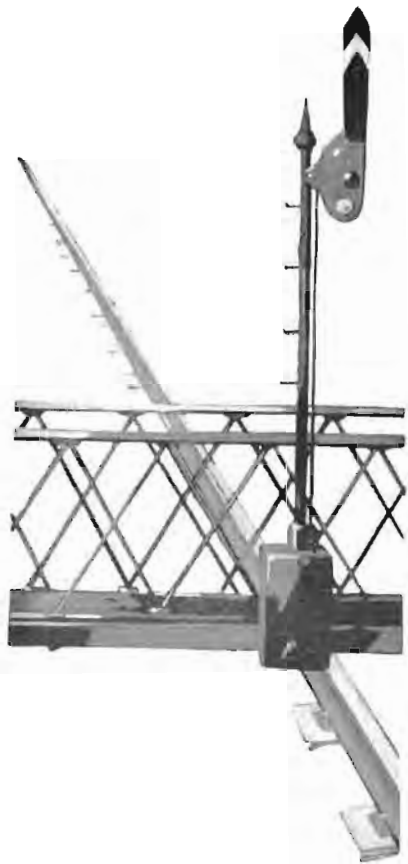


*The*

# MILWAUKEE MAGAZINE

NOVEMBER, 1928





# S A F E

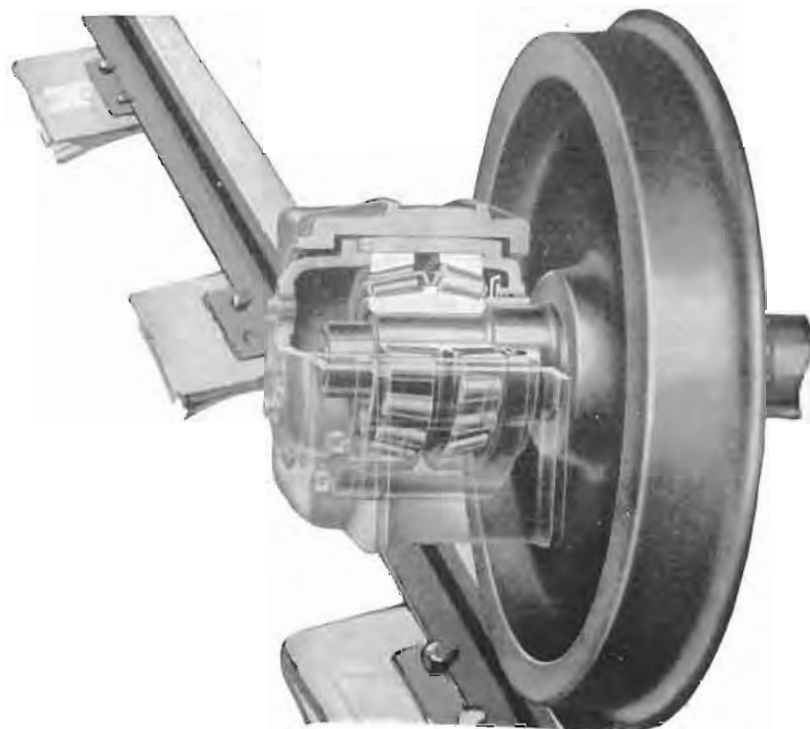
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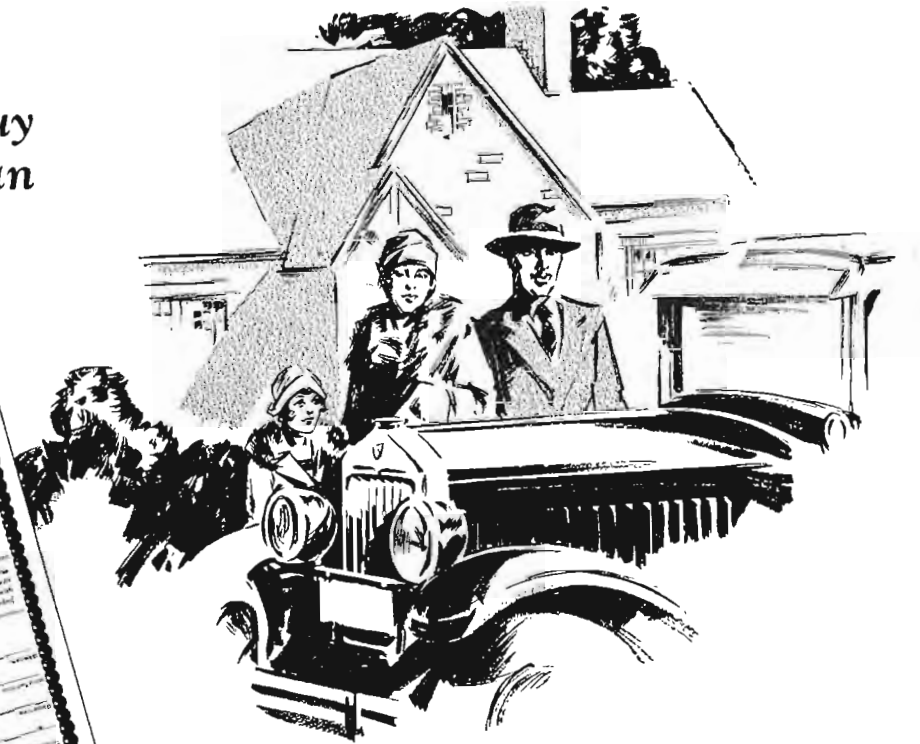
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# THE MILWAUKEE MAGAZINE

Volume XVI

November, 1928

No. 8



## Railway Employees and "Public Relations Work"

By Samuel O. Dunn  
Editor of "The Railway Age"

THE situation of the railroad industry at present is widely different from that of any other important industry in the country. There are many industries that are subject to severe competition, but not to government regulation. There are some that are subject to government regulation, but most of these do not have to meet much or any competition. The railroad industry is almost the only one that is subject to severe competition in numerous forms, and, also, to strict and comprehensive government regulation.

This unusual situation of the railroad industry is a matter of great importance to everybody connected with it, especially its large army of employees. Both competition and government regulation tend to restrict and reduce earnings. The combination of them, as applied to the railroads, has a very powerful tendency to reduce their earnings. The total earnings of the railways are, of course, greater than before the war, owing to increased traffic and higher rates, but how many employees realize that they are constantly tending to decline, and were actually less in the first six months of 1928 than in the first one-half of any year since 1922? The pressure that constantly tends to reduce earnings explains why it is necessary for the railways to do some things that concerns engaged in most other lines of business do not need to do. It explains, among other things, why it is necessary for them to carry on what is now usually called "public relations work."

The railways need the help of their employees in carrying on this kind of work. I believe it would be in the interest of the employees for them more largely to help the railways carry it on. It is in the interest of the employees for the traffic of the railways to grow and for the railways to get adequate earnings for handling it. These things tend to enable the railroads to employ more persons, to give steady employment and to pay satisfactory wages as compared with those paid in other industries.

Now, the broad purpose of public relations work is to influence the public to assume and maintain an attitude toward the railways which will be favorable to a large and steady increase in their traffic and to allowing them to get satisfactory earnings for handling it. Anything that may be said or done by anybody connected

with the railways which tends to have this effect is actually good "public relations work," although it may not be so called. Nothing irritates the public more than poor service nor pleases it more than good service. Therefore, to make an improvement in service is to do one of the most effective kinds of public relations work. But experience has shown that good service alone is not sufficient to get from the public the kind of treatment that an industry subject to government regulation requires. The public tends to soon get accustomed to good service and takes it as a matter of course. It needs constantly to be reminded that service is good, and of the improvements made in it, by having its attention called to the contrast between past service and present service. It is always disposed to demand both good service and lower rates, because, unless presented the facts, it does not stop to consider that not only is good service more valuable than poor service to those who receive it, but what it costs to render it—the wages and other operating expenses, the taxes and the return upon investment that must be met if service is to be maintained and constantly improved rather than allowed to deteriorate and become inadequate.

It has come to be generally recognized that "public relations work," to be effective and therefore valuable, must include the use of every legitimate means that will tend not only to make the public feel friendly, but to make it understand and appreciate the problems of the railways. These legitimate means include good service, good treatment of patrons, advertising, publicity, public addresses, private conversations about railway matters with all classes of people, and so on. Most railways are now more or less organized to carry on this kind of work. They have learned by bitter experience that an industry that is subject to both competition and government regulation—especially the latter—is preparing the way for its own ruin if it lets other people talk constantly about its business and does not have its own better informed managers and employees talk about it.

How can public relations work help increase railroad earnings? How can employees help in it? Why should they help?

The total earnings of the railways depend, first, upon the amount of traffic they handle, and, secondly,

upon the rates they are allowed to charge for handling it. The traffic of the railways is not growing as it did previously to 1920. Since that year there has been a large decline in their passenger business and a much smaller increase in their freight business than formerly was normal.

The total number of passengers carried one mile by the Class I railroads in 1920 was 46,848,667,987 and in 1927 only 33,648,087,283, a decline of 39 per cent. Total railway earnings would now be about \$400,000,000 more annually than they are if this passenger business had not been lost. Prior to 1920 the increase in freight business in each seven-year-period was 40 to 75 per cent. In the seven-year-period following 1920 it was only about 8 per cent.

One of the most marked effects of this decline in passenger business, and of the failure of freight business to grow as formerly, has been a decline in the number of railway employees. Before the war the number of employees increased almost every year. This was entirely due to an increase in the amount of railway traffic. Then, as now, the railways were year by year increasing the amount of traffic handled per employee, but the effect of this upon the number of employees was more than offset by the effect of the increase in total traffic.

There was a large reduction in the number of employees in 1921, following the return of the railways to private operation and during the period of depression. The first year after 1920, when business and traffic were normal, was 1923, when the number of employees averaged 1,857,674. The number has been showing a declining tendency ever since. In 1924, it was 1,751,362, and in 1925, 1,744,311. In 1926, when there was a substantial increase in freight business, it was 1,779,275. In 1927, when freight business declined, it was 1,760,999. In the first five months of 1928, when freight business further declined, the number of employees averaged only 1,643,511. Apparently the number of employees will average throughout this year at least 100,000 less than in any year since 1923 and about 200,000 less than in 1923.

If traffic had been increasing as it formerly did the total number of employees would have increased as it formerly did. Of course, there have been large increases in the traffic of

some railways here and there, but these cases are exceptional. The facts given are for the railroad industry as a whole.

What are the reasons for the difference between the trend of railway traffic before and since 1920? Everyone knows why passenger business has declined. A large part of it has been taken from the railways by private automobiles and motor buses operating on the huge mileage of hard-surface highways built recently. Most of what has been lost has been taken by private automobiles, but a large part of it has been taken by motor buses, and the amount of it being taken by them is constantly increasing.

It is not so easy to say why railway freight traffic has not increased as rapidly within recent years as formerly. Apparently there are occurring important economic and social changes owing to which the total number of tons of commodities produced by the American people and available for transportation is not increasing as rapidly as it formerly did.

There is, however, another reason of great importance. A large amount of freight business that formerly would have been handled by the railways is now being carried on waterways and by motor trucks on the highways. The steamships operating between the Atlantic and Pacific coasts through the Panama Canal, which was built by the government, have taken a large amount of freight from the railways. The barge line on the Mississippi and Warrior river system, which is owned and operated by the government, has taken a good deal of freight. Congress at its last session trebled the appropriation for this barge service in order that it may be extended and by the same legislation provided that the railways should be required to make through routes and rates in connection with the barge service that will help it to take business from them. Of course, the more successful this barge service is, the more traffic it will take. There is being carried on, especially in the middle west, a strong agitation for the development by the federal government of deep waterways from the Great Lakes to the Gulf of Mexico and also from the Great Lakes to the St. Lawrence river. If these waterways are developed, and the operation of boats on them is successful, they will divert still more traffic from the railways. This, in fact, is the purpose of those who advocate them. Everybody knows that motor trucks are taking freight from the railways, although nobody knows just how much.

Now, of course, the American people are entitled to have the kind of transportation they want at the lowest practicable cost. But is transportation by these other means actually cheaper in proportion to the quality of the service rendered, or, to say the same thing in different words, better in proportion to its total cost, than transportation by rail? Curiously enough, no real ef-

forts have ever been made to collect data which will afford a satisfactory answer to this vitally important question. The government built the waterways and the highways with the taxpayers' money. If the rates by waterway or highway were so fixed as to cover not only the operating expenses of the carriers, but also interest and taxes upon the government's investment in the waterways and highways, these rates would then be comparable with those of the railways, and we should have a fair test of whether travelers and shippers actually would prefer railways service or competing kinds of service at comparable costs. But the rates for transportation by waterway and highway are seldom or never made in this way. In consequence, the success of competing means of transportation in taking traffic from the railways is largely due to the fact that the cost of the service by these other means of transportation is in great measure paid by the taxpayers, and not by those who use the service.

When all the effects produced upon the railways and their employees by the diversion of traffic from the railways are considered it becomes evident that, from their standpoint, there is much need of public education regarding the economics of transportation. Why should railroads and their employees stand by and keep silent when projects are being advocated and actually adopted which deprive the railways of traffic and earnings, and many railway employees of work and wages? Why should they not point out to everybody they can reach and influence that much of the competition by waterway and highway which is taking traffic from the railways is unfair and economically unsound because it is being carried on largely at the expense of the taxpaying public, which includes railways and their employees? Why should they not insist that, in fairness to the railways, their employees, and the rest of the taxpaying public, competing means of transportation should be required to pay reasonable charges for the use of waterways and highways built at public expense, and have their service and rates regulated in the same way as those of the railways?

It is a proper part of public relations work to educate the public as to the extent to which unfair competition with the railways is being increased at the expense of the public rather than at the expense of those who benefit by it. In their own interest railway employees may well oppose the subsidizing by the national, state and even local governments of competition with the railways and favor effective regulation of other means of transportation, because the more traffic is diverted from the railways the smaller becomes the number of men they can employ and the more difficult it becomes for them to pay satisfactory wages and fair returns upon investment.

The most important purpose of the public relations work of the railways is to educate the public to an under-

standing and appreciation of the value of good and adequate railway service and cause it to be willing to pay rates that will enable the railways to render such service. The service rendered by the railways has been greatly improved within recent years. There have been no "car shortages" for five years. Every shipper is now furnished all the freight cars he needs. Freight service is not only more adequate and reliable, but also much faster, than ever before.

This improvement in service is due to several causes. As a result of the organization of Regional Shippers' Advisory Boards throughout the country there is better co-operation now than formerly between the shippers and the railways in distributing and handling the country's supply of freight cars. The officers of the railways have improved operating methods, and in their efforts to improve the service have been given better and more loyal co-operation by the great army of employees than ever before. The directors and managers of the railways have invested during the last five years about four billion dollars in the enlargement and improvement of railway facilities. The investment of this new capital has made railway plants more than adequate to all present demands. Without it the railways could not have handled the present traffic at all, much less rendered such good service.

(Turn to Page 47)

### The Man He Had Been Looking For

IN a letter received from a "constant reader" was the following interesting reminiscence:

"In your September issue there appeared an article entitled 'Mason City, Iowa.' In reading it my mind went back to the big snow of 1880-81. I was just a small girl, but I was living in a shack some ten or twelve miles south of Spencer. Some time during the winter, mother and I went in a freight sled from Spencer to Mason City, where we got the train for 'civilization.'

"I can well remember the snow was as high as the telegraph poles, and dead engines were buried in drifts along the way. Naturally the mail service was poor. Governor Drake, I think it was, sent word to Superintendent Sanborn to 'open up the road and get the mail through or he was coming up to open it himself.' Superintendent Sanborn wired back at once that the governor was 'just the man he had been looking for all winter, and to come right up and take over the job.'

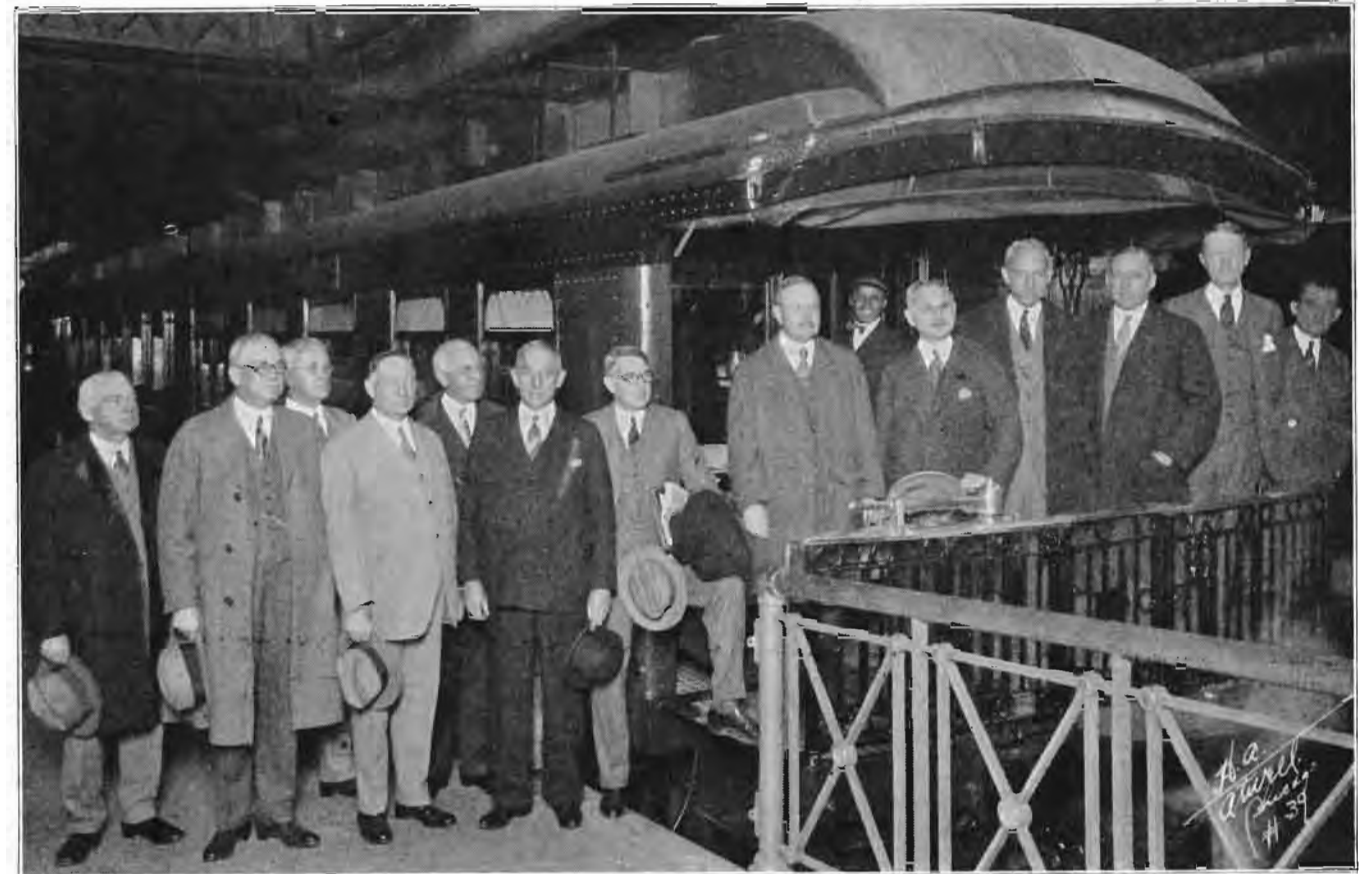
"Railroading has certainly changed since those days."

(Signed) Florence I. Oleson,  
Lemmon, S. D.

"Eavesdropping again," said Adam as his playmate fell out of the apple tree.

Farmer, addressing hen-house—"Who's in there?"

Quavering Response—"Noboddy but jes' us chickens!"



The Executive Officers and Directors of This Company. L. to R.: H. H. Field, H. E. Pierpont, Mark R. Potter, H. E. Byram, J. T. Gillick, H. A. Scandrett, W. W. K. Sparrow, Frederick H. Ecker, Jerome J. Hanauer, Pierpont V. Davis, Robert T. Swaine, R. J. Marony

### The Track Department

By R. M. McSuga

We are undoubtedly the largest single unit of the railroad, which are solely responsible for the safe and efficient dispatch of trains. Our actions and our endeavors govern the movement of trains as the soft places and bad spots govern the driving of an automobile. The Section Foreman in your respective territory takes more pride and feels more lofty about that fact, than any other one item of responsibility that he may have.

