sunshine committee reports five cases helped with medical attention and food, clothing etc.

The following program was presented:—"A stage fantasy," Dorothy Biskup, with Marjorie Grant at the piano; readings, "In the morning" and "Crowning Indignity," Virginia Murray, Spanish dance; Mary Esther Kriz, accompanied at the piano by Marjorie Grant. Refreshments were served by the Mesdames W. W. Dunson, W. Butler, Lilita Layer, H. D. McNabb, Willie Mae Scurlock, F. Francik, G. Fink, Sr., P. Arbuckle, W. Visek, Fred Fink, Edna Vosburgh, J. A. Newman, C. L. Evans, J. A. Clark and T. A. Hefner.

### Perry Chapter

*Ruby Eckman, Historian*

THE club house at Perry has to be enlarged, so say the train and engine men of Perry. The October Safety First meeting was held in the club house and it was lucky the weather was warm as the building was filled to capacity with an overflow of sixty nine by actual count. That number stood around outside the building. The meeting was of the best of the kind ever held in Perry and if the club house as a meeting place was one of the reasons, that should be sufficient for an appropriation for an extension.

The Second Annual Masquerade and Carnival dance was held Halloween with a big attendance, a good patronage and a large sum added to the treasury for charity work. The committees in charge worked hard for the success of the affair and were mighty well pleased with the financial results.

The campaign for new members goes on. Assistant Superintendent Schmitz used the club house for the holding of examinations for promotion of a couple large classes of brakemen who took the examinations for conductors. The building made a very suitable place as it was away from the noise and interruptions of the business offices. Mr. Colings made a dozen tables for the ladies use in the building and these were very handy for the men when writing their examination questionnaires.

The delegation to the Luncheon November 12th. reported a wonderful time.

### Mason City Chapter

*Mrs. Ulrich*

MASON City Chapter held its regular meeting in the evening at the club rooms. The reports were interesting. The house committee had spent a great deal of effort in getting the windows draped and the kitchen cleaned—panels of cretonne made for the walls—and several other things done. The electrician had installed a clever arrangement of lantern lights on the side walls and several of the other departments of the company offices had helped very materially to make the club rooms more home like for which the

members all feel very much pleased and thankful.

Calls for clothing to be made over and other useful things to be saved for the welfare committee was sent out. Clothing had been bought for a patient in the Oakdale hospital. The ways and means committee had given a card party a short time ago to raise the prize money to be given to the member bringing in the most dues up to Dec. 31.

The clerks had given a fall festival in the club rooms in Oct. where pop corn and candy refreshments and cold drinks were sold—a white elephant auction sale held—a bean guessing contest and the corn game played. An orchestra played old time tunes and also later date tunes while the company danced. Everyone seemed to have a wonderful time. The girls realized 32 dollars from this entertainment and it was turned towards paying for the new window drapes. After the club business had been finished, two of the business men of the city furnished the program.

Mr. Tournier sang four numbers in his usual wonderful voice, and Mr. Kinney dressed in lady's costume read a Norwegian dialect sketch which seemed to bring down the house judging from the applause.

We were so pleased to have Mrs. Franz of Chicago visit us and were sorry that she could not stay till the end of the program as she was leaving on the 9:30 train, but she very graciously talked to us for a few minutes during the evening.

About fifteen of the members had said they were going to Chicago on Nov 11, so we look forward to a fine time on the trip.

### Seattle Chapter

THE regular October meeting of the Club was almost colorful affair. Luncheon was served by a committee of members in the Union Station clubroom and the Hallow'en motif was carried out. The members of the Seattle Chapter are very proud of their clubroom and are very much enjoying having so attractive a place for their very own.

The usual business meeting was held after luncheon. One very important feature was the report of an evening bridge party sponsored by Mrs. A. H. Barkley on October 13th. It was a great success both socially and financially.

After the business meeting the raffle of the two attractive silk pillows made and given to the club by Mrs. A. A. Wilson was completed. C. W. Keifer of the Engineering Department and Howard Stewart of the Traffic Department were the lucky winners.

### Tacoma Chapter

*Mrs. J. W. Stevenson, Historian*

THE annual ball of Tacoma Chapter was held in the ballroom of the Odd Fellows Temple, Oct 21st. Lynn's Orchestra furnished the music. The refreshment committee served sweet cider to the dancers during the evening. The regular mid-day luncheon and business meeting for Oct. was held at the Women's Club House Oct. 31st. About fifty members were present and enjoyed a delicious luncheon. The decorations were in the Halloween spirit and all were most happy to have with us again our President Mrs. Chas. Negley who has been unable to meet with us for the past two months, owing to serious illness.

After luncheon the club adjourned to the auditorium where the regular business meeting was held. Reports of officers and committees were read and plans made for renewed acti-

vities during the winter. The beautiful black satin pillow donated by Mrs. Chas. Negley and raffled recently for the benefit of the Lydia Byram Scholarship fund, was presented to the Club by the holder of the lucky number. It was unanimously voted to present the pillow to our recording secretary, Mrs. Emma Loomis as a slight token of appreciation of her efficiency and unselfish devotion to the affairs of the club.

The captains of the membership drive both report good progress and many names of new members handed in. It will be impossible to tell what gain in membership has been made until the final report of the committee.

We are glad to welcome new members to our midst, but it is with deep regret that we occasionally find we are losing an old one. Mrs. A. R. Harris who has been an interested and loyal worker ever since joining our chapter has on account of ill health been obliged to return to her former home in Kentucky. Mrs. Harris has, for the past year has been our corresponding secretary, and has handled the work in a very capable manner. The club sincerely regrets her departure and hopes the change will benefit her health.

### Savanna Chapter

*Anna Bahne, Historian*

NOV. 12 was a gala day for Savanna boosters, and No. 8 on that morning carried an enthusiastic delegation of 80 members to represent the Milwaukee Club Women of the Savanna Chapter at the 3rd Annual Luncheon held at the new Stevens Hotel at Chicago. Their band of twelve pieces played a special part in the entertainment of the group on the train as well as being especially honored at the Luncheon. The Savanna Songsters and Melodists had an appreciative response to their many and appropriate selections. The success of the musical part of the days program was due to the enthusiasm and interest of our Mrs. J. J. Connell of Mt. Carroll in the organization of Savanna's "Band" and musical numbers rendered by the Savanna Sextette. This may also be said with regard to the "pep" evidenced in the Savanna yells—Mrs. Fred Hungerford acted as yell leader, and there was something doing every minute Mrs. Hungerford was just as wide awake and "peppy" when No. 7 pulled into Savanna as she was when she started.

Savanna had the largest delegation. The sextette composed of Mrs. R. Stockwell, Mrs. Garfield Watson, Mrs. A. E. Ferguson, Mrs. H. Humnil, Mrs. William Sheetz and Mrs. Hal Smith sang a "Toast" to Mrs. Byram, which was heartily applauded by the entire assemblage. Mrs. Wm. Sheetz led the singing of the Club song.

Mrs. Byram was presented with a beautiful corsage bouquet, and Mrs. Thurber was also presented with a basket of flowers as a token of appreciation from the members of the Savanna Chapter.

Lydia Byram (Written by Mrs. J. J. Connell)

One night when the moon shone down so bright,

Upon our lovely stream,  
There entered our hearts a lady so fair,  
As bright as the moon's silver beam.

(Refrain)

Lydia Byram, our own, we bring a toast to you,  
Charming and gracious and kind,

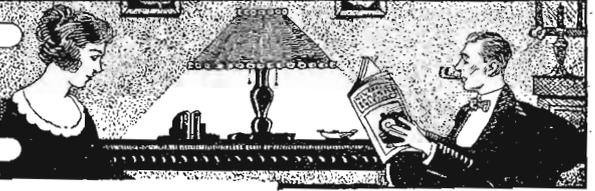
We love you, yes we do,

Our inspiration, our joy

We pledge allegiance to you

We give you forever, yes, give you forever,  
Savanna's loyalty.

# AT HOME



HAZEL M. MERRELL, Editor



June, Daughter of W. M. Ludolph, Engineering Dept., Chicago.



Shirley Jane, Daughter of "Jim" Gillick, Jr. and Granddaughter of our Chief Operating Officer, J. T. Gillick.



Marvin, Son of W. M. Ludolph, Engineering Dept., Chicago.



Patricia, Daughter of A. C. Paynter, Engineering Dept., Chicago.



Roy E., Son of Chas. Kuchel, Engineering Dept., Chicago.

"**SAY** It With Flowers," oh!—I mean —"Do Your Christmas Shopping Early." Incredible, I know, that it is time to be up and doing for another Holiday Season, but already we see signs "Only.....more days until Christmas." Last evening, found us in the throws of a blizzard, and this morning wintry blasts are blowing. Makes one feel a little more Christmasy. Have been trying all week to write these Gift Suggestions, but I ask you, how could it be done with the weather warm and balmy as spring. Just didn't have any Santa Claus ideas "a-tall."

For your friends who are fortunate enough to have a fire place, there are always attractive accessories. There are bundles of firewood fagots to lend an enchanting glow to the fire. Quite the newest thing is a hammered-brass fuel holder.

Ornaments of soapstone, such as blossoms in lacquered jars, book-ends, etc., are new. Desk sets are unusually attractive in red, blue, or green Morocco, hammered-brass, etc. A quaint dinner bell of solid brass, Dutch Windmill design, makes a pleasing gift, also many charming dinner bells, chimes, and gongs. Fruit or bon bon dish with matching candlesticks. Such beautiful bags, purses and umbrellas as there are for the ladies.

Quaint, old-fashioned treasure or trinket boxes are nice for mi-lady's dressing table. For bridge fiends, there are many lovely bridge sets, one particularly attractive one is of book-style in rose, green, tan, purple, or blue leather, containing two decks of cards, score pad, and pencils. Tooled leather note pads with pencil, in all the new and beautiful shades of leather with gold make acceptable gifts; also alphabetically arranged address books. For gifts with a personal touch, there are beautiful patchwork pillows, pillows of lovely Normandie lace for the boudoir, work bags, change purses, and quite novel and useful is a slip cover top for pin cushion; guest towels, bridge sets, filet luncheon and dinner sets, console sets, kerchiefs. For your very orderly friends, there are desk sets of three boxes of book-style for stamps, rubber bands, fasteners, in leather-covered book-end. Book-ends with match-box holder to match makes an attractive set. There are lovely tables, desks, chairs, waste-paper baskets, etc.

To delight the heart of a child, there are always lovely toys and one has only to roam through the toy departments of any good-sized store to get all the ideas one needs.

A new board game played with tiny aeroplanes moving through wind and fog, called the Flight to Paris, is novel. For the little boys who are handy, there are mechanical toys of all descriptions. One particularly fascinating one is a little wooden village which may be set up in an afternoon of enjoyable play. A little sewing set will

start a little girl joyfully sewing her first seam for dolly. For boy scouts, there are interesting and useful fishing and camping outfits. Such charming dolls as there are in the shops! They are more natural and lifelike each year, it seems, and attractive to some quite grownup children. For the gentlemen of the family, there are handsome silk scarfs and handkerchiefs, sets of tie and handkerchief which match; house coats, desk sets, smoking sets, radio logs; of whisk broom and coat hanger, handy for travel; traveling clocks, and leather cases holding tooth brush, shaving brush, shaving stick, soap box, comb, tweezers, file, and military brushes. Studs and links of onyx and gold or platinum and gold, or platinum with mother of pearl. There are many beautiful sets of tray and carafe for home and office use. Toilet sets of powder box, atomizer, and perfume and lotion bottles of French glass.

Of course, there are always the old standbys which make very acceptable gifts, but these are just a few of the supposedly new and unusual gifts to delight both the donor and the recipient. Merry Christmas and Happy New Year to all.

## Preparing the Turkey Bird

**S**ELECT a plump, hen turkey, weighing about ten or twelve pounds, dress, clean, stuff, and truss in shape. By proper trussing, you can have your turkey bird appear in all its glory with no tip ends burned or small muscles over-cooked. Pile dressing lightly in the skin, overlap edges and fold it well back over forefinger to allow plenty of room for swelling while cooking, and then pin it to the back lengthwise with small skewer. Also fill the body with dressing and do not pack too full. Twist tips of wings against back to hold them close to the body and prevent them being overcooked, also bind legs to the body, fasten well by sewing and skewers and it is ready for the oven. If you do not have a self-basting roaster of required size, make a covering of flour and water dough rolled one-half inch thick and fit it over the thoroughly buttered surface. This cover soon becomes firm and is easily lifted or removed to watch the cooking. Before placing in roaster, rub the entire surface with salt, sprinkle with pepper, and spread breast, wings, and legs with the following paste. Cream  $\frac{1}{2}$  cup of butter or margerine, add slowly, while stirring constantly,  $\frac{1}{4}$  cup of flour. If turkey is larger the recipe for the paste should be doubled. Place turkey above thin slices of fat salt pork arranged in the bottom of the dripping pan. Place in very hot oven to set the paste, and when light brown, carefully turn and brown the back of the turkey. Then turn breast up, continue browning and basting every ten minutes until bird is evenly and richly browned. It may be necessary to reduce the heat of the oven after initial browning. Add one cup of boiling water to the fat in pan, and continue basting every fifteen minutes until turkey is tender, which may be determined by piercing legs with skewer or tork. Time required for roasting the turkey depends upon the age. If young, it will require from three to three and one-half hours. Temperature of oven should be very high for the first fifteen or twenty minutes or until the surface of the turkey is lightly browned; after which the heat should be reduced and the basting continued as directed. Slow cooking and frequent basting is important if the highest degree of flavor and tenderness of the turkey is to be preserved. For the first basting, after turkey is delicately browned, use  $\frac{1}{2}$  cup of boiling water or some of the turkey fat that has been tried out. If turkey is browning too rapidly, reduce heat a little and cover turkey with piece of larded paper. Remove skewers and string used in trussing before placing turkey on hot serving platter.

### Dressing

Put a generous portion of lard and butter in frying pan and let it melt. Place dried bread, after it has been cut into cubes, in this hot fat and let all of the grease soak through the bread. Add onion according to quantity of bread, salt, pepper, and eggs. (Also celery and oysters if desired.)

Keep stirring so that it will not stick, and when thoroughly mixed, dash boiling water through it so that it will be moist, but not stick. Roll a few crackers and the crumbs to insure dressing being dry and fluffy. Use sage, just a little, for flavoring if desired.

For the business woman who is planning to entertain "the folks" for a holiday dinner, did you know that you could prepare and cook the turkey the day previous? Just take it out of the oven about 30 or 45 minutes before it is done. On the next day, reheat slowly and thoroughly before serving. Something about the cooling and reheating seems to add to the flavor, and this is agreed to by old, experienced cooks. If care is used and thought given to it, it is surprising how much can be done the day or two before. This takes away much of the hurry and confusion which has seemed to prevail on a holiday morning preparatory to the serving of a feast.

### Household Suggestions

Have a drawer in the kitchen in which to keep clean white rags where members of the family may help themselves.

Half a grape fruit or canteloupe will fit into small Japanese bowls for serving.

Convert old bath towels into pan lifters by cutting them into small squares and covering with a bright gingham or chintz. Sew a small brass ring to the corner. These will launder very nicely.

Soft dust cloths for fine furniture may be made from old silk hose cut open and sewed together.

Keep a pencil and pad of scratch paper handy near the telephone.

A small rug or any kind which is beginning to wear will last for years if lined with heavy overall ducking and stitched firmly.

Small glass containers with screw tops are convenient in the sewing-table drawer for keeping old buttons, snaps, etc.

### Some Christmas Cheer

**Deviled Oysters on Half Shell.** Wash and chop one pint oysters. Finely chop three shallots and cook in one tablespoon butter three minutes; add two tablespoons flour and stir until blended; then add one-half cup milk and one-quarter cup cream. Bring to a boil and add the oysters, together with one-half teaspoon (salt, one-eighth teaspoon nutmeg, pinch cayenne pepper, one-half teaspoon) made mustard, one-half teaspoon Worcestershire Sauce, three chopped mushrooms and one-half teaspoon chopped parsley. Let simmer twelve minutes. Add one egg yolk, beaten, put the mixture in deep halves of the oyster shells, cover with buttered crumbs and bake fifteen minutes.

**New England Chicken Pie.** Cut up and wash two chickens. They should not weigh less than four and one-half pounds, each. Put in kettle, cover with boiling water. Add salt and pepper and let cook until tender. This may be done the day before to be used. Make a short biscuit crust. Line the sides of a large, deep pan with the crust, put in the chicken with enough of the bones to hold up the top crust. Fill half full with the chicken broth. Dot with butter, dredge with pepper and flour and lay over the top crust, pressing down on the sides. Cut a vent in top crust and bake in hot oven. Make a thickened gravy with the remainder of the broth and serve with the pie. The New England Chicken Pie was the great Christmas dish, the turkey having done duty on Thanksgiving Day.

**Squab Pie.** Dress and truss six squab and saute in fat salt pork until entire surface is seared, turning frequently. Put in a kettle and nearly cover with boiling water. Add one-half teaspoon of whole peppercorns, one onion, eight slices of carrots, parsley and two stalks celery. Let simmer four to five hours. Remove the birds, strain the broth, add four tablespoons of butter, melted and cooked with three tablespoons of flour. Place all in a meat pie pan or casserole and bake long enough to cook the pastry.

**Onion Souffle.** Boil onions in salted water until soft. Drain and press through a sieve. To one and one-quarter cups of onion pulp, add four tablespoons of melted butter, cooked with four tablespoons of flour and one third cup of the water in which the onions were boiled and one-third cup of cream. Season with salt and pepper. Beat the yolks of three eggs and add to this mixture, then fold in the beaten whites. Turn into a buttered baking dish and bake twenty-five minutes in a moderate oven.

**Peach Compote.** Scald two cups of milk and gradually add one-half cup of farina, stirring constantly. When thickened, add one-quarter cup of sugar, one-half teaspoon of salt and cook in double boiler twenty minutes. Then add the beaten whites of two eggs. Turn into a buttered, shallow pan. Keep in a warm place until ready to serve. Then cut the pudding in squares, place half of a canned peach on each square and pour over all **PEACH SAUCE**, made as follows: Moisten one-half tablespoon of corn starch with one tablespoon of cold water. Add to the peach syrup, bring to a boil; then pour while stirring constantly, over the beaten yolks of two eggs. Flavor with lemon juice and a pinch of salt.

### The Patterns

Address Miss Hazel M. Merrill, 898 Union Station, Chicago, Ill.

**5999. Misses' Dress**—Cut in 3 Sizes: 16, 18 and 20 years. An 18 year size requires  $3\frac{1}{2}$  yards of 40 inch material, together with  $1\frac{1}{4}$  yard of 27 inch lining for the underbody. The width of the dress at the lower edge is  $1\frac{1}{2}$  yard. Price 12c.

**5977. Dress for Junior and Miss**—Cut in 4 Sizes: 14, 16, 18 and 20 years. A 16 year size requires  $2\frac{3}{4}$  yards of material 40 inches wide, together with  $\frac{5}{8}$  yard of contrasting material 36 inches wide. The width of the Dress at the lower edge with plaits extended is  $1\frac{3}{4}$  yard. Price 12c.

**5976. Ladies' Dress**—Cut in 6 Sizes: 34, 36, 38, 40, 42 and 44 inches bust measure. A 40 inch size requires  $2\frac{1}{2}$  yards of 40 inch material together with  $\frac{7}{8}$  yard of contrasting material. The width of the Dress at the lower edge, with plaits extended is 52 inches. Price 12c.

**6007. Girls' Dress**—Cut in 4 Sizes: 8, 10, 12 and 14 years. A 12 year size requires  $2\frac{1}{2}$  yards of 40 inch material together with  $\frac{3}{8}$  yard of contrasting material. Price 12c.

**5966. Ladies' Dress**—Cut in 6 Sizes: 34, 36, 38, 40, 42 and 44 inches bust measure. A 38 inch size requires  $3\frac{3}{8}$  yards of 40 inch material, together with  $\frac{3}{4}$  yard of contrasting material. The width of the Dress at the lower edge with plaits extended is 2 yards. Price 12c.

**5970. Ladies' Dress**—Cut in 8 Sizes: 38, 40, 42, 44, 46, 48, 50 and 52 inches bust measure. A 42 inch size requires  $3\frac{1}{2}$  yards of 40 inch material, together with  $\frac{3}{8}$  yard of contrasting material. The width of the dress at the lower edge with plaits extended is  $1\frac{3}{4}$  yard. Price 12c.

**5992. Ladies' Dress**—Cut in 6 Sizes: 34, 36, 38, 40, 42 and 44 inches bust measure. A 38 inch size requires  $3\frac{1}{2}$  yards of 40 inch material together with  $\frac{3}{4}$  yard of contrasting material. The width of the Dress at the lower edge is  $1\frac{3}{8}$  yard. Price 12c.

**5986. Child's Play Suit**—Cut in 5 Sizes: 2, 3, 4, 5 and 6 years. A 4 year size requires  $2\frac{1}{4}$  yards of 36 inch material. Price 12c.

**5980. Girls' Dress**—Cut in 4 Sizes: 6, 8, 10 and 12 years. A 10 year size requires  $2\frac{5}{8}$  yards of 36 inch material, if made of one material. To face collar and cuffs with contrasting material requires  $\frac{1}{4}$  yard of 32 inches wide. Price 12c.

**6002. Ladies' Jacket**—Cut in 7 Sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust meas-



ure. A 38 inch size requires 2 3/4 yards of 54 inch material. Price 12c.

**6005 Ladies' Undergarment**—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 1/4 yards of 36 inch material if made with shaped shoulders. If made with camisole top, 1 3/4 yard is required. To trim as illustrated will require 4 yards of lace banding or edging. Price 12c.

**4692. "Peter Rabbit" and his Winter Suit**—Pattern included "doll" and garments and is cut in 3 Sizes: Small 12, Medium, 16; Large 20 inches in length. A 12 inch size requires 1/2 yard for the "doll" and 1/4 yard for the Jacket and overalls. Price 12c.

### Drippings from the Ice Bunkers

#### Spud Bar

**CHRISTMAS EVE**—The heavens above blue black with a million tiny silver lanterns, the earth below pure white with snow soft as down and a million golden lights in the midst of which one may see a happy people, warmth, gay color of yuletide splendor; without—exhilarating cold, a hush—a golden silence like the silent night centuries ago when into this world was born "The King of Kings." Indeed an eve of happiness, forgiveness, charity, in remembrance of that eventful silent night centuries ago.

Thanks to Mr. Edwin J. Doyle for listening to our plea and donating some good news to our "colyum." He has just been knighted "Inquiring Reporter of the West."

Take courage boys and you too, shall be knighted!

The West End of the road is in a spurt and one might say "Eggspurt," the additional egg business we have handled in the past year and the way it is steadily increasing would indicate that "The Milwaukee knows 'er' eggs."

The Kittitas Valley will originate a thousand carload of spuds this year, (just think of it) and the way they are moving now, it looks as tho there will be no end to them. Inspector Roberts of Seattle handles them on their arrival at that terminal and thinks the "colyum" is named after him so far as the "spud part" of it is concerned.

Inspector Dietrich of Avery, Idaho has a farm down near Prosser, and as far as we're able to learn, he will raise "Goofer Feathers," says they're SO soft.

Inspector Cookson of Deer Lodge has entered an antique automobile contest and there is little doubt but what he will be the winner. "He will furnish pictures to anyone interested."

Inspector Carver is back at Harlowton, after a sojourn in the fair city of Mobridge, South Dakota. "E.M." likes the high altitude and we don't blame him.

**POOR RAY**, lil brother of the Refrigerator Service Department meeting his first Waterloo when his idol of the screen, Norma Scheerer, "queen of the movies" went off and got married; being picked on and reprimanded by these here grownups of the department, who tell him that he cannot go to see this of that show for he is too young; kidded because he blows the saxophone; is going to be RICH RAY some day, for *jever* notice how *with precision* he performs his duties, how neat and gentlemanly he is. Stick to your ideals Ray, you'll win out!

Well now Mae can't help it (as she complains) if she has such tons of relations who get sick and decide to take "le grande exit," etc. She has to take a day off even tho it is Saturday and the football season is in full sway.

When it comes to making fudge candy, the prize goes to Ellie, our new recruit. Mmin ---boys wasn't it deeclicious, tastes like more, what?

### Fullerton Ave. Building

J. T. Griffin

**ADELE** Glaser surprised her friends with the announcement that her marriage to Mr. George Smith took place on November 5th. Her co-workers presented her with a set of silver. Congratulations!

Mrs. Grace Ahrens of the Auditor of Expenditure's office has resigned to take up household duties. Her co-workers presented her with a beautiful lamp.

The employes in the Auditor of Expenditure's office presented Erna Greenlaw with a silver sugar, creamer and tray set as a wedding gift when they heard Erna had been married for some time. Congratulations!

"Junior" is one of the most popular employes of the Car Accountant's office. Any girl will tell you who he is.

Congratulations and best wishes to J. H. Howard, O. P. Barry, J. W. Severs, E. P. Willey and G. E. Engstrom on their well-deserved promotions. The employes of the Fullerton Avenue Building remembered them with beautiful floral offerings and other gifts.

Myrtle Olson, Assistant Comptroller's office, was married Thanksgiving Day, November 24th. She was presented with a beautiful clock by her co-workers. Congratulations!

# SPECIAL COMMENDATION

## Those of Us Who Do—

G. P. F.

WE again hear of the activities of Yardmaster W. A. French in the Reed Street District at Milwaukee in securing business. The biggest asset that Mr. French has is that he satisfies the industries with excellent service.

Operator H. B. Olsen at Sioux Falls secured a party of passengers going to a point in Missouri,—a round trip movement.

The following Receiving Clerks at Union Street, Chicago are credited during the month of October with securing diversions on a number of LCL shipments which had been routed via competing lines:

R. Norcross,  
R. Detuno,  
F. Wendland,  
G. Priebe,  
A. Browder,  
J. A. Wagner,  
R. Reiner,  
L. Murphy.

We are glad to credit Miss Ethyl Bernbrock, Stenographer at Galewood, with securing a passenger from Chicago to Seattle, Wash.

W. H. Wiegand a clerk at Galewood secured the sale of two tickets from New Prague, Minn. to Chicago and return.

Again glad to give Earl Arndt, Yard Clerk at Milwaukee, credit for securing a carload to Philadelphia via the Terre Haute Division.

Ray McGrath, Yard Clerk at Milwaukee, turned in a carload via the Terre Haute Division, another for Omaha, and one for Los Angeles via Kansas City. We will hear more from him.

Recently at Madison, Wis., Yardmaster Zeimet met four of his friends from Baraboo, Wis., who were going out of Madison on a competing line to attend a football game at Chicago. Mr. Zeimet wouldn't allow any of his friends to pay their money into the treasury of a competitor, and we got the business.

The Passenger Department at Madison, Wis. has some nice things to say about Conductor M. Carroll and Brakeman P. Kingston, who are influencing a lot of business to our railroad. We like to hear about employes who are so greatly interested in the welfare of the property.

During the month of October at Galewood Mr. J. P. Dickey secured diversions on a total of 54 LCL consignments with a total weight of 1,113,700 pounds, and an average weight of 2,062 pounds.

Messrs. H. Boeck and J. Johnson at Galewood also were active in securing diversions of business that had been routed via competing lines.

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

Section foreman E. Huffine, on November 17th, discovered a pair of slewed trucks on car in Extra 8248, East, as train was coming the hill at Sewal, Iowa. He signalled the

crew, train was stopped and car set out.

LaCrosse Division conductor W. A. Colgan and engineer A. H. Cole, Portage, Wis. discovered and reported a broken rail one mile east of Oakdale.

River Division brakeman L. Rogowski, on train No. 6, Nov. 18th discovered a rail in the west track one and one half miles east of Richmond, with approximately six inches of the rail missing. He wired train dispatcher from Dakota, and the trouble was remedied promptly.

G. J. Peoschl, River Division, on Sunday Nov. 13th, discovered something wrong on storage mail car in train No. 17, at Wabasha; and notified the crew, who after an inspection, discovered a loose wheel. Car was set out at Wabasha before any damage was done.

Superior Division brakeman Robert Shirkey, train No. 69, October 17th while meeting Extra East heading in at Random Lake, discovered lead wheels of a car leaving the track; and immediately broke the air hose between the cars, stopping the east train and averting a probable derailment.

K. C. Division conductor W. W. Birkett on work train Nov. 2nd discovered a broken telephone wire on the dispatchers circuit between Lucerne and Powersville. He stopped and made temporary repairs, notifying the dispatcher from Powersville, thus restoring telephone service promptly.

Operator D. A. Browning, Seymour, Iowa discovered a brake beam down on car in C. R. I. & P. train on September 27th and gave signals to their crew, stopping the train and averting a possible derailment. The Superintendent of the Rock Island Road has written a letter of appreciation to Mr. Browning.

R. & S. W. Division conductor F. A. Matson, on Sept. 5th, took prompt action to avoid destruction of company's property, by cutting the engine off of No. 9 and pulling three cars out of the milk track at Elkhorn to prevent their being burned up by a very severe fire that was raging nearby.

Iowa Division conductor Thos. Nevins and brakeman L. R. Carter received grateful acknowledgment of their kindness to two children, passengers on their train, going to Woodward, Iowa, on September 4th. The children came from Ohio and traveled alone; and upon their arrival at destination they asked that the conductor and brakeman be thanked for being so kind to them.

Brakeman R. D. McCarthy was deadheading in train No. 2 October 12th and riding in the rear seat of the coach, when he felt the truck was off the track. He had presence of mind to quickly pull the air, bringing the train to a stop.

M. E. Donovan reported broken rail just east of Dancy and notified section men to make repairs immediately. When matters of this kind are handled this way we always reduce the possibility of an accident.

### ARMY OFFICER PRAISES OUR SERVICE

Army Officer Praises Our Service  
Fort Leavenworth, Kansas  
630-1 McClellan Avenue  
October 22nd, 1927

Mr. Geo. B. Haynes, Passenger Traffic Manager,

Chicago, Milwaukee & St. Paul Railway,  
Chicago, Illinois.

Sir:

"It was my good fortune to travel on the Olympian, from Seattle to Oconomowoc, on the 13th to the 15th incl. of August last. I have been promising myself the pleasure of writing you, sir, in order that I might record officially my great admiration for that magnificent train, also to praise the efforts of the officials in charge.

It was in San Francisco that I was attracted to the virtues of this new train by the interesting advertisements published in the San Francisco Chronicle by your San Francisco Agency. And there was no longer any hesitation whether or not I should journey by the Milwaukee route after I had talked over the telephone with your General Passenger Agent, Mr. R. F. Randall in San Francisco. I cannot praise too highly the courtesy and interest shown to me and my wife by Mr. Randall. We were made to feel from the beginning that there was a personal interest in our welfare as guests of the Milwaukee line. And as for the equipment for that splendid train, the Olympian, which was boarded in Seattle, I find it impossible to adequately appraise it. Its comfort, beauty and general excellence far surpass any praise of the layman.

But it was not only the mechanical excellence of the train that made the journey so delightful. The high grade service of all persons connected with the running of the train is worthy of note. In particular do I wish to mention your Mr. E. W. Conley, who was the dining car superintendent and in charge of the afternoon teas in the observation cars. Mr. Conley was altogether so considerate, interested in and attentive to the various passengers that I was very much impressed. He was most delightful to myself and wife. His courtesy was much talked of and appreciated. It was a distinct pleasure to eat in his dining car, and the afternoon tea idea was not only a novel one with railway travelers but was made such a pleasant occasion by Mr. Conley and his able assistants that I am afraid that the time passed all too quickly, and we could have wished for many days on your train. As a matter of fact, I can't understand why such trains as yours are not run all the way through from the West Coast to New York, direct! What a pleasure it would be to travel on your train all the way through! I shall be obliged if you will kindly bring to the attention of Mr. L. M. Jones, Superintendent of Dining Cars of your railway the general excellent service of his Mr. Conley. Travelers who pass once and very infrequently are quickly forgotten by the train people who serve them but I assure you that it will always be a pleasure to my wife and myself to remember the unusual courtesy and kindness of Mr. Conley and in fact the attention of all members of the staff on that splendid train.

Please let me wish for the Milwaukee line the most successful operation possible I am sure that you deserve the confidence and admiration of the public.

I am, sir,

Yours faithfully,

(Signed) Haynes A. Kroner,  
Major U. S. Army.

### The Christmas Cover

The two color cover this month is by Byron Corcoran, son of M. R. Corcoran, agent at Morton Grove, Illinois. Byron is a student at the Chicago Academy of Fine Arts, making his own way through. The work which he has already done for publication has been highly commended, as showing a fine artistic feeling and excellent execution. He has ability of a high order.



# ACCURACY

## You can depend upon—in Engine Cab or Pullman Car

**D**AY after day, in coach and engine cab, accurate time is the one vital demand. If there is one thing a railroad man must be sure of, it is the accuracy and dependability of his watch.

That is why most railroad men choose the Hamilton. They know that Hamilton Accuracy is an established fact. They know that Hamilton Dependability has been proved by years of service.

When you select a Hamilton you settle once and for all time the question of accurate time keeping. And with the accuracy and dependability that are a part of every Hamilton, you can be sure of beautiful models, cases that are modern in design, and of all else that goes to make up complete watch satisfaction.

Your jeweler will be glad to show you Hamilton models. Perhaps your Christmas gift list this year includes a pocket or strap watch for some member of your family. You will find all Hamilton models illustrated and described in the "Timekeeper." A copy of this booklet is yours for the asking.

Hamilton Watch Co.,  
Lancaster, Pa.,  
U. S. A.



# Hamilton Watch

"The Railroad Timekeeper of America"

# ON THE FEEL TRAIN

## Wisconsin Valley Division

Lillian

THE regular Safety First meeting was held at the Women's Club house November 7th. There was a large attendance and subjects of interest were discussed. Everyone who is able should make a special effort to attend these meetings as they are very advantageous to each individual and help to keep the "SAFETY FIRST" slogan fresh in the minds of the employees, as well as having an opportunity to bring up conditions that need attention.

Mrs. Glen Somerville and Mrs. Truman Styles visited Wausau between trains recently.

John E. Dexter and Mike E. Donovan, together with their families had a pleasant drive into the country some time ago, that is, while the weather was pleasant and the farmers had not gathered in their fruit and so forth. When the trees are loaded down with nice red apples it is very tempting to try and get just a few. John and Mike were very brave so they decided to make an attempt, at least, but, W-H-E-W-???, they retraced their steps in a hurry—it wasn't a dog, but just about two million hornets, John got by with just one string and no apples and Mike refuses to tell.

Jim Taylor, our transfer man at the Warehouse, has decided to give his horse an indefinite vacation and has purchased a new

Henry Chevie truck. The faithful horse is 18 years old and felt she needed a rest and Jim says she refused to work any longer, she made up her mind to kick and sure did kick.

Mr. and Mrs. Clarence Chagnon are the proud parents of a baby boy weighing eight and one half pounds born October 3rd. Clarence made a statement that the baby will probably go to high school after Christmas because he is so bright.

F. A. Wright, or Monk, as he is more familiarly known thought he would go hunting squirrels, so he started out one day, and while sitting under a tree waiting for the squirrels to put in their appearance he dropped off to sleep. During this time someone passing by, picked up the gun took it down town and sold it. When Monk was finally aroused from his slumber, he missed the gun, after searching for it for some time offered a reward for its return. The gun is on display in the window of one of the prominent merchants with a tag attached "FOR SALE." Up to the present time Monk has not recognized his gun even though he has been window shopping on several occasions.

Time Keeper Clifford Flagel, sprung a surprise on us today, Nov. 8th, when he announced his marriage to Opal Schuster, of Laona, Wis., which took place on March 24th. His announcement was verified when he handed out the Candy and Cigars and after the shock wore off we were able to accept the truth.

We were all expecting the wedding to take place very soon, but had no idea that he could keep such an important event a secret for such a long time. We extend congratulations and best wishes for a long and happy wedded life.

Mrs. J. Horn, has been confined to her home on account of illness, but is improving at the present time.

Mrs. F. Lehrbas is at St. Luke's Hospital, Chicago, receiving treatments.

Mr. and Mrs. A. I. Lathrop have returned from an interesting and worth-while eastern trip, from Oct. 11th to 14th. They attended the ninth annual convention of the American Association of Railway Ticket Agents which was held at Washington, D. C., where they heard a number of very prominent speakers. They visited Mt. Vernon, Arlington and many points of interest at Washington. Prior to and following the convention their sight seeing trip included Cincinnati, White Sulphur, Hot Springs, Charlottesville, Norfolk Virginia Beach, Roanoke Grand Tavern, Atlantic City, New York City, Montreal, Lake Placid and Niagara Falls.

Born to Machinist Harold Jowett and wife on Saturday Oct. 15th a baby boy. Congratulations Harold.

Car Foreman Russ Hansen of Merrill made a hasty visit to the office at the Roundhouse, Wausau, during the week.

## Musselshell Minutes

Helen Kirwan

WELL, the hunting season opened again and here's one that didn't even get a bead on anything that looked like a scoop. However, I guess being off the job so long, these news-hounds sort o' lose the scent and don't know a good thing when they see it. I'm sure there are lots of choice morsels lurking just around the corner, but I have to admit defeat in getting any of it cornered.

I might have a few big headlines saying that P. J. Burns was late for work one morning, Mr. Olson's wife forgot to come after him one noon and that Mr. Knowles lost the pencil back of his ear, that C. Drawbaugh swore off smoking the cigs. and bought an interest in the Wrigley Chewing Gum factories, that Jim Brady quit dancing, that Shorty Rogers gave us all a ride in his car, that R. Dowd didn't lose a cent on the 'serious,' that B. Ross made a lot of money on Dempsey, that J. Cummings took a little trip to the Twin cities and Bill Dougherty ran away with a Spanish Dancing Girl—but—when the roll is called, I want to BE THERE, so I guess I'll stick to the cold, uninteresting facts and let the natural born liars carry on with the fiction.

When I came back and gathered up the old issues of the mag—to see what had happened during my absence, I scanned the pages for the old familiar names and thought to myself: "Where can Nora B?" After much search I finally located her stuff in the latest issue first on the list. Everybody made such a big fuss about her being gone (and never said a word about me) that I can't help mentioning the fact—and I'm not jealous—but



I just don't like it, that's all. Far be it from me to make remarks about anyone, particularly unkind ones, but you know there are some people who will resort to all kinds of tactics to get the public sympathy and at the same time enjoy new experiences. No—I'm not going to mention any names, but for instance—Nora's trip to the hospital—she beats me to everything—she always gets in on the ground floor—whether its gateways, parks, or yes, even hospitals. Now, she's got something else to talk about—that operation—and well, speaking of operations, like Irvin Cobb says, folks that have had them are 'generally speaking' about them.

I thought I could say something about vacations, fish stories, etc., but when I had listened to various tales, I thought they would sound too much like an ad for a rubber company, and really its too bad to try and fool the innocent readers any more than is absolutely necessary.

Its as much as my life is worth to say that our wavy-haired shiek over in the dispatcher's office, spent his vacation giving the natives back in St. Paul and Des Moines a rare treat. I might mention tho that he said the folks in the corn belt tested their 'likker' by sticking their thumbs in it and if the nail stayed on they drank it. If my name doesn't ever appear in print again, you'll know this was the cause of my downfall.

Oh, yes, I must not forget to mention that our Editor accompanied by Mrs. E. F. Rummel and Miss Etta Lindskog paid us a visit recently, to attend a meeting of the Milwaukee Women's Club. They are always so full of pep and enthusiasm we like to have them come often.

Miss Helen Coleman is spending her vacation with relatives in Sioux City. Mrs. Charlotte Parker is taking 90 days leave on account of ill health.

Mr. Ted Bowen visited home folks in Milestown last month.

W. R. Barber, Loc. Engr. from Marion, Iowa, representing the Pension Assn., spent several days on the Musselshell Divn. and secured a number of new applications. Mr. Barber expressed his appreciation of the courtesy extended him here and said he had a fine time with the Muselshell folks.

During the summer Carl Hahn, draftsman in the Div. Engr's office accepted a position in San Francisco with the Pacific Steel Co. Mr. Alf Erickson is our new draftsman, he was formerly located in Tacoma.

Mrs. Geo. Slagel and children have been visiting down in Mitchell, S. D. Mrs. C. H. Slagel from the latter city spent a few weeks here this summer with the Geo. Slagel family, and Mrs. Geo. returned home with her for a short visit.

Mrs. Edith Petterson and daughter spent a few weeks in Minneapolis and Chicago visiting relatives and friends.