The Track Department, too, have made major strides in the past five years to bring about more efficient and responsible operation. Our rail-laying machines are laying 14,000 ft. of rail a day, 10,030 pounds of rail fully spiked and bolted, using on the maximum of 100 men per one machine, whereas five years ago 280 men would have been used in such an operation. We use clam shells to dig out ballast and steam ditches now to fill in holes and dress up finished track, all at a great reduction in manual labor. Our work programs had to be rearranged. Our forces reorganized, which, in itself, is an immense item, when it is necessary to draw our employees from entirely unskilled and in a great many cases foreign labor.

I am not going to quote a lot of uninteresting statistics about rail operation, but may I say that in the last five years, we have made remarkable

savings in labor by the use of these machines, and saving thousands of dollars in material by standardizing our rail units, so as to reduce store expense.

New rail must be laid, tracks must be ballasted, gauged and spiked, switches must be laid, interlocking plants must be maintained in conjunction with signalmen and even entire trackage elevated over streets and alleyways all under the movements of traffic. Our operations must go ahead twenty-four hours out of the day, as tracks must be watched for any spread or broken rail, so that traffic is in no way delayed.

Climatic conditions must at all times be watched, and work planned and governed accordingly, so as to avoid washouts, track slides and sun-kinks. However, the Track Department has made great strides in preventing delays chargeable to these causes, by using standard spacing of rails and rail units, i.e., cross ties, and by lengthening shoulders of ballast on fills and elevations, also by the construction of much-needed retaining walls. In other words we are keeping pace with the gigantic strides modern railroading is taking, and doing it in such a way as to be justly proud of our efforts.

In closing, may I add that we are loyally co-operating with all departments in the true "Milwaukee" spirit to bring about a better railroad and to bring to the public the fact that

we have the finest road in all the world.

Our road must be fine at all times regardless of conditions, and it is to that end that the Track Department is working. It is primarily the paramount fact in all Track Department employees' minds, and for that reason, and the true spirit that is shown by them, that this article is written. Here's how.

### Splinters from the Wooden Shoe

H. O. Grade, Agent, Elkhart Lake, took a vacation for several weeks, going to Channing and other northern places. Operator Ellis relieved him during his absence.

Operator Marshall Brenden relieved F. X. Sjaritz, first trick Operator, Plymouth, who has been laid up with an injured foot. He is able to be around on crutches, expects to resume duties in about one month.

Conductor J. M. Hanahan, patrol conductor, Elkhart Lake to Plymouth for several years, has taken charge of way freights west of Green Bay and Conductor A. Howlett has taken his place.

Moberly and his steel gang are now laying rail on the Middle Division, and it will not be long now that we will have new rail on that part of the division.

On September 26, W. A. Moberly, in charge of the steel gang, laid 500 rails, which was considerable more than was laid by any extra gang on any division during the year 1928, being better than a mile of steel per day.

# The "Railroad of South Dakota"

By L. M. Drake

THE Chicago, Milwaukee, St. Paul and Pacific Railroad may well be called the "railroad of South Dakota." It was one of the first railroads to be extended into the state; it now has more miles of track there than any other railroad; and it has played a greater part in developing the state than any other line.

A trunk line runs almost entirely across the northern part of South Dakota in a northwesterly direction, missing only a small portion of the rough land in the northwest, and continues on across North Dakota and Montana, plunges through the Canadian Rockies, and reaches the Pacific Coast. Another line, beginning in Chicago, runs across northern Iowa to Canton, west to Interior—in the Bad Lands—and on to Rapid City, in the heart of that wonderland of America—the Black Hills. Still another line, also originating in Chicago, crosses Wisconsin and southern Minnesota, and ends at Wessington Springs, S. D., a point half way across the state. Still another line runs from Sioux City north to Sioux Falls, thence to Madison, and on to Bristol, where it connects with the trunk line already described. And the southeastern part of the state is crisscrossed by a veritable network of short lines.



North Egan Avenue, Madison, S. D.

The branch line crossing the southern part of the state is one of the two railroads entering the Black Hills; thus, the Milwaukee serves as a gateway to the Bad Lands and the Hills.

Since 1927, when President Coolidge was the guest of South Dakota, thousands of persons both in America and abroad have learned of the glorious scenery, the wonderful trout fishing, invigorating air, and wealth of the section. Thousands of tourists have visited the Hills, and thousands will continue to travel there and to bring back tales of the tin, gold, and hundreds of other minerals found there; of the great Rushmore Memorial being hewn out of the mountain-side by Gutzon Borglum; of the peaks and canyons, caves—every beauty of nature. They will bring back tales of the wonderful coloring of the Bad Lands as well, which will be corroborated by the moving pictures in colors which are now being made there.

The marvels of the Hills and the Bad Lands, however, are only a background for the real South Dakota. The richness of the mineral deposits of the western part of the state are

as nothing when compared with the vast existing and potential wealth of the section east of the Missouri River, now well cultivated and producing live stock and great crops. Here lie the rich farms which annually produce wealth for their owners; here dairying flourishes, and from here annual shipments of grains, cattle, hogs, and sheep worth thousands of dollars are made to eastern markets. And although the Milwaukee is a gateway to the Black Hills, its greater service is to the people living in the eastern, and especially the southeastern, part of the state.

In southeastern South Dakota, where only the Indian and the buffalo roamed sixty years ago, cities having populations of from 5,000 to 20,000 and hundreds of smaller towns ranging in size from 300 or 400 to 2,000 or 3,000, now prosper. Their growth and the prosperity of the people living in this section has been a result of the coming of the railroad. Before its arrival, the hauling of foodstuffs, produce, fuel, building materials, everything needed by the pioneer, had to be done by horses or oxen over poor roads, weeks often being used in getting fifty or a hundred miles. The same distance can now be traveled in automobiles and trucks, over splendid graveled roads, in an hour or two, and trains running in all directions carry the produce of the farmer to places where he can dispose of it.

Most of the large cities of the state are to be found in the southeastern section. Sioux Falls, the largest city, is located about thirty miles from the northern boundary of Iowa and the same distance from the eastern boundary of Minnesota. Here is located the state penitentiary, as well as numerous industries, such as the Morrell packing plant, wholesale grocery houses, and the like. Farther south, almost on the Missouri River,



East Hall, State Normal School, Madison, S. D.

is Vermillion, the home of the state university. West of Vermillion is Yankton, one of the oldest cities in the state. Here is located the State Hospital for the Insane. North of Sioux Falls is Flandreau, which has one of the oldest schools for Indians in the United States. A little northwest of Flandreau is Brookings, the home of South Dakota State College of Agriculture. Southwest of Brookings is Madison, one of the oldest towns in the section, and one which owes its very existence to the fact that the Chicago, Milwaukee and St. Paul Railroad was built through Lake County. About sixty-five miles southwest of Madison is Mitchell, which contains the only Corn Palace in the world. This building is a large auditorium with a seating capacity of two or three thousand. Its exterior and interior are annually decorated with all varieties of corn, as a celebration of the harvest.

Anyone writing of this section cannot neglect mentioning the lakes of the region. Hundreds of years ago, geologists say, glaciers covered this part of America, and scooped out the deep valleys which became lakes. As testimony to the truth of the statement, they point to the granite boulders and the gravel pits of the region. It is thought that before the glacial period the whole state from the Black Hills east formed part of a huge inland sea.

The most important lakes of the state are found in a chain extending from the Missouri River on the south to North Dakota on the north, and from the Minnesota line on the east fifty or seventy-five miles westward. These lakes vary in size from about a mile long and a mile wide to twenty miles long and two or three miles wide. On their banks, in almost every case, have grown up summer resorts.

Among the largest and most important lakes in southeastern South Dakota are Lake Madison and Lake Herman, about four and two miles, respectively, from the city of Madison, which has a population of 5,000. Around these two lakes cluster ro-

matic stories of rescues of white women from Indians, and all the traditions and legends associated with first settlements in a county and state. The history of the lakes is woven inextricably into the history of the founding of the city of Madison, and the coming of the first railroad into the section, over the Chicago, Milwaukee and St. Paul tracks, in 1881.

The first people who came to the county to settle, attracted by the beauty and utility of the lakes, filed on homesteads near them. In time, two villages sprang up, Madison, on the south side of Lake Madison, and Herman, on the north shore of Lake Herman. The former supplied the needs of the eastern part of the county; the latter, of the western. Madison was the older and larger of the two, but both had the necessary equipment for carrying on business in a farming community, such as stores and workshops, and each had a hotel and a schoolhouse. Each had a physician, and each had a few lawyers whose chief occupation was locating the homeseekers who were pouring into the county, on government lands.



Gymnasium, State Normal School



South Dakota State Normal School



New Madison Hospital, Madison, S. D.

When it was certain that the Chicago, Milwaukee and St. Paul was planning an extension from the east through Lake County, excitement ran high, for each village wanted a station, and never was surveying watched more anxiously. Herman proved to be on the direct line, Madison, the county seat, being left to one side. Delegations were sent to Milwaukee to present the matter to the road officials, and try to induce them to change the line to include Madison; but they came back disappointed. The promoters refused to change the



Bathing—Lake Madison, S. D.

survey, but promised a station if the town were moved north of the lake. Herman invited Madison to come there, and the people of the east side offered a site to the northeast which was about where the village of Wentworth was afterward located. Madison was in a quandary. If it moved to Herman, its identity would be lost, also the county seat; if it retained the county seat and chose the east site, Herman would get a station and with its superior site would become the leading town; and if it stayed where it was, it would die a natural death. The east side threatened to boycott the town if it went as far away as Herman. To avoid as many undesirable contingencies as possible, the present site was secured, to the intense disgust and displeasure of the greater part of the county, and the town was dismantled and moved away from the lake. According to promise, Madison obtained its station, and then Herman was out in the cold, for it was too near Madison to get a station. Madison then invited Herman to come to it on its new site, promising its citizens their choice of free building lots. After some delay, the offer was accepted, and Herman, in turn, abandoned its beautiful location and moved. By September, 1880, everybody was settled in the new town, awaiting anxiously the coming of the first train, which arrived in January, 1881.

Due to the aggression of these early settlers whose regard for the good of the community was great enough to cause them to abandon their villages and begin a new town which would have a railroad, Madison has one of the four teachers' colleges of the state—the first one to be established in the territory. Eastern South Dakota State Normal School was established by the legislature and located at Madison in 1881, and is the oldest institution primarily for the training of teachers as well as one of the oldest colleges in the state. Gen. W. H. H. Beadle, in charge of the surveying of the territory of South Dakota, who was responsible for saving the school lands, was president of the institution for many years. The college is now a four-year institution recognized as a first-class teachers' college by national accrediting agencies.

One of the novel contributions this

institution has made to education is the system of following up its graduates in service, to insure their success in the field. The four principles upon which it has built are: Selection of students who seem worthy of training when considered from the standpoint of character and intelligence; careful academic and professional preparation for teaching; placement, with the idea in mind that every student must be suited by character and with training for the particular position for which he is employed; and follow-up, to insure success in the field. This last phase of service is most important, from the standpoint of the college, and is managed by a director of follow-up work.

The physical equipment of the college is first-class in every way. On the twenty-acre campus are five buildings: West Wing, a recitation hall; East Wing, an administration building which also contains an auditorium and the library; East Hall, a dormitory for young women; a gymnasium which has a splendid basketball floor; a training school which houses a high school and a rural school for demonstration purposes; and a power house which supplies electricity and heat to all the buildings. Two blocks away from the campus is a ward school building which was erected by the city in 1924 at a cost of \$110,000, and turned over to the college for demonstration purposes in the first six grades of a city school. The teachers are all college staff members, almost their entire duty being to supervise the student teachers working under them.

In addition to the three state institutions which have already been named—State College, the University, and Eastern State Normal School—there are three other state teachers' colleges, located at Aberdeen, in the northern part; at Springfield, in the extreme south, near the Missouri River; and at Spearfish, in the Black Hills. These, together with several denominational colleges, all of them located in this rich southeastern section, testify to the desire of pioneers that their children be educated. In Sioux Falls are Augustana College, Sioux Falls College, and Columbus College; Mitchell has Dakota Wesleyan University; Yankton, Yankton College; and a little to the west of Mitchell, and just outside of the



Public Library—Madison, S. D.

southeastern section, lies Huron, which has Huron College. In addition, there are several junior colleges and academies in the section.

Little did the pioneer railroad builders dream in 1880 and 1881, when they were extending the Milwaukee from Minnesota into South Dakota, that they were opening up one of the richest, most fertile sections of the Middle West and laying the foundation for the growth of a great state; and probably they did not dream, either, that they were initiating a policy which was to result in making the Milwaukee the "railroad of South Dakota" in the truest sense of the words.



Ray Grummel

### Considers the Milwaukee R. R. His Pal

R. A. C.

PROBABLY one of the best boosters for the Milwaukee R. R. on the Coast is Ray Grummel of Tacoma, Wash. Were you to talk to him about the West before you had finished, in some manner he would bring in the Milwaukee R. R. and soon convince you that practically all the big things accomplished in the Northwest were indirectly or directly due to his railroad.

Eight hours a day "Ray" is in the TC relay office, but is well known both in Seattle and Tacoma through his athletic activities, having acted as boxing instructor in these two cities and played ball and run ball clubs for the past ten years.

At the present writing he is bossing the Tacoma Tigers of the Northwest Timber League, a class of ball just below that of the Coast League. In fact, so closely related are these two leagues that a short time back Grummel's club defeated the San Francisco Seals, tied the Seattle Indians in an eleven-

inning game and lost to Sacramento after a hard battle. Ray is Manager, President, Secretary and the whole show of his club, doing his work all single-handed and is making a very successful job of it. His team is now playing off a seven-game "Little World" championship series with Everett, Washington, Everett having won the first half championship and Tacoma the second half.

He was born in Junction City, Wis., and reared by a father who was just as loyal to our railroad, having spent the greater part of his life as Section Foreman between Junction City and Dancy, Wis. It was in his faithful observance of his duty that he contracted pneumonia when Ray was a little fellow and died, leaving Ray to take care of his mother, brother and little sister, which he did admirably by securing a job as helper baggage man at the age of fourteen.

He then learned telegraphing and has been with the Milwaukee ever since as Operator-Agent and Train Dispatcher.

The most noticeable feature of his athletic activities are that he always includes some part of the Milwaukee Railroad for advertising. He has been instrumental in bringing a number of eastern ball clubs, which carry about 20 to 25 men, to the Coast over the Milwaukee. He uses his club to help F. A. Valentine, Passenger Agent at Tacoma, when called upon to play at McNeils Island or other points where Mr. Valentine is working up prospective business. His popularity and success in Tacoma is largely due to his honesty along with his keen qualities of prompt abilities.

Just a few weeks ago, in his "Little World" series, Mr. F. E. Devlin, Superintendent of the Coast Division, was called upon by Mr. Grummel to catch the first inning of the game behind the bat, with the Mayor of the City of Tacoma pitching the first ball. Pathe moving pictures were taken of the game and shown on the Pantages Circuit. This in itself is worth many dollars to the Milwaukee in advertising.

The writer wishes to take this opportunity to thank him on behalf of the Milwaukee R. R. for his loyalty to our road at all times, and also wish him success in this "Little World" Series of the Northwest.

### Let Your Conscience Be Your Guide

ONE of the catch phrases, used occasionally by most of us, is, "Let your conscience be your guide." Though usually used as a jest, we wonder how many of us realize just how powerful the influence of "Conscience" is. We may submerge it when we are young and want to do lots of things which appeal to us when we are young and careless, but as we grow older and have more time to think about the realities of life and what we have done, our "Conscience" comes out of retirement and makes itself known in a way that is not always comforting to the owner. During all of the years that we have been ignoring it, it has been gathering strength and vigor and when it comes out of retirement we are sometimes at a loss just how to meet its requirements and pacify its demands, due to the past neglect.

We have an illustration of the effect of an awakened "Conscience" on its owner.

A short time ago an old man came into the superintendent's office on the Coast Division, and after much hesi-

tation approached the chief clerk. With a shamefaced expression and a trembling voice he told of how when he was a young man, moving about the country in search of work, he had boarded one of our trains and had ridden a short way, unknown to the conductor. He was without funds at the time and was trying to reach a place where he had been promised work. The fare as he remembered was about fifty cents, and he tendered Mr. McMahon \$3.75, this being the amount he considered due the company, including the interest. He was told that it was not necessary at this time to pay for the ride, but nothing would do for him but payment of the debt. He would not give his name or the place where the ride was taken, nor any details whatsoever, and after paying the money he left with a smile on his face, and evidently feeling much better in his mind. So remember, "Let your conscience be your guide."

### In Memoriam

ON Sept. 17, 1928, at 6:00 P. M., occurred the death of our Veteran Roadmaster, Mr. O. P. Ronning. Death came rather unexpectedly, although Mr. Ronning had been ill for some time at the Montevideo Hospital, but his many friends were confidently hoping that with a complete rest from his duties in the division, he would gradually regain his strength and be with us again.

Mr. Ronning was a man of sterling worth, one who always had a helping hand out ready to assist any one who needed his help. In the many years of service, he had endeared himself to all who knew him, and the H. & D. Division will be lost without "O. P. R." His duty stood foremost in his life, and even when he was really too ill to be about, he was out on his territory, overseeing and directing the work.

Mr. Ronning was born in Aamot, Osterdalen, Norway, on Jan. 15, 1855. He came to America July 24, 1882, finally settling in Milbank, S. D., where he started his railroad career, that year, as a section laborer. After working for three years he was promoted to section Foreman, serving in this capacity for three years, and in 1888 he was appointed Roadmaster for the H. & D. Division. In 1893 he moved to Montevideo, Minn., and has lived here up to the time of his death, in the capacity of Roadmaster.

He was a member of the Methodist Episcopal Church of Montevideo, of the K. of P. Lodge of the same town, also the second oldest member of Masonic Sunset Lodge, No. 109.

Mr. and Mrs. Ronning were the parents of eleven children, eight of whom are living.

Funeral services were held on Friday, Sept. 21st, at 2:00 P. M., and the many friends, associates and fellow workers paid their last respects to one of the finest men they had ever known. They extend their heartfelt sympathy to Mrs. Ronning and her family. Their loss is indeed great—as is ours. We can only say we have been happy in knowing a man of his integrity and personality.

### Way Bill of Good Will

Via Post Prandial Route Delivery C. M. St.  
P. & P. Ry., F. O. B. Tacoma, Wash.  
Oct. 4, 1928

Hail to the Road: From East to West  
They tell us we will find it best.  
Its history pages mutely tell  
Of service it has rendered well;  
Three generations called it boon,  
And you will know it pretty soon  
If you but ride it, near and far:  
The railroad of the . . . ORANGE CAR.

It kept apace of modern strides,  
As anyone will say who rides,  
O'er rails that sped miles—million—tons—  
Its pathway—steel safe where it runs—  
Drawn deftly o'er the continent,  
On plains, in vales, o'er mountain bent,  
And Genius' hand, too, was its guide:  
Its ultimate . . . ELECTRIFIED.

Then, growing long, with branches spread,  
Developed wealth from Nature's bed;  
Its course met with vicissitude,  
But valiantly, with faith imbued,  
Came with its head to western shores,  
At waters' edge transported stores,  
And here in name expanded yet:  
"PACIFIC" . . . makes MILWAUKEE wet!

. . . L'ENVOI . . .

We greet you, chiefs and all your crews,  
To us 'twill ever be good news  
That you, in mutual cause with us,  
Take further strides . . . A GOOD ROAD PLUS!

The above verses, composed by Mr. Walter E. Ruemelin of Seattle, were read at a banquet tendered to the Executive Officers and Directors of this company on the occasion of their recent trip over the property and their visit to Tacoma.

Mr. Ruemelin sent the poem by messenger to Mr. H. B. Earling's table. It was printed on orange paper, tied with orange ribbon, and had initial letter seals "M." The introduction of the poem on the program was a complete surprise and was heartily received.

### The Tucker Addition Dyke at Harlowton, Montana

By Adolph C. Knudson

PLACE your finger on the map of Montana at a point about centrally from north to south and east to west, and you will have it near the location of Harlowton—the eastern terminus of the Milwaukee's electrification. The city proper is bounded on the east by the tracks of the Northern Montana Division, known otherwise as the Lewistown-Great Falls Line. To the east of the tracks, and on a flat, lies the Tucker Addition to Harlowton, but not yet incorporated within the city limits. On the Addition's eastern flank flows Antelope Creek.