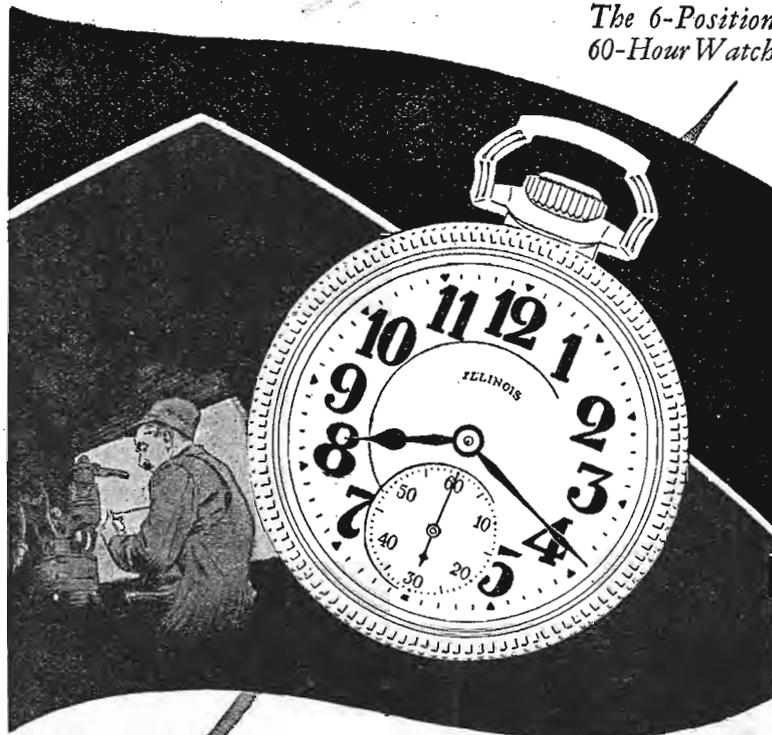
Mrs. Wm. Cullen spent most of the summer months in Denver account of her hay fever.

John Wandell, former stationery clerk in Miles City, now located in Milwaukee, visited friends here last week. His mother accompanied him. Why not call around and see us Johnny? Always glad to see your smiling face and felt slighted to think you passed us up this time.

Clara Spears motored down to Ismay for the week end and she reports a royal time with the old gang.

Our sympathy is extended to Mr. and Mrs. Wm. Cain in the loss of their little son.

The 6-Position  
60-Hour Watch



## Good enough is not enough

THE ILLINOIS WATCH COMPANY is not content merely to meet railroad requirements. It seeks constantly to build even greater accuracy—to build watches that are better than good enough.

For the other members of the family, what finer Christmas gift than an Illinois strap watch? The attractive model illustrated here has a 17-jeweled movement in a 14K gold filled case with engraved bezel and curved back. Raised figure luminous dial; hands of green gold with luminous centers, \$50.00.

That's why the Bunn Special and Sangamo Special are guaranteed to run 60 hours without rewinding—one of the greatest improvements in railroad watches in years and an invaluable factor of safety.

That's why they are adjusted to six positions instead of the usual five—the additional adjustment, the most difficult of all, insuring the greatest possible uniformity and accuracy in any position.

And that's why even their exclusive improvements cause no advance in price—why their far greater accuracy means also far greater value.

BUNN SPECIAL, 21 jewels, 10K regular gold filled cases, \$60.00  
SANGAMO SPECIAL, 23 jewels, 14K regular gold filled cases, \$90.00



# Illinois Watches

ILLINOIS WATCH COMPANY, Springfield, Illinois

MAKERS OF HIGH-GRADE WATCHES EXCLUSIVELY

# Salesmanship

Complete  
Five Lessons  
**Five Weeks Course 50c**  
Trial Lesson 15c NO MORE  
LITTLE WONDER UNIVERSITY  
5705-Huron St. Chicago Box E.

## The World Comes To Your Window

Most Salesmen have to go out after their business. Your business comes right to you. Anyone who buys a railway ticket is a live "prospect" for A Travelers Accident Ticket; needs one, probably wants one, and will buy one if given half a chance.

Before you slide back his change, just ask: "A Travelers Accident Ticket for the trip—five thousand dollars for a quarter a day?"

Do this consistently, and watch your commissions grow!

*Ticket Department*

**The TRAVELERS  
INSURANCE COMPANY**  
HARTFORD :--: CONNECTICUT

## 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. Never sold in stores nor by agents. Every appliance made to special order and sent direct from Marshall. Full information and booklet sent free in plain, sealed envelope.

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



MR. C. E. BROOKS



If \$10 a Day Extra, Selling QUICKLITE Pocket Lighter to fellow workmen and friends interests you, send 25c for a sample lighter and details of sure-fire plan. QUICKLITE has no wheels, springs or bars. Burns anything. Cost you \$2.00 dozen—you make \$4.00.  
**RAPID MFG. CO. 799-N,  
Broadway, N. Y.**

Trav. Engr. McCrum is back on the job again after an extended absence account of illness.

Here's a little warning to the engineers—tell your wife not to hook the screen door, because if you can't holler loud enough to rouse her, you'd at least enjoy being able to ring the door bell and give your lungs a rest. Why not try turning in a fire alarm for your house—that might help. For and in consideration of—a certain large amount of money, I might part with valuable information concerning the above.

This is a grand and glorious month for the harvesting of Montana's abundant crops, reported the largest ever in the history of its farming career.

### R & SW Division

*Lillian L.*

IT is with regret we report the death of little Eugene Anderson, four year old son of Agent and Mrs. E. J. Anderson, Florence, Ill. The little fellow had been ill for a couple of months and was finally taken to the Memorial Hospital at Freeport, where he passed away on Oct. 11th. He was a very lovable little chap and a great favorite of all who knew him. We extend sympathy to the bereaved family and friends. Mr. and Mrs. Anderson wish to extend their thanks to everyone for their kindness in their time of trouble.

Rockford office is pleased to again see the smiling face of Miss Clara Mahoney, who is back on the job after an illness of about six weeks.

Engineer Clarence Ellsworth was fatally scalded and Fireman John Hoch and Brakeman Tom Lawton seriously burned on October 16th, when a string of freight cars sped down an incline under the Twenty-seventh Street viaduct, Milwaukee, and crashed into the locomotive in which the three men were riding. The impact of the freight cars ramming the locomotive burst the steam pipes running into the engine cab and the men were enveloped with escaping steam and showered with boiling water. They were immediately rushed to Milwaukee Hospital, and despite his terrible injuries Engineer Ellsworth was able to recognize those about him for a time. He passed away at 2:45 AM, October 17th.

Clarence Ellsworth was born in Elkhorn, Wis. Feb. 14th 1886, and spent his boyhood there, leaving high school to enter railroad work. He entered the service of the Company as Fireman on December 3rd, 1905 and was promoted to Engineer December 24th, 1909.

Mr. Ellsworth leaves to mourn his loss his wife, daughter and mother. Mr. Ellsworth's father was killed about seven years ago at a railroad crossing east of Elkhorn.

Funeral was held at the home of Mrs. Franklin Ellsworth at Elkhorn on Oct. 19th. Many Railway employes from Milwaukee, Janesville, Beloit and Elkhorn attended the funeral. We wish to express our sympathy to the family and friends in their great bereavement.

We knew Leo Sullivan had not been in the best of health for some time, but did not realize he was where he needed "hopsital" attention.

Engineer Frank Wussaw passed away at his home in Janesville Oct. 17th. He had been in failing health for a couple of months. Mr. Wussaw was born in Columbus, Wis.

Sept. 19th, 1888. He entered the service of the Company as Fireman Sept 27th, 1910 and was promoted to Engineer March 30th, 1918. He was a member of the Brotherhood of Locomotive Engineers.

He is survived by his wife, five brothers and four sisters. Funeral services were held from the residence on Mineral Point Ave. Janesville, Friday afternoon, October 21st. We extend our sympathy to the family and friends.

We are glad to report that Fireman Hoch is coming along as well as could be expected and that Brakeman Lawton is well on the way to recovery.

A son, Richard Dwight, born to Mr. and Mrs. Claron Hazeltine Oct. 25th. The young gentleman tipped the scales at eight pounds.

Recently saw a bill covering cage for Cashier at Rockford. This surely gave us a shock, as we had not supposed Rose was so wild she had to be kept in a cage.

Think it would be well for our Felix to read over the instructions again on the mechanical parts of his Whippet. Understand on Nov. 5th his motor failed to run and it was necessary to call a garage man to locate the trouble. Didn't you get a crank with your car, Felix? It was much better to be stalled in Beloit than on the way to Horicon with your lady friend along, or does your car automatically break down?

Operator Sughrus, who has been confined to his home for the past two or three weeks on account of illness, is reported to be feeling better and will be back on the job before long.

Merrill Burkett sat on the steps leading to the Dispatcher's office sunning himself one morning when we were enjoying that Indian summer. He said outside of the office force he had the best job around here. Never saw the time yet, Merrill, when the office force had so little to do that they could sit out in the sun and watch the choo choo cars go by.

### S. C. D. Gossip

*S. E. R.*

**DURING** the month Clifford Cullen went to Lone Rock, Wm. Gutbrod to St. Louis and Chicago, Gertrude Haas, Bernice Kruse and Ethel Mallon to Chicago. John Trojan to Minneapolis.

Ruth Martens went to Manistee, Mich. to attend a wedding. She don't say much about it except that she had a very good time.

I believe Mr. Brock is the last one to take a vacation. As it was very cold up here, he went south to St. Louis the first week of November and reports having a very good time.

By the time this is published Ethel Mallon will have become Mrs. Norman Fuller. We all wish them a happy future.

If you want to hear all about a wonderful time, get Helen Horan to tell you about her trip to the Coast. She spent quite a long time at Bremerton, Wash., and can tell you all about sailors, especially officers.

Herman Klatt is again with us, having been transferred from Dubuque. We're glad to have you back with us Herman and hope you'll stay this time.

Frank Beck heard the saying "Go West Young Man, Go West" so he packed up and went. I understand he is now located at Seattle.

Now that we have only one janitor it is up to all of us to help keep the office clean. Those cloths which each of us found on our desks were dust-cloths not shoe wipers. No one can kick now about a dusty desk because if you do, it will show you are falling down

on the job. Fred has plenty of clean cloths so don't hesitate about getting a new one.

I've been trying to figure out, if there has been a sale on bow ties or if it is the latest thing. Guess all the boys have one at least, except Johnnie Kozlowski who sticks to his bright red one.

Frank Skola played quite a trick on Frank Anzia while walking home on 35th Street recently. For further particulars ask either party. Of course, a girl figures in the case.

Irv. Clouse denies that he is keeping late hours. That tired look comes from helping baby get new teeth. He says he will need new bedroom slippers soon. Al. Barndt please take note.

Wm. Tschantz has been seen entering a downtown theater on several occasions with a lady friend. Bill's "batching days" are coming to a close soon, we fear.

If anyone wants a new home built see Wm. Gutbrod for plans. Those of us that have been lucky enough to see some of his work, know that he is pretty good. Irv. says Bill is rather a good musician, having heard him play his violin.

Guess the kids on the hill thought Harold's car needed a washing anyway and as long as it was going to be cleaned, they used it for a target in a mud fight. Harold is still trying to find out who the kids (?) are.

If you want a new kind of an ice cream sundae, just ask Fern to tell you about the Hot Fudge Cockroach Sundae she had. She says they are very good and is contemplating catching cockroaches to sell to ice cream parlors for this wonderful new sundae.

We're glad to have Julia Weins back again after heir siege of "Grippe." You started having your share of colds rather early in the winter, didn't you Julia.

### Deer Lodge and Missoula Division

M. E. S.

MR. Wm. R. Barber, Engineer from the Iowa Division, who has been covering the entire system in the interest of the Milwaukee Employees Pension Association, has been in Deer Lodge several days, visiting the various departments, and has had good success in securing a large number of applicants for the pension association. Mr. Barber wishes to thank each and every one for the courtesy extended him and for the loyalty shown by the employes in signing up for the company.

Bob Humphrey is back on the job as Car Stenographer for Mr. Sorenson.

Georgia Kelley formerly of the Superintendent's office has bid in the job of Electrification Clerk in the Chief Dispatcher's office.

Condr. John Rogers has been seriously ill and has gone to Seattle for medical attention.

Emmett Peterson is working in the Superintendent's office at present but would like or rather prefer a position at Alberton.

Joe Mihelich, formerly Car Stenographer at Deer Lodge has gone to Tacoma for a visit.

Mr. and Mrs. Martin Kochler of Avery are the proud parents of a baby boy.

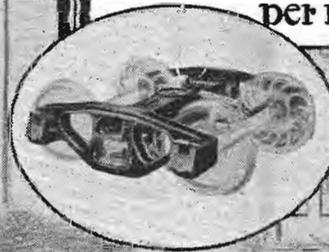
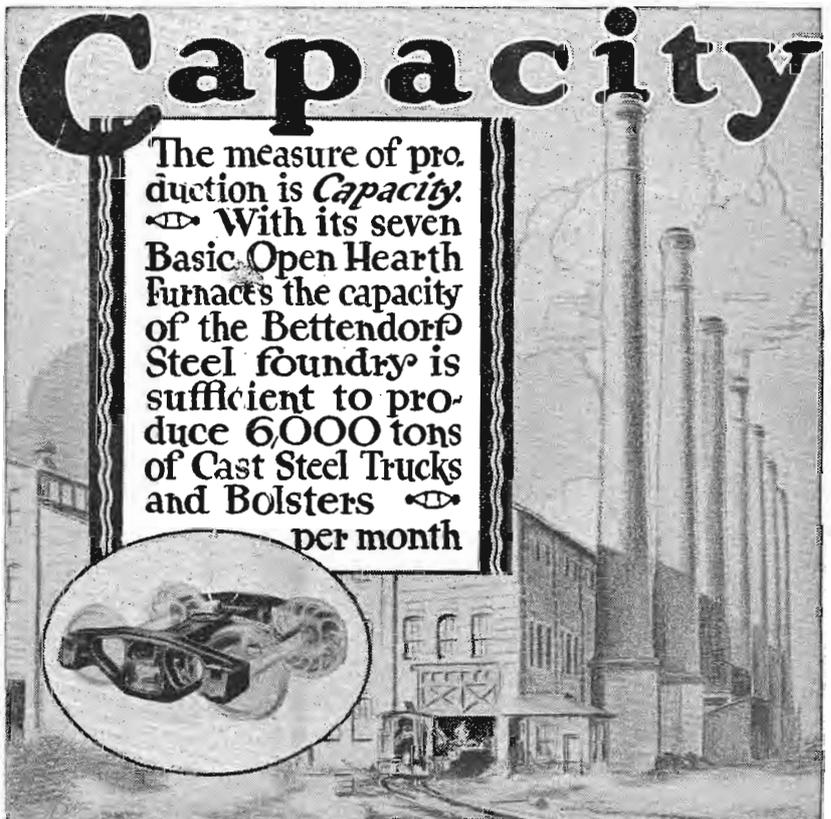
Mr. and Mrs. C. S. Daniells are visiting their son Percy and family in Kansas City, Mo.

The deer hunting season has come and almost gone, but deer were hard to find as there has been no snow. Engineers Blundell and Harnock however secured their deer. On No. 16 coming down the St. Regis Canyon recently when the motor struck a young buck and broke its leg. Their pity for the animal, or was it that taste for venison,



# Capacity

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

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CHICAGO

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BOILER CHEMICALS**

Eliminate scale and corrosion by the use of only 35 lbs. per engine per month.

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Chemicals**

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## MAKES AUTO RUN 59 MILES ON GALLON of GAS!

AUTOMOBILE owners everywhere are enthusiastic in their praise of a marvelous new invention that cuts gasoline consumption amazingly. Automobile engineers have obtained as high as 59 miles on a gallon of gas with cars equipped with this invention. With it engines run smoother and are much peppier. Increased power, quick starting and quick pick-up are also noticed. Carbon formation disappears.

**WANTED MEN TO MAKE \$100 WEEKLY** The demand for the Whirlwind is growing so fast it is necessary to appoint men in every territory to help us. To those men we offer an opportunity of making \$100 a week and more. Even part time workers can easily earn \$10 to \$20 a day.

**FREE SAMPLE** To our workers we furnish a sample Whirlwind so they can equip their own cars. Those interested in this life time opportunity should write at once for free information and sample offer.

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## Does Not Suffer From Asthma Now

Every Sign of Trouble Gone  
Works All the Time Now

People who suffer from asthma or chronic bronchial coughs will be interested in a letter written by William F. McKinley, 649 Arbor Avenue, Indianapolis. He says: "I had suffered from asthma for 15 years. Was unable to do any work for four or five months in a year, had to sit in a chair for weeks, unable to lie down. I tried different medicines, but they did me very little good. I commenced taking Nacor in September, 1923, and I hadn't taken a half bottle until I could lie down and rest at night. I have no signs of asthma now, and I praise Nacor for what it has done for me. I recommend it to all sufferers from asthma and bronchitis."

If you suffer from asthma, bronchitis or chronic cough, you should read the valuable booklet which will be sent free by Nacor Medicine Co., 627 State Life Bldg., Indianapolis, Ind. This booklet also contains letters from people whose trouble disappeared years ago, and never returned. No matter how serious your case seems, write for this free information. It may put you on the road to good health again.

## Avocado Groves

Produce Nature's one complete and most delicious food. Have paid 100% to 200% or more annually. One Avocado (Alligator Pear) tree has paid \$312. per year, net profit, for seven years. Over 30,000 trees planted. A 640-acre grove. First crop next year. Shares \$2 each. Easy terms if desired. Security absolute. Get in now on ground floor; time limited. Endorsed by Bankers, Local and Govt. Officials. Highest Bank reference. Send for Beautifully Illus. Book, also Facts and Figures about Miami, Florida. ALL FREE, no obligation. Address, AVOCADO PARK GROVES, E. F. Hanson, Gen. Manager. (Mayor Belfast, Me. 10 yrs.) 105 MM, Flagler Arcade, Miami Florida.

prompted them to stop and finish it and load it onto the motor.

Mrs. S. B. Eisuninger is a patient at the hospital in Missoula.

Engineer L. W. Pratt will spend Thanksgiving with his parents in Traer, Iowa. This will be the sixtieth wedding anniversary of Mr. Pratt's parents and they expect all of their children to be with them on that day.

### Des Moines Division Items

#### Frenchy

WE regret to announce the death of Division Freight and Passenger Agent. Mr. C. E. Hilliker which occurred on Friday, October 21st at Excelsior Springs, Mo. where he had been for several weeks taking treatment. Mr. Hilliker had been in the service of the Milwaukee for about 40 years, about 14 years of this time being spent on the Des Moines Division as Div. Freight and Passenger Agent.

Short funeral services were held at Dunn's Undertaking Parlors at Des Moines after which the remains were taken to his old home at St. Thomas, Canada where final services were held and interment made.

Out of town CM&STP officials in attendance at Des Moines were the following: Gale W. Myers, Asst. Gen. Frt. Agent, J. A. Farmar, Asst. Freight Traffic Manager, Jos. Caldwell, Asst. Gen. Pass. Agent, all of Chicago. E. A. Lalk, Asst. Gen. Frt. Agent, Milwaukee, J. H. Judge, Div. Freight Agent, Milwaukee, Eugent Duval, Gen. Agent, Omaha, W. F. Keefe, D. F. & P. A., Dubuque.

The following officials were pall bearers at the services at St. Thomas. J. H. Skillen, Asst. Freight Traffic Manager, Chicago, H. W. Steinhoff, General Agent, Detroit, R. F. Trumper, General Agent, Buffalo, R. S. Moore, Traveling Frt. Agent, Buffalo, Gale W. Myers, Asst. Gen. Frt. Agent, Chicago, H. W. Warren, D.P.A., Des Moines. The Messrs. Arthur E. Hilliker and Chas. B. Mc Clurg, nephews of Mr. Hilliker, were also in attendance at the services in Des Moines.

Mr. Hilliker had many friends all over the system and among the many patrons of the CM&STP, who will miss his dry humor and jolly manner.

President Byram has accepted an invitation to speak before the Des Moines Advertising Club on November 22nd. There will be nine other Milwaukee officials in Mr. Byram's party. It is planned to have Mayor Hunter introduce Mr. Byram at the meeting which will probably be held at some hotel.

Des Moines has just closed a successful Community Chest drive in which \$277,000.00 was raised to carry on the several charities of the city for 1928.

News has just come to us that Conductor W. E. Cramer has had another stroke and his condition is very critical. His many friends will regret to hear this.

Mrs. Franklin Fellows, wife of clerk at Milford, visited friends in Des Moines recently.