Looking West. Antelope Creek and Center Section of Dyke

This little mountain stream rising in the Little Belt Mountains some 20 miles northwest of the city, except in flood-tide, flows placidly to its junction with the Musselshell River southeast of Harlowton. In flood-tide this



Looking North. The Completed Dyke

feet high at its highest point, seven inches thick, 362 feet in length, and has 35 built-in braces. Other material used in its construction were 32 yards of gravel, and all the crushed rock and scrap iron obtainable, for the foundation.

Since that date, high water has only reached half way up this measure of protection, and the property owners enjoy the fruits of their labors peacefully. The dyke, which was two weeks in the building, stands as a monument to co-operation.



"Grandma Parish"

THE above is a picture of an honored member of Ottumwa Chapter of The Milwaukee Railroad Women's Club, Mrs. Anna Parish. "Grandma," as her friends like to call her, passed her ninety-sixth birthday in July of this year, and she is probably the oldest member of the entire club.

While she is not so rugged as in days past, "Grandma Parish" enjoys good health, takes a keen interest in the affairs of her world, directs her home and is the beloved friend of all of The Milwaukee Family living in and near Ottumwa.

"Grandma Parish" has been the mother of Milwaukee Veterans who have been in the service and passed on before her. Her last surviving son, Joseph Parish, a Kansas City division engineer with forty-three years of service, passed away in Ottumwa on September 10th, leaving her bereft indeed. This son's sole care in life for many years had been his mother, over whom he had watched tenderly and devotedly, and his going is an irreparable loss to the aged lady. The women of Ottumwa have been unremitting in their attention to "Grandma" Parish, and every day finds some one or more members of the Chapter at her side and doing all that loving thought can suggest to help lighten the burden of her loss.



Looking South. Milwaukee R. R. in Background

little stream is a raging torrent, reaching sometimes a width of a half mile or more, in places. One of these places, until the building of the dyke several years ago, was the Tucker Addition.

This little community's adult male population boasts of but thirteen members—a lucky number for "Tuckertown"—and, following a disastrous flood in June, 1926, which did considerable property damage, this lucky thirteen decided that the flood condition must be corrected. With the aid of Mayor L. L. Kalberg, of Harlowton, who handled all the business arrangements and contributed his share of the cash, these men (all of whom work at regular jobs), during their spare time, built a dyke along the west bank of the creek. This dyke, built at a cash outlay of \$186.70, for such items as lumber for the forms and cement, is three

# THE MILWAUKEE MAGAZINE

Union Station Building  
Chicago

Published monthly, devoted to the interests of, and for free distribution among, the 65,000 employees of the Chicago, Milwaukee, St. Paul & Pacific Railroad.

CARPENTER KENDALL, Editor  
Libertyville, Illinois

Single Copies, 10 Cents Each  
Outside Circulation, \$1.00 Per Year

Address Articles and Communications Relative to Editorial Matter to the Editor, Libertyville, Ill. Advertising Manager, Arthur E. Needham, Room 790, New Union Station Building, Chicago, Ill.

U. S. Postage on This Magazine Is  
Three Cents

## Exit the 1928 Park Season

WITH the closing of the 1928 Yellowstone Park season, the gallant forces of the Passenger Department have time to take account of their labors, and find satisfaction in the grand total of 5,926 tourists in and out of GALLATIN GATEWAY the past summer. Passenger Traffic Manager Haynes and General Passenger Agent Dixon had hoped the final figures would show fully six thousand, but since the deficit was less than a hundred, there is no complaint. Rather is there congratulation because in spite of the fact that the total movement by rail into Yellowstone Park during the season of 1928 showed a pronounced decrease, and GALLATIN GATEWAY was the only one of the entrances to Yellowstone to show an increase. Figures released by the Department of the Interior (National Park Service) covering the total number of visitors by rail to Yellowstone Park during the past season as compared with the previous year, show that the total number of visitors by rail was increased by only twelve, or .03%.

Gardiner Gateway decreased 751 visitors, or 5.45%; West Yellowstone increased 251 visitors, or 1.46%; Cody decreased 21 visitors, or .28%; Lander decreased 1 visitor, or .92%; Bozeman decreased 15 visitors, or 5.54%. GALLATIN GATEWAY, The Milwaukee Road entrance, increased 549 visitors, or 19.69%. These figures are certainly gratifying, showing as they do the results of the splendid co-operation and hard work on the part of the Milwaukee soliciting forces.

That GALLATIN GATEWAY loses none of its popularity as the years go by is shown conclusively, and later, some of the letters in praise of The Milwaukee's wonderful route to and from Yellowstone Park, and its wonderful GALLATIN GATEWAY Hotel which have been received will be published by way of keeping up the enthusiasm among all Milwaukee employees and enabling them to show all their friends and prospective travelers the high esteem in which Milwaukee service is held by those who have already had the privilege and the opportunity to test it.

With the gratifying results of the season just closed as a stimulus, Milwaukee employees in all departments will take pleasure in helping their Passenger Department friends to put it over "bigger and better" the next season.

An event of interest and importance will be the official opening of the Yellowstone Park season for 1929 that will be held at GALLATIN GATEWAY. Great preparations are already under way for this event, and this being a signal honor for The Milwaukee, every effort will be put forth to make it a phenomenal occasion both in numbers and interest. Let's begin at once to broadcast GALLATIN GATEWAY so that our percentage of increase the next season will very largely overshadow even the excellent showing for 1928.

## Trains and Planes

RAIL routes and air routes joining forces to hurry people to wherever they want to go "up and down this wide creation," is the latest thing in travel, and The Milwaukee, in common with other trunk line railroads, has opened the way to hurry along such of their patrons as feel the urge to get from hither to yon or back from there to here, ahead of the steam trains on the steel rails.

In connection with the Northwest Airways Company, air-rail service has been opened between the Twin Cities and Chicago, and passengers arriving at Minneapolis and St. Paul from the west on No. 18 may, if they are air-minded, jump from the rail to the air and fly to Chicago, making the distance in three hours and thirty minutes, and in time to connect with eastbound trains.

Similarly, westbound travelers may hop to St. Paul, leaving Chicago after the departure of No. 17, overtaking that train at the Twin Cities.

Forty-five dollars is the charge for the air ride, which, considering the "kick" one gets out of flying, and this latest maneuver to beat time, is probably well worth the price. It constitutes, at all events, "an epoch in transportation history," and when traveler folk become more generally air-minded, the rail-air transportation service will undoubtedly become quite popular with those who have the price.

## Patrick H. Casey

ON SEPTEMBER 9th, at his home in Milwaukee, occurred the death of Patrick H. Casey, for many years in the Special Service of The Milwaukee Road. Mr. Casey commenced work for this company in 1880, as a detective at La Crosse, under the late John A. Hinsey. He was in charge of the police department of the railroad for several years at Milwaukee, La Crosse and St. Paul, and at the time of his retirement was Assistant Chief Special Agent. He is survived by his widow, two daughters and three sons, one of whom is Thomas P. Casey, engineer, and one James J. Casey, Traveling Freight Agent of this company.

## Joseph Andrew Johnson

ON OCTOBER 8th occurred the death of Joseph Andrew Johnson, at Mitchell, S. D., from injuries received the same day

in a railroad accident near Parker. Mr. Johnson was 42 years of age. He started railroading in 1903, at Running Water, and was promoted to conductor in 1906.

He is survived by his widow and six children, his mother, three sisters, and one brother, to whom the sympathy of the friends of The Milwaukee Road is offered in their bereavement.

## Card of Thanks

We wish to express our heartfelt thanks to our friends for their sympathy and for the floral offerings at the death of our beloved one.

Mrs. Joseph A. Johnson and Family.  
Mrs. Hans Johnson and Family.  
Mrs. John Tobin and Family.

## Beg Your Pardon

ON page 18 of the October Magazine appeared a picture entitled "A Solid Trainload of Harvesters Shipped from Milwaukee to Canada," etc. This caption was placed in error. The train of 37 cars of threshers and tractors moved from Minneapolis to Winnipeg, via The Milwaukee Road to Duluth, thence the D. W. P. to Winnipeg, where it was split up for local points on the Canadian National.

A wonderful run was made with this train, which left Minneapolis at 9 A. M., arriving at Duluth at 4:30 P. M. for delivery to foreign line. The picture was taken at Gloster, Minn., on The Milwaukee.

## Old Photographs Wanted

H. W. Griggs, Milwaukee Shops

THERE is such a demand for photographs of Milwaukee Road history that it is desirable that we have still more of the old time locomotive and car photographs to add to our already fine collection which is next to the best in the country. May we ask that employees, or their ancestors, or any others who have photos of locomotives, cars, shops, etc., and officials and groups of years back, communicate with H. W. Griggs, Recording Inspector and Official Photographer, Milwaukee Shops, who would like to have the loan of such photos from which to make a copy; same will be returned in good condition. Particularly do we want a photo of old inside connected locomotives Nos. 11 and 12, and of the old Humboldt Shops, Milwaukee (North Milwaukee those days), and of any old times from up the line anywhere.

## To a Locomotive

Harriet Mulligan, R. H. Clerk,  
Janesville, Wis.

Engine—little do we realize  
What a deal of work behind you lies.  
Many an hour to get you ready,  
So you may cover the road true and steady.  
You've had to have grease, water, sand,  
coal,  
Over the rails to make you roll.  
Mighty you look as you pass us by,  
Seems as if almost you could fly.  
Big, powerful, shiny and black,  
A little while and you'll come back.  
You carry us where we want to go,  
Waste no time, and by no means, slow.  
And if I could believe you had a soul  
I'd wish you joy at your heavenly goal.  
As it is, you are just a thing,  
But always, I shall your praises sing.



## Per Diem

Last month Per Diem Rule 5 and its interpretations were quoted on this page for the benefit of those employees who have not had an opportunity to analyze the Rule and its interpretations. This month we are quoting Per Diem Rules 15 and 16, together with their interpretations which should also be of interest:

### Rule 15

(a) A road failing to receive promptly from a connection cars on which it has laid no embargo, shall be responsible to the connection for the per diem on cars so held for delivery, including the home cars of such connection.

A road failing to receive promptly from a connection empty cars at home on its road, moving home under Car Service Rules, shall be responsible to the connection for double the per diem on such cars held for delivery after the first day for which reclaim is made.

(b) If such failure to receive three days, the delinquent line shall thereafter, in addition, be responsible for the per diem on all cars wherever in transit which are thus held back for delivery.

(c) It shall be the duty of the connection intending to reclaim to notify the delinquent line daily, prior to midnight, through the designated representative at the point where cars are offered,

of the total number of cars so held for it, and within 48 hours from midnight of the day cars are offered furnish the initials and numbers of the cars.

(d) The reclaim accruing under this rule on a car handled in terminal switching service can only be made for the detention in excess of the reclaim allowable under Per Diem Rule 5.

(e) When the hour at which the receiving road clears the interchange track is so late that the delivering road cannot place on interchange track before midnight, cars which it is holding for delivery, the receiving road shall be responsible for the per diem on such cars for the following day, subject to local agreement as to time required to make delivery.

### Interpretations

(a) Question: In case a car held for a certain road is not delivered to that road, can reclaim be made against such road?

Answer: No.

(b) Question: Is it necessary to furnish initials and numbers of cars held which have previously been reported by initials and numbers.

Answer: No.

(c) Question: When a road cannot accept cars from a connection, is it necessary for the connection to notify the delinquent line before midnight each day, of the total number of cars

held for which reclaim is to be made?

Answer: Yes.

(d) Question: When a road has invoked the provisions of Car Service Rule 5 and cars are offered to that road at another junction point, is the holding road entitled to reclaim under Per Diem Rule 16?

Answer: No.

### Rule 16

(a) When a road gives notice for any reason it cannot accept cars in any specified traffic, thereby laying an embargo, it should receive cars already loaded\* with such traffic on the date such notice is issued, and cars loaded\* within forty-eight (48) hours thereafter. If it does not receive such cars the road holding them may reclaim per diem under Rule 15 from the road laying the embargo for the number of days such cars are held, not exceeding the duration of the embargo.

(b) Embargoes must be issued by the embargoing road in accordance with the provisions of the Embargo Regulations as approved by the American Railway Association.

(c) Forty-eight hours after 11:59 P. M. of the date of the embargo a road must not load or permit to be loaded, cars in such traffic, nor accept orders to divert or reconsign cars already loaded.

(d) An embargo may not be laid on empty cars returning home in accordance with the Car Service Rules.

\*Note—The date of loading, diversion or reconsignment to be determined from the data accompanying the car.

### Keep

Fit.  
Busy.  
Sober.  
Faith.  
Alert.  
Sweet.  
Straight.  
Your head.  
Your youth.  
Your nerve.  
Your temper.  
Your health.  
Your friends.  
Your head up.  
Your religion.  
A close mouth.  
Out of mischief.  
Your enthusiasm.  
Your eye peeled.  
The ball rolling.



## A Record Stock Movement from the Kickapoo Valley



The Head End of the Stock Special

A RED-LETTER DAY in railroad annals of the Kickapoo Valley Line, was Sunday, September 30th, when a big shipper of that region sent a full trainload of cattle from the Valley Line to Milwaukee. The shipper, Mr. Fred Lowe, ordered the train from Superintendent MacDonald, and made arrangements to start loading at Readstown between 7:30 and 8:00 A. M. The crew were on the job at Wauzeka, Wis., at 4:30, and the train left that place at 5:40 A. M., arriving at Readstown at 7:55. Loading commenced immediately, and eight cars were started out of Readstown; eight more at Gay's Mills; two at Bell Center; ten at Petersburg; five at Steuben, and three at Wauzeka. An additional stop was made at Boscobel to finish loading one car, making a total of thirty-six cars in the train.

Trainmaster R. C. Dodds and Traveling Freight Agent T. A. Dodge assisted the agents at all of the stations in checking the billing, sealing the cars, billing the stock and completing the contracts.

All of the loading went through without a mishap and very smoothly. Accompanying the train were Mr. and Mrs. Lowe and their son; Mr. Simme, mayor of Gay's Mills; Mr. Nelson, chairman of the Booster Club of that place; Mr. Harry Gordon, a representative of John P. Bruemmer & Sons, of Milwaukee, the commission firm to whom the live stock was shipped. Mr. Lyman Bruemmer accompanied the train as far as Petersburg. Every courtesy was shown the party, refreshments were served on

the train and cigars afterward. A stop was made at Boscobel at the request of Mr. Lowe, and during the stop the train was serenaded by the Boscobel band, and talks were made by Messrs. Simme and Nelson, Lowe and son, and Mr. Gordon. A large gathering was at the station to see the record train go through. Stops were made at Blue River and Lone Rock, where supper was served, the band also playing at this place. At Madison a brief stop was made to change crews, clean the coach, take coal, water and ice. The train arrived at Milwaukee Stock Yards at 7:55 A. M., October 1st. Much publicity was given the stock movement by all newspapers along the route and in Milwaukee.

The train was handled with extreme care, which gave utmost satisfaction to both shipper and consignees, Mr. Lowe expressing himself to the effect that he did not know how to thank all concerned for the courtesies extended to himself and those with him, and finished by saying that this was the finest trip he had ever made on any stock train.



Waiting for the Stock Special at Wauzeka

Trainmaster Dodds, the three train crews, and all other employees of the Madison Division, gave one hundred per cent service and received the appreciative thanks of the promoters of the movement.

The trainload containing about 1,500 head of cattle, was valued at over \$100,000. At Gay's Mills a free barbecue, free show and free dance celebrated the great day and honored the record shipment.



The Stock Yards—Gay's Mills—Prior to Loading

## Warning to Railway Employees

Editorial from The Journal of the Switchmen's Union of North America.

BACK in the years of 1915 and 1916, the Journal of the Switchmen's Union of North America, in co-operation with several other Brotherhood periodicals, exposed and almost eliminated by pitiless publicity a combination of "shyster" lawyers, "ambulance chasers" and "adjusters," whose sole purpose was to prey on crippled and injured railroad men, and, in case of death, on widow and children.

Recently it has come to our attention that several firms of lawyers located in Chicago and New York have formed combinations like the ones that existed at that time and are now operating throughout New York, Illinois, Wisconsin, Minnesota, Michigan, Pennsylvania, Ohio, Indiana, Iowa and possibly other states. They have formed this combination among themselves for the sole purpose of scouring the country and especially Chicago, soliciting personal injury, and death from accidental injury cases. They have formed or established a clearing house and when anyone of the lawyers in the combination "hooks" a crippled or injured person, or in case of his death, his widow and children, the case goes into a "jack-pot" and is handled by the firm of shysters selected to act as the clearing house.

These rapacious vultures pool all their cases, and the poor devil who has a clean-cut case—one where the liability is clear, and under the usual procedure would entitle him to a substantial settlement, or a large verdict, his case is thrown into the "jack-pot" with the poor cases, and the "jack-pot" is then split—not in proportion to the merits of the individual case, but as the clearing house directs. No matter which way it goes the shyster gets his, and the "sucker" with the clear-cut case comes up "short"; at first he is surprised, then astounded, and lastly in amazement he wonders, then, looking at the small end of the settlement which he is permitted to call his own, he remarks to himself "it's a hell of a law." It isn't the law, neither is it the courts, it is the scourge of the diabolic combination formed by these vultures to trim, trim, trim.

These vicious vultures will not call on you personally—no indeed. To do that would be unethical—beneath the dignity of a great lawyer. But each of them has in his employ one or more "ambulance chasers," "runners," "solicitors," "representatives," "assistants," "investigators," or "adjusters" who do the outside work for said dignified, ethical lawyer. To make the whole transaction appear real, this outside man is usually a member or an ex-member of your organization. In addition, they have also another man who works in the dark; no one knows this man but the shyster and his runners; this man is usually a switchman, brakeman, conductor or

(Turn to Page 48)



## Our Safety First Meetings

### What We Make Them

By E. R. Harville, Atkins Machine Shop, Atkins, Iowa

ANOTHER month has gone, never to return. If we have slighted our Safety First duty or have anything to regret, let the past month mark its grave. Start the new month with the aim to make life better and safer for all concerned. Do something worth remembering. Add it to the best we can do each month as Father Time brings them to us.

At the roundhouse I think the Safety First ground has been fairly well covered, but I will add a little to the list of things that have been done and said.

This is the place we spend the day in service, and naturally it draws our first attention. The company has made it possible for us to meet together each month to talk, read, and exchange ideas on Safety First. All will admit that the purpose is good.

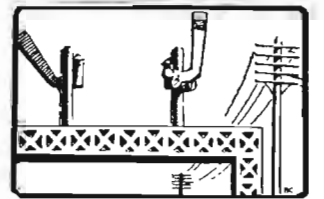
If we appreciate and take advantage of the opportunity and make ourselves 100% safe, the company will receive a like benefit for our efforts. They say that "Life Is What We Make It," and the same applies to our Safety First meetings; they will be what we make them.

The handling and care of tools is my work at this place, and I will give you a few of my ideas on tools.

At a place like this where a large number of men are employed, scores of tools are used each day. Some of them will get out of order and are used in that condition, which seems necessary at times. But Safety First does not depend altogether on first-class tools. There never will be a time when we can get by without taking a chance occasionally, but we should make them as few as possible, and use extra care. How many times, while men were working together on a job and something would happen or someone would get hurt, have we heard the remarks, "I was afraid of that," or "I just thought that would happen." That would indicate that we had a hunch in advance of what would happen. That is not Safety First. My own belief is that a poor tool in the hands of a careful man is safer than a new and perfect tool in the hands of a "don't-give-a-d--" kind.

It would be a difficult task to keep all tools in good repair at all times. However, I think that we can improve in some ways if we would change our method on certain tools. For instance, such tools as chisel punches, in fact, all light steel tools that must be held and supposed to bear up under a sledge hammer. As soon as the first scale or burr starts under the sledge, it means danger. The small

# BUREAU OF SAFETY



scale is as apt to fly as the larger one.

Such tools are used each day with increasing danger, until the burr has spread around and over the top of the tool. Then we call them sunflowers, and say they should be repaired. They are then cut off down below the deep checks. After this waste of steel, they are put in shape and a few strikes with the sledge, the danger is back again.

In my judgment, the best way to keep such tools in a safe condition would be to touch them up on the emery wheel as often as the small scale or burr appears. This way would mean Safety First. If we allow the sunflowers to grow and ripen before they are removed, that means Safety Last.

Now a few words on criticism. I believe many of us are amateurs in speech making, letter writing, and reading before an audience. I know it is not easy for me, but it is easy for us to make a mistake, and sometimes we are misunderstood. I think a little criticism at our meetings would be the proper place to correct the error, if any, when all could hear and trust to their own judgment.

Some time ago a brother told me that he had been severely criticized on his Safety First stand and that he felt quite discouraged. He did not say what the disputed point was, nor did he say who his critic was. That doesn't matter, as these words are not directed to any certain one. I mean everybody, including myself. Stop, look and listen, before we bear down on a brother.

Criticism is a fine thing. Our government itself would not last if it were not for honest criticism and plenty of it. Sometimes I think if a double dose of well-directed criticism were applied to some of our national leaders, it would be a good Federal Safety First move.

The point I wish to make is this: "Let us remember that there is a vast difference in well-meant, legitimate criticism than that presented in the form of cutting insinuations and slurs thrown out from a mischievous and sometimes an envious heart." THE EFFECT IS BAD AND NOT SAFETY FIRST.

I will conclude my Safety First letter by giving my idea on improving the tool room. I know that complaints have come in from other places, and the question has been talked of pro and con, but have not heard of any decision, so I will make a few suggestions. I feel sure that the only way to do away with that dangerous draught in the tool room would be to build a tool room adjoining the room. A small room used especially for tools would answer the purpose. Use available space in fan room for heavy tools and second-hand material, such as parts of

stripped engines that are easily misplaced or lost. Have a door between tool room and fan room so tool room attendant could look after the fan and keep both places in order. My opinion is, if you shut off draught in front of fan room, it will make it necessary to get outside air, and I do not believe plant is large enough to heat zero air enough to do much good in the house. As it is now, the air is sent out through the house and is drawn back again revolving all the time.

Now I only make these suggestions to help bring some solution of the problem for the health and safety of the tool room attendant, as I feel that something should be done to make the tool room a safe place in which to work.

### "Safety First Means Thinking First"

Self-preservation is said to be the first law of nature. Is it?

The following incident occurred in the state of Nevada. A crowded automobile, traveling parallel with the track for quite a long distance, crossed the track and continued beside it. The ground was level, and the highway and railroad were straight. There was not so much as a bush to obstruct the view. When the driver of that car saw the train he stepped on the gas in an effort to beat the train to the crossing. He miscalculated and did not quite make it. Instead he ran into the third car from the engine. Fortunately, the driver was not killed.

There is no necessity of advancing new doctrines in regard to Safety. All that is necessary is keeping in mind the important details and the great motto "Play Safe." These details and principles never change. Safety isn't new; it is as old as the eternal hills. Common sense actually means Safety.

I want to take this opportunity to pay a deserved tribute to the man who took the first constructive step in promoting Safety on the railroad, Lorenzo A. Coffin, late of the Willow Edge Farm, near Fort Dodge, Iowa, who certainly rendered his country a great service, a service that should have won immortality for his name in promoting Safety on the railroad. Instead, his reward has been oblivion, and he never sought nor received any financial reward.

Coffin drafted the first Safety appliance act, led a campaign lasting four years, to arouse public opinion in its support, and finally secured its enactment into law after four years' crusade in Washington. The Safety Appliance Act was a personal labor and a personal triumph for Coffin. His sole idea was to promote the Safety of railroad employees, but it turned out that the conspicuous feature of his work was that it acceler-



ated the evolution of the railroad. This seems to be a good place to call attention to the fact that all important equipment and practices which have resulted in greater Safety on the railroad have been adopted not for humanitarian reasons, but for sound economic reasons. The resulting Safety has usually, if not always, been a by-product.

Coffin was a professor, later turned preacher, then became a farmer. In 1881, when the Des Moines and Ft. Dodge Railroad was extended to Ruthven, he was appointed right-of-way agent, and afterward held the position of Railroad Commissioner.

Every man should strive to make himself an indispensable actor to his railroad, and it is not impossible for him to do that. If a man is not up-to-date and safe he will be a fossil. A nation of cripples cannot long remain a front rank nation. It is your duty and mine to see that by preaching the doctrine of Safety we instill in our minds and in the minds of others the principles that prevent accidents.

I would invite your attention to Precaution. That is one of the most valuable words in our rule book and if we would always be governed by that one word, accidents would not happen. That measure adopted beforehand would prevent mischief.

One of the greatest things that a man can do to secure Safety on a railroad or anywhere else is by training the mind. It is a psychological law that repetition makes memory; it is a law certain by experience among railroad men that repetition makes for carelessness. The constant doing of the same thing over and over again, without a dangerous result, causes the trainmen to forget the precaution. Because he has never been injured, he is lulled into a fancied security. This is, I believe, the cause of a large percentage of the accidents among trainmen. When you make a trainman fear an accident as he fears a contagious disease, when you cause the average man to avoid an accident as he avoids contact with smallpox or diphtheria, the problem will be solved. Accidents will be reduced to a minimum if they will be caused by conditions over which human thought, human care and human ingenuity have no control, not as now by carelessness, thoughtlessness and neglect.

The thing I want to most strongly impress upon the trainmen is that Safety is an "Up-to-You Proposition." That each one of us is responsible for our acts, that when it comes to our own Safety or the Safety of our fellow men, each is the guardian of his own actions. We should become imbued with the idea that "The sin we do two by two, we must answer for one by one." Any slightest act of ours may cause someone to be maimed. The act of another may cause us to be maimed. We are not all like Achilles—vulnerable only in the heel; we are vulnerable all over, so we should be doubly cautious, and be certain everything is all right. Be safe. Let us make ourselves and others safe.

It takes just one wild throw to muss up a lifetime record in a way

that you'll never be able to forget what happened. One so-called lapse of memory and you're through. What's the answer?: Learn to control the mind.

#### Cost of Experience

By Mr. Frank Deman, Conductor,  
Superior Division

Nine little railroad men handling freight,  
One stepped on a rusty nail, that left eight.

Eight little railroad men surfacing track eleven,  
One didn't hear the bell, and then there were seven.

Seven little railroad men with a lot of cars to fix,  
One failed to post blue flags, and then there were six.

Six little railroad men all spry and live,  
One rode an engine pilot, and then there were five.

Five little railroad men all warned before,  
One went between moving cars, and then there were four.

Four little railroad men with good eyes to see,  
One didn't wear his goggles, and then there were three.

Three little railroad men on train overdue,  
One left switch open, and then there were two.

Two little railroad men on a switch run,  
One left a car foul, and now there's only one.

Said one little railroad man left all alone,  
"Now, while my skin is whole and my life's my own,  
I'll take your dope, I'll take it straight  
Before I go the way of the other eight."

## Current Railroad Topics

### What the Freight Cars Do

#### Regarded as Public Servants, They Are Entitled to Adequate Pay for Their Services

(The following discussion of the work performed by railway freight cars was written by Miss Beatrice Lamboley, a recent graduate of Monroe, Wisconsin, High School, as part of her work in the extension division of the University of Wisconsin.)

**F**REIGHT cars, as the burden bearers of modern times, are the servants of the public. They are made for the sole purpose of transporting the enormous freight traffic of our most diligent country.

Now as the freight cars are the servants of the public and as the work of all servants must be paid for, the public must pay for its use of freight cars. This pay is commonly known as freight rates.

#### Rates Are Remarkably Low

The freight rates of the United States are remarkably low in comparison with the freight rates of other countries. Only through increased efficiency and the installation of cost-reduction facilities has it been possible for the railroads to give freight service by means of freight cars and at the same time to meet their vast expenses at such low rates.

#### Adequate, Efficient, Economical

The service offered by freight cars to meet the demands for the development of our country and therefore for the increased freight traffic has been greatly improved in the last six years. Freight transportation has been much more adequate, efficient and economical. With few exceptions, freight cars have been available at the time and place needed. This is due to the fact that each railroad has built up a reserve of sur-

plus freight cars in different parts of its territory, whereby sudden demands may be quickly met.

#### Evidences of Improved Service

Other evidences of improved freight service have been shown in longer, heavier and faster freight trains; in fuel saving, which has amounted to more than two billion dollars since 1920; in reductions of claims presented by shippers for loss of or damage to their freight, despite the fact that freight traffic has greatly increased. Although approximately one million freight cars have been loaded each week for the last six years, freight traffic has functioned smoothly and effectively, without delay or interruption, and with no shortage of transportation.

#### Prompt Delivery—Prompt Payment

Good freight service also means that more ready money is available for the needs of carrying on business. This is due to the fact that prompt delivery, a most outstanding quality of freight service, signifies prompt payment for goods that are sold payable on delivery, and, as a result, prompt payments mean ready loans.

One of the most important benefits of adequate freight service is the stabilizing influence it has on production and consequently on labor, which cannot otherwise be kept fully employed at good wages in its various occupations. Fluctuations in prices are prevented somewhat by readily supplying demands, and thereby both the producer and the consumer are benefited. Then again the stabilization of production increases demand, and thus it is that practically all elements of our population are able to enjoy the prosperity which freight cars, our humble servants, have almost wholly contributed and are still contributing to the United States. These benefits added together result in billion-dollar savings.

## Prevention of Locomotive Boiler Corrosion

### A Paper Presented to the Master Boilermakers' Association

By C. H. Koyl, Engineer, Water Service

**S**INCE this Association has commenced the systematic study of boiler corrosion, a few years ago, there has been a great increase in knowledge of the causes of pitting and grooving and means of preventing it, particularly in locomotive boilers; and there has been a vast dissemination of this knowledge through the work of this Association and many smaller ones.

There are now three known and proven methods of preventing, or at least greatly reducing, the pitting of locomotive boilers, and though the methods are entirely different in operation yet they all work on the same principle, and this principle I shall try to explain.

You know from your own experience that iron and steel pit only when they are wet. In the case of a boiler tube, it may pit when working and entirely covered by water or it may pit when idle and covered by wet scale. Even plain rusting takes place only in damp air. This means that water is absolutely essential to the process, and when we examine closely enough we find that every atom of iron that disappears from a pit has been actually dissolved in the surrounding water just as does a molecule of sugar or of common salt.

You will remember from last year's meeting that when anything except organic matter is dissolved in water it is partly separated into its component parts; that is, sodium sulphate, for instance, is no longer in solid molecules but is separated into sodium atoms and sulphate molecules. These atoms and molecules travel around independently of each other and for this reason have been called "ions," and the process is called ionization or dissociation; and a still stranger fact is that each of these ions is electrified, the metallic ions positively and the other ions negatively, and just enough to balance each other; that is, there is just as much positive electrification as there is negative.

We do not yet know why these dissolving molecules break up physically and electrically, but they do, and the fact of the exact balance of the positive and negative electric charges gives us the key to the prevention of pitting. When an atom of iron goes into solution in the water it carries its positive electric charge with it, and since that would increase the positive charge in the water without equally increasing the negative charge, it follows that somewhere in that water a positively charged ion must get out.

Now, the relative strength of the tendency of these metals to dissolve in water is easily measured and it has been found that the tendency of hydrogen to dissolve in water (you know that hydrogen is the vapor of a metal) is very weak while the tendency of iron to dissolve in water is much stronger, and what happens is that each atom of iron as it leaves the flue forces out of solution an ion of hydrogen. This happens because in ordinary water there is nothing that can be forced out of solution by iron except hydrogen, and just imagine what would happen to the iron atom if it were not strong enough to force out the hydrogen ion. Why, it could not get into the water and there would be no such thing as pitting, nor even ordinary rusting.

This, then, is the key to all present methods of preventing corrosion of iron and steel under water—just prevent the hydrogen ions from coming out of solution, and you thereby prevent the iron atoms from going into solution, and that means you prevent pitting.

I said that there are three methods which have been successfully tested; and the first is the simplest of all, though in practice it can be used only on soft waters. The method is to deprive the water of its hydrogen ions by artificial means. I shall not attempt to lead you through the chemical reactions involved and it will be sufficient to say that the presence of caustic soda dissolved in water prevents the presence of hydrogen ions, and if there are no hydrogen ions to go out it is useless for iron ions to try to get in.

When we soften water by the lime-soda process, it is a simple matter to use a small excess of both lime and soda-ash and these two substances combine under water

to form caustic soda. On the Great Northern Railway, the water engineer, Mr. B. W. DeGeer, has used this method with success for some years on the treated-water district. He treats each water, on districts where serious pitting was once experienced, with an excess of both lime and soda-ash, so that each water as it goes to the boiler is almost perfectly soft and contains also from 6 to 15 grains per gallon of caustic soda. As the water is concentrated in the boiler the amount of caustic soda becomes relatively greater, so that from water-change to water-change it averages about 80 or 90 grains per gallon.

Because of this method of treatment and the resultant softness of the water, there is very little sludge in the boilers, and the tendency to foaming is small.

Mr. DeGeer says that before the use of this excess soda, pitting on this district was excessive, now it is light; locomotive flues having a calculated life of ten to twelve years, as against about three years with treated water carrying very little excess caustic soda, and about 2.8 years with raw water.

Method No. 2 uses different means for preventing the discharge of hydrogen ions. You will remember that these hydrogen ions are merely atoms of hydrogen electrically charged, and that each one sails up to a flue and by touching it, gives up to the flue its little charge of electricity. If these atoms were as large as a small bubble, or if they came up in sufficient numbers to make a bubble, they would rise to the surface of the water; but they are infinitesimally small and merely stick to the metal where they touch it and slowly accumulate until the metal is covered by a thin film of hydrogen which separates it from the water.

But as soon as the metal is thus insulated from the water, the next hydrogen ion cannot reach the metal to give up its charge of positive electricity and therefore the next atom of iron cannot get into the water, and the pitting is thus stopped. As long as this film of hydrogen covers the flue there is no pitting, but the trouble is that there is also oxygen dissolved in the water (oxygen from the atmosphere taken up by the water before it entered the boiler), and this dissolved oxygen united chemically with the film of hydrogen eats it up and destroys the wall that separates flue from water, so that the next hydrogen ion can reach the metal and give up its electric charge; and the next atom of iron can dissolve in the water, and pitting proceed.

Under these circumstances the remedy is to take this dissolved oxygen out of the water before the water goes into the boiler, and in practice we do it by heating the water to the boiling point before it reaches the boiler, and allowing the oxygen to escape through a half-inch pipe in the heater. On The Milwaukee Road, on a bad pitting district, we have had a locomotive boiler thus fitted with an open feedwater heater, and for two and a half years we did not find a pit on any flue, while during that time the companion boiler, without a heater, lost nearly all its flues. We now have four more engines similarly fitted and being tested, each on a different kind of water.

Method No. 3 uses still another means of preventing pitting. Mr. L. O. Gunderson, of the Chicago & Alton Railroad, the inventor of this third method, recognized the value of the film of atomic hydrogen in preventing the access of hydrogen ions to the metal of the flue, but he accomplishes the same results by coating the flue with an artificial film of metallic arsenic, which, though a metal, still prevents the hydrogen ions from giving up their electric charges to the metal of the flue, and thus prevents pitting, just as does method No. 2.

Now these are not merely theoretical considerations; they are methods in regular use on locomotives. Mr. DeGeer has had the first method in use for several years on the locomotives of the Great Northern Railway. On The Milwaukee Road we have had the second method under successful test on one locomotive on the treated-water district for three years, and have now fitted up four more locomotives for the same purpose. On the Chicago & Alton Railroad the third method has been under successful test on three locomotives using softened water for three years, and twenty to thirty more locomotives are being fitted in the same way.

No one of these three men claims to be the first man to have thought out or tested his particular method, but each one claims to be the first to make it work on a locomotive doing ordinary road work.

# CLAIM PREVENTION

## What Claim Prevention Means

John R. Mahalek, Chief Clerk,  
Bedford, Ind.

CLAIM PREVENTION means, of course, the avoidance of damage to and loss of property tendered the railroads for safe transportation from one point to another. It also means the avoidance of accidents whereby the employees receive injuries or lose their lives while at work and whereby the public suffers injuries or loss of life trespassing upon the property of the railroads or while crossing the tracks of the railroads in vehicles of any kind and while the public is being transported on the passenger trains.

CLAIM PREVENTION means more prosperity for the railroads because every dollar paid out for freight claims or personal injury claims is a total loss to them.

CLAIM PREVENTION means more contentment and happiness to the general public. What an unhappy, dreadful scene when a railroad train plows into an automobile loaded with human beings. Perhaps all of them are killed or maybe one of them escapes to live the balance of his life unhappy and remorseful. Many of such accidents can be charged to carelessness and thoughtlessness of the auto drivers. Should the drivers be more careful in most cases, it would not be necessary for the railroads to pay out money for injuries and losses of life. To protect the drivers against their own carelessness and thoughtlessness state laws should be passed compelling them to stop their cars for one minute at all suburban and outlying railroad crossings before proceeding across, subject to a heavy fine for all violations.

FREIGHT CLAIMS can be greatly reduced in number if employees will all perform their duties carefully. Those who are particular about the care of their personal property should also respect the belongings of the shipping public while under railroad care. Those who are not very particular about the care of their personal property should examine themselves because there is something wrong, and that wrong should be righted for a person who does not take care of his own property can hardly be expected to protect the property of the shipping public.

Summing up the situation, railroad employees should assist in claim prevention as much as possible because:

CLAIMS are dead losses to railroads.

CLAIMS cause dissatisfied patrons. The lower the CLAIM LOSS the healthier the financial condition of the railroads which means better working conditions for the employees.

It should be the desire of employees to give their employer the best they have in them not only for the employer's sake or for the salary

received, but for their own satisfaction of doing what is right.

If we would all bear in mind that "Whatever is worth doing, is worth doing well," and follow out faithfully the meaning of this expression, there would be great savings to the railroads in the form of CLAIM PREVENTION, the number of disappointed patrons would be greatly reduced and a better feeling of good will would be retained between the railroads and the public.

## Elimination of Stock Claims Account Deadage and Delays

By G. A. VanDyke, Superintendent,  
Southern Minnesota Division

A GREAT deal could be said on this subject, but first of all I do not believe we should overlook the fact that personal interest and wholehearted cooperation on the part of our employees is the most important factor in eliminating stock claims account deadage and delay which, if the conditions are carefully analyzed, would mean—living up to instructions of the company, and if followed closely will eliminate the bulk of our claims, not only on live stock, but on all commodities.

I will endeavor to enumerate a few essentials absolutely necessary, with the view of preventing claims filed for deadage and crippled stock.

1st—Agent making it a point to see that proper equipment is furnished, that car is in good condition and clean, and properly bedded, and that all protruding nails are removed.

2nd—Agent to solicit the cooperation of buyers and shippers, with view of having stock brought to our yards early on day of loading.

3rd—Agent should make it a point, or have other representative to get a check on stock at time of loading into car, and if not possible to do this, then he should make a careful inspection of stock while in the yards.

4th—All exceptions found, such as cripples, slow or sick hogs, and other defective and immature animals, a notation covering should be shown on stock contract and waybill, and if not possible to get exceptions on live stock contract, then the information should be shown in full on waybill.

5th—Particular attention should be paid to overloading, or over-crowding stock in cars, and shipper's attention should be called to the overloading, and if the shipper will not reduce the load, then a proper notation should be made on the contract and waybill.

6th—In loading hogs, in fact, all classes of stock, but more especially hogs, agents should endeavor to have shippers load before the arrival of stock pickup train, this with the view of loading the hogs in a more orderly manner and prevent them becoming

overheated.

7th—In warm weather it is very important that hogs be watered and cooled before loading and car bedded with sand in the summer, and the sand and inside of car thoroughly drenched before starting to load.

8th—All crippled animals should be penned off, and calves should not be loaded with hogs unless partitioned off, and when this is not done then a notation to cover the conditions should be made on contract and billing.

9th—When loading a mixed car of stock, particular attention should be paid to the building of the partition, mainly to see if not too high from floor of car, and if made out of substantial material.

10th—Trains having live stock, especially cars of hogs, should not be parked at terminals between other strings of cars, if it is possible to avoid doing so.

11th—Conductors and other trainmen should note condition of stock at time picked up, and at points along line at every opportunity, and if found fighting, cattle or other stock down, overloaded or any other condition that might result in a claim, they should make a notation to that effect on the billing.

12th—Conductors should make it a point to see that shipments of hogs are properly showered while in their charge, paying particular attention not to get water on the hogs' backs, and this work should be done the first thing on arrival at points having showering devices.