Mr. Will Welch, well known to trainmen as the Coal Dock Foreman at Redfield, has purchased a farm in Missouri and moved himself and family there.

Relief Agent R. V. Dawson is relieving Agent Stahl of Albert City at present. Charles Lemley slips in occasionally to see how the Milwaukee is faring. Reports his Uarco business as coming along fine.

Conductor Raaz is ill at Methodist Hospital, Des Moines, but reported as recovering nicely.

Authentic reports have reached us that a fine 8 pound baby boy has arrived at the home of Earl Hansen, popular weedburner operator, at Sioux City, Ia. Mr. Hansen will now have no trouble in keeping a steady helper on the job and can train him in his own way. For the information of engineers, Roscoe Frazier and Clyde Ibsen, the cigars may be sent to Mr. Hansen care of roundhouse, Sioux City.

### Kansas City Division

#### C. M. G.

MESSRS. H. J. Bowen, J. A. Mooney, John Niman, C. H. Baker, Frank Barnoske, J. W. Calvert, G. E. Stickler, C. F. Ward, R. E. Dove of Ottumwa, Sam Chadwick, Section Foreman at Rutledge, C. L. Post, agent at Blankensburg and David Browning of Seymour were in Washington, Iowa on Wednesday evening, October 19th and did the greater part of the work in conferring the Master Mason degree before a large number of members. Messrs. Barnoske, Calvert, Mooney and Browning are former residents of Washington. After the lodge work and a number of speeches by visitors, a light luncheon was served by a group of Eastern Star members. Enroute from Ottumwa to Washington, C. H. Baker and several others, above mentioned, demonstrated their ability as car repairers and assistants to chief carpenter.

James Cherwinker, Section foreman at Haskins, spent his vacation visiting with his son at Perry, Iowa who is roadmaster at said point. Mr. Cherwinker is a veteran employee of the Milwaukee, having been with the company for twenty-four years.

Engineer Joe Parrish, recently operated on at St. Joseph's Hospital, has returned to his home and it is reported is improving. We wish him a speedy recovery.

Chief Carpenter Jno Evans journeyed to Amarilla, Texas on Saturday, October 30th., where he spent several days visiting with his two sons. Mrs. Evans who had been visiting in California, joined Mr. Evans at Amarilla and returned with him to Ottumwa.

Roadmaster F. M. Barnoske and Mrs. Barnoske are in St. Louis visiting with Mr. and Mrs. W. C. Smith. Mrs. Smith is the daughter of Mr. and Mrs. Barnoske. From St. Louis they will go to Shreveport, La. to visit with their son Francis, who is connected with The Moss Tie Company of Shreveport.

The announcement made by Chief Clerk J. W. Sowders and Mrs. Sowders of the marriage of their daughter Ilee to V. Glenn Allen came as a great surprise to their many friends and acquaintances. The wedding took place in Des Moines, Iowa on Saturday, October 29th. Mr. and Mrs. Allen are making their home at 311 North Marion Street.

On Tuesday, November 8th., the young ladies employed in the Superintendent's office entertained at noon luncheon at the Club House, honoring Mrs. Allen. The colors of orchid and green were carried out in the table decorations of flowers and tapers. The bride was presented with a beautiful gift of glassware.

Ass't Chief Dispatcher John Niman is on a temporary leave and is on his farm near Amana, Iowa supervising repairs being made to his property. Farmer John likes the country air and since he has been out working with the cows and chickens he finds it is not necessary for him to take his 'daily hike'.

Condr. John James died at Malden, Washington on Monday, October 31st., 1927. His body was taken to Chillicothe, Missouri for burial and the services were held there on Monday, November 7th. Up to the time of

THE ACORN PRESS  
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 Direct Mail Advertising  
 1214 Howard St., Omaha, Neb.

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 Exactly Right Shim Company  
 That Are Exactly Right  
 P. O. Box 1031 Pittsburgh, Pa.

SPECIFY  
**CHASE & SANBORN**  
 DELICIOUS COFFEE

**BRUSHES**  
 Of All Kinds  
**BADGER BRUSH COMPANY**  
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BUILDERS OF OVER 60,000 LOCOMOTIVES  
**THE BALDWIN LOCOMOTIVE WORKS**  
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 CAST STEEL YOKE  
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**Union Draft Gear Co.**  
 FRICTION DRAFT GEARS  
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**FLOODLIGHTS**  
 Increase Safety and Production  
**Pyle National Company**  
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You Will Find Everything  
 for the Office at  
**H. C. Miller Company**  
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PACIFIC CREOSOTING CO.  
 Make Wood Last Like Iron  
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**"HEADLIGHT"**  
 Accident and Health Policy  
 Especially Designed For  
**Railroad Employees**  
 Massachusetts Bonding &  
 Insurance Company  
 Boston, Massachusetts

USE GLOBE BOILER TUBES  
 Mills at Milwaukee, Wisconsin  
**Globe Steel Tubes Co.**

**STAYBOLTS**  
 FLANNERY BOLT CO.  
 PITTSBURGH, PA.

Fuel of All Kinds  
**Hymera-Premier**  
**D. C. Shoemaker Coal Company**  
 Chicago, Illinois

**PRIME'S PLUGS**  
 Prime Manufacturing Co.  
 MILWAUKEE, WISCONSIN

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 5th Street, Milwaukee  
 Distributors of  
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Oak Cross Switch Ties  
 NASHVILLE TIE CO.  
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 write  
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 Highway Crossing Signals  
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**DEPENDABLE**  
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 For Wiring of All Kinds  
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For Your Convenience  
 We Have Treating Plants at  
 TEXARKANA—HOUSTON—KANSAS CITY—FINNEY, OHIO  
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**THE SERVICE SUPREME**  
 A "Continental" Health and  
 Accident Policy  
 write  
**CONTINENTAL CASUALTY COMPANY**  
 The Railroad Man's Company  
 CHICAGO, ILLINOIS

his death he was the oldest conductor on the Kansas City division.

Our efficient rodmán, Samuel G. McCausland, is fast growing into manhood and is developing a beautiful Charlie Chaplin mustache of a sunset shade. He claims it is to be the prize mustn't-touchit of the Y. M. C. A. boys.

Chief Dispatcher E. J. Klahn spent his vacation in Chicago, taking in some of the good shows, also visited with his mother at Wheatland, Ia. On the day of his departure for Chicago EJK made a visit to the office all dressed up in his Sunday best. We thought it was a traveling model for the Hart, Shaffner, Marx Clothing Company.

We are glad to learn that Condr. Jack Ryan has fully recovered from injuries sustained several months ago while in freight service on the Marion Line.

Engineer Joe Palmer and Mrs. Palmer have a new son, born on October 20th at the Ottumwa Hospital. Joe informs us that John Edwin is already puckering up his lips endeavoring to say 'choo-choo' and he insists that his new son is a prospective Milwaukee engineer and will follow in his Daddy's footsteps.

#### Freight House News

Bill Wendell, our efficient ticket agent at the Jefferson Street station, has returned from his trip from the West. He was accompanied on his trip by his wife and family. Bill says the West is some country, but he would not trade Iowa for any part of it.

O. G. Marrs, the demurrage man, is with us this week, checking up and giving us the news of the day.

Jay Mills, cashier, is enjoying his vacation and expects to have enough wood cut to last him and his neighbors all winter. Jay sure does enjoy wood cutting, he 'wields a wicked ax' and also maintains that it is the best exercise going to help reduce and to keep that girlish figure. This advice he wishes to impart to the girls.

Margaret Smithberg, our abstract clerk, spent the week end at Moravia and she says that the weather was so much colder down there than in Ottumwa that she just had to come home before her visit was up.

Jay Farrell, O. S. & D. Clerk has taken up the great game of golf and it is sure hard to tell what he is talking about sometimes, as he mixes the language of golf in with the language of the O. S. & D's and it sure makes one conglomeration, or whatever you may call it.

We now have the new roof on the freight house and it gives great joy to the warehouse men, as they will not have to worry about keeping the goods away from the wet spots.

### Rail Rumbblings from St. Paul

Allen

WE are informed that Mr. Ober of the passenger dept. has carried out his threat of the past few years. He has purchased a radio set and is tuning in all the stations of Europe.

Mr. Ober believes in getting the foreign news direct and at first hand and directly.

Chuck Harrison spends many a dime calling up South 2908. Better get a dime bank Chuck.

Mr. Cree furnished a page and a half of news for The Western Way magazine. We are looking for a second installment to learn more of the Widow.

Miss Ann Larkin resigned her position at the local freight office. Say Bill, what does all this mean?

Mr. Peterson of C. L. Kennedy's office was a caller at the local freight the other evening. By the way Art your camera is still here.

Denny Sullivan attended the G. N. Ry. dance the other night. He traveled light. Now Denny that wasn't nice to leave the postmistress home all alone by the telephone.

Charles Martineau was down to River Falls during his vacation looking over his estate.

Frank Garvey walked to Minneapolis and back before breakfast the other morning. No he didn't do this just for exercise but for gasoline. He ran out of gas on the east end of the Marshall Ave. bridge and the nearest filling station was at the west end of the bridge and that is Minneapolis.

Merry Xmas and a Happy nineteen twenty eight.

### Milwaukee Shops

H. W. G.

THE Tomah shops were again photographed, and over a wider range. Mr. F. H. Johnson from Mr. Byram's office conducting the lay-out requirements. The same again at Savanna both early in November.

One of the coal heavers at the coaling up shed met with a painful and fatal accident Nov. 3rd, slipped on the track when one of the coal cars backed over him cutting off one leg from which he died shortly after.

The newly repaired gas bus received a new coat of paint and went in the Racine-Sturtevant service early in the month.

The Diesel Engine gas electric car No. 5906 started for the Iowa service recently.

Some doorways in the shops have been widened out to admit the truck cranes, of which there are quite a few now.

Mr. Louis Bartman, Foundry foreman died Oct. 30th, 1927, he had been employed in the foundry department for 44 years, in the gray iron section. He was an honored member of the Veteran's Association and will be greatly missed by his fellow workmen.

The following just received. "Sheet Metal worker Herman Graf left for Marshall on a hunting trip. On his return we were informed that there is a lot of game out there, it is reported that he shot 16 rabbits and 18 squirrels, no fooling."

Veteran Wm. H. Gardner for quite a long time laid up, is getting along fairly well at the present writing and we hope he will continue to improve and be with us again soon.

Not until the November magazine was received did we know of the death of our Veteran friend Nelson W. Pierce of Chicago. Mr. Pierce was the agent at Madison, Wis., when we were round house foreman there. He had charge of the Chicago freight business thru two of the big strikes.

Mr. Alex Sawdy the new wrecking foreman from lines west had a job picking up a little spill west of Pewaukee the other day.

Our old time wrecking Foreman for 36 years, Mr. Jas. M. Reidy, now handles the traveling crane gang on the west yard repair tracks and had some time now to be home with his family.

The little box cameras out on the road for picking up damaged and scrap records abandoned some time ago, are again in commission, but for foreign cars only.

May we have some more of "Our town" from Mrs. L. B. B.

A large number of Veteran renewals for 1928 have been received and we are hoping that all renewals will be cleared up early in

January. Some few owe dues for two or three years which we trust will be forthcoming soon. The Milwaukee Shops generally is one of the first to clean up the list.

An item from down town. It is serving the modern bandit a mean trick when it comes to giving a fellow a short lift in your auto and soon find out that your watch is gone, and turn your gun on him with the request that he hand back that watch, and later find out that the watch did not belong to him and that you had left your watch at home. A case of sheer absentmindedness. A good deal like the two deputy watchmen who got off P du C time freight at Brookfield some time ago and commenced shooting at each other, each thinking that the other was IT.

Just as we are closing the items, word comes that Engineer Jno. Grady of Portage died yesterday Nov. 13th. Another old faithful employe passed on. Mr. Grady had been a Lax Div. engineer a good many years. Another Portage item is that switchman Lang's daughter was murdered near her home.

### At the Cross Roads of the World

Roberta Bair

A NEW modern electrically operated plant is being installed at our Latta water station, replacing our gasoline plant. We expect to have this improvement ready for operation by the middle of December.

The Bedford Foundry & Machine Company, at Bedford, Indiana, are erecting a new plant 60 x 120, which will give this company considerably more business.

The Heltonville Stone Company has erected a modern stone mill at their plant one mile east of Heltonville, which is about ready for operation. The quarry owned by this company is also practically new and we expect a good business from these people with the next 30 days.

The largest producing coal mines in this locality are now in operation, giving us a business of from 375 to 400 cars per day.

We now have thru engine runs between West Clinton and Bensenville, a distance of 167 miles, using the same locomotive and engine crew, an arrangement which is working quite satisfactorily.

Mr. A. C. Hultgren, Asst. Gen'l Freight Agent, in charge of the traffic on the Terre Haute Division, will go over the division in the near future.

Mr. J. B. Donald, T. B. M. of the Dubuque Division, is visiting his son, L. F. Donald, our Asst. Supt. Terre Haute, Ind.

We are more than pleased to announce that Miss Eleanor Faris of the Master Mechanic's office force and daughter of our Terre Haute Agent, was chosen QUEEN of the Kerman Grotto popularity contest in Terre Haute October 29th. Miss Eleanor received a beautiful dress, fur coat, diamond ring, silver slippers and also a free permanent wave. She was sponsored in her race by the Milwaukee, hence our pride in announcing her victory.

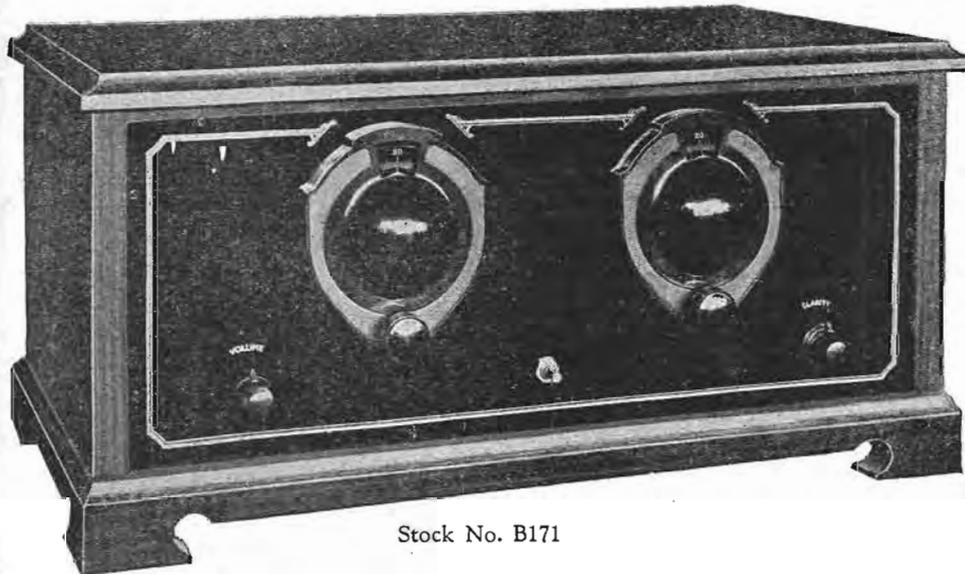
### Dubuque Division

E. L. S.

A VERY interesting Safety First Meeting was held at Marquette Oct. 7th. There was a good attendance and an unusually good discussion on Safety First in general. Everyone reports W. H. Cobb Safety Inspector a very interesting speaker.

R. P. McGovern, Time Inspector was checking Dubuque Division time during first part of November. We are always glad to have him with us.

# TREGO SCORES AGAIN



Stock No. B171

WITH  
TWO DIAL  
TREGOSIX

Table Model  
**\$27.45**  
NET

## 10 DAYS FREE TRIAL



Stock No. B178

Console  
**\$46.82**  
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**MAIL THIS  
COUPON**

or send a postal or letter.  
Get our proposition before  
buying a radio. Deal di-  
rect with manufacturer—

**BIG PROFITS TO DEALERS AND AGENTS:** Our dealers and dealer agents make big money selling Tregosix sets, you can work all or half time. Demonstrate the Tregosix right in your own home. Tregosix radios have no competition, lowest wholesale prices, greatest money making opportunity ever offered. Send in a letter or a postal for our proposition.

In building the Tregosix nothing but the highest grade low loss parts are used. A very high degree of accuracy, volume, tone and selectivity are thus attained by Tregosix users. The receiver is equipped with two Vernier type dials gives easy and exact adjustment for any wave length reception. Solid Bakelite panels used throughout. Beautifully decorated, equipped with automatic battery switch for turning off all batteries, and at the same time locking the set so that it cannot be turned on or off when set is not in use. This protects the set from unnecessary drain on the batteries. The Tregosix is equipped with precision low loss variable condensers, low loss coils wound on solid Bakelite, of latest design, constructed and balanced to the Tregosix for highest efficiency.

### Astonishing the Radio World

In designing this receiver we have astonished the radio world by eliminating all howls, screeches, and body capacity—the set operating very quietly with ample volume. Stations are easy to tune in and the dials can be logged for future use and those stations received on the same dial setting at any time they are broadcasting. The Tregosix will easily give you coast to coast reception, and is known throughout the United States as a set with six points of leadership. Tone quality, volume, distance, selectivity, beauty and ease of control. Just place this wonderful receiver in your home and connect up and then forget about the usual troubles—forever! Actual tests covering the period of many months under the critical eyes of many of the nationally known radio engineers the Tregosix receiver has been repeatedly pronounced the ultimate solution of perfect broadcasting reception.

#### MONEY BACK GUARANTEE

**WONDERFUL OFFER DIRECT FROM FACTORY!** The World's greatest radio, guaranteed to give you complete satisfaction in every way or your money will be cheerfully refunded if this set is returned within ten days from the date which you receive it.

TREGO RADIO MFG., CO.

1427 CHESTNUT ST., KANSAS CITY, MO.

Gentlemen: Inclosed find \$\_\_\_\_\_ please send me set number \_\_\_\_\_ on your ten days trial, if this set does not come up to my full expectations it is understood that you are to refund my money in full.

Name \_\_\_\_\_

Address \_\_\_\_\_

Post Office \_\_\_\_\_ State \_\_\_\_\_

TREGO RADIO MFG., CO.

1427 Chestnut St.

Kansas City, Mo.

Bridge K-108 at Dubuque Shops is nearing completion, and is a very fine piece of work.

Those on the sick list in Train and Engine service on this Division are the following:

E. C. Chaloupka, Condr., who was injured in an automobile accident some weeks ago. Reports are that he is getting along nicely, which we are surely glad to hear.

Ira Kelsey, Conductor, Waukon, was in Mercy Hospital at Dubuque during October.

Frank Widman, Engineer, also on sick list at Finley Hospital, Dubuque.

Geo. Mahood, Passenger Brakeman is back on his run on No. 3 and 4 again after having been away from duty on account of injuring his knee some time ago.

Effective Oct. 21st, Condr. H. L. Schwartz was appointed Night Yardmaster at Dubuque Shops.

Operator V. G. Drumb of Marquette has taken the Agency at Osterdock filling the vacancy of J. A. Dean who is now Agent at No. Buena Vista. A. F. Mullane formerly at No. Buena Vista has been transferred to Prosper, Minn., on account of the resignation of M. I. Newhouse.

Trainmaster Hotchkiss went a-hunting in the vicinity of Lansing first of November. The weather was so bright that he didn't see the ducks. Better luck next time!

Superintendent and Mrs. Meyer, and Trainmaster Hotchkiss attended the Wild Game luncheon at Marquette on November 7th and report a very good time and plenty to eat.

Chief Clerk Kinney, wife and daughter Marion were sojourning in Perry, Des Moines and Sioux City during the latter part of October. They visited W. L. Schmitz, former Trainmaster at Dubuque, while at Perry, and the Scott's at Sioux City, also saw all of their old friends at Des Moines Superintendent's office.

Chief Rules Examiner, Mr. B. H. McNaney, was on Dubuque Division recently. We are always glad to see Mr. McNaney.

We have a real stage sheik in the Superintendent's office. Guess who?

Former Roadmaster Kelsey was in Dubuque a short time ago, and is looking better than ever. Your friends at the Superintendent's office are disappointed because you didn't drop in to see them, Norm.

At this writing, members of the CM&StP. Women's Club are getting ready to attend the Annual Luncheon at Chicago, which will be held in the New Stevens Hotel, November 12th.

On account of the new trains on this Division, it was necessary to put 3d trick operators on again at Gordons Ferry and Spechts Ferry.

## Twin City Terminals

*Mac*

**I**N this season of high holiday, let us give ourselves a day off. Let us shut our house doors resolutely on the seemingly never-ended tasks of tying up and tidying up, and go out. Not along the familiar streets of our everyday excursions, but into the "Real" country which lies so much nearer to every city and town than many of its dwellers are aware of, and so find for ourselves the high road to Christmas.

Mr. C. L. Kennedy General Northwestern Freight Agent is driving a brand new Buick and Mr. A. J. Keller, Special Coal Agent and Mr. G. E. Benz, City Freight Agent are sporting new Chevrolet coups.

Mr. L. W. Scoville Com'l. Agent spent the week end at Chicago last month with Mrs.

Scoville. She had been spending a few weeks visiting friends.

Mr. A. J. Farley Traveling Auditor took in the Notre Dame game at South Bend on Nov. 5th.

Mr. William Ryan of the Police Department who was seriously hurt while on duty a few months ago, took a trip with his mother to Los Angeles and other points in the West to recuperate. He is on the road to recovery and hope to see him back on the job in the near future.

The Cashier's office of the Local Freight was thrown into a panic Nov. 7th when a burly policeman arrested Window Cashier Al Lundberg. Al asked the officer what was wrong and was told he could explain to the Judge. He was immediately taken to the Court House, brought before a Judge who instructed the Officer to lock him up and his case would be disposed of later. Al was thrown into a cell and not allowed to communicate with friends and was very much surprised when later the same officer appeared and took him to the Auditorium where the final ceremonies of the initiation into the Mystic Order of the Noble Shrine were completed. All arrangements had been made by Mrs. Lundberg without knowledge of Al.

Mrs. Marie McDermott and Miss Hulida Swanson have been helping on the comptometer during the grain rush at the Local Freight.

Mr. John Parkins Local Freight was hurt by an automobile on Nov. 10th. He was going home from the office and was struck as he was getting off the street car on 35th and Nicollet. We understand there were no bones broken, but was badly bruised and his back was wrenched. We hope to see him back on the job very soon, fully recovered from the mishap.

A bowling league consisting of members of the Railway Business Women Association of the Twin Cities has been organized. Each road in the Twin Cities have two teams. The Minneapolis teams bowl Friday evenings at the Recreation Bowling Alleys. The CM&STP have two teams the Pioneers and the Olympians.

Georgia Perry Accounting Department is Captain of the Pioneers. Those playing are Elizabeth Murphy, Emma Zinn and Vivian Britton, Store Dept., and May McAndrews, Local Freight.

Mattie Chewing Store Department is Captain of the Olympians. Those playing are Marie Kukla Car Dept., Genevieve Farvar Accounting Dept., Elizabeth Hesseburg and Florence McCauley Local Freight.

Substitutes are Ella Ziegler Car Department and Dora Christopherson Store Department.

## Iowa Division Middle and West

*Ruby Eckman*

**L.** D. HENRY a former Milwaukee Conductor and Newt Black a former telegrapher in the Perry offices have just opened a new bank in Perry. Several Milwaukee employes are stock holders. Mr. Henry has been in the banking business in California and Newt has been in charge of one of the most prosperous banks in the country.

Engineer E. C. Hullerman was off duty a few days in November while he and Mrs. Hullerman went to Minneapolis to visit their son Hugo who is in college there. Hugo worked during the summer vacation so had no opportunity to come home to see his folks.

A lot of the Perry railroad men took advantage of the open season for pheasant

hunting in northern Iowa with the result that many of their friends enjoyed pheasant dinners. The most tickled hunter in the group was A. J. Kressen the Perry round house foreman who made his first hunting trip. A. J. got the fever bad so figures from now on his family will enjoy game of his own hunting.

Brakeman Richard Singleton went to Chillicothe, Mo. the fore part of November to attend the funeral of his father who died while on a visit with relatives in Washington.

Conductor Harley Wicheal and wife are the parents of a fine daughter born to them on October 18th.

E. Collings for many years Chief Carpenter on the Iowa division received word the latter part of October that for the second time he was a great grandfather. The new arrival was a son born to Mr. Collings' grand son and wife.

The monotony of the day's work in the Perry dispatcher's office was broken on October 22nd when a shipper from Bagley sent word to the office of his appreciation of a stock run he had been given a few days previous. He stated that his stock had been in fine shape when started and the Iowa and Illinois division had given him such good service that two cars in the shipment brought the highest price which had been paid on the Chicago market since the war. Such news is always welcomed by the employes.

Conductor M. B. Moran who has worked on the Iowa division in the train service for fifteen years, died at his home in Perry October 23rd following an illness of only a week. Mr. Moran left a wife and a four months old daughter. He has a brother W. J. Moran who is also in train service.

Mrs. Frank Wagner, wife of conductor on the west Iowa Division died at the family home in Perry the fore part of November following an illness which had extended over a period of four or five years.

All of the five year brakemen on the Middle and West Iowa divisions have been called in for examination for promotion to conductors during the fore part of November.

Dr. Pond, one of the company surgeons at Perry was married on October 7th to Miss Trina Schmidt a trained nurse from Chicago. The bride was formerly superintendent of the hospital in Perry.

A train order delivery staff, designed by operator G. E. Madsen of Weston, Iowa has been installed at Ferguson, Iowa for sixty day's trial.

Brakeman Carl C. Campbell and Ethel Finders were married in Perry October 25th. They will make their home in Perry.

Engineer Seymore Brown who has been off duty for a number of months on account of an injured leg has returned to work. He is on one of the switch engines in Perry yard.

Clyde Kinney, Chief clerk at Dubuque was in Perry in October for a visit at the home of assistant superintendent W. L. Schmitz. Mrs. Kinney and daughter accompanied him and from here they went to Sioux City. Clyde formerly worked in the Perry office and has a lot of friends on the division who always give him a welcome.

Miss Hazel Merrill, the At Home Editor, strayed away from home for a week end and visited her Perry friends.

Train dispatcher A. J. Krohnke had the misfortune to have his auto turn over in a ditch while they were enroute to Marshalltown to visit their son. Mr. Krohnke had his right arm broken and Mrs. Krohnke sustained injuries to her back.

# Electric



# Castings

## Steel

### WEHR STEEL COMPANY

MILWAUKEE

WISCONSIN

A. M. Peterson who has been yard master at Manilla for several years has resigned his position and has returned to work in train service on the western division. John Curler who worked as night yard master before that position was abolished took Mr. Peterson's place.

The correspondent extends the Season's Greetings to all.

#### Tacoma District Accountant's Office

K. K. K.

FRANK Opie has traded in his "Open Air Ford" on a closed model. Now he has to open the doors to get in the darn thing.

Miss Armitage (Jerry I mean) was a recent visitor in Seattle. I understood the football game was part of the reason.

Helen Amidon must like soup. She has been eating it every day for a week.

I understand that Olga got acquainted with a speed cop lately. These North Dakota prairie flowers sure know how to appreciate good roads when they see them.

Millie says, "the front seat is the place to get for a show like 'Gay Paree'."

Anyone wanting to know anything about flat tires apply to Mr. Mason, he is a past master in repairing punctures.

"Dick" Baughn "The Grand Old Man" of the Accounting Bureau was off sick for a few days, we are all glad to see him back again. Dick is darn good natured although he is married.

We are wondering if our Ruth is the originator of the "OH HENRY" candy bar.

Mr. Dahl has taken up athletics. Broad jump mostly.

Our old friend and "College Bum" Ann Harris is back with us again. Good natured people are always welcome.

B.T. Can you make a sentence with the word cavort in it?

L.J. Sure, I want a cavort of milk.

G.A. What is the best thing you ever saw in Seattle?

M.J.A. The boat to Tacoma.

F.M. What happened to Lot's wife when she looked back?

M.E. She turned into a pillar of salt.

F.M. And what did Lot do?

M. E. She turned into a pillar of salt.

O.G. Where on earth did you get your hat?

L.B. Generally in restaurants, but this one I got in a church.

O.D. Says they called the "Middle Ages" the "Dark Ages" because there were so many

"Knights.."

H.R. In what month do women talk the least?

L.B. That's easy, in February of course.

The train was just pulling into the depot when the porter approached R. Baughn who was preparing to alight.

Porter. Shall I brush you off, suh?

R.B. No, thanks, I'll descend.

Have you "Kissed Me in the Moonlight?" asked C. J. P. the young lady behind the counter. She gave him a startled look and replied: "It must have been the girl at the other counter, I've been her only a week."

C.T. I am studying the origin of blotting paper.

A.J. That must be very absorbing.

F. O. How many make a dozen?

R.L. Twelve.

F.O. How many make a million?

R.L. Darn few.

W.S. Why don't they have insane asylums in Arabia?

A.L. Because there are nomad people there.

A.C. Did you sew the button on my coat?

R.R. No, I couldn't find the button so I just sewed up the button hole.

#### Sioux City and Dakota Division H. B. Olsen

THE October "Safety First" meeting was a great success and the usual goodly number of suggestions offered. This meeting was held in the Sioux City Passenger depot.

Miss Arlene Searles, steno' in the Sioux City, City Ticket Office has gone on a two months vacation where she will visit the Pacific Northwest. She is being relieved by Paul McConville.

Conductor Bert Brashier took over the new local run into Sioux Falls. Bert has not been on the Sioux Falls line for several years and you bet your life, Bert, we're glad to see you.

Switchman "Curley" Overcash at Sioux Falls in his strenuous effort to win the Hog Calling Contest put on at a recent Safety First meeting, has, we understand, been requested to enter the State contest. Curley's efforts for some unknown reason have been broadcast throughout the country.

Yardmaster J. R. and Mrs. Bankson, Sioux Falls are on a two weeks annual vacation. Ross did not divulge to us just where they would go, but we rather imagine "South."

The Sioux Falls passenger station after a complete renovation is now receiving new paint of various colors, new French doors and with other minor improvements will rank A-1 with other stations in the city.

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We appreciate the good service the Chicago, Milwaukee & St. Paul Railroad Company and its employees are giving our industry

VON PLATEN-FOX CO.  
IRON MOUNTAIN, MICH.

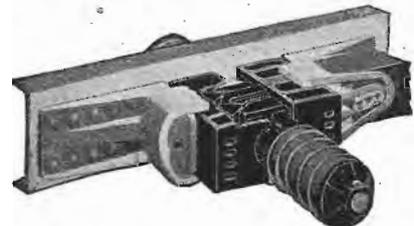
LUMBER

FUEL

17

17

## CARDWELL FRICTION DRAFT GEAR



### UNION DRAFT GEAR COMPANY

CHICAGO OFFICE McCormick Bldg.  
CANADIAN OFFICE TRANSPORTATION  
BUILDING MONTREAL

Condr. Ed Reck who operates a farm near Sioux City on the Broken Kettle road is right in the cornfield these days "shucking" corn. Conductors McCalman and Green wondering if Ed was really "shucking" drove out to investigate—sure enough Ed. was right there. Peculiar thing about Ed's field, is one half mile long but the corn rows are three fourths mile long, this being accounted for by circling the field. The gentlemen who visited Ed brought him a lantern that he might work overtime by artificial light.

Cashier Oliver Berg, has modified his mustache slightly to resemble that of Charley Chaplin. Not so bad Oliver.

"Judge" Omar Wells of the Sioux Falls Roundhouse persists in singing "Me and My Shadow" every night on his way home.

On Oct. 29th at the West Hotel at Sioux City, the B. of L. E. honored our veteran Engineer, Frank Gibbs by presenting to him a forty year service badge. This is the first of its kind ever presented to any member of the organization on this Division. Entertainment in form of a banquet with talks by several of the engineers present made the evening a most enjoyable one. Engineer T. B. Thompson acted as Master of Ceremonies and Engineer Jim Hubbs presented the token.

"Slim" Angle, Sealer, Sioux Falls says Chester Smith, Bill Clerk, won the "peanut eating" contest covering a two day period. Slim says he judged the contest by the numerous "shucks" on the floor.

On November 6th Mr. Walter Messner, check clerk at Sioux Falls and Miss Veia Schneider were married at the Christian church parsonage. Mr. and Mrs. Messner took a short motor trip into Iowa visiting relatives and friends. Congratulations are in order and just how the freight house boys will treat Walter when he returns is yet to be seen.

Trainmaster W. G. Bowen appeared recently out on the line with a different colored sock on each foot. Some of the boys declare W. G. B. is creating a new fad, but this does not seem to be prevalent at high schools or colleges so we will satisfy ourselves W. G. B. just naturally got hold of mismates.

On October 29th, we record another important event, that being the marriage of our popular 3rd trick Operator, Kenneth Lambert at Canton, to Miss Laura O'Horo of Sioux Falls. The ceremony which took place at 8:30 P. M. was followed by a parade down Phillips Ave. Kenneth and Laura were forced to ride in the "rumble" seat of his own car, cans, shoes, tubs and boilers were attached to the car with a sign bearing the words "JUST MARRIED" also attached to the car, driven around town followed by numerous other cars. Here's congratulations—cigars are on the way?

Brakeman Helmholt and family who have resided in Sioux Falls for the past ten years, have moved to Sioux City where "Bill" will work out on various runs.

Condr. Bert Brashier tells this one, and being the fishing season has come to a close he says he can feel safe in doing so. During the summer, Bert and a friend went fishing in one of South Dakota's popular lakes (name withheld). They had waited patiently for hours without a nibble, but as the day drew to a close and they were about to return to shore somewhat disgusted, a nibble they got, in fact it was one which Bert says he could not handle, and called to his partner for assistance. They heaved, and finally an old beer keg come to the surface, inside the keg was a 12 pound pickerel, Bert says probably

got in the keg when small and had grown so large it could not get out through the bung hole. You win Bert.

In summing up the car situation Car Foreman Ralph Lemming gives the following line-up on what he thinks of cars.

There are cars that make us happy,  
There are cars that make us sad,  
There are foreign cars we have to handle,  
That we often wish we never had.  
There are cars that are hard to work on,  
That the Prodigal alone can see,  
But the line of Milwaukee box cars,  
Are the best for you and me.

Condr. Clarence Rifembark, says he can save money by purchasing his mitts in Sioux Falls and for reason he buys two pair at a crack.

Condr. and Mrs. McCalman drove over to Yankton last week and while "Mac" was looking over the new NASH cars, he immediately decided he would have to have a SPECIAL SIX—no time was lost in "swapping" and he is now riding in about as classy a car as there is on the road.

## H. & D. Division

*Maude Hamlin*

CONDUCTOR J. M. Adams and Mrs. Adams spent several weeks at Minoqua, Wis., visiting relatives. They returned Nov. 1st and Joe is back on the Fargo Line as usual.

On Oct. 20th occurred the death of one of our veteran conductors, Mr. L. H. McFarland, of Milbank, So. Dak. "Mac" as he was familiarly known, had the Sisseton Run for a good many years, and will be missed by a host of friends and acquaintances. Wish to extend our sympathy to the family in their bereavement.

"Barney" Churchill, Agent at Holmquist, So. Dak. took a belated vacation of a couple of weeks. He is back on the job again and says better late than never.

Matthias Kurzejka, B&B carpenter on West End, had the misfortune to break his wrist while cranking a car last Sunday, November 6th and is laid up for a couple of weeks in consequence.

Our faithful section foreman Fred Peterson, Section 26, Granite Falls, Minn. found an empty cream can which had been lost by some west bound passenger train and brought it to the depot and can was sent to its destination, thereby saving our Company a claim. The can had rolled down a side hill into a ditch, but Fred found it just the same, while working on his section.

"Bill" Shaefer, Agent at Glencoe, was planning on attending a special meeting of Shriners in Minneapolis on Nov. 7th. He was a little late in making No. 4, and the vestibule doors were already closed, so Bill was forced to hang onto the grab irons. It was pretty cold, and he couldn't hold on forever, so he just had to let go, but he picked a poor place to drop, and as a result he suffered a badly fractured leg and will be laid up for some time. At the present writing he is reported as getting along pretty good.

We have a new Agent at Odessa just recently—name Wanous. Mr. Wanous replaces Agent Hupp, who was shifted to Brownton.

Margaret Andres, clerk for Chief Dispatcher, took a couple of days off and attended "Hobo Day" at Brookings, So. Dak. on Nov. 5th. Marg was a little tardy in getting back on the job and says the work sure did pile up alright.

John Wertz who has been flagman for a number of years, is off duty account sickness.

He is relieved by Matt Johnson at the crossing.

Mrs. Sizer, wife of our west end Trainmaster, was called to Chicago account of the serious illness of her mother, Mrs. Buckley and we were grieved to learn of the mother's death on October 15th. Mr. Sizer left on No. 16 that night to attend the funeral which was conducted in Chicago. Mr. and Mrs. Sizer have the sympathy of us all in their sorrow.

In a letter from former Chief Clerk for Division Storekeeper, E. J. Lahiff, now of Marion, Ia. we learn that Emmett has been on the sick list for some time, but just now says he is on the mend and feels quite himself again.

D C W and A J S  
Did they go hunting?  
Well I guess yes.

The game they got was nothing—no,  
They just GOT BACK,  
No game to show.

The fish were timid, the ducks too high,  
Said J E H  
"Oh, what a lie,

If you were hunting, as hunters go,  
You'd have a duck  
Or a fish to show."

But that's a secret with Art and Dave,  
So we'll say no more,  
But let 'em rave.

The machinists at Montevideo roundhouse gave a very pleasant and successful benefit dance for one of their brothers on Nov. 1st and netted something over \$40.00 on the affair.

Snow, 3 inches thick, fell hereabouts on Nov. 11th and sort of put a damper on things for Armistice Day. Of course we worked right on, but believe there was some sort of exercises planned up town.

Well, Merry Xmas everybody!!!! Hope you all have just the best Christmas ever, with plenty of turkey and trimmings.

See you in 1928.

## Tacoma Shop Notes

*Andy*

ED Daily—well known around the shops as a flower fancier and dahlias expert, has perfected a new bloom, which he has affectionately christened the "Milwaukee." The flower is very pretty, being of a red and white, the major portion being white, with just a tinge of red along the edge of the petals.

One handsome chap with the permanent wave, has been doing the Romeo stunt around here in high gear recently. A certain nice young lady in the store office, has been the main object of his attentions. Each noon hour finds him comfortably seated on a pile of castings on yon platform, with a love lorn expression emanating from his azure orbs, singing in deep soft tones, his voice full of emulsion, while strumming an accompaniment on his lunch bucket, a song heavily laden with sweet nothings.

Boilermaker Helper King, and Janitor Wilson, we have heard are deep sea fishermen of great repute. On one of their very recent fishing trips they caught a 15 lb. salmon, which evidently got peeved, so took revenge by nearly biting a goodly portion of Wilson's thumb off, when he grabbed it.

Carl Thalacker—Machinist has been called East on account of serious illness of his father.

Al Pentecost—our spreader of sunshine, and famous for his golf stance, has been called to Milwaukee to attend a meeting.

Miss Edith Ide, formerly of Deer Lodge has bid in a position in Storekeeper's office at Tacoma. Miss Ide is a very pretty and attractive young lady, and the local talent sheiks have been tramping over one another in a frantic effort to attract her attention and win favor.

Mike Grummel—well known in woodmill circles, as well as many other circles,—not that he was such a ring around the rosy fan, or a rounder,—but just because he was a good fellow, and now we wish to broadcast the fact that on November 12th 1927, Mike gathered himself together, summed up his courage, collected his thoughts, and a few remaining souvenirs and remembrances, and then took a fatal plunge into the roaring sea of matrimony—Oh vat a beautiful suicide—for many a moon Mike has wooed and cooed, and now he up and spoils it by getting married—but such is life, and we all stand in line to extend our congratulations, and wish him and his wife as much success and happiness as he can take care of. The woodmill employees have presented the happy couple with a beautiful Bavarian China set, a Clock, a—a—Oh gosh he got so many things, there aint enough space to mention all of them, but it only goes to show that Mike was a popular guy with his co-workers.

G. W. Taylor—has changed his address and is now residing at the Cambridge Apts. and will cordially receive all bill collectors at that address.

#### "WHAT'S ON THE AIR THIS MONTH"

This is Station S.O.X.—Tacoma Shops, Broadcasting. The program this evening is sponsored by the Store Department, and our first number will be Ray Fletcher, the black and blue wonder, who will give a few pointers on tatoing.

In our next number Louis Grant will give a perfect imitation of a movie yillian gnashing his teeth.

Betty Hagen will now sing for your approval—"Hello Central"

Stand by—Station S. O. X.