In regard to claims for delay, will say I know of no instance where we have contributed to this failure, as we have been putting our stock trains into Austin and LaCrosse on time and in most instances ahead of our schedule. However, I wish to point out a few things we are doing, which I believe is an important factor:

1st—Making every effort to have stock all loaded prior to arrival of stock pick-up train, at points where possible to do so, but in order to do this it is necessary that distribution of equipment be made prior to loading day.

2nd—Getting the cooperation of shippers and agent, to line up their loading, when more than car is loaded, with view of reducing the switching to a minimum.

3rd—Keeping stock classified as pick-up, resulting in but comparatively few switches on arrival Albert Lea, Austin and LaCrosse.

4th—In the general handling of live stock today we are confronted with the fact that shippers are sending to market many defective animals and we are told by veterinarians that many calves of premature birth are being shipped which have not the strength to carry them to market.

Agents in the S. M. Division territory are alive to the necessity of at all times being on the lookout for reports of cholera and swine flue and notify superintendent's office with the view of advising the general claim agent.

5th—We are insisting that trains of 25 cars or over handling stock approach water tanks slowly, stopping before reaching tank and uncouple engine to avoid jar to train.

6th—In preparing this paper have had the help and advice of Inspector Bradford, with whom we work closely in claim prevention work.

## Errors of Employees

The following instances of errors on the part of employees resulted in freight claim payments and are quoted with the thought that they will serve as a lesson and guidance to employees generally:

### Error in Billing

Claim in the amount of \$12.10 has been filed covering the cost of telephone charges and the unloading and reloading of shipment of lumber moving on Blank Station May 9, 1928, WB M-50, this the result of error in billing, original bill of lading showing Potter Bros., Blank Station and Agent in error billing the shipment to the Farmers Lumber Co., Bucklin, Mo.

### Error in Expensing

Claim in the amount of \$18.65 has been filed covering two bags of coffee alleged short from shipment moving on Chicago to Blank Station July 16, 1928, WB 15641, 18 bags of coffee being billed and only 16 expensed at destination.

### Error in Billing

Blank, Wis., waybill M-438 of Feb. 13, 1928, shipment 20 bundles, 120 boxes of cheese consigned to Kent Storage Co., Grand Rapids, Mich., our people at point of origin failed to bill in addition to the above, two bundles, 12 boxes of cheese and as result they checked short at destination and were found over at our Union Station, Chicago, where they were sold for \$10.59, leaving a net loss of \$10.41, as compared to the value at the proper destination.

### Error in Billing

Our Blank, Ill., waybill 75527, of Oct. 27, 1927, covers a shipment destined Point Leavell, Ky., billed in error to Lancaster, Ky. Shipment refused at destination and sold for \$4.60 against an invoice value of \$18.60, net loss \$14.60.

### Error in Billing

Our Blank, Ia., waybill 96, of Dec. 3, 1927, routed on bill of lading to move via B. & L. E. Ry., and was routed on waybill via Delmar with N. Y. C. delivery. Result, remained on hand unclaimed at destination and placed in public storage, causing storage and cartage charges amounting to \$11.97 which were charged to us by the N. Y. C. R. R.

## Error in Billing

Our Blank, Wis., March 7, 1928, waybill Blank failed to include street address which was shown on the original bill of lading, the result, consignee failed to respond to arrival notice at destination, and destination carrier has charged us with \$1.30, representing storage charges, etc., accruing as result of error.

## Claim Prevention from the Claim Clerk's Standpoint

R. R. Thiele

To see the Claim Department and a Station Claim Clerk pleading for the reduction and, if possible, entire elimination of freight claims, might appear to the casual observer like a man sawing off the limb on which he is sitting, since freight claims are the means by which the Claim Department in its various branches makes an honest, even if not altogether luxurious, living. Nevertheless, such is the altruistic and unselfish spirit of this department that it pleads continually and earnestly with all employees concerned to do away with freight claims as much as possible, and if any movement whatever on a railway is deserving of support, next to safety and efficiency, it surely is this one, for while we may sometimes differ in our opinion as to the merits of some particular expenditure on a railway, there can be no argument about it that money paid out for freight claims is just plainly money thrown away, for which no one receives any benefit whatever.

It is true that nothing of any striking novelty can be said on claim prevention, for this movement has now been going on for quite a number of years, and it might be thought that everything worth saying on this subject has already been said, nor can it be denied that much of it has not been said in vain, since payments for freight claims are certainly decreasing in percentage. Nevertheless, constant repetition is the surest way of impressing a matter on the human mind, and even old and experienced employees sometimes fail to remember some detail, if not reminded of it, while all the time new and inexperienced men are entering the ranks of railroad employees, replacing the old ones who have passed on to the great beyond, where they will no longer be haunted by freight claims and bad order reports. These new employees may profit by the experience of the older ones if they are told about it, and that is what the Claim Department tries to do when it publishes articles on Claim Prevention.

There is nothing secret or mysterious about preventing freight claims. It calls merely for the exercise of a little common sense and foresight, and for a little consideration for others. If you will bear in mind that other people have a natural desire to have their property, which they entrust to the transportation companies for carriage, arrive at its destination in good condition, just as you would wish to have yours arrive, and if you will then bring a little horse-sense to bear on the problem of so carrying it, and a little foresight as to conditions

it may meet on the road, you will have gone a long way towards solving the problem of avoiding damage to freight and resultant claims. Let's see how this may be worked out in practice.

It stands to reason that a leaky car roof in a wet climate, such as we have in the favored Pacific Northwest during the winter, is very apt to make trouble for freight by permitting it to become wet, with consequent claims, but all too little attention is paid to using only good cars for merchandise movement. Snow in the central and eastern part of the country causes nearly as much trouble by drifting into the car through cracks in the sides or around the doors and then melting when it gets out here. This could easily be remedied on through cars of merchandise by using only tight cars for merchandise, and by protecting the cracks around the doors with paper.

Nails in a car floor are among the most prolific causes of damage to freight, both by sacks or cardboard containers being damaged by them in loading or unloading by accidentally catching on them and by freight being loaded on such nails protruding from the floor and then chafing on them all the way out. This is a very frequent source of damage, sometimes very serious when a nail chafes through several layers of an expensive rug or of abrasive paper and similar goods or of cotton piece goods. A nail puller or wrecking bar should be one of the most frequently used tools around any local freight house; its faithful application by the men preparing cars for loading and close scrutiny of the car floor and walls by the stowers before loading will save the Claim Department many dollars and much gray hair.

Common sense should tell one that barbed wire and sacked flour or sugar get along in a mixed car of merchandise about like cats and dogs proverbially get along—but common sense seems to be a commodity which is quite frequently not used in loading cars, probably for fear of wearing it out too soon. At least one would think so to look at some cars of merchandise and to observe how utterly incompatible articles are piled against each other with entire disregard for the inevitable chafing and tearing, or how heavy pieces are placed on top of light and fragile ones, or how pasteboard containers are placed so that the corners of other boxes or crates will punch holes in them, and the like. The list of such articles which should not be placed in immediate contact is too long to give here, but there should be no necessity for naming them, if the persons in charge of the stowing would only use a little of the everyday gumption with which a kind Creator has presumably equipped them. But what will you say of a transfer crew, such as we recently noticed, who will leave a large and substantial crowbar on the car floor and then pile a lot of easily damaged rolls directly on it? It is an inscrutable mystery to us why the goods were not seriously damaged; anyway, we have acquired a perfectly

good crowbar which we will keep as a souvenir.

Anyone with a little experience in the strength of lumber should be able to form an estimate as to whether a particular piece of bracing is strong enough to go through, but in many cases the man doing it seems to be of a singularly hopeful and optimistic disposition, and to trust to a benevolent Providence to bring his bracing through without breaking. A case recently came under our observation in which one of these optimists had "braced" about 15,000 pounds of long rolls of roofing, stood on end, with a single piece of two-by-six, with a knot in the middle at that, and "fastened" at the ends with two small blocks and two spikes in each, and had then trustfully piled a lot of easily crushed goods in cardboard containers immediately against the

roofing. Of course, at the first hard bump which the car received—they are not supposed to get them, but sometimes an "eagle-eye" gets careless—the "bracing" gave way, and the roofing came down onto the light stuff; the consequences may be imagined. This was another case where "Old Man Common Sense" was away on vacation.

After all, however, concrete examples could be quoted at great length without doing much good, if the two guiding principles mentioned above are not borne in mind. If we could place them on the payroll of every freight house and transfer station and see that they were kept at work every day, the payroll of the Claim Department would materially decrease—and, strange to say, no one wishes for that more than the members of that department.

## The Milwaukee R. R. Women's Club

### The Annual Get-Together

THE Annual Meeting of The General Governing Board was held in the handsome club rooms of the Fullerton Avenue Unit, adjoining the Home Office of The Club. Thirty-eight chapters were personally represented and reports were received from those absent. Mrs. Byram, President General, was in the chair, and all present gave her a hearty greeting.

The reports of the officers and committee chairmen were read and approved. A general resume of the reports and the business transacted by the Governing Board will be published in the December issue.

The officers elected were: President-General, Mrs. H. E. Byram; 1st Vice President-General, Mrs. Carpenter Kendall; 2nd Vice President-General, Mrs. M. M. Burns of Sanborn, Iowa; 3rd Vice-President-General, Mrs. H. M. Gillick, Miles City, Montana. Secretary-General, Miss Etta N. Lindskog; Recording Secretary-General, Miss Vila Graves; Treasurer-General, Mrs. W. W. K. Sparrow. The Committee Chairmen appointed by Mrs. Byram are as follows: Welfare, Mrs. W. B. Dixon; Ways and Means, Mrs. O. N. Harstad; Constitution and By-Laws, Mrs. C. S. Jefferson; Distribution, Mrs. E. F. Rummel.

Luncheon in the club rooms, served by a committee from the Executive Committee and the Fullerton Avenue Unit was a new and pleasant feature of "Business Meeting Day." The morning of the 20th was taken up with the reports of the Chapter Presidents or their representatives at a meeting held in the small ballroom of the Stevens Hotel.

The fourth annual luncheon held in the Stevens Hotel grand ballroom brought out the usual enthusiastic and interested gathering. Luncheon was served at 1:30 p. m. At the opening all stood and sang one verse of America, led by Mr. A. B. Bantly of Minneapolis.

When the luncheon was over, Mrs. Byram's gavel called the company to order to hear her report and to introduce the speakers of the afternoon.

Mrs. Byram said how happy she was to see so large a number of the club women in Chicago. She told them of her happiness in listening throughout the morning to the reports of the Chapter Presidents telling the great amount of good work that had been accomplished by the Club the past year and said she was prouder and happier than ever before since the organization of the Club, for she felt that the women were getting more and more into the spirit of the work and that they would continue to grow in achievement, as they were growing in numbers. Her announcement that the Club had gone over the top with a membership of ten thousand and fifty brought forth a rousing cheer. Mrs. Byram, however, told the women that now that the ten thousand goal had been reached, her mark was set again and the effort would be for twenty thousand. She referred to the great membership of the Pennsylvania Women's organization, saying that their membership of two hundred thousand rankled with her, and she would never be content until all the eligible women of The Milwaukee were enrolled, for the purpose of taking care of any and all of The Milwaukee Family who stood in need of the Club services. Mrs. Byram reminded them that the Club must at all times stand for the best and highest ideals in the community, and that much good reward would be reaped for the Women's Club and for the railroad also, by assisting and co-operating in all the good and forward movements of the towns in which they were located. As an instance she spoke of the great Community Christmas tree last year at Moberidge, sponsored by Moberidge Chapter. There were other ways to help also, such as aiding to establish parks and playgrounds for children. She urged

that the Club do more for the children. She also brought to their attention the case in which one of our Chapters was instrumental in giving sight to a little child who was born blind, and who would undoubtedly have gone through life a dependent, had it not been for the kind offices of the Women's Club.

She spoke of the transition of the railroad from receivership and said since the last meeting the road had been "handed over to a new engineer," whom she had great pleasure in introducing to the Club—the speaker of the afternoon—President H. A. Scandrett. Mr. Scandrett has been before the personnel on a previous occasion when he met with the Veterans and greeted the loyal band of men and women old in the service. Today he stood before the women of the railroad, the women who were banded together to render aid and comfort and loving kindness to those of the Milwaukee Family who stand in need, in whatever capacity.

In opening his remarks, Mr. Scandrett spoke of his pleasure at being present and said that he had foregone another occasion of importance in order to accept the invitation of the Women's Club—which was the Minnesota-Chicago football game in Minneapolis that afternoon. He told the ladies that twenty-nine years ago, when he was on the University of Minnesota football team, they had met the same opponents and perhaps it would better describe the occasion to say that "Chicago played football with us." So if it had not been for the invitation of the women of The Milwaukee Road to meet with them, he said undoubtedly he would have found urgent business calling him to Minneapolis that day, where he would hope to see that old licking wiped out.

Mr. Scandrett said that as soon as he came to The Milwaukee Road he had discovered on it two great organizations—the Veteran Employees' Association and The Milwaukee Railroad Women's Club. "I believe in organization and am ready here and now to pledge you my support. You belong to a growing organization, for I am told that not much more than four years ago you had a membership of twenty-seven, and now over ten thousand members. Your President has told you that she will not be satisfied with that number and has set her next mark at twenty thousand. It is already a big organization, but more important than its size is what it is doing. In your records, for instance, I note that during 1927 over eight thousand calls were made. It is impossible to overestimate the good derived from those calls from your seeing and then caring for the necessities of those upon whom you called. In the case of the boy mentioned by Mrs. Byram, at Perry, Iowa, I believe had it not been for the call made by a member of your Club on that family, that boy would have gone sightless through life. Another instance that came to my attention, of your work, is of an old lady ninety-six years of age, living in Ottumwa, who has given three sons to The Milwaukee, and has recently buried her last son, himself

a Veteran of more than forty-seven years' service. To her, I am told, you have sent a wheel-chair in which she can get about her home without other help. In addition, the Ottumwa members keep in close touch with this aged woman and have pledged themselves to do everything they can to brighten the days she has left here. These are but samples of your good work. You may well take pride in your membership in an organization whose activities are devoted to such splendid ends.

"I am more than ever impressed since I came here this afternoon with the many ways in which this great work is carried on by the women of The Milwaukee, and Madam President, to further aid in this effort, I take the greatest pleasure in presenting to you, for the welfare work of the Club, these two checks, one my own personal offering and the other on behalf of The Chicago, Milwaukee, St. Paul and Pacific Railroad Company, knowing that neither the Company nor myself could make a better investment nor one that would pay bigger dividends. I am grateful to you for the privilege of being here this afternoon and of becoming better acquainted with the Milwaukee Railroad Women's Club."

Mr. Scandrett's talk was heartily enjoyed, and when Mrs. Byram announced that the gifts were for one hundred dollars from the President himself and for five thousand dollars from the Railroad Company, in token of their appreciation of the Club's splendid record, the enthusiasm was unbounded. Mrs. Byram urged the women to omit no opportunity to help every case needing their services, saying she wanted every cent of the money spent the coming year and that she hoped the time would soon come when the custom of passing about subscription papers among co-workers for assistance in any needy case would be abolished because the Women's Club would have had the case in hand and all necessary assistance promptly and cheerfully rendered by them. The thanks of the Women's Club were tendered both to Mr. Scandrett and to the Company.

Mrs. Byram said that she felt that our movement was but a step toward a national movement in which every industry would, by the attention and labors of women's clubs, take care of its own cases of illness, misfortune or other need.

Mrs. Byram then said: "I do not need to introduce my husband to you—Mr. Byram."

Mr. Byram is an old and tried friend of the women's clubs, which have cause to thank him for his constructive support during all of the years of getting under way; for helping in the matter of club houses and club rooms wherever it was possible to provide them, as well as the generous help he extended toward their furnishing, and for his personal gifts to all of the chapters. Mr. Byram smilingly responded to the cordial welcome of the Club and said this was the fourth time he had had the pleasure of meeting with them, and he had found each succeeding meeting better and stronger in the reports

of the greater accomplishments and the more widespread interest. He said: "The wonderful things which you do cannot be measured in dollars, and while dollars are essential to the success of your work, the grander motive of being helpful that actuates the Club is the true measure of what you accomplish."

"The achievement of ten thousand members is outstanding this year, but with the fifty to sixty thousand employees you are far from one hundred per cent and I shall be happy to hear at the next meeting that thirty thousand instead of twenty thousand has been reached. But while the effort for a large membership should be untiring, because of the opportunity it gives you for extending your benevolent services, the great object for which you are in existence, that of doing good to all who are in need on this railroad, should never be lost sight of; it stands first, just as this Club stands for the best, and as the work expands, its benefits grow and its limits are unknown. The pledge of Mr. Scandrett, of his interest and support, are echoed by all the officers—all are enthusiastic for your cause and give you their good wishes for your splendid future."

Mr. Gillick was next called upon, and, of course, he was most cordially received. He said he had not known he was to be called upon to speak, but he was glad to have the opportunity to assure the ladies that he was "strong for them and their work" and to endorse the pledge of support made for the officers, by Mr. Byram.

Mr. H. H. Field spoke briefly and pleasantly, of his pleasure at meeting the members of the Women's Club again and assured them that he was always in sympathy with them in their efforts, aims and ideals. Mr. Field is always welcomed by the Women's Club and always leaves with them a memory of happiness, kindness and good cheer.

Mr. Field was followed by Mr. O. W. Dynes, who undertook the task of "singing" to the Club some of the other men occupying seats at the speakers' table who either from modesty or other motive, had not spoken. He is inimitably funny and spangled his entire talk with humorous allusions to his companions at the table and with funny stories. His remarks ended speechmaking, after which Mrs. Byram introduced Mrs. Scandrett, who had been sitting beside her during the luncheon, a very interested spectator and listener. Mrs. Byram announced that Mrs. Scandrett was a member and loyal supporter of the Women's Club and in entire sympathy with their work. Mrs. Scandrett rose and received the cordial greeting of the Club members.

The program was pleasantly varied by community singing, led by Mr. Bantly in his spirited way; a tenor solo by Mr. Turner of Savanna and "stunts" by some of the chapters. The afternoon closed with singing, "God Be With You, 'Till We Meet Again." It was, all told, a most joyous and delightful occasion, adding one more to the Club's successful get-togethers.

## Notes from Spokane Chapter

Cecil Johnson, Historian

THE meeting held in the Frigidaire rooms was most interesting and well attended. Mrs. C. W. Campbell, Chairman of the Extension Committee of the Woman's Federated Clubs, was a guest and gave an interesting talk on the work of her club and extended an invitation to us to join them.

Mr. Stork, of the Frigidaire Company, gave an illustrated talk on the Frigidaire, which was beneficial to all who were there. The Club was also given \$10.00 by the Frigidaire Company for holding the meeting at their rooms and at the close of the business meeting served frozen desserts and wafers to the ladies.

Mrs. Rummel, our first President, was present and gave a few minutes' talk.

Mrs. Carpenter Kendall and Miss Etta Lindskog visited us in April, this meeting held at the Spokane Hotel. All members in attendance reported a very interesting meeting.

The Club met with a luncheon at Culbertson's Tea Rooms in May, and at the close of the business meeting a social afternoon was spent in cards, Mrs. Janosky winning high score at Bridge and Mrs. T. E. Linehan winning at Pinochle.

We were glad to see so many of the Malden and Spirit Lake ladies present at this meeting as we realize it is difficult for them to attend at all times.

Our Vice President, Mrs. Felton, announced they were making plans for a dance to be given on June 12th, at Bonnie Lake Park, and tickets were left to be sold. The meeting closed with everyone wishing success to the dance.

Mrs. O'Bryan, Chairman of the Membership Committee-at-Large, was present and had nineteen new members for the Chapter. With Mrs. O'Bryan and Mrs. Janosky at the head of this committee we are sure to reach the 100 per cent mark before the close of the year.

At the meeting held in June at the Spokane Hotel, the ladies had the pleasure of listening to a talk given by Mrs. Emil H. Burchman from the Old National Bank, on "A Woman's Will." This was a most interesting topic and was enjoyed by all. Mrs. Burchman promised to visit the club at some future date and talk on "The Family Budget."

A report from the dance at Bonnie Lake Park was given and the sum of \$64.00 turned into the treasury by the Malden ladies. All who were fortunate enough to go reported a most enjoyable time and many are wondering when they will have another dance there. All reported the Malden people to be the best entertainers.

The membership committee reported 139 voting members and 92 contributing.