Gail Kirkland—well known educator, will give a short lecture on "Why gentlemen prefer blondes, and how they walk home" taken from the opera "Hudson."

Chas. Reynolds and Edith Ide will now present for your approval—the Scoop Shovel scene from Roliet and Julimo.

Station S. O. X.—G. T. Felzer announcing and running out of air.

Chas. Stevens—who was the leading man in "The Star Sedan" will now give a short talk on asbestos kindling wood.

J. C. Proctor will next give the latest sports review.

Joe Mason will next render the Smoke Screen from "El Ropio de el Cabbagio."

Ted Hollis will now give us one of his famous Beauty Talks, his subject this evening will be "How to remove Moles without injuring the hide."

S. Haugen—will now sing a selection entitled —Correction—he will now sing, but he will leave it up to his listeners, whether he did or not.

Station S. O. X.—Dad Marvin squeaking—We have with us this evening Herman Schmugger, who will demonstrate the kidney punch.

Ethel and Walter will all together recite from memory the Declaration of Independence.

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FOR  
2000  
GUESTS

RATES PER DAY — NONE HIGHER  
ROOMS — FOR ONE PERSON — \$2.00-2.50 — FOR TWO PERSONS — 2.50 — 3.00  
ROOMS WITH PRIVATE BATH — FOR ONE PERSON — 3.00-3.50 — FOR TWO PERSONS — 4.00-5.00

J. B. Mason—will give his book chat—mostly timebook.

N. B. Fottit—will now give the weather report.

Station S. O. X.—broadgabbing on a wave length of about 2 pints, and now signing off. We will be on the air next month. Dont forget to get one of our free schedule cards, the price is \$2.00.

#### Iowa (East) Division and Calmar Line

J. T. Raymond

THE Milwaukee Women's Club of Marion now has a membership of 441 and is commendably active in every department. Plans are being made for the annual Christmas party for the children which will be given December 18th.

The death of Dr. Lounsbury is deeply regretted by the employes of this division. His sympathetic and skillful treatment of employes who have been under his care at the Washington Boulevard Hospital from time to time greatly endeared him to the patients and their friends. The people of Marion greatly appreciate his kindly attitude in the Lyle Kindig case and feel a deep sorrow at his untimely death.

The news of the death of N. H. LaFountain of Chicago and Chas. E. Hilliker of Des Moines was received with much regret by the Chief Carpenter at Marion.

Mrs. Martin J. Flanigan and Mrs. John C. Smith of Marion and Mrs. Florian Franck of Cedar Rapids went to Chicago to attend the general meeting of the Milwaukee Women's Club Nov. 11th and 12th.

Operator L. F. Fiala of Clinton was away a couple weeks, Opr. L. G. Ireland relieved him during his absence.

Many friends on the division extend their heartfelt sympathy to Conductor John Reardon in his sad bereavement through the death of his wife which occured Sunday Oct. 30th at their home in Marion.

Mrs. Reardon has been ill for some time. Her death is greatly regretted by a wide circle of friends. The remains were taken to Mineral Point and the funeral was held Wednesday at St Marys Catholic Church.

Mr. and Mrs. C. A. LeRoy of Marion spent several days visiting relatives in Minneapolis.

O-O

## THE SENTINEL BINDERY

JOHN C. SALZER

### MILWAUKEE, WISCONSIN

O-O

## E. A. AARON & BROS.

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**SPECIALTIES**  
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## Binding Railroad Records

**IS OUR SPECIALTY**

### THE McBEE BINDER CO.

Chicago    Athens, Ohio    New York  
St. Louis, Mo.

L. G. Hewitt was acting Chief Clerk during Mr. LeRoys absence.

Born to Mr. and Mrs. Ernest Failor Oct. 27th, a boy, Congratulations are extended.

Agent John Maloney of Sabula was away on a ten day vacation. W. D. Schesser relieving

Agent H. P. Thompson of Lyons was the victim of an accident Oct. 27th. His motor car jumped the track throwing him so that his right arm was broken and suffering other injuries. He was released from the hospital Nov. 9th but expected it would be several weeks before he could work. Mr. Thompsons many friends are extremely sorry this happened and hope he will soon recover and hope he will soon recover and be all right again.

Mr. and Mrs. E. L. Sinclair of Marion attended the annual convention of the American Railway Bridge and Building association which was held at Minneapolis the middle of October, afterwards they with other delegates visited Duluth and the Mesaba Iron Range.

Born to Condr. and Mrs. Reuben Armstrong a daughter Barbara Caroline. We extend our congratulations.

On Monday night Oct. 31st Earl Cone of Marion, while switching in Cedar Rapids Yard was thrown from the top of a box car suffering severe injuries to his head and shoulder. He is reported improving slowly. We hope to see him back on the job before long.

Ed James, Trainmaster on the Great Northern Railroad at Wenatche, Wash. visited in Marion a day. Mr. James used to be a boy at Marion about 25 years ago. He was on his way West from Ottumwa where he had been called to attend the funeral services of his father, John James, a Milwaukee passenger conductor who formerly lived in Marion. Many old time friends at Marion sincerely regret the passing of Mr. James.

Chief Carpenter Edward McGuire attended the funeral services of L. H. LaFountain at Clinton, Nov. 5th.

Condr. F. H. Shipley of Savanna was severely injured Nov. 7th at Paralta when a car in his train was derailed and he was knocked down in his caboose sustaining several broken ribs and some bad bruises. He will be off duty for several weeks.

Passenger Conductor Ben Bulkley and wife are taking an extended trip through Arizona, California and Colorado. They expect to be gone several weeks.

Passenger Conductor Elmer Millard made a call on old time freinds at Marion recently. Elmer was on his way to his home in Perry after taking treatments at Iowa City. He has been off duty now for over two years on account of his health. We were all glad to see him and hope he comes again.

Passenger Brakeman H. E. Deischer is seriously ill at his home in Monticello. The magazine hopes for his speedy recovery.

Passenger Conductor F. S. Craig is off duty on account of sickness.

Condr. Frank Dlouhy has taken his wife to Rochester for treatment.

Veteran Train Baggage-man J. M. Murphy is off duty on account of sickness. Baggage-man A. R. Talbott is relieving on Nos. 19 and 8 between Chicago and Marion.

Roll on, Old Time, do what you will.

Remembrance is remembrance still.

Whatever change your whirling sends,

You can't make us forget old friends.

We wish to all a Merry Christmas and a Happy New Year.

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

Nora B. Decco

ON top of one of my book cases where the sun in the morning touches it with brown lights and the sun in the late afternoon brings out its brown shadows, is a squat brown bottle, with a wide flaring top and a bright yellow spot on its fat sides. I have had it a long while and it was given to me by old Charlie Hong, who died the other day over in Lewistown. The last issue of the Magazine contained a note of his death so there is no need for me to hardly mention it, but he had many friends on this division and was a good old man, when he gave the brown bottle to me he said "very nice, you like to have it" and it was nice and I like it yet and so there it sits on the top of my bookcase in the sun.

Mrs. Harry Hamp wife of Condr. Hamp has been very ill in the Deer Lodge hospital where she underwent a serious operation late in October. She is however on the high road to recovery now and we all trust she will soon be home and up and about again.

Sam Rodda fireman has been on the sick list and spent a week in the local hospital, he is all right again now and hopes he wont ever have all those pains again.

Condr. John Null on the Gallatin Valley line was injured Nov. 3rd while trying to close a ca door in his train in Manhattan, his shoulder was dislocated and he was brought in to the Three Forks hospital where he stayed a few days and then returned to his home at Bozeman, we understand he is improving and all hope so. The GV train got off the track the same day and Mr. Busche and Mr. Kohl-hase went down and lifted it on again.

Brakeman Ted Burrows has gone to Watertown Jct., Wis. to spend the holidays with his home folks and eat turkey Thanksgiving he says.

Fireman Driscoll has been on the sick list but he is better and returned to work on the Nor. Mont. division for several weeks this fall during the wheat rush.

Wm. R. Barber an old time engineer from Lines east visited us the latter part of October in the interests of the pension department, he was a very pleasant person to meet and tells us he did a good business while here.

Fireman Whitehead and Hamilton are back on the main line from the Nor Montana where they have been while business was heavy there.

Mrs. Chollar and family who have been in Florida have joined Mr. Chollar here again, they have been absent from our city for several years.

One work train has been pulled off and the other is handling the ditcher east of here until it freezes ice on the whole work, train-crew and all, then they will pull it off. The graveling went along fine and dandy around Sappington and Willow Creek and the track between Willow Creek and Three Forks now is like nothing we ever had on the R M division, and no slow orders to copy, Hooray!

The Milwaukee Women's Club had a sure enough party Oct. 25th and folks came from all around us to see and play and eat. A large crowd there to celebrate and the committee who had charge of it are certainly to be congratulated as there is nothing harder to do than be a committee for any thing of this kind, the decorations were very original, and beautiful and the Gallatin Gateway Orchestra played during the evening for the dancing. Cards were played for a few hours and there was a nice program also. We hope another party comes soon.

We regret to tell of the death at White Sulphur Springs of Operator T. S. Thompson who has worked on this division longer than any of us. He had been sick for quite a long while and also had an accident in his car turning over with him near Martinsdale and died after a few days illness after this accident. He leaves a daughter at Martinsdale Mrs. Etta Holiday and we offer her our sympathy in the loss of her Father.

## I & D Items

M. E. R.

MR. James Kelly, Agent at Beulah, Iowa, after a long absence due to a broken leg, returned to Beulah on Sunday, November 6th, but will not be able to resume his duties for some little time. At any rate we are pleased to hear that Mr. Kelly is progressing and hope that he will soon be able to be at his post again.

Ed Dougherty, Night Roundhouse Foreman, had a lapse of memory recently and left his car at the Shops and walked home. Wonder what Ed could have been thinking about? Maybe he is not in the habit of having his car every night.

Mr. Fred Kent, a Brakeman on the I&M Division between Mason City and Austin, was married during the Month of October, to Miss Marvyl Hubanks, of Mason City, Iowa. Congratulations Kents.

Someone else has invested in a diamond solitaire—Miss Marie Fiala Assistant Time-keeper in the Master Mechanic's Office is the lucky girl, lucky fellow maybe I should say. Why not give us a little advance notice Marie? We would appreciate it.

Who was the attractive young lady that Herman Quandahl escorted home from the Fall Festival? Understand Herman "fell" at this "Fall affair."

It is reported that it will be some time before Jay Bailey will be able to attend another dance, unless he promises his Frau that he will refrain from dancing with red headed girls.

Mr. Oscar Peterson, Fireman on the I&D Division, recently enjoyed a visit at the Indian Reservation at Kadoka, South Dakota.

Miss Ruth Scott and Mrs. Marie E. Randall of the I&D Superintendent's Office spent a week end the latter part of October with Miss Mary Gen Braheny in Chicago, who is submitting to treatment at the Washington Boulevard Hospital account of an infected knee. Miss Braheny is also an employe of the I&D Superintendent's Office.

We are all very sorry to learn of the illness of Mrs. Roy D. Lyman and trust that she will improve rapidly. Mr. Lyman is Interchange Clerk at Mason City.

Mr. E. F. Rummel and Mr. J. L. Brown were visitors at Mason City on Thursday, November 10th, conducting a meeting on per diem rules, interchange, etc. The meeting was held in the Women's Club Rooms.

Joe Wessar, Ticket Clerk at Mason City, Iowa, was married the early part of November. We understand that he is enjoying a wedding trip in South Dakota. We hope that he won't forget the cigars and candy when he returns.

Mrs. Luda Nelson is supplying during the absence of Joe Wessar from the Ticket Office at Mason City.

Mr. Gerald Herbener and Mr. and Mrs. Alva Garvey; were called to Mitchell, S. D. on November 15th, due to the death of a small child of Adam Herbener's at that point. Sympathy.

When a Man's a Man! Milton Olson, File Clerk in the Superintendent's Office at Mason City was 21 years of age on November 15th. Probably some of our readers will remember that Milton was longing for this day about two years ago. Milton was the recipient of a diamond ring on this day and we have been told that he is keeping company with money. Bright boy, Milton.

### I. & M. Items

E. H. K.

**H**ERB Norgorden has returned from a three weeks leave of absence and is also driving a new Pontiac.

Mr. and Mrs. Marion Sherman attended the Minnesota-Wisconsin football game at Minneapolis Oct. 29th.

Condr. Wm. Delhantey is the crack shot on I & M Div. Roadmaster Bahr is taking lessons from him in marksmanship.

Eng. John Ober was called to California recently on account of the serious illness of his wife, who has been visiting her son there.

Eng. and Mrs. Chas. Leighton accompanied their daughter Mrs. Bert Sutton and grandchildren to California where Mr. and Mrs. Sutton will make their future home.

Mr. Joseph Opie, who for many years was Gen. Foreman at Austin, passed away Nov. 11th at the age of 81. Our sympathy goes out to the bereaved family.

Married—Brakeman Fred Kent and Marvel Hubanks at Mason City. Congratulations Fred.

Mrs. E. H. Kough and Mrs. A. B. Warren visited at the Fred Peek home in Madison, S. Dakota in October. Fred can get the

pheasants and Mrs. Peck can serve them to perfection. "We found that out!"

Mr. and Mrs. Alfred Williams are the proud parents of a baby girl "Olive Given."

Mrs. Byram, wife of President Byram, accompanied by Mrs. Dixon and Miss Lindskog made a very pleasant call at Austin recently. A supper was served in the basement of St. Olaf Lutheran Church by the ladies of that church to nearly a hundred Milwaukee employees and wives. An interesting talk was given by each of the visiting ladies.

### Chicago Terminals

Guy E. Sampson

**A**S Nora B. said "Guess I better get busy and write something for the magazine" so here goes even if we dont know much news. We know that other parts of the railroad want to know something about this the Big Terminal of the Milwaukee.

Abner Snell has been taking a forced vacation on account of illness. All hope to see him around again soon.

James O'Keefe, night General Yard Master at Bensenville yards enjoyed a weeks vacation this month and took a trip to his old hunting grounds in Wisconsin. Oh, Sure, Jim always bring home the wild game when he goes after it and this trip was no exception.

The Employees Athletic Association here in the terminal is going strong with plenty of room on the band wagon yet for every employee. They are putting on some interesting programs as the report of their October meeting will show. The report is sent in with our items and if you dont see it under this head just scan over your magazine till you see the report.

### Tie Plates :: Derailers

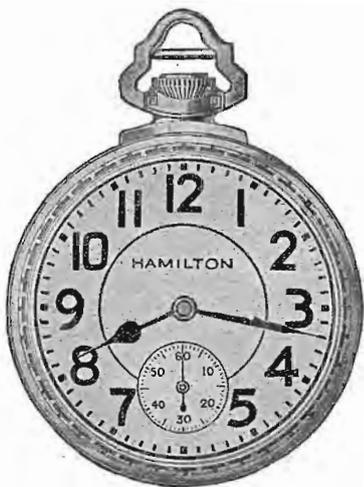
## Highway Crossing Signals and Accessories

THE RAILROAD SUPPLY COMPANY  
BEDFORD BUILDING CHICAGO, ILLINOIS



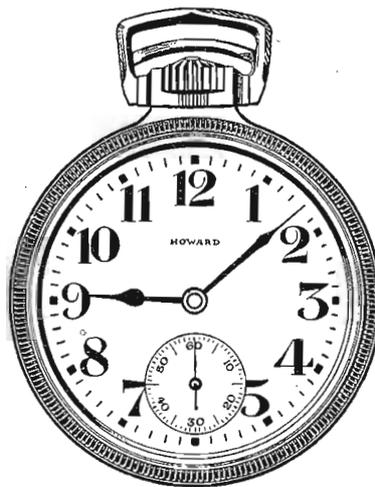
PRIME PLUGS

THE PRIME  
MANUFACTURING CO.  
MILWAUKEE, WIS.



HAMILTON  
HOWARD  
WALTHAM  
ELGIN  
ILLINOIS

ALL HIGH GRADE  
RAILROAD WATCHES



I have a large display of the above watches and cases to suit every purse. Come in and talk to me before investing money in a cheaper watch that will not pass inspection. You can have absolute confidence in what I tell you.

I also carry a large stock of high grade jewelry, diamonds, emblems and IMPORTED ENGLISH GOGGLES. All goods sold under my strict money back GUARANTEE.

Authorized Watch Inspection for C. M. & St. P. Ry.

Room 701  
29 E. Madison St.

**MILTON PENCE**

Chicago  
Illinois

Yardmaster LaVern Smethurst and family spent a week with their relatives in Wisconsin this month. Oh, Yes Vern always manages to spend a week up there in hunting season and usually comes home with "the bacon."

Mrs. Lyall Sampson spent the month visiting her people in New York, Lyall going down to return with his wife and daughter in time for Thanksgiving.

Machinist foreman, Warren Lee, employed at the Bensenville roundhouse was laid up for a week with an attack of lumbago. No fun either, Warren says.

Train director Jas. Burke also laid up almost two weeks the later part of Oct. with lumbago. Sampson working his position during Jim's absence.

The sympathy of all employees is extended to car clerk Norton and family who has recently been called upon to lay away that dearest of earthly friends—his mother.

No one has told us any funny jokes on Pat Cary lately so all we can say about Pat is that he laid off a couple of days the first of the month and Joe Jelly officiated in his place at the round house. However Pat only took two days, and they were not handed to him by the judge either.

Did Bensenville Chapter No. 3 attend the annual caefest of the general Club in Chicago Sat. Nov. 12th? Did they, we'll say they did and enjoyed themselves as well as any one there. When we saw No. 8 go through Bensenville that morning with two engines pulling thirteen steel cars we decided that every club from K.C. to Chi. must be on board from all reports I guess they were all pretty well represented. No. 8 makes no stops between Elgin and Chicago so a special car was put on No. 46 for the accomodation of No. 3's members.

The Chi. Term. Safety First Committee are sure getting results in their drive for increased attendance. At the Oct. meeting 90 employees attended the meeting and much interest taken in the different discussions on Safety First. Supt. Whiting is well pleased with the interest taken and only hopes that when 1927 draws to a close that every employee in the terminal can truthfully say that they have attended at least one Safety First meeting. That is his goal and if you have not, when you read this, make a vow that you will attend the one held Dec. 28th in the Chi. Term. in the evening at the Union Depot. Don't let this year get by with out having attended one of these life saving meetings.

Friends of Nate Winslow wish to express their sympathy to the bereaved family over Mr. Winslows death. He was an Ill. Div. passenger conductor but for the past few months had been unable to work. Mr. Winslow was well known by all the people between Bensenville and Chicago especially as he was one of the conductors who had charge of the shuttle run between those two points for a number of years.

Chas. Mix, Ass't. Chief Clerk of the Car Department at Western Ave. had the pleasure of announcing the birth of a big baby boy on November 9th. Mother and baby doing fine. Cigars and Candy were fine too.

## Sparks from the East End of the Electrification

Adolph C. Knudson

NORA B. no that was not Don that got hung during the days of '49, it was only his shadow. I obtained that dope on A. E. H. and will spring it on you, that is, if you will promise not tell him who told you. Art

still goes fishing via Ringling and Sixteen. He believes in safety first tho and it is rumored that he has his car equipped with a revolving periscope, handy to the steering wheel, and a small machine gun; seemingly he is prepared to meet some farmer.

William Derringer and Everett Nelson, students at the University of Montana, spent a week end visiting relatives here.

We are sorry to record the death of Raymond Hicks, grandson of Mr. and Mrs. J. O. Methews, of the Car Department, which occurred at Butte October 22d. The funeral being held in Harlowton and burial in the local cemetery. The sympathy of the entire terminal goes out to the bereaved parents and relatives in their loss.

Barney Murphy, if you do not hurry and come back on days I'll be able to beat you something awful at Barn Yard Golf the next time we play. I am tossing the shoes with the big fellows now, Honest, I am, and further more I have been exposed to the ringeritis. You know what that means.

Have you noticed that happy look on "Rusty" Cowards' face, and how George Jones perks up when some one calls him grandpa? It is all brought about by the stork leaving a nice new baby girl at the Coward home the morning of November 6. She weighed just nine and a half pounds when she arrived. Congratulations from the rest of the Harlo rails.

We are just experiencing our first snow of the year. It is a heavy wet one and will go a long way towards producing a lot of wheat next summer for our railroad to haul to market, which should make us all happy, even when we are wading thru it.

A visitor at Harlowton during the latter part of October was Engineer, Wm. R. Barber, Iowa division. Mr. Barber is working in the interest of the Employees Pension Association, lines west, and is meeting with great success. He secured a number of new members at this point as a result of his visits to all departments.

There have ben almost as many reasons advanced as there are days in the year for the Milwaukee being in the hands of the receivers, so we do not know if we should state the real cause or not. Here it is (Rodger Babson, please note), our popular Linesman, Jim Beatson, has been carrying passengers on his back. Free of all charge, at that. No wonder they reduced the length of the Great Falls train one coach.

We'll tell the world our new electric air compressor is functioning at last. The old steam compressor is being overhauled and will be held for emergency use.

Don Grevitte and J. C. Cathey returned November 6, from a deer hunting trip up North Fork way with a ten point buck each. Another fellow out tramping the wilds in search of venison is Pipefitter Shepard. He is over around White Sulphur Springs. Boys, We like deer meat.

W. H. Wirth, who has been on the injured list for several weeks, is back on his job at the Round House again.

Mr. and Mrs. A. A. McCabe, of Avery, were called here by the death of Mrs. McCabes' mother, Mrs. D. F. Sullivan; while Dr. S. K. Campbell, was called to Warrensburg, Mo. by the death of his father, who has been in ill health for some time. Another death to occur during the latter part of October was that of Roy Daniels Shadley, four year old son of Switchman and Mrs. F. L. Shadley. We extend the heart felt sympathy of the terminal to all of bereaved relatives.

The Round House office is being redecorated, when the job has been completed any one wishing to enter therein will have to leave his shoes at the door and pick his feet up and put them in his pockets. Believe me, John Koster is making a real classy job of it.

N. B. D. last month you asked me to do a favor for you, now I am asking you to do one for me. Please find out who the lady is that is calling one of our popular Round House men on the long distance phone, just at supper time so he has to let his tee-bone steak grow cold while he is answering, and ask her to please place her call a little later in the evening.

K. Yamaoka, Branch Agent of the O. T. Co. Seattle, and family motored over from Livingston October 13 and spent the day visiting at the home of their friends Y. E. Miyoshi and son. They brought a big box of extra large Yellowstone river trout along with them.

We hear rumors to the effect that the Montana Power Co. is planning to declare extra dividends, then we heard the reason was that Howard Aherns had a new Radio installed at his house and is burning the midnight electricity.

Toru Miyoshi does not like to see all this snow on the ground. You see, it makes the roads impassible for a motorcycle and means he can not take that good looking young lady riding on the handle bars.

## General Office—Chicago

Vila

ON November 5th the wedding of Miss Bertha Oberstad of the Purchasing Department and Mr. Ira Sexton, an employee of the Union Depot Company was solemnized at Zion Luthern Church. Our congratulations are herein extended.

A "Liner" out of New York a few weeks ago bound for Cuba had as one of its passengers W. J. Cannon, A. G. P. A. Mr. Cannon reports a very pleasant voyage.

Thruout the course of our more or less troubled existences, we, of the Mayfair Track Elevation, have met with more than our normal share of adversities. The latest blow dealt us is, the sudden conversion of "Ole" Bergan, fighting "Irish" Accountant, from one of the boys, to a much marcelled, pink nailed exponent of the Beau-Brummel organization of the admirers of the "Fair Sex." Rumor has it that he is being prevailed upon by a certain party. Perchance further information may be obtained by cross-examining the landlady's daughter.

### GENERAL SUPERINTENDENT OF TRANSPORTATION OFFICE

(What a good time they have)

(How about a word from the Freight Dept., or the General Manager's Office)

James J. Nolan entertained the Office force at a Halloween Party in Forest Glen Saturday October 29.

T'was a balmy autumn evening and a goodly crowd was there

In the little town of "Forest Glen" forty miles from nowhere

They came by auto and they came by train, some of them even walked

And when the party started why the girls just talked and talked and talked.

They sat upon the sofa and they sat upon the floor

And some that couldn't get a seat walked right out the door

And sat upon the door-step all huddled in a heap

And it wasn't long before the breeze had soothed them into sleep.

And while asleep one of them dreamed that he was swimming in a lake

And quickly he decided that a high dive he would take

And when he struck the sidewalk there was an awful shock

It woke up all the neighbors—you could hear it for a block.

With tender care they picked him up and carried him to bed

And nearly everybody thought that the poor body was dead

But after working on him he heaved a long drawn sigh

And the only injury that he found was a badly discolored eye.

—Dedicated to our Fallen Hero by Paul Jones

#### ODE TO THE L & N MAGNATES

Every week day morning rain or shine  
 Promptly at 11:30 they get in line  
 With high hats perched upon their Dome  
 You would think they dined at the old Blackstone.

But across the street they shake a leg  
 At the Greasy Spoon to sit upon the peg  
 And eat their little Ham on White  
 How's that for high brow stuff—Good night.

Look around and you will see  
 High brow Nolan and his Pal Leigh  
 Pretty soon I have a hunch  
 They will make a dash for lunch.

High Hat—High Tone—High Brow stuff  
 Seems to me don't amount to much  
 But you sometimes cannot tell  
 For my part they can go to H-1.

Said Mr. Nolan to Mr. Leigh  
 Please go to lunch with me  
 Said Mr. Leigh to Mr. Nolan  
 You look to me like Isaac Cohen.

That Iron Kelly don't look so good  
 Perched upon that block of wood  
 If you want to lunch with me  
 My servant you will have to be

So get my hat and make it quick  
 Before I give you a swift kick  
 And wait for me out in the hall  
 When I'm ready you will hear me call.

—By their Pal Paul Jones.

Our "Marilyn" spent the week end at Notre Dame November 12th watching the Irish tie the Swedes, but she says she is still for them. And How!

#### WANTED

Since Paul Jones moved to the country he has to walk 7 miles to his home and there are no streets he has to walk thru all the pig trails and is handicapped in rainy weather as the mud is knee-deep. He is in need of 2 pairs of hip boots, one pair to be checked at the Depot and the other pair to be kept at home so he will be a few steps ahead of the Old Weather man. Anyone having any to give away can reach him in Room 353 Union Station. He can also use an old scow.

The above advance information in regard to "Ole" was of great interest but we had our breath completely taken away when "Friend "Ole" walked into the office and calmly announced he was going to be married. (He didn't say what day, but I'll bet it's this week). It was hard to believe as we thought there were others out there who would be first, but remember—"Still Water Runs Deep" and Ole sure kept the "deep" secret all right. (Don't think Mr. Strate has come to yet).

How many telegraph poles are there to a mile? For information call Mayfair Track Elevation Office.

#### West H&D Division Notes N. M. R.

ONLY 479,000,000 gross ton miles on H & D past month. That's nothing for this outfit, even with the big grain season not yet over. There were 224 solid trains of grain moved so far this season of 70 to 80 cars per train, without mishap or congestion, no shortage of grain doors or boards, no complaints of car shortage. While quite a few leaks in grain cars have been reported from various points, they were very small compared to number of cars moved; and every one of them has an individual file of investigation completed or on the way to date.

Running trains through Montevideo with main line change of engines helped in the efficient handling of grain and livestock over the division, to say nothing of all concerned hitting the ball as they never did before. All we're doing now is sitting pretty waiting for a bigger crop next season to see if we can't do better. We'll try to, anyway.

Many took advantage of the special rates to Minneapolis, more than 100 local people attended the Minnesota Home Coming Day, featured by the Minnesota—Iowa football game Oct. 22nd. Three special sleepers were completely sold out.

Where Savings are Safe



Capital, Surplus & Profits \$2,000,000  
 Resources Over \$25,000,000

CROSS TIES AND SWITCH TIES

WHITE OAK RED

Pine—Chestnut—Mixed Hardwoods



**NASHVILLE TIE CO.**

NASHVILLE, TENNESSEE

Sales Office, Storage Yard  
 and Treating Facilities

Terre Haute, Ind. A.D. Andrews, Representative

**IT IS NOT IMPERATIVE  
 THAT YOU KNOW A THING  
 SO LONG AS YOU KNOW  
 WHERE TO FIND IT**



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

at

**H. C. MILLER CO.**

Manufacturing Stationers  
 Loose Leaf Specialists

343-346 Broadway Milwaukee, Wis.

# MAGNUS COMPANY

(INCORPORATED)

## Journal Bearings and Bronze Engine Castings

NEW YORK

CHICAGO

Ed Chamberlain is now trying a whirl at a yardmastership in Aberdeen Yards. If he doesn't make good all the conductors are going to step on the tail of his coat.

Mr. Mason of the Freight Claim Department was over our division last week. He didn't find a great deal to complain of.

Genl. Manager Harstad also was a visitor at Aberdeen middle of November. We would like to see more of him. He had no complaints either.

The Brotherhood of Railroad Trainmen enjoyed a pheasant dinner and dance Oct. 20th at the Odd Fellow's Hall. 150 were present to enjoy the dinner from 6 to 8 and the dancing from 9 to 12. W. J. Whalen trainmaster of the H&D division was the guest of honor. Members from Minneapolis, Montevideo, Chicago and Kansas City were present. The men who brought home the pheasants were headed by I. P. Stager.

Our old associate and friend Charles Capon called on us during the last of October. We were glad to see Charlie again. He is certainly looking fine, Montana surely agrees with him.

Everyone was shocked to hear of the death of Mr. Lathrop and tho. rather late the sympathy of the H&D division is extended to Mrs. Lathrop.

Jake Kaul and family left Aberdeen Nov. 3rd for Seattle, Wash. where they will make their future home.

Mrs. E. H. Soike attended the Annual Luncheon given by the CM&StP Women's Club which was held in Chicago at the new Stevens Hotel.

On Nov. 7th we had the first snow of the season, not so bad for Dakota, our sister state Montana has had snow for weeks.

Our Division Storekeeper has moved six blocks closer to work, he can sleep half an hour longer, which is pretty nice these cold mornings.

N.M.R. has moved too, has given up house-keeping and is living with her mother, she is putting on weight, mother must be a good cook.

Harry Porter our popular travelling water inspector purchased the W. S. Boyd home on North 1st Street and he is like a kid with a new toy, tickled. Harry is a great fellow for home and kiddies.

Trainmaster Bill Whalen says we handled 132,000 cars through Aberdeen Yard months of September and October. Asked him for some more dope and he said that's enough. Only he added that the gross ton miles mentioned above was one-seventh of the entire Milwaukee System. Is that anything to think about?

V. M. Reichert, our Chief Clerk, lost his Ford Coupe one day last month—that is, nearly one day. The matter was reported to the Police Dept., and during the afternoon they phoned him it was up on Main Street next to the curb where he left it.

Ralph Homelstad and Billy Kramer, Supt's. steno. and Trainmaster's clerk respectively, have turned over a new leaf. They have joined the Y.M.C.A. Understand the Chief Clerk lead them in the good turn.

Trainmaster Sizer hasn't paid us a visit for a long, long time. Guess he is busy east of Aberdeen. Inquiring why Asst. Supt. Hills didn't get down here once in a while was told he started once and got as far as Montevideo stockyards.

Clara Samdahl is back from her vacation. She had time to get to Salt Lake City and take

in the tabernacle which she says is quite wonderful. She didn't mention stopping off at Reno.

Supt. Nee is quite occupied covering all of the division these days. Probably thinks he had better cover all the little odds and ends before the big snows come that the old-timers talk about that used to tie up the line, especially the branch lines, causing the small towns to live on crackers and cheese, etc.

The Safety First Meeting held at Aberdeen Nov. 18th was well attended, 65 being present and large number of good suggestions being offered.

Casper Benfit father of Joseph Benfit, store-helper, passed away suddenly of heart failure Nov. 14th. Sympathy of the division is extended to the bereaved family.

## Seattle General Offices

D. A. H.

D. E. Curtis, Chief Purchasing Officer, Milwaukee, and L. E. Neuman, District Adjuster, Butte, have been in the Seattle offices recently.

Mr. Gibbs, from Mr. Sparrow's office, has also been spending a few days in Seattle.

Mr. A. J. Laughon and Mr. O. P. Kellogg have just returned from Washington, D. C.

Mr. H. K. Mar Dong, the Milwaukee's Chinese Passenger Agent, opened a new hotel and cafe in Seattle on November 10th. Our Traffic and Passenger Departments were well represented at the opening festivities.

Mrs. Eva Ferris who has been absent from the Legal Department for several months on a leave of absence has returned.

Mrs. C. B. Sanderson has returned to Seattle from Spokane and her friends will be glad to know that she is recovering nicely from her recent illness.

Mrs. A. A. Wilson is in the east visiting friends and relatives.

Before Mrs. Wilson went away she gave two silk pillows which she had made to the Women's Club to be raffled. Tickets were sold rather extensively in the Seattle offices and C. W. Keifer of the Engineering Department and Howard Stewart of Mr. Hick's office were the lucky winners. Some of the girls are convinced more than ever that it is a man's world.

Marie Cleary spent the month of September in the east. She reports a most interesting trip.

Mrs. A. H. Barkley sponsored an evening bridge party for the Women's Club on October 13th which was attended by a great many people from the Seattle offices. It was one of the most successful parties that has been given.

Samuel Greengard, Chief Clerk in Mr. Earling's office has a new daughter named Merle.

## Illinois Division

M. J. S.

Congratulations are extended to Engr. Dept. Instrument man, Jos. Skelton and wife, on the arrival of a daughter to their home November 6th.

Claim Adjuster M. J. Ward was a visitor at the Savanna Supt's. Office recently.

Mrs. Jerry Hansen and son Jack, wife and son of Trainmaster J. Hansen of Madison, Wisc. visited at the home of Mrs. Hansen's parents, Mr. and Mrs. A. C. Holland at Savanna.

A Division Storekeeper's meeting was held at Savanna recently with the following men present: J. K. Lang, Sioux City; O. T. Thomas, Ottumwa Jct.; H. Meyers, Marion; W. Askew of Milwaukee, and Glenn Lake of Dubuque.

Master Mechanic Mullen, Roundhouse Foreman J. R. Slater and Foremen Wm. Sheetz and Pete Franzen attended the Illinois-Iowa football game at Iowa City and report a fine time.

Raymond Duhigg, Chief Carpenter's Clerk at Savanna, visited with his parents at Davis Jct. Sunday Nov. 6th.

Mrs. Mary Haberbush, mother of Engr. Albert Haberbush, was operated on at Mayo Hospital at Rochester, Minn. recently. Her son Albert and daughter Mary are at Rochester with her.

General Car Foreman J. M. Lenihan returned from Milwaukee where he attended a profitable staff meeting and also visited with relatives at Milwaukee over Sunday.

Asst. Genl. Mgr. E. F. Rummell and Genl. Supt. E. W. Lollis of Chicago were in Savanna Nov. 14th.

Condr. H. E. Wheat went to Champaign Nov. 11th where he attended the Dad's Day exercises at the University of Illinois. His daughter Carolyn is attending the University.

Word was received in Savanna of the death of Passenger Conductor N. E. Winslow of Chicago, with regret by his co-workers and friends. Mr. Winslow's death was the result of illness which has necessitated his absence from duty on the Illinois Division for the past for years. The deceased is survived by his family and son John Winslow, his mother and several brothers. Funeral services were held from the bereaved members of the family through the medium of the employes magazine, from the employes who knew and associated with Condr. Winslow during his long and faithful service on the Illinois Division.

We wish to call attention to the poem in the November issue of our Magazine, written by Ill. Divn. Fireman Floyd Butler. The poem is entitled "Memories of the Old Wooden Shoe." Mr. Butler is better known as "Sy" from Chicago to the Pacific Coast. The verses were written while he was confined to his bed in the St. Joseph Hospital at Elgin, Ill., after losing his left leg while working on the Elgin pusher job Sept. 11th, at McQueens station.

Baggage man J. B. Donald and wife of Savanna have returned from Redonda, California, where they have been visiting for the past five months. While there, they attended the funeral of Mr. Donald's brother, Samuel Donald. On their return home, they also visited at the home of their son Howard Donald of Mt. Clare, and Lloyd Donald, Trainmaster at Terre Haute, Ind.

The death of Switchman Pete Sorenson, occurred at the home of his sister and brother-in-law, Mr. and Mrs. Albert Christensen, switchman and wife of Savanna, Oct. 22nd. Funeral services were held at the home with many co-workers and friends in attendance. Interment was made at the Savanna cemetery. Sympathy is extended to the surviving relatives.

Condr. Sam McGinnis and wife visited at the home of Mrs. McGinnis' relatives at Portland, Ore. for the past three months, and while at Portland attended the wedding of their only daughter, Elzora to Mr. W. O. Wiltshire, Jr. on Oct. 4th, 1927. Congratulations are extended.

Mrs. Chas. C. Smola, wife of Divn. Storekeeper at Savanna, and sister, Miss Jewel McGrail, Chief Caller at Savanna Yard Office,

attended the funeral of J. D. Link at Indianapolis, Ind. Mr. Robert Link, son of the deceased is married to Miss Nelle McGrail, who at the present time are in Shanghai, China.

Deepest sympathy is extended to Ice House Foreman Frank L. Smith of Savanna account the death of his wife which occurred the latter part of October.

Mrs. Wm. Schmeig, wife of Conductor, visited at the home of her parents Mr. and Mrs. Lundberg of Rockford and attended the birthday party of her niece Marjorie Lundberg held at her home near Cherry Valley.

Wayne King, nephew of Machinist Chas. Seitzberg and wife, and brother-in-law of Mrs. Chester King, Signal Supervisor's Clerk at Savanna visited with his relatives recently, accompanied by Oscar Kobelke and Dan Alvin of Chicago. Wayne is director of the Aragon Orchestra of Chicago, with Mr. Kobelke and Mr. Alvin also members of the Orchestra.

The approximate cost of the new ice plant at Savanna will be in excess of \$320,000.00. It was first estimated that the cost of the new building would not exceed \$250,000.00 but later investigation divulged that more funds would be necessary. Work is progressing satisfactorily on the new plant and new crews of workmen will be added from time to time to speed the completion of the building.

Geo. Humphrey, Dispatcher has been confined to his home on account of sickness.

No, those aren't new desks that Doris, Lola and Eunice have. The girls just got busy and did a little scrubbing and Walter Dyer, did his bit with the varnish. Oh, yes. Happy Plattenberger gave his desk the "once over" too.

Mi gosh! Did you know that Bill Goldinn in the Division Engineer's office had been married for the last ten months? Congratulations Bill.

Here's one we heard about John Barry, Chief Clerk to Gen'l. Yardmaster Chipman at Savanna. It seems that John was a business visitor in Chicago around Oct. 19th and naturally when noon came John got a little hungry, in fact he was SO hungry that he walked in to the first restaurant he came to (not knowing it was a Vegetarian Cafe). Anyway John says to the waitress "I'd like to have a nice steak." "Uh Huh, says the waitress, "So would I."

Well, we all went in to the Women's Club banquet and both going and coming we all had a "darn" good time. Of course, Savanna had the largest delegation there and I really think made the most noise. We took our band with us and the music they put out was just "swell" if we say so ourselves. Anyway we all had a hilarious time and are just waiting for next year.

### Northern Montana Division

*Max*

C. H. Buford, general manager, R. J. Middleton, assistant chief engineer and N. A. Meyer, assistant superintendent of transportation were in Lewistown on the 8th. This was Mr. Buford's first trip of inspection over the Northern Montana Division since assuming the office of general manager, "Lines West," October 1, and he as well as the other Milwaukee officials were much pleased with the general appearance and condition of Central Montana. Superintendent E. L. Cleveland accompanied the Seattle men over the division.

Mr. and Mrs. E. B. Cornwell are visiting in Milwaukee and before returning will go to Portland and other coast points.

C. O. Swanberg is doing the extra work at the dispatchers office. He is being relieved at the yard by Chas. H. Baker.

W. W. Whitehead, of Three Forks, who has been in the freight service of the Northern Montana Division since last fall returned to his home.

L. J. Kelly, switchman from Chicago, has been working on this division during the wheat rush.

Mr. and Mrs. E. C. Short were among the first out during the deer hunting season. They each got a fine buck.

"Shorty" Kier tried his luck as a hunter but failed to bring in any game. It is reported that he got lost and spent most of his time in trying to find his way out of the mountains.

Miss Nell Vivian, our very efficient stenographer in the freight office, is spending her vacation with her parents in Great Falls.

We dropped in on a meeting of the Women's Club the other night just in time to partake of refreshments and act as a taxi man in taking some of the members to their homes.