The invitation from the President's Council to join them was accepted by a majority vote.

Mrs. Mohr, Chairman of the Mutual Benefit Committee, is always busy and when not calling on sick members, or sending flowers, fruit, etc., is thinking of other ways the Club and its members may be helped, and we all agree that her last effort is the best. Mrs. Mohr interviewed Dr. Warner of the Deaconess Hospital Staff and made arrangements whereby any member of a family belonging to the Milwaukee Club will be allowed a discount of 20 per cent on his hospital bill. It was decided by Dr. Warner that when a patient was admitted to the hospital he was to

show his membership card when registering. This would enable the hospital to know who was entitled to the benefits of the discount. When sickness comes to a home we all know the benefit to be had from an arrangement of this nature. Mrs. Mohr deserves much credit, for this arrangement is the first in the history of Spokane, and shows that the Milwaukee Club is interested in the welfare of its members and families.

The question of Club Rooms comes up at every meeting and since the installation of an elevator at the Union Station was disapproved it was necessary to look elsewhere for accommodations and a committee of three ladies, Mrs. Lanning, Mrs. Lawrence, and Mrs. Breedan, was appointed to look up suitable rooms. They reported fully equipped rooms could be had at The New Brotherhood Bank Building with elevator service at all times.

The club voted to discontinue meeting during July and August, so plans were made for the annual picnic to be held at Natatorium Park on July 25th. This affair was enjoyed by about 175.

### Union Station Unit, Chicago Chapter

*Mabel M. Costello, Historian*

THE Members of the Board of the Union Station Unit were entertained at the home of Mrs. O. W. Dynes, Hinsdale, Ill., on Saturday afternoon, August 18, 1928.

The sixteen guests were first escorted through the winding grape arbor, past the dovecote and into the beautiful garden by Mrs. Dynes, who in her interesting way explained how the seeds and bulbs were planted, why they were arranged in certain groups, and how even the common field weed may be planted and cultivated.

A delightful luncheon was then served at small tables on the spacious veranda, which was decorated with garden flowers.

Mrs. Donald Walter (Mary Merrill), of Miami, Florida, was one of the luncheon guests and Miss Cedar, formerly of the General Manager's office, dropped in after the meeting.

The regular Board Meeting was then held and reports made by the various Chairmen. Mrs. Dolan reported calls she had made and cards sent to the sick. Miss Kuhn reported arrangements which had been made for the card party to be held September 22, 1928, at the home of Mrs. C. F. Coffee, Elgin, Ill.; the party is for the benefit of the Union Station Unit.

Fullerton Avenue Unit will entertain the members of the Board of the Union Station Unit at luncheon, Saturday, September 29, 1928, in their new club room at Fullerton Avenue.

Meetings of the Union Station Unit will be resumed in October and it is expected the usual members and many new ones will attend. Arrange to attend the annual luncheon which is to be held in the near future.

### Dubuque Chapter

*Olive Kenefick, Historian*

DUBUQUE Chapter started its fall work with a very peppy and well attended meeting, Thursday, September 19th, at the Eagles' Hall.

On account of it being the first meeting after our vacation, a great amount of business was brought before the Chapter. The various committee chairmen read their reports which were very interesting, especially the Sunshine Committee, who reported ninety-six dollars and fifty cents (\$96.50)

spent during the month on welfare work for food and coal given to four families and cash donations. They also report eighty-nine calls made.

Chairman of the Membership Committee urged everyone to try to bring in one new member or have any member who has not paid her dues pay them, so as to increase our membership, in an endeavor to win the prize which is to be awarded the chapter having the biggest percentage of increase in membership.

No sales or other means for increasing our treasury were held during September, but plans have been made for a rummage sale, a card party, a dance and a bazaar during the next few months and we hope to add quite a sum.

A number of the ladies are planning on attending the Annual Get-Together Luncheon at Chicago.

Owing to the length of the business session, no program was held, but a big surprise was in store for the writer, as a miscellaneous shower was held, and I received many beautiful and useful wedding gifts, which are greatly appreciated.

Light refreshments were served by the Social Committee, which were enjoyed by all.

While there were no meetings held during July or August by the Dubuque Chapter, our Sunshine Committee kept busy and during July two families were given assistance, twenty-seven calls were made and seven cards sent out; during August four families were given aid, thirty-four calls made and eight cards sent out.

An excursion was given August 22 on the steamer Capitol, Mrs. A. J. Bensch having charge of the arrangements. Although we had one of the worst storms of the year that evening we were able to add quite a tidy sum to our treasury.

Commencing the third Thursday in September, meetings will be held at the Eagles Hall, corner Sixth and Locust streets, at 8 p. m., the third Thursday of the month. All visiting members are cordially invited to attend.

### Des Moines Chapter

THE regular meeting of the Des Moines Chapter of the Milwaukee Women's Club was held in the club rooms on the afternoon of September 28. This meeting was in the form of a luncheon given in honor of our Recording Secretary-General, Miss Etta Lindskog, who visited our chapter on this date. After a delicious luncheon served by the social committee, the business meeting was held at which time a nice talk was given by Miss Lindskog regarding the activities and growth of the Milwaukee Women's Club, which was enjoyed by all present.

A card party was given by the club on the evening of October 6, a goodly number being present. A number of prizes were won by the members or friends holding the high scores, everyone reporting a fine time.

### Deer Lodge Chapter

*Gertrude W. Zur Muehlen, Historian*

THE regular meeting of Deer Lodge Chapter was held Monday evening, October 1st, at the Club House, with Mrs. Sorenson presiding. The meeting was opened with the reciting of our motto.

Report was made on our picnic held in August. It was a most happy occasion, this getting together in our vacation time, and the committee in charge, under the leadership of Mrs. John Coey, saw to it that every-

one had a good time and plenty to eat. Our picnic was held at the City Park and was followed by a dance in the City Pavilion with a railroad orchestra playing.

We also had a report from the House and Furnishing Committee Chairman, Mrs. Buchen, who called our attention to the new piano purchased by them. The committee was very highly commended on their purchase. The Club is greatly indebted to Mr. Frank Conley for the use of a piano belonging to him. It is a lovely old fashioned square piano and has added much to the attractiveness of our Club House.

The program for the evening was in charge of Mrs. MacGillivray, and was most enjoyable. Our Milwaukee Quartet, composed of Hugo Spitz, first tenor; Hugh Evans, second tenor; Wm. Hoskins, first bass; and Ronald Wright, second bass, gave four numbers: "Blue-eyed Sallie," "Dear Old Girl," "German Band," and "Jungletown." Miss Wilhemena Lovely rendered a piano solo, "The March of the Flowers," and Miss Frances Hale closed the program with one of her readings, "Jim's In Trouble."

At the close of the meeting refreshments were served, as usual. Visitors are always most welcome at our meetings.

### Perry Chapter

*Ruby Eckman, Historian*

THE September meeting, the first following the summer vacation, was well attended. Mrs. Schmitz conducted it and left that night for a vacation in the West. Soon after her arrival at Seattle she was taken sick and had to spend some time in a hospital. The Sunshine Committee tried as best they could to cheer her during her illness so that she could realize what the good work of the committee means to those who have need of their services.

The old saying, "You wouldn't know the old place," is surely applicable to the club house grounds at Perry since they have been filled in and are being beautified. Engineer John Heinzeleman, who has always been a tireless worker in the club, was made chairman of the landscaping work and from the way things look a better man for the job couldn't have been picked.

A call was sent out for iris, trailing vines and shrubs for the grounds and met with a hearty response not only from the railroad folks, but other townspeople as well, and any day, after Engineer Heinzeleman has had his rest, he can be seen with his spade and hoe and rake, working at the grounds. The place bids fair to being one of the beauty spots of Perry.

The Ways and Means Committee served a luncheon of the Perry Women's Club on their guest day, adding some funds to their treasury and showing the club ladies what they really could do along that line. The affair was held at the club house, and the Milwaukee folks were the recipients of many congratulatory remarks on the nice little home they have.

### Austin Chapter

*Mrs. Arnold Johnson, Historian*

AUSTIN CHAPTER had a fine meeting on Tuesday evening, October 9, at the club rooms. A Christmas party was planned. There were committee reports, and welfare work was discussed.

An excellent musical program followed under the direction of Mrs. S. D. Smith, consisting of a violin number by Dr. Fred Rayman, a vocal solo by Mr. Ahern, a piano num-

ber by Thelma Austin and a vocal solo by Lorna Bluhm. A reading was given by Mary Ryan followed by a clarinet and violin duet by Paul Becker and Allen Schaul. The accompanists were Mrs. Rayman, Miss Backer and Mrs. Hendricks. Each number was beautifully rendered and gave the large audience a real musical treat.

The musical program was followed by a guessing contest, won by Mrs. Bert Ellefson. Light refreshments were served by Mmes. Masseno and Chr. Grau.

### Beloit Chapter

*Mrs. A. C. Morrissey, Historian*

FELLOW readers, don't judge Beloit Chapter by the scarcity of news in the Magazine, the only error was in choosing me as Historian.

Mrs. Carpenter Kendall, First Vice-President-General, made us a flying visit and gave an interesting talk at our October meeting. She is evidently following the style of "reducing," for she left before refreshments were served.

Mrs. Beeler, our active Sewing Chairman, reported making thirty layettes, forty aprons, material for which was furnished by each member, and from the sale of which \$20.00 was realized; two quilts tied, \$1.50 each; two quilts tied and finished, and chances sold. One was won by Mrs. Highes and one by Mrs. Callahan, adding \$39.20 to our fund. Mrs. Thurber is running a close second to Old Dutch Cleanser with her Skidoo. She has had little trouble in disposing of three cases, for once tried it wins a friend forever. She reports a few flour sifters left, however.

Hazel McIntyre of Beloit and Lois Fleck of Freeport have been ill but are out and "as good as new" once more. Each girl enjoyed the little "surprise package" we sent—to be opened, one a day.

We regret having to report the death of Elizabeth Snively of Rockford. She was an unusually gifted child and many remember her in an especially sweet little piece she gave at the Shirland Picnic. Mrs. Hughes, mother of Bill Highes, is reported to be gaining strength rapidly.

Two new members came to swell our ranks—Mrs. Alex Helms of Rockford, wife of Engineer and mother of Conductor Joe Helms, and Mrs. Town, wife of Fireman Town and sister of Vern Allen.

The Club put on a social dance to gather in our friends after our two months' recess.

### Green Bay Chapter

*Mrs. W. E. Bartlett, Historian*

AFTER a two months' vacation the Green Bay Chapter held their September meeting Thursday evening, September 6, in the Passenger Depot. At this meeting we were honored by the presence of Mrs. Carpenter Kendall, First Vice-President-General, and Miss Etta Lindskog, Corresponding Secretary-General. After the general routine of business had been transacted, Mrs. Kendall and Miss Lindskog gave some very interesting talks regarding welfare work, which is the outstanding feature of our organization.

A fine report was read regarding the picnic held at Bay Beach Saturday, June 23, 1928. Although the weather was very threatening a large crowd showed up and a good time was had by all. Games were played and winners awarded prizes. At the close of the day a wonderful lunch was served which everyone did justice to, and then all were homeward bound.

Plans were made for the regular monthly card parties to be held in the Club rooms. Miss Julia Johnson is Chairman of the September party which will be held September 14.

We are looking forward to the annual get-together at Chicago, October 19 and 20. Mrs. John F. Dunn, President, will represent the Chapter at the General Governing Board Meeting and hopes to have a large representation from Green Bay at the luncheon.

Mr. P. H. Neugent, Roadmaster, has been confined at home on account of illness for the past six weeks, but from latest reports P. N. is up and around, and we hope to see him back on the job.

### Mason City Chapter

ON October 4, Mason City Chapter held its regular Business and Social Meeting, Mrs. W. F. Ingraham, President, presiding.

This meeting was the second of the season and an unusually large crowd was in attendance. Reports were given from different committees and extensive plans are under way by all Committees to make the Milwaukee Women's Club known this coming winter. Several different activities are being planned in order to raise funds to take care of our needy employees. Same to include the bazaar, a series of card parties and a big dance to be given in the very near future, as well as our social nights given once a month in the club rooms. We hope to get a lot of enthusiasm worked up this winter and see if we can't make Mason City Chapter one of the leading on the System.

After the business of the club was over with, the evening's entertainment was turned over to the Sunshine Committee and they lived up to their name in every respect. Their form of entertainment was a one-act play entitled, "All Aboard." It was written by Mrs. Dwelle of Mason City. Outside of the author, all others connected with it belonged to the Milwaukee Family. The cast consisted of the following: Mrs. Davis, Miss Dorothy Walsh, Mr. Dick Goeltz, Mr. Julius Wiele and Sidney Ingraham (the youngest of the amateurs). The plot was woven around the wife (Mrs. Davis) and her friend (Miss Walsh) being deeply interested in a club such as the Milwaukee Women's Club stands for, but they found very little support along this line from the husband (Mr. Goeltz) who was very much opposed to clubs. A colored porter (Mr. Wiele) had received some benefits from the club and the little boy (Sidney Ingraham), whose grandmother had been benefited by them were very much in favor of the club. It was a clever little sketch; well written and well acted. We only hope the performers will appear before us again in the near future.

This was followed by a piano solo played by Miss Maxine Beerman and a vocal solo by Miss Dorothy Walsh. Both numbers were very well given. Refreshments brought the evening to a close.

Next month we will be able to give you the results of our first attempt this winter to raise funds or, in other words, we are to open the season with a bazaar, and from all indications it sounds like it is going to be a real one.

### Marion Chapter

*Mrs. Frank Keith, Historian*

AFTER the adjournment for the summer months, Marion Chapter assembled at Memorial Hall on Thursday, September 13, with our President, Mrs. Jennie Vandercook, in the chair.

The meeting was opened by all members present repeating our Club motto, after which reports were read by the Secretary and Treasurer showing the splendid financial condition of our Chapter.

Mrs. Hardenbrook, Chairman of the Mem-

bership Committee, reported 117 voting members and 97 contributing.

The Chairman of the Sick Committee, Mrs. D. S. Stewart, reported several calls made and cards sent.

Mrs. Costello, Chairman of the Sunshine Committee, was also called upon for a report.

A social hour was then enjoyed, at which time refreshments were served.

Attend the meetings, become interested and you will interest others. Every member has her work to do.

### Montevideo Chapter

*Mrs. Ernest E. Young, Historian*

OUR regular monthly business meeting was held in the club house on Sept. 27th. This meeting was fairly well attended. Very favorable reports of the various committees were given, the Sunshine Committee having done splendid work for many needy families. Thirty-one calls were made; two condolence cards sent during the month.

Our vice president, Mrs. Wilfred Towner, who has been very ill for some time, is gradually improving. Mrs. Hamlin, our historian, was called to Tacoma, Washington, because of the illness of her mother. We hope to have her back with us again by the first of the year.

Mrs. Sig. Lofdahl entertained a group of young folks at the Club House on October 5th, in honor of her daughter, Mildred, the occasion being her birthday.

Mrs. Jake Mase also entertained in honor of her son, Miles, on October 9th.

A spray was sent with the sympathy of Montevideo Chapter to the O. P. Ronning family at the death of Mr. Ronning, who was one of our contributing members. Mr. Ronning has taken a great interest in the Club and has done many favors for us, planting shrubbery to beautify our grounds, etc. At the opening of the house he presented us with a beautiful mahogany chair, stating that it was to be used by our president at the meetings.

Our membership has been greatly increased during the past few months, and we hope for a bigger year in 1929.

The business meeting adjourned, and after a delightful program refreshments were served by Mmes. O. Skramstad, Mike Daman and Ben Bishop.

### Ste. Marie's Chapter

*Mrs. Claude Hallead, Historian*

THE first meeting of Ste. Marie's Chapter, this fall, was held at the home of Mrs. P. Mickelson, on September 17th. Interesting reports were read by the chairmen of the various committees. Mrs. A. Leonard was elected as our delegate to the annual meeting in Chicago, October 19th and 20th.

Mrs. Claude Hallead was appointed historian in place of Mrs. Conley, who has moved to Clarkia.

Mrs. C. Bryan, of Spokane, was a guest of the Club. She was a former member of Ste. Marie's.

A work committee was appointed to clean the club house and have it ready for the next meeting, which will be on October 15th. Hostesses will be Mrs. Manley and Mrs. Schlessner.

### Madison Chapter

Madison Chapter held a card party October 6th in the Club Rooms, at Madison. A large crowd attended and an enjoyable evening was spent. On November 1st, the office girls will give a card party, to which all railroad employees and friends are invited.

The annual Fall luncheon of the Chapter

was held at the Loraine Hotel. Covers were laid for fifty.

Community singing, led by O. C. Gillett, opened the meeting. A three-course luncheon was served, during which the members were entertained by A. R. Graham, head of the Madison Vocational School, speaking on the subject, "Vocational Training."

After the luncheon the members were entertained with vocal solos by Bernice Swift, soloist, and Margaret Otterson, pianist. Mrs. W. P. Scobie gave two readings.

### Miles City Chapter

*Mercedes McGrath  
Cor. Sec. and Historian*

The first meeting of Miles City Chapter for the fall season was held at the club house, Friday evening, Sept. 23, with a fair attendance and the President, Mrs. Thos. Brown, presiding.

Reports were made by the officers and the various chairmen and especially of two recent charity cases that had been helped. One of a girl who had been very sick and the ladies had bought some very necessary things for her. The other case was of a man and his wife, both sick in the hospital, and the ladies raffled off a car for their benefit, as well as helping in other ways.

A letter was read concerning the annual meeting to be held in Chicago in October, and the club voted to send Mrs. Brown as delegate.

It was suggested that each member present bring one new member or one that has fallen away, to the next meeting and make it a real rousing good meeting.

A social hour was enjoyed after the meeting adjourned, during which Mrs. George Berg rendered a very pleasing solo. Refreshments were served by Mrs. Umhoffer, chairman of that committee.

### Ottumwa Chapter

*Mrs. J. Tuomey, Historian*

This entire community was shocked and saddened at the news of the sudden death of our vice-president, Mrs. Evans, wife of Chief Carpenter John Evans. Mrs. Evans was a lovely, strong, Christian character, naturally a home lover; she devoted her life to her family and friends, always desirous of doing what she could for the sick and unfortunate. She was one of the most active members of our Women's Club, serving two years as vice-president. While we are grieved at the parting, we are happy to have been privileged to have had her for a friend.

Our Chapter held its first fall meeting at the Club House on Sept. 28th, and many were the words of praise for the lovely appearance of the surrounding grounds. The little white bird houses and pergola were much admired, and now, through the courtesy of the agent at Excelsior Springs, new white lawn chairs have been added to the setting.

Ottumwa Chapter gave a very enjoyable luncheon at the Y. W. C. A., honoring Mrs. Carpenter Kendall, First Vice-President General, and Miss Etta Lindskog, Secretary-General. The one long table was most tastefully decorated with autumn flowers arranged by Mrs. C. Love, who, with Mrs. M. Reynolds and Mrs. J. V. Tuomey, formed the Committee. After luncheon a special meeting was convened at the Club House where very inspiring talks were given by the guests. It was indeed a real pleasure to hear them and to learn of the good work our Club is carrying on.

Plans for a rummage sale in the near future are in the making, and our Chairman of the Ways and Means, Mrs. Thos. Kemp,

reports an added interest in the sale of oiled paper and extract.

Grandma Parrish has gone to Cedar Rapids to spend the winter with a niece. We hope she will be with us again in the spring.

### Tomah Chapter

*Mrs. H. Thom*

ON Thursday evening, October 4, Tomah Chapter held its regular meeting at the community room of the public library.

Reports of Secretary and Treasurer were read and approved.

The annual supper given by this chapter was held in the Legion Hall, at six o'clock, Monday, September 24.

The meeting adjourned until November 7.

### Mobridge Chapter

*Mildred Richardson, Historian*

MOBRIDGE CHAPTER met on the evening of September 24 for the opening meeting of the fall term, after a vacation of three months. Mrs. Gillick, President of the Chapter, who has made her home at Miles City since the first of July, came to conduct the meeting and did so with her usual enthusiasm.

There were 82 members present and after the usual opening exercises, Mrs. Gillick told of the things that had been done during the summer months, giving a brief summary of all of the activities. Mention was made at that time of the Mobridge Chapter having donated \$150.00 toward playground equipment for the children of Mobridge so that they might have a place to play, with proper supervision, during the summer vacation.

A number of letters were read thanking for flowers and help. Mrs. Gillick was unanimously elected by the members of the Chapter to represent the Club at the annual get-together meeting to be held in Chicago during October. The Thanksgiving dance which will be held at the Masonic Temple at Mobridge, was discussed and everyone present offered to take tickets to sell.

After the business meeting, the Entertainment Committee with Mrs. Paul Ahrens as Chairman, presented a number of musical numbers, also several readings in the French-Canadian dialect by Miss Rosalind Bach, which were very entertaining. At the close of the meeting, refreshments were served and the members mingled informally.

Our next meeting will be held October 29, at which time we will hear all about the Chicago meeting and make further preparations for our Thanksgiving dance.

### Twin City Chapter

*Pearl V. Morken, Historian*

The Twin City Chapter held a general get-together meeting Monday evening, September 10th, in the Masonic Hall at Bloomington and Lake streets.

We had a most delightful evening of talks by four very interesting guests. The topic for the evening was "The Home."

Dr. Harrington, City Health Commissioner, gave the first talk on the "Health of the Home." Miss Elizabeth Hall, Ass't Superintendent of Schools, gave her talk on "The Child and the Relationship Between the School and the Home."

Mrs. Mabeth Paige gave a talk on the finances of the home and the advisability of a budget system.

A visiting nurse gave a demonstration of how a visit is conducted in a home where they have been called.

These talks were well worth a top price admission. Mrs. Lieb deserves great credit for the splendid program she sponsored.

Plans were made for our annual dance at

the Marigold Ballroom, Nov. 19th. We hope to make our dance the successful affair it was last November. Mrs. Edw. Stanley is chairman of arrangements. She will be assisted by the board.

### Janesville Chapter

*Cora Bell Drew, Historian*

MORE than sixty women attended the card party given by Janesville Chapter at the Eagles Club. Bridge prizes went to W. Bates and Mrs. H. G. Sarney. Five Hundred prizes went to John Sullivan and Mrs. O. Clement. W. Biedell winning the drawing.

Refreshments were served by the committee of the following ladies: Mesdames W. J. Harrington, H. Dalman, Edna Fish, W. Churchill, T. H. DeCoster and E. F. Kahnke.

The regular meeting was held the first Tuesday of the month. The House and Furnishing Committee reported that the furniture for the new club house was on the way. Plans were made for a housewarming, and for the annual luncheon in Chicago. A committee consisting of Mrs. George Ryan, Mrs. Arthur Wobig and Mrs. James Lovas (the latter the captain of the drill team) was appointed to decide on uniforms for the team.

Refreshments were served at the close of the meeting.

### Fullerton Avenue Unit

#### Chicago Chapter

*Elsa M. Augustin, Historian*

SATURDAY, Oct. 6, 1928, marked the first fall meeting of our unit in the newly decorated club rooms, and although the attendance was not up to the average, those present were most enjoyably entertained by a musical program, rendered by Mr. Rollin Pease, baritone, who had as his piano accompanist Mrs. Wm. H. Barnes.

Our president, Mrs. W. W. K. Sparrow, presided and we had the extreme pleasure of having our first president, Mrs. Grant Williams, with us again. Mrs. Williams has had a long seige of illness and we were all glad to welcome her back.

We are planning a busy period for the short time that is left us this year, and chief amongst this is the dance to be held in our club room on Friday, Nov. 2, 1928. As the parties in the past have all been well attended, we know that a good time is assured all who come.

We were hostesses to the officers of the Chicago Chapter and Union Station Unit at a luncheon in our club rooms, Saturday, Sept. 29th. The occasion was the second semi-annual board meeting.

Do not forget to make your plans to attend the regular November meeting.

### The Young Father

Hubby didn't show much interest in the newly-arrived baby and the young wife was disturbed. She was overjoyed one night to discover him standing over the baby's cot.

"A penny for your thoughts," she said, tenderly.

Startled, he blurted out: "For the life of me I can't see how anybody can make a cot like that for \$4.50."—Progressive Grocer.

### Gnashing of Teeth

"Brethern and sistern, when the last day arrives there shall be weeping and gnashing of teeth."

"Oh, Lord Gawd!"

"Sister Mandy, what ails you?"

"I ain't got no teeth."

"Teeth will be furnished," added the parson.



Donald Earl, Son of Coast Division, B. & B. Timekeeper, Frank Opie

# AT HOME



Marilyn Elaine, Two-Year-Old Daughter of R. C. Nisonger



Beverly Johnson, Little Daughter of Mr. Johnson, Clerk, Chicago

### Fall Fashion Notes

IN some certain particulars, the new fashions for the fall and winter seem to deviate in quite a marked degree from the styles of yesterday, but a closer inspection, and a glance at the style world in the altogether, reveals much of the straight up-and-down silhouette, the short skirts (though skirts are a few inches longer now), the natty sports things, the two-piece frock, as well as one-piece general utility gown. These all would appear to be not so very different in cut from the things we have been seeing and wearing. Not so, however, with the formal costume. The style autocrats continue to show dance frocks, dinner gowns, and very formal costumes that look quite different from their one, two and three-year-old sisters. One fashion writer tells us that these gowns of ceremony hark back to the almost forgotten eighties and the unforgettable nineties. There are bodices that have quite a distinct "fit," but, thanks be . . . bones and stays and darts and many seams are not anywhere envisioned. Some of the bodices are drawn around snugly, have under-arm seams, and are fastened straight up and down either the front or the back.

Sleeves are unknown quantities in the gown of ceremony, and, usually speaking, there isn't much in the way of structure in the back. A deep V-opening runs more than half-way down the center of the back, and one shoulder is decorated with a bow and streamers, a perky bow, or a chiffon flower. Now come we to the skirt, and here the fabric makers are presumed to be rejoicing, because there is more, much more, material in the dance frock of the moment—that are being talked about, at least—than has been in many a long day before. The uneven hem line is shortest at a point just below the knee, and dips in a sliding scale well toward the ankle. Circular skirts, skirts with deep and many godets, pleats and ruffles tier



Donald and Lyle Knudson and Jeannette and Edith Sheill, Harlowton, Montana

on tier, and draperies drawn back to reproduce the effects of an olden day, are all part and parcel of what the style authorities are writing about nowadays. For the comfort of those who cling to their dainty short skirts, with their "kick" pleats, etc., let it be said, that so far these new modes are not mandatory, and the authorities are perhaps perforce allowing their followers to wear almost anything they prefer, so long as it is "chic" and does not cover up too much of the human form divine.

The woman or girl who has not, and cannot see her way toward acquiring a velvet gown this winter is going to be out of luck. Velvet is, and is to be, the material most to be desired—and these velvets are not the stiff, "stand-alone" variety of the days of the grand-dame—they are soft and pliable—they drape and pleat and tuck and gather into the most charming effects. Transparent velvets have taken on increased charm this season both in color and tone—monotone, duotone and polytone—for they are patterned and shot with color in the most ravishing manner. The popular polka dot is not left out of the winter picture, for here it comes disporting itself on the chiffon and the transparent velvets. And there are wonderful two-tone effects

—dark blue and white, green and gold, black and gold, green and gray, brown and beige, violet and rose, shades of blue, and other combinations full of beauty, and stylish to a degree. Plain black velvet holds its own, too, and when it is soft and fine enough to "pull through a ring," it has no peer, either for a dinner-dance gown or for the really formal costume de bal! And neither are the standard panne velvet and velours in cut-out effects by any means "out." They hold their place and go on their way in serene elegance, just as they have done for many a day past.

We read in one place that brown is to be the season's favorite color, while another authority announces that blues of all shades will be high favorite. Again you see somewhere that mulberry is the accepted color, and then comes an announcement that nothing is to exceed black in popularity—from all of which you will deduce that you may wear whatever color you wish to, and any shade that appeals to your fancy. That is about the way it has been for some time, and it looks as if that comfortable estate will continue. French and other foreign style autocrats issue their ukases and the American woman goes on her way, "the best dressed woman of the day."

But, despite the lack of novelty in the winter modes for daytime wear, there enters authoritatively the ensemble costume. The ensemble comes on the stage with an air of finality. It is the thing. A three-piece costume and you are the acme of chic. Your skirt and coat may be of broadcloth and the blouse of silk crepe; or it may be tweed and crepe; or again, wool georgette and broadcloth—the gown in this case being a one-piece affair of georgette and the coat of broadcloth. Broadcloth coats, let it be stated, are "in," decidedly so, and any sort of ensemble that includes that particular item has the stamp of approval. These coats are snug, styl-

ish, and, when decorated with fine furs, the height of the mode. A French authority turns out an ensemble that is "something else again," because it does not follow any preconceived ideals, in that gown and coat do not "match." The dress is of a color and material all its own, and the accompanying coat follows also its own flare; but both material and color in each garment must look as if they were meant to live together—that is, be harmonious in effect of color and cloth. For example, the frock to such an ensemble may be of light color and any soft, silky material, while the coat is rugged in looks and substance, and topped with a fur collar that ascends to noble heights at the back, and is capable of doing ear service on a smartly cold day. Velvet ensembles are seen for the afternoon costume—those with the jacket coat and circular skirt are exceedingly smart—and when worn with a little velvet beret of the same color as the costume, they reach an enviable height of style.

It is being written, but I do not hear of its being broadcast very widely, as yet, that ears are coming into fashion again. So, if ears happen to be an attractive feature of your head ensemble, it will be perfectly all right if you let them out of jail. They haven't had much of a chance to take the air, for a long time, and for some ears that is, perhaps, just as well. But there are some really beautiful ears, and it is now perfectly proper to show them with a hatless costume.

### The Patterns

Send 15c in silver or stamps for our up-to-date fall and winter 1928-29 book of fashions. Address The Milwaukee Magazine, care Beauty Pattern Company, 11-13 Sterling Place, Brooklyn, New York.

6289. Girls' Dress. Cut in 4 Sizes: 6, 8, 10 and 12 years. A 10-year size will require 3 yards of 27-inch material together with  $\frac{3}{8}$  yard of contrasting material for facing on collar, plastron and belt. Price 12c.

6025. Ladies' Dress. Cut in 5 Sizes: 34, 36, 38, 40 and 42 inches bust measure. A 38-inch size requires 4 $\frac{3}{8}$  yards of 35-inch material. The underbody requires 1 yard of 32-inch lining. The width of the Dress at the lower edge is 2 $\frac{1}{8}$  yards. Price 12c.

6273. Ladies' Dress. Cut in 5 Sizes: 34, 36, 38, 40 and 42 inches bust measure. A 38-inch size requires 4 $\frac{3}{8}$  yards of 35-inch material together with  $\frac{1}{4}$  yard of contrasting material. The underbody of lining requires 1 yard, 32 inches wide. The width of the Dress at the lower edge with fullness extended is 2 $\frac{1}{4}$  yards. Price 12c.

6271. Ladies' Dress. Cut in 5 Sizes: 34, 36, 38, 40 and 42 inches bust measure. A 38-inch size requires 3 $\frac{3}{8}$  yards of 39-inch material. To finish the edges with bias binding or piping requires 4 $\frac{1}{4}$  yards. The width of the Dress at the lower edge with fullness extended is 2 $\frac{1}{4}$  yards. Price 12c.

6281. 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  $\frac{5}{8}$  yard of all-over lace for the brassiere por-



tions and the leg bands and 1 $\frac{5}{8}$  yards of other material 32 inches wide for the body portions. The shoulder straps will require one yard of ribbon. Price 12c.

6293. Girls' Top Garment. Cut in 5 Sizes: 6, 8, 10, 12 and 14 years. A 12-year size requires 2 yards of material 36 inches wide together with  $\frac{3}{4}$  yard of contrasting material. Price 12c.

6296. Child's Dress. Cut in 4 Sizes: 2, 4, 6 and 8 years. A 4-year size will require 2 $\frac{1}{2}$  yards of 36-inch material. If made with long sleeves, 2 $\frac{1}{2}$  yards will be required. For facing of contrasting material on collar and cuffs of the long sleeves  $\frac{1}{4}$  yard 27 inches wide is required. To finish with bias binding as illustrated requires 4 yards. Price 12c.

6280. Ladies' Morning Dress. Cut in 9 Sizes: 38, 40, 42, 44, 46, 48, 50, 52 and 54 inches bust measure. A 46-inch size requires 5 $\frac{1}{2}$  yards of 27-inch material together with  $\frac{3}{8}$  yard of contrasting material for facing on cuffs, belt and pockets. To finish with bias binding as illustrated requires 3 $\frac{3}{8}$  yards. The width of the Dress at the lower edge with plaits extended is 2 $\frac{3}{8}$

yards. Price 12c.  
6291. Girls' Dress. Cut in 4 Sizes: 4, 6, 8 and 10 years. An 8-year size with long sleeves requires 2 $\frac{3}{4}$  yards of 27-inch material together with  $\frac{3}{8}$  yard of contrasting material. If made with short sleeves 2 $\frac{1}{2}$  yards will be required together with the contrasting material. Price 12c.

### Good Things to Eat

**Lemon Pudding Sauce.** Cream nearly one-half cup of butter and one cup of sugar. Beat into this one egg yolk, juice of one lemon, a little nutmeg and the well beaten egg white. Beat for some minutes, adding at intervals, three tablespoons of boiling water. Set in top of tea-kettle to heat, but do not allow the sauce to boil. Stir frequently.

**Delicious Salad.** Two packages lemon jello; one package strawberry jello; four carrots, grated; one cup crushed pineapple. Measure the water for the jello as called for on the packages, using one cup of pineapple juice as part of the liquid. Make the jello, and when cold, add the carrot and pineapple. A little

celery improves it. Set in icebox several hours. This amount will serve ten to twelve. For a smaller serving use one-half the amounts given above.

**Squash Pudding.** Mix one-half cup of sugar, one teaspoon salt, three-fourths teaspoon cinnamon and add to two and one-half cups of steamed and strained squash. Beat well and add two slightly beaten eggs and two and one-fourth cups of milk. Turn into a buttered pudding dish and bake in a moderate oven until firm. Cool slightly before serving.

**Caramel Bread Pudding.** Caramelize one-half cup sugar and add to four cups of scalded milk. When caramel is dissolved, add two cups of stale bread crumbs and let soak half an hour. Beat two eggs slightly, add two-thirds cup sugar, one-half teaspoon salt and one teaspoon vanilla. Combine the two mixtures, turn into a buttered baking dish and bake one hour in a moderate oven. Serve with whipped cream sweetened and flavored with vanilla. Or with lemon sauce.

### Some Rector Tidbits

The following are from the cook book of Mr. George Rector, Restaurateur and Member Societe des Cuisiniers de Paris. The dining cars of this company are now presenting to the traveling public some of the good things for which the Rector restaurants have so long been famous, and many of the Rector specialties appearing on Milwaukee menus are printed in The Rector Cook Book.

**Canapé of Crabmeat, Rector.** For six persons, purchase one pound of fresh crabmeat. Mix the crabmeat with two cupfuls of rich cream sauce and add one tablespoon each of finely chopped green pepper and pimiento. Season with salt, cayenne pepper and one-half teaspoon of curry powder. Make round pieces of toast about three inches in diameter and build the creamed crabmeat on the toast, keeping the center high. Sprinkle over with grated Parmesan cheese, dot with butter and place in a hot oven ten minutes to brown.

**Eggs, Clichy.** Cook string beans, split lengthwise, in boiling salted water until tender. Drain and when cool, marinate in French dressing. Cover with thin slices of hard-boiled eggs and pour Russian dressing over all. Cut the eggs with a wire egg cutter.

**Russian Dressing.** Stir one-half cup chili sauce into one cup mayonnaise. Add tablespoon green pepper and four stuffed olives, both finely minced. Keep in a cool place.



Albert Neuman, Dubuque Shops, with His Little Flower Garden at the Shops



Thomas A. Thayer

### Fifty Years of Service

AGENT "Tom" Thayer of Red Wing, Minnesota, celebrated his half century of continuous service with The Milwaukee on October 7th, and the occasion was honored by congratulations from his many friends of The Milwaukee Road and from the citizens of Red Wing, whom he, in his capacity of station agent, has served cheerfully, ably and efficiently since 1895.

Mr. Thayer entered Milwaukee service in Winona, October 7, 1878, with the duty of coaling and wooding up the engines, and he has never been off the payrolls since that time. After a few months at the coal house, young Thayer was promoted to the position of baggage man and night watchman at Hastings. Studying telegraphy "on the side," after a few months he went back to Winona as night operator. In August, 1881, he became day operator at Lake City. In 1882 he went to Shakopee as agent, remaining there until 1882, when he was given a position as freight solicitor in Minneapolis.

January 1st he was appointed agent at Stillwater station, leaving there in 1895 to take the same position at Red Wing station, where he has since remained.

Reminiscing a little, Mr. Thayer recalls the days of the wood burner engines, and the fact that when he started railroading, the brightest and best-kept engine on the River Division was known as the "Red Wing" No. 175; and it had a huge red wing painted on each side of the tank. Those were the days, too, of 20-foot and 24-foot box cars; of link and pin, and two links and two pins; and when the old series were replaced by 30 and 33-foot cars of 30,000 and 36,000 pounds capacity, it was felt the real strides forward had been achieved; also that these cars would meet all future requirements.

Vice-President Gillick was a "youngster" on the River Division in Mr. Thayer's early railroad years, and in writing his congratulations to the

veteran agent, "J. T. G." says, "you are to be congratulated on rounding out fifty years and still be a young man. You and I have the advantage of most men that round out fifty years, in having started railroading at a very early age. I hope I can continue in the service and be as vigorous at that milestone as you are. We have both passed through many trials since that time. In looking back on the period we have passed through, I am sure we can both take a good deal of satisfaction out of the pleasant relations we have had. I sincerely hope you will be with us for many years to come, and I do feel the railroad is to be congratulated in having had the service of such a man as you are, for fifty years."

And there are many in both the official and employee body of the railroad who echo the hope and good wishes of Mr. Gillick to this veteran of the service.

### Rail Rumbblings from St. Paul

Allen

ANDREW LARSON, one of the old-timers of the freight house, passed away recently.

Mr. Larson was a grand old man, and we sure miss him.

We wish Neal Ryan, Jack O'Connor, Moco, or some of the others in the yard office would send up a bit of news now and then.

Maybe Moco would like to give us his story of his last trip to the arctic circle. Let's go!

McCool spent his vacation at Pine Bluff, Arkansas, or was it Dayton's Bluff, St. Paul. Francis Garvey spent his time hunting Chinese pheasants in North Dakota.

Couldn't say if he found or shot any. Tom Carney used up his time improving Hazel Park and ditto for Denny Sullivan.

Sam Adam is on a leave of absence and at present is in Havana, Cuba, attending the Spanish-American War Veterans' Convention.

When supper time comes around, Otto Borks is hungry, but poor Otto was helping out on the bill desk the other night, and he couldn't get his feet under the supper table. The messenger was too busy to go across the street to get him a sandwich, so Otto spent all his loose change getting candy bars from the candy machine. Now you know why the machine was empty for a few days.

Save your dough, Otto, furniture costs money.

### The Head of the Department

"What did the boss say when you told him it was triplets?"

"He promoted me to be head of my department."

"What department are you in?"  
"Production."

### Theory and Practice

Teacher: "Robert, here is an example in subtraction. Seven boys went down to the creek to bathe, but two of them had been told not to go in the water. Now, can you inform me how many went in?"

Robert: "Yes'm, seven." — Lancashire Daily Post.

### The Cops' Clubs

Visitor: "Have you an up-to-date police force?"

Citizen: "You bet. Why, the officers have caddies to carry their clubs."

# ON THE STEEL TRAIL

## The Brains on Vacations

It so happened that a number of the foremen from the various departments at Milwaukee Shops took their vacations at the same time, and it was a standing joke down in the shops that "The Brains" were away. The assistant foremen carried on very well but had to have their fun, hence the following poem was written by an assistant who missed his calling.