On November 7, at Butte, Mont., the wedding of William Edward Ring and Miss Kathryn Shea took place, the Rev. Emmett Shea, brother of the bride officiating at the nuptial mass. Attendants were Miss Laura Shea, sister of the bride and Dr. H. F. Wilkins, of Lewistown. After a wedding breakfast Mr. and Mrs. Ring departed for Los Angeles and other California points. They will make their home in Lewistown where they will be welcomed by a host of friends.

Mr. and Mrs. George Fritsen returned from Los Angeles, Calif., where they have been spending their vacation.

Mrs. Emma Merrill, mother of fireman W. H. Merrill visited with relatives in Butte.

Taylor Hansen is acting chief dispatcher during the absence of Mr. Cornwell.

J. A. Holdsworth and wife left for Raymond, Wash., where they will spend several weeks.

Misses Elna and Arlene Fritsen spent their vacation with friends in Oklahoma City, Okla. They had a delightful trip while south but say that they prefer the "Milwaukee" of all the roads that they traveled upon.

Mrs. Ruth Serruys spent the week end with friends at Martinsdale, Mont.

Mrs. J. L. Markey was a Great Falls visitor.

C. W. Sandige, who has been on the sick list for several weeks, is visiting friends in Deer Lodge.

A. C. Hohman formerly of Bensonville, Ills., has taken the position of car clerk at Lewistown Yard.

Now that the wheat rush is over all of the extra men who have had steady employment on this division are going back to their various headquarters. Some of the boys expect to spend winter in Florida.

E. W. Johnson and N. L. Kenneth, who have had charge of switch engines, have gone to helping on the day shift.

### Splinters from the Wooden Shoe

*Bronnie*

NEWS for the last couple of months has been scarce, which is due to lack of assistance from the outside points. I am going to ask each agent to try and send in a few notes every month. There surely must be things happening around your station that you would like to see in the Magazine and I do not know how they are going to get there.

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The big event this month was our party at Stangelville. About 25 couples went to Stangelville for Chicken and Duck Dinner and then we had an orchestra and danced. Everyone seemed to have a good time and we all hope we can go again some time. The day of our party happened to fall on Mr. and Mrs. Devlin's Wedding Anniversary and we were more than glad to be able to share their Anniversary with them.

We were all glad to see Switchman Clarence Holt come walking in the office the other day. Clarence has been laid up due to a serious injury some months ago and it was a great pleasure to see how rapidly he got along and how fine he looks. Glad to see you with us again Clarence.

Frank Brackett and Geo. Ehmer are on the Division for a while checking up. Everyone is glad to see Frank as he has spent a good many months up here with us, he seems like one of us.

Mr. P. Jenny, Division Engineer, Mr. Czamanske, Chief Carpenter and Edw. Leininger, Pump Repairer all attended the B&B Convention at Minneapolis and by the looks of the happy faces when they returned they surely must have had a fine time.

Our office seems to have gotten into the Matrimonial line at last. We have announcements of the coming marriages of Jim Woodward, Irwin Thiesfeldt and Cecil McAbee. It just seems these three boys got the fever together. Congratulations.

Ray Zimmerman has taken a three months leave of absence and is trying his luck at the Life Insurance Business. We hope he makes a success of it, not that we do not want him back, but would like to have him make a success of the new Line.

Ed. Allard is a new comer in the office, as well as Cecil McAbee. Ed is a new man among the crowd, but Cecil is not, as he has been working in the Car Department.

Stanis Sorenson has also taken a leave of absence and is now going to the Gregg School in Chicago. We all miss Stan as she always had a smile and good word for everyone. Hope to see her back with us again, unless she has great success in getting into something better when she has finished her course at school, which we believe will be teaching.

The employees of the Car Department in the Carpenter Shop at Green Bay Shops have found it necessary to make a requisition for a Vacuum Cleaner to clean the floor of the Carpenter Shop as the poor little machinists and helpers are complaining of sore eyes caused by getting saw dust in their eyes. (The saw dust is from green lumber and so heavy that one can hardly blow it without air) when the men are blowing the floor just prior to quitting time.

Sincere sympathy is extended to Mr. and Mrs. Ed. Redline on account of the death of their son Leslie.

Irwin Thiesfeldt and John Sullivan have both budged forth with a new Chevrolet Coach.

Clem Schauer has a new addition to his manly face, a-mustache. We hope that it will be becoming after it grows out—it is beginning to look prosperous after one month of growth.

## Idaho Division R. C. P.

**A** GENT Zypf, Ruby, asked to be excused a few minutes the other day, jumped into his flivver, drove a mile from the station and brought back a large buck deer. He was gone just thirty minutes.

Train dispatcher, L. V. Curran, took a trip on the St. Maries branch on his day off recently. He was greatly impressed by the performance of a certain logging engine out of Wayland. Said it wasn't any bigger than Gus Meyer's Essex and made just as much noise, and the engineer wore a gas mask and a bird cage on his head. This monster moved two cars of gravel two miles on a two per cent grade in two hours and 40 minutes time.

John James, former pioneer conductor on the Kansas City Division, died at the home of his daughter, Mrs. J. H. Little at Malden, October 31st. He had been ill for some time, not having seen active service for several years. The remains were taken to Chillicothe, Mo.

Former Car Inspector, Jim Lynch, died of heart failure at his home in the Spokane Valley November 17th. He was employed at Malden up to the time of abolishing Car Department at that point.

Bridge Foreman Frank Beland was found dead in his bunk car at Lauer by members of his crew the morning of September 18th. He had been treating for cancer for a long time, but had been active continuously and his death was a surprise.

Agent C. H. Burt, St. Maries, bought an alarm clock, took it to the depot until ready to go home that evening and the alarm went off fourteen times in three hours, and also, just as he was leaving for home with it. Said he wanted a clock to wake him in the morning, not to keep him awake all night, so he took it back to the store. There was nothing wrong with the clock, Charley, we know the crook who set it to ring every time you turned around.

The Spirit Lake switch engine was taken off and the Car Department discontinued at that point October 31st, and arrangements are being made to abolish the shops there also. Switch Foreman Joe Anderson, went to the Twin Cities where he secured a position as conductors; Switchman Ralph Prosser is with the C. P. in Canada, where he will probably remain until the bulk of the wheat is moved.

## Othello Car Dept.

Congratulations to Mr. and Mrs. John Crider, Car Inspector on the birth of a daughter Nov. 6th. Thanks for the cigars John.

Mr. L. Mann visited in Spokane over the week end, although he claims this was strictly a business trip, we happen to know better.

Some one is certainly going to have to keep an eye on Fremont at these dances as he now is being accused of breaking up one. For further details see him.

Mr. M. S. Urquhart or better known as "Scotty" is taking several Masonic Degrees at Spokane this week.

Mr. Clyde Medley, GCF, Seattle, paid us a visit yesterday.

With J.L.G. and Fremont fixing up the flower beds we should have some very pretty flowers next spring.

Now that the City Elections are drawing near Joe Barrett and Izra Case have started their annual fight over the traffic regulations of Othello.

Every sport in Othello saw the Foot Race of Tunney with Jack Dempsey for the World's Championship at the Local Theater the other night. But the great event of the season, will be the "Bull Slinging" and "Buck Passing" contest between our World's Champion Slats Whalen and his contender Frank Quinby. Which will take place as soon as Quinby finds a few Blacks mixed with the Reds, when he connects with 264 at Othello.

John Crider our big hearted Car Inspector is passing the cigars around on account of a nice new baby girl. Looks like Staeger and Quimby will have to pass the cigarettes.

**Othello The Heart of the Columbian Basin**

Machinist Apprentice Harry Sheridan was around renewing old acquaintances. Everybody was glad to see him.

If Tex Rickard is looking for a good drawing card he should take the matter up with one of our local machinists. Wrestling with Japs is his long suit.

There is no doubt now as to which is the best radio made. Machinist Stinbaugh has purchased a Fada.

The Car Dept. at Othello is well represented with the ladies by having Carmen's Helper Eaton on their force.

I wonder what Carman helper L. Mann does with all the candy that he wins. While taking in the Dempsey-Tunney fight pictures, recently somebody asked if Car Foreman Guest or Wrecking Foreman Meisenburg was in the house. Inspector Schumaker thought that the wrecker was called and left the theatre PDQ thereby missing the slow motion of the seventh round. Was he aggravated. I'll say he was.

Car Inspector Crider had to buy a new jacket recently. His old one was too small due to the fact that his wife presented him with a baby girl.

The ducks around here are safe as long as Waterstrat, Williams and Ellis go after them. The three went out recently and brought back ONE. Yes, they all had the usual alibis. You all know what they are so there is no use of repeating them.

RHF Waterstrat returned from his long postponed vacation recently and reported a very enjoyable time. He says he played golf every day.

The clerks annual masquerade dance given Halloween Night was a hugh success. They were ably assisted by M. F. Whalen.

I wonder what makes Daddy Lombard look the championship of being the biggest eater around here.

Machinist Kelly and Helper Waring are spending the week in Spokane. RH Clerk Margert McGuire was caught examining some very nice rings recently and looking at them rather wistfully. Again I ask "Who is the Jerry."

Mr. Buford and party made an inspection of the shops here recently. When it comes to being lucky, Helper Wayne Stevens has got them all beat. A petition was gotten up recently to keep him out of all Jack Pots.

**River Division News**

*Margaret Maher*

**RUMOR** has it that Engr. Wilson has not as yet put on his storm windows nor has he put in his supply of coal for the winter. These are very strong indications that he is going to spend the winter in California as heretofore. Fred enjoys his winters in the South.

We all regretted very much to hear the sad news of the death of former employee Alvin B. Enke whose death occurred at the hospital at Wabasha November 10th. Mr. Enke was formerly employed for the railroad as operator at Wabasha and during the time that he worked for the road he acquired a host of friends among the employees. His congenial disposition and ever accomodating ways were most admirable. He left the service of the company about ten years ago to take a position as Assistant Manager in the Wabasha Roller Mill Office and which position he held at the time of his death. His death is most

untimely and he leaves to mourn his wife and one son. Funeral was held November 12th and was under the auspices of the Masonic order. The large cortege at his funeral manifested the high esteem and respect in which he was held. The employees extend to his bereaved wife and son their sympathy.

Operator H. D. Witte at Wabasha was called to Chicago account of the illness of his son George. Present reports are that he is much improved.

District Boiler Inspector H. J. Wandberg finds it necessary to work very late at night when he makes trip of inspection to Wabasha. Mr. Wandberg is most conscientious in his duties and when required will be ready for a call any time.

Conductor Nichols had the misfortune of receiving a broken arm while enroute on one of his trips. His many friends wish him a speedy recovery.

The gravel pit at Wabasha has been closed after a very busy season the past few months. There has been more gravel taken from the pit and hauled on the Division the past season than for some time. Mr. Daugherty had charge of the clam shell and the loading of the gravel and handled the work in a most commendable way. This work has been in charge of Conductor A. P. Buckner who has certainly made the gravel cars move thick and fast. Mr. Buckner has considerable experience with work trains and he handles the work in a very efficient manner. And with Charlie Carlson, the old head, engineering the work a great amount of work was accomplished. The results of this work, no doubt, will show up on the track on the Division although it always is in the best of condition.

Former District Safety First Inspector Mr. Esch of the Northern District but now of the Southern District stopped at Wabasha enroute to Eau Claire. Mr. Esch is now located at Milwaukee and is still doing the Big work of talking Safety First which is a very essential factor in the railroad work.

Mr. Leonard Tuma, Locomotive fireman, at Wabasha underwent a serious operation at the Wabasha hospital, the latter part of October. His many friends were very much concerned about his condition for a few days but we all are happy to report that he is on the way to recovery and will soon be able to return home from the hospital.

Engineer Rogowski who has been in work train service at Wabasha returned to his home at Hastings and is now contemplating how he is going to spend his accumulated wealth. Suppose he will be riding around in a Rolls-Royce in the near future.

Fireman Billie Casey of the H & D Division has been visiting on the River Division. Why not move over here, Billie?

Mr. G. T. Richards, Store-keeper at Minneapolis, called at Wabasha and of course we are all very glad to see Mr. Richards call and hope he comes often but he sure does check up on supply material. No surplus of material on hand when Mr. Richards comes around.

Mr. John Turney, District Master Mechanic, called at Wabasha roundhouse a few times during the past month giving helpful suggestions in the care of power and everything in general. Mr. Turney is always a most welcomed visitor for his visits are inspiring.

Mr. S. J. O'Gar from the Reclamation Department was enroute over the Division the past month checking material in the interest of his department. Mr. O'Gar being from the "Auld Skule" is very efficient in reclaiming material.

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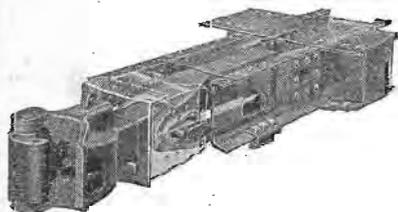


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Notice that the Milwaukee Women's Club  
are sponsoring a dance to be given at the  
Marigold Ball Room at Minneapolis the fore-  
part of December. Presume that Mr. E. F.  
Palmer has his dress suit in readiness for  
the occasion and will give an unusual dis-  
play of his fancy steps as he is so skillful in  
this line. You may have competition, Mr.  
Palmer as I have heard that Mr. Turney is  
making some arrangements.

### Out Where the West Begins

D. H. A.

MR. M. H. Murtha, Traveling Car Agent  
for lines West, spent a few days in  
Mobridge on official business.

Mr. E. F. Rummel General Superintendent  
of lines West, has been promoted to Assitant  
General Manager of lines East with head-  
quarters at Chicago. The many friends of  
Mr. and Mrs. Rummel regret to see them  
leave, but our best wishes go with them.  
Supt. and Mrs. H. M. Gillick accompanied  
them to Aberdeen.

Due to the increase in the local dispatcher's  
office, "Ding" Childers is now branch line  
dispatcher, beginning his duties October 1st.

"Red" Richardson and Jack Fuller have  
gone on a deer hunting trip to the Black  
Hills. We know "Red" is hunting deer, and  
we presume Jacking is hunting Deer and  
Deers.

The many friends of James Fullen second  
trick operator at McLaughlin who passed  
away at his home there, sympathize mose  
sincerely with his family in the loss of husband,  
father, brother and son.

Mrs. A. G. Fuller, wife of switchman  
Fuller is visiting relatives at Omaha, Nebr.

Wm. R. Barber of Marion, Iowa, repre-  
sentative of the Milwaukee Employees Pen-  
sion Association, spent a few days in Mo-  
bridge on business. Mr. Barber was formerly  
an engineer on the Iowa Division. He wants  
to thank all members for their cooperation,  
and he appreciates the courtesies extended to  
him while here.

"Tippy" Rinderneck, one of our popular  
car clerks is the proud daddy of a fine baby  
boy, born October 10th, and Tippy's hat does  
not fit any more. Congratulations.

"Snus" Carlson, Jack Charles and Row-  
land Randolph of the Superintendent's office,  
and Harley Whitford, chief clerk at the Store  
Department took in the Minnesota, Iowa foot  
ball game and Home Coming at Minneapolis  
October 22nd.

The movement of stock trains over the  
CM&STP Railway reached its height on Wed-  
nesday night of last week when 300 carloads  
of mixed stock were unloaded, fed and water-  
ed at the yards at Marmarth. The stock was  
being shipped from Montana to Chicago, Sioux  
City and St. Paul.

Mr. R. S. Lewis our genial agent at-  
tended Grand Chapter of the Eastern Star  
held at Huron, S. D. on October 11th, he  
being chairman of the mileage committee. On  
this committee are two other Milwaukee agents,  
one from Madison, S. D. and one from Can-  
ton, S. D.

Mr. Lundell, time inspector from Spokane  
is here checking the Superintendent's and  
Master Mechanic's offices.

Miss Marie Blake daughter of chief car-  
penter Blake, is assisting in the Roadmaster's  
office.

Mr. F. H. Langer and Mr. H. A. Lack-  
hart traveling auditors for the H & D Division  
and the Trans Missouri division spent two  
days here checking the local freight and ticket  
office.

Grace Hourigan has returned from an ex-  
tended trip to the West Coast and has resumed  
her duties as clerk in the Chief dispatcher's  
office.

Supt. and Mrs. H. M. Gillick, Jack Charles  
and Edwin Carlson enjoyed a few days pheas-  
ant hunting near Redfield, S. D.

Mrs. Ed Sandals is visiting relatives at  
Penora, Iowa.

During the month of September a total of  
88 carloads of grain, 52 cars of livestock  
and 1200 cans of cream were shipped from  
Isabel, S. D.

Mrs. H. M. Gillick President of our  
CM&STP Women's Club left on Wednesday  
night to attend the Annual banquet of the  
CM&STP Women's club held at the Stevens  
Hotel at Chicago on Nov 11. She will be  
met at Milwaukee by Mrs. J. P. Rothman,  
who will accompany her there.

George Hilton took in the Minnesota, Wis-  
consin football game at Minneapolis on Oc-  
tober 29th.

Mr. and Mrs. Milt Riffle were called to  
Des Moines, Iowa on account of the death  
of Mr. Riffle's mother.

Harold Jennings and Arnold Running from  
Miles City attended the Home Coming at  
Vermillion, S. D. on October 29th, they re-  
port an enjoyable time.

Mrs. George McCusker wife of the late  
George McCusker, and little son George Ed-  
ward, are visiting friends in Mobridge. Mrs.  
McCusker is now located at Ryan, Iowa.

During the month of September there were  
shipped from Faith 117 cars of cattle, 31  
double-decked cars of sheep, 3 cars of horses,  
2 cars of hogs, 15 cars of wheat and 15  
cars of flax.

Miss Besse Swanton general clerk at the  
freight office is spending her vacation at Mil-  
bank and Watertown, S. D.

### Coast Division—Supt's. Office

Incog.

VACATIONS are about over and the office  
has returned to normalcy.

Mr. Frank Welch is on the job again with  
his usual smiling face and a bunch of new  
stories near in Minneapolis.

W. M. Evans and Cal Snyder have returned  
from their annual sojourn in the wilderness.  
The birds and beasts can now resume the even  
tenor of their ways until next year. No ven-  
ison was distributed this year so it looks like  
they didn't do as well as usual.

Ernest Bublitz our rotund "water service  
man" tried to move a four inch water main  
"a la goat" with a resultant four inch gash  
in his head. No permanent damage done.

Clara Carotte has been indisposed for a  
few days but the doctors says she will get well.

"Johnnie" and Daisy stepped out the other  
night. Great excitement on South 38th Street.  
Who wouldn't fall for a nice new "Hup."  
Did you get the number right, Johnnie?

Mr. Harry McMahon don't "goff" but he  
sure throws a mean "volley ball."

Kirk can eat corn on the cob and every-  
thing now.

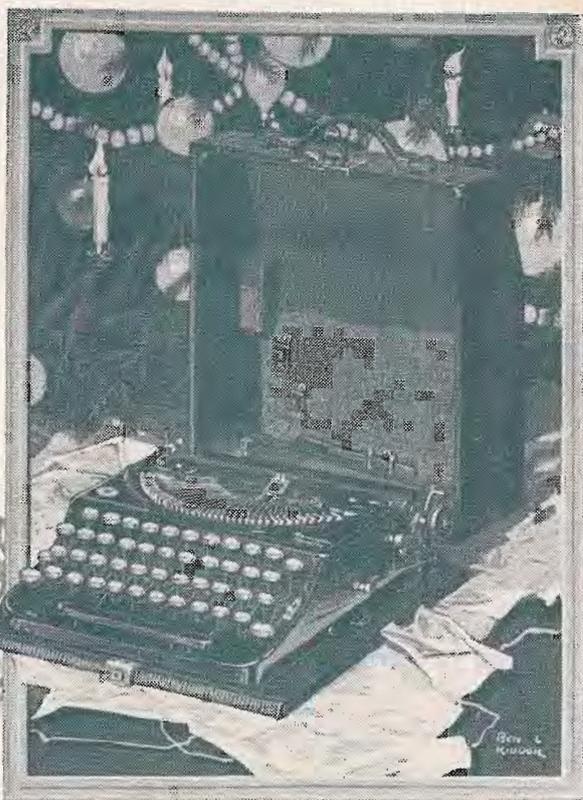
Trainmaster Cummins says he is going to  
take a vacation when he gets caught up with  
his work.

T. J. Hamilton says salmon fishing is lots  
of fun, but rowing in the "Tide-rips" is not  
so good.

Supt. and Mrs. Rossiter have returned from  
a short vacation spent in the east.

Oh yes, Dick Wende laid off a day in No-  
vember. Mums the word, Dick.

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Christmas



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