Two weeks ago the BRAINS went away;  
Big fish they were to seek.  
They had us scared and to us would say,  
"Here is where you lose some meat."  
Well, two weeks have gone and we must admit  
That things were up to snuff.  
No paint fell off while the cars went out;  
It stayed where it was put,  
And the varnish failed to crawl along  
Like Driscoll said it would.  
The batteries were in the cars on time,  
And the wiring was done one, two, three,  
And before Gussie Otto had gone away  
He told us we'd be up in a tree.  
Mr. Otto was fearful before he left.  
His fears were not well founded;  
The fans worked good, the lights burned bright,  
And the wires were not grounded.  
The trimming was done the day before  
The cars were to leave at noon,  
In fact, when they were ready to be pulled  
They were ready much too soon.  
The locks worked good, the doors fit fine,  
The baskets were all in place,  
And now we hope when Mike Mosh comes back  
He will have a smile upon his face.  
The roofs they, too, were shining new,  
With copper flashings bright,  
And Mr. Schultz had warned us  
To be sure to do it right.  
The trap doors, too, they worked just right,  
The draw bars were in place,  
And Mr. Amman, before he left,  
Had a worried look upon his face.  
The steamfitters, too, they worked real hard,  
To keep their pipes in line,  
And the boys down here would say without fear,  
"Gee, boy, you're doing fine."  
But Mr. Kressin said before he left,  
"Now, boy, you call their bluff."  
I can't understand, I do not see,  
Why Mr. Kressin is so rough.  
And hot boxes, too, are very rare;  
In fact, we have none at all,  
And the number of boxes used to run quite high;

In fact, they were very tall.  
And Geisler said before he left,  
With quite a bit of sass,  
"Now don't forget to grease them up,  
And roughen up the brass."  
And the best of all was the Plating Room,  
The way we moved it out,  
And now Mr. Stark will have quite a time  
Finding out what it's all about.  
And Kuentje, too, he left us flat,  
Nary a word to us did he tell,  
But he will wish he had when he gets back,

'Cause we are all going to give him H—.  
Blanche Clarke, our clerk, has gone away,  
They say she went to Canada;  
I wonder why she went up there.  
What's that? Why sure, why cantcha.  
George Voth went away on a vacation they say,  
Loaded down with plenty of brass,  
And I'm sorry to say from the very first day,  
He's been at home and cutting his grass.  
Mr. Deppe came back just the other day,  
We never knew that he was away.  
He went to the springs that they say are so blue;  
He went in a car of the same color, too.  
And when he was tired he started back,  
And the prohibition agents got on his track;  
And after they searched his car through and through,  
All they found was water from the springs so blue.  
Mr. Marshall was gone, the same time, too,  
But he failed to go down to the springs so blue.  
He went to Sturgeon Bay instead,  
And that's where he got a very sore head.  
He played some golf and some horseshoe, too,  
And you should have seen him when he got through.  
His face was red and his hair was white,  
And he shone on the street like a big, bright light.  
We asked him what made his face so red,  
And he said he ate peppers and they went to his head.  
And Myrtle, the clerk, while she was away,  
Went to Sheboygan and cut some hay;  
And now that she is back, she says she's all in,  
And her pockets are empty and void of tin.  
Mr. Gillick one day us a visit did pay  
And was very much pleased with our work.  
While the brains were away  
We got busy each day  
And cleaned up all of the dirt.

Joseph Hoffmann.

## Coast Division C. C. C.

WE ARE pleased to announce the promotion of D. C. Rhynsburger to the position of Division Engineer of the Rocky Mountain Division, headquarters, Deer Lodge, effective October 15th.

Mr. F. J. Welch, Chief Carpenter at Tacoma, left October 17th for Boston to attend the American Railway Bridge and Building Association meeting held in that city the latter part of October. Mr. Welch is a member of the committee on "Control of Motor Car Operations with Respect to the Prevention of Accidents." Mr. Welch takes a keen interest in Safety First and no doubt much good will result from his attendance at this meeting.

Dispatcher J. R. Weatherly, of Deer Lodge, is working temporarily on the Coast Division, relieving while regular dispatchers are taking their vacations.

Prompt action in shutting car doors next to the cannery building at North Puyallup on September 14th by Agent Kinnear, of that

station, undoubtedly saved serious damage to the buildings when PFE car 28750 was discovered on fire.

The young son and daughter of Station Baggage G. I. Russell, Tacoma, took first and second prizes at the recent Puyallup Fair for the largest and best pumpkins.

Mrs. Ruth Fullerton recently spent a few days in Missoula, visiting old friends. Her daughter, Miss Betty, returned with her mother and has entered school in Tacoma.

Operator Sorenson, of Ellensburg, has recently bid in the position of Agent at Cle Elum and R. F. Rader has been assigned to the position of Agent at Kapowsin.

It is estimated the potato crop in the Kittitas Valley will yield 500 carloads this year. We expect to handle 300 to 400 cars of apples from the Hanford line.

From North Puyallup we recently had several carloads of carrots and cauliflower.

Dispatcher Allen and Mrs. Allen have been enjoying a vacation, motoring to Vancouver and other nearby points.

Dispatcher H. E. Peterson, who has been in the hospital since early in June, is much improved in health and will soon be able to be moved to his home.

The Misses Hanna and Emma Johnson, of Marion, Ia., were on the Coast recently, calling on many former Marion friends, and while in Tacoma were guests of Mrs. Ruth Fullerton.

Miss Florence Mattson, formerly employed by the Pacific Northwest Cannery, is now one of the force in the Superintendent's office, being stenographer to Chief Clerk McMahon.

## Notes from the Local Freight Office, Tacoma

R. R. T.

THE other morning as Tubby Gleb, rotund and smiling member of our freighthouse force, was helping at the Passenger Station during the morning rush, handling baggage to and from the trains, there was a hurry call for a baby carriage, which had almost been overlooked, to be put on No. 16, about to leave for the East. Tubby gallantly leaped into the fray and ran the baby cab out over the tracks to reach the baggage car, when one of its wheels caught in a rut. Over went the baby carriage—fortunately, of course, there was no baby in it—and Tubby, caught unawares, turned a handspring completely over it, landing on the far side of it—if he had landed on it, the story would of course be at an end, as far as the baby buggy was concerned. Nothing daunted, Tubby picked himself up and tried again, but the baby cab was a tricky one and in trying to extricate it Tubby took another header and again went clear over the cab. With a dazed but determined expression on his face, Tubby gathered himself together once more and amid the applause and cheers of the on-lookers went after the baby carriage again. The wheels were stuck and Tubby gave a fierce wrench; suddenly they came loose and Tubby went over backwards, the baby carriage this time landing on top of him. Tubby crawled out from under it, hurriedly gathered up the blankets which had been spilled from

it in the fracas and by dint of a hard run managed to reach the baggage car in time to get the cab on the train, while the passengers and employees on the platform and the trains, who had been delighted watchers of the encounter, cheered wildly. Next day a lady came to the warehouse office to bill out a shipment of household goods. On being asked whether there was a baby buggy in the shipment, she broke out laughing and said that reminded her of the funniest thing she had seen in years. The day before, while at the passenger station, she had seen an employee going through a rough and tumble wrestling match with a baby carriage that was funnier than anything she had ever seen any clown perform; she thought the employee was doing it on purpose and she expressed the opinion that the Milwaukee was very up-to-date indeed in putting on a vaudeville show for the entertainment of the passengers. Tubby was standing near, the lady not knowing that he was the performer whom she was praising so highly, and he blushed so deeply, clear up to his ears, that the blush has not quite worn off yet. It is certainly nice to be appreciated so sincerely.

We desire to testify again to the acknowledged value of this magazine as a publicity agency by informing our readers that our appeals for a cat for this office have now been crowned with success, some kind friend having donated a very attractive feline. We do not claim to be cat experts, but we are informed by those who know that Kitty is a thoroughbred, pure-blooded specimen of the race known as Alley-Cats; at all events she seems to be a good mouser and the rats are now giving the office a wide berth. Please do not ship any more cats for the present.

Bob Shipley, Chief Yard Clerk on the third track, has returned from his lengthy vacation back in Wisconsin and is again on the job. He appears to have had a good time, although in the interests of his lately acquired slender and graceful figure he could not really do justice to the chicken dinners for which Cross Plains, Wisconsin, is famous, that being his old home.

Lester Prescott, the good looking Chief Yard Clerk on the second track, is also back from his annual excursion to the home of the Sacred Codfish and the Succulent Baked Bean, back in the old home of the Prescott family. The shore dinners back there were good, but it seemed nice to get back to Mother's cooking, after all.

Prent Bement was displaced from the cashier's job at Cedar Falls by our old friend, Moyles, who had been relieving at the Yard Office here, so Prent came back home for a brief spell. He is getting to be a good all-around railroad man.

Ralph Bement, Assistant Agent, felt the need of a little recuperation also, and was off on a brief vacation which he spent in large part in improving his golf score, which is now, as a result, approaching the eighty figure. It is a real pleasure to hear him holding forth on mashies and niblicks, brassies and midirons, and the pleasure of the nineteenth hole.

Bill Court, genial member of our force and proud owner of the famed motorcycle, is now taking the other members of the force out during lunch time on his recently acquired side-car. Miss Willa Lindsey, Assistant Bill Clerk, is out while we are writing this; everybody took a tearful farewell of her, but we hope that she gets back safe and sound. A ride in that side-car is sure a thriller.

Mr. W. S. Burroughs, Cashier, is off on the remaining week of his vacation. We hope he is enjoying the rest. Before going he contributed the following poem, which is inspired by the same motorcycle to which we

just referred. Mr. Burroughs is known as a distinguished Shakespearian scholar, but we did not know that he was also an active poet. You will admit that the subjoined lines testify to genuine poetical talent and we hope that he may favor us again with another poetical effusion—that is, if he can find an equally inspiring subject. Here is his masterpiece:

"Listen, my children, while I report  
On the midnight ride of wild Bill Court.  
He goes up the hills at a ripping gait,  
And hopes, when he gets there, it won't be too late.  
The iron horse is a faithful steed,  
Jumps creeks and puddles with breakneck speed.  
With many a rattle and many a snort,  
The iron horse bears brave Bill Court.  
And the vacuum caused by that craft in its flight  
Pulled a meteor down from the sky that night."

This is as far as our poet got, when he felt the need of rest after the effort and went on a vacation. Any little bumps in rhyme or meter of the above effort should not be considered as defects, but as poetical imitations of the gait of the motorcycle.

## Iowa (East) Division and Calmar Line

J. T. Raymond

ON Wednesday, Sept. 26th, at Cedar Rapids, occurred the wedding of Miss Alice Eileen Welch and Raymond J. Burke. A wedding breakfast was served at the Butterfly Tea Shop directly after the ceremony. The couple left for a wedding trip to Omaha and Denver. After their return, Mr. and Mrs. Burke will reside at 540 South 24th Street. Mr. Burke is Chief Clerk at Cedar Rapids Yard office. We extend hearty congratulations and best wishes.

Mrs. Blanche Corwin of the Superintendent's office force, Marion, has resigned. Mrs. Corwin has been very popular with her associates and all regret her leaving the service. Mrs. G. R. Barnoske is filling the position temporarily.

The track dressing machine has been busy on the division for several days.

The extra gang putting in new ties and gravel have completed the work on eastward track between Paralta and Atkins Yard and are now rapidly working eastward on westward track between Atkins Yard and Marion. The westward track between Marion and Paralta is completed.

B. P. Devorak has been appointed operator and clerk at "WA" office, Clinton.

Supt. Gibson, Train Master Givins and Roadmaster Frank Barnoske and Mr. Vosburg of the K. C. Division attended the funeral services of Mrs. Evans at Marion, Oct. 5th.

Mr. and Mrs. L. A. Patton of Waucoma visited with Marion friends while on their vacation.

Word was received by Marion friends, of the death of James Draper, at Madero, Calif., Sept. 16th. Mr. Draper was a conductor on this division a number of years ago.

Mr. and Mrs. Willis Jordan spent two weeks' vacation at Excelsior Springs, Mo.

We visited the evening of Oct. 10th, at Omaha, with G. L. Whipple, General Superintendent of Transportation, U. P. Ry., formerly with the Milwaukee. Mr. Whipple still retains a deep interest in the progress of The Milwaukee. He is looking fine and is thoroughly enjoying his association with the U. P.

Conductor George Van Tassel, after nearly fifty years in the service, has retired and has

moved from Cedar Rapids to Pasadena, Calif., where he has purchased property. George is in good health and is vigorous. He has many warm friends on this railroad who regret to see him leave the service. On behalf of many old comrades we extend best wishes with a bon voyage to the heavenly shore via California, hoping the stopover in California may be for a long, long period with a number of visits back to Iowa before the final "crossing of the bar."

On Oct. 9th, while switching along Cedar Lake bank at Cedar Rapids, Yard Foreman George W. McNabb noticed a woman about 35 years of age, well dressed, walking towards the lake, and somehow got the notion that she might be contemplating suicide. She discarded her coat and hat and was wading into the deep water, when he called to her, talking to her about the folly of such a rash act, and persuaded her to return to dry land and go to the home of his mother nearby and get some dry clothing. Mrs. McNabb fitted her out with dry stockings and slippers. Shortly afterwards she returned to the city. This matter was handled very sympathetically by Mr. McNabb, and shows his heart is in the right place.

The writer went to Council Bluffs, Oct. 10th, to visit Mike Gallagher. He has been ill for a considerable period. Mr. Gallagher has been greatly missed from his customary place in the service and he has received many evidences of the high esteem in which he is held by the officers and his fellow employees on the road. These kind expressions he deeply appreciates and remarked to the writer that "The Milwaukee Railroad has been pretty good to me."

Conductor Chas. R. Cornelieus met the writer at the depot, Council Bluffs, with his car, and together we visited Mike Gallagher and then to the hospital to see Mrs. Cornelieus, who had recently fallen and suffered a bad fracture of the left shoulder. Mr. Cornelieus' daughter, Mrs. Hennessey, with her husband, who is a prominent surgeon at Council Bluffs, has been in Europe for several months, most of the time being spent in Vienna where the doctor was making some observations in the famous clinics at that place. They are expected home about Nov. 1st.

R. L. Taylor, second trick wire chief "MA" office, Marion, was off on a two weeks' vacation spent in Montana. M. J. Marchant relieved him.

Conductor W. I. Farrell has taken the run on Nos. 8 and 19 between Marion and Chicago, made vacant by the retirement of Conductor George Van Tassel. Conductor Phil Shoup has taken the day Service Train formerly held by Conductor Farrell, and John Troy is running the second shift Service Train.

Brakeman Fay Marsh spent several days on a fishing trip, his place on the work train being filled by L. A. Cleaver.

Train Baggage Ed M. Taylor expects to leave Oct. 17th for Silver City to spend several weeks with his daughter.

Conductor Ed Forbes who is braking on the mixed run between Davenport and Maquoketa was off duty several days on account of the illness of his wife.

## Twin City Terminals

Mac

He raced the train  
Because he was brave.  
Now he wears a cross,  
But it's on his grave.

THE Engineering office has a number of new faces, owing to the return of some of the boys to the university.

Mrs. A. D. Emery is in the hospital.

valeting from a very serious operation.

Red Kvenberg has returned from a belated honeymoon in Virginia.

District Engineer Podas is now located in a separate office provided by changing the walls in the hallway.

Mr. McNeil, father of Miss Ethel McNeil, general clerk in the baggage department, passed away on Oct. 1st, after a short illness. Our sympathy is extended to Miss McNeil and members of her family.

Miss Alice Hemsey, in Supt. Bannon's office, spent her vacation last month with her parents at Milwaukee, Wis.

Mr. John Mortenson, of Supt. Bannon's office, is the proud father of a baby boy. We understand his name is Bobbie.

Mr. Elmer Christensen, chief clerk in the trainmaster's office, River and L. & M. Divisions, and wife spent their vacation in Northern Michigan.

A certain party wants to know when Elizabeth Hessburg is going to have that party she promised about two years ago. How about it, Betty?

Mopac McClusky, local freight office, had to have his new Ford towed in last month. What seemed to be the trouble, Mack?

Miss Hazel McMahon, Elliott Fisher operator, local freight, left on a three months' leave of absence with her folks in a brand new Willys Knight, via the southern route, to Los Angeles.

The girls of the local freight and Georgia Perry, accounting department, entertained Hazel at a chow mein lunch on October 11th, in the Milwaukee Women's Club Room, Milwaukee Station. She was presented with a compact, a gift that plays an important part in the luggage of a young lady starting out on an extended trip. She may tell us she is going to see the scenery of the West. But, for all that, she will want to look her best. We all wish her good luck and an enjoyable trip.

Miss Lydia Swanson, comptometer operator, local freight office, was home sick for a few days last month.

Mr. Fred Johnson, cashier's office, took a trip to North Dakota last month to look after some farm interests for his father.

Miss Georgia Perry, accounting department, took a trip to Dubuque last month and Miss Nellie Sullivan, accounting department, spent a few days at Little Falls.

### Milwaukee Shops H. W. G.

Engine Dispatcher Joe Roberts was off sick most of September. He and Mrs. Roberts expect to start for California next month, both to regain their health.

Fitzpatrick now has a fine cemented back yard, south of the mill to the lumber shed.

The directors were at the shops an hour and a half Sat., Sept. 29th, on their western tour.

The Al Smith Special Friday, the 28th, was right on time, 8:30 p. m., and Al had all he could do to keep from getting crushed by the people who packed the entire depot shed and approaches.

The demand for our photos of the road's history still keeps up.

It is with regrets that we have to announce the death of Engineer Chamberlain, of the C. & M. Division, who passed away up north, Sept. 30th. He seemed to be up in good spirits at the recent Veterans' meeting. Another good old-timer has gone to the good reward.

Mrs. Waligarski, wife of blacksmith John Waligarski, died early in October.

They say that our picture resembles Andrew J. Mellon. All big-moneyed men look about alike, anyway.

"The desert places to blossom as the rose," is about what is going to happen to the space north of the SMP office, judging from the amount of fertilizer being spread. Cucumbers and melons next season.

Mr. Elmer Kuntz, draftsman, comes around with an extra smile this morning, and a box of La Palinas—7½-lb. girl. Congratulations!

Engineer George Barret, one of our old engineers, died Oct. 8th, after a lingering illness. He was buried in Watertown the 11th. Mr. Barret had done no running for some years back. Only a few days before he was taken down he walked to the lunch counter, apparently as usual.

Draftsman Guschl is still down the line somewhere inspecting cars.

Veteran George Prentiss is still on the sick list at his home here, getting along not as well as we hoped, but is feeling better the last few days.

We learn with sincere regret that our good friend, Mr. John Weider, has resigned as Pattern Foreman, voluntarily, on account of his health. We understand that he will continue in the service assigned to lighter duties.

We are pleased to note that our good friend, Mr. A. E. Tellefsen, has been selected to fill the position of Foreman Patternmaker. There is no doubt that the Engineering office will miss Mr. Tellefsen's genial presence, but, at the same time, appreciate his appointment to that position.

Mr. Tellefsen's service on this Railroad dates back to 1908. During this period he worked in Car Department Freight work, and served his apprenticeship as a patternmaker. After serving his apprenticeship, he held a position as Foreman Patternmaker for such large concerns as Allis Chalmers, Plankinton Packing Co., and Solvay Coke Company. During the last ten years he has pursued Engineering work in the Mechanical Engineer's office.

Nick Faust, toolmaker, has returned after a prolonged illness. Glad to see you back, Nick. We Need Thee Every Hour.

Rich Schoessow and Wm. Truher, with their wives, spent two weeks Way Down East, visiting and sightseeing, in New York, Washington, D. C., Philadelphia, Niagara Falls, Detroit and Canada. They report a fine time and splendid weather. (Note.) Neither one had the roof of his mouth sunburnt, due to looking at the high buildings.

Brass Finisher Wm. Roeming (the man with the perpetual smile) and wife have just returned from a two weeks' sojourn in the East, having visited Baltimore, New York, Brooklyn, Hoboken, Niagara Falls and up the Hudson by boat. Bill reports fine weather, and had a splendid time.

Oscar Remy has returned from (Down South) Atlanta, Ga., where the machinists were in convention. On his way home he visited Baltimore and Washington, D. C.

Machinist Chas. Nordstrom has been laid up for several weeks, due to an attack of pneumonia. However, he is getting along fine and expects to be back on the job soon. Hope your wind will improve, Charlie.

Torchmaker Fred Weohaupt and family took a week's vacation at Detroit, Mich. Had a good time. "Ya, Fritz."

Fred Weohaupt, Sr., service date, Jan. 22, 1888, celebrated his 78th birthday October 10th. His bench was decorated with bouquets of flowers by his shopmates.

We drink to your health, Fred, with what we have, and hope you will enjoy many returns of the day.

Toolmaker Frank Cauley is spending his vacation somewhere in Nebraska. Hope he has a good time and that he doesn't get caught in a sandstorm.

Matt Dierniger reports that his bear farm is prospering. You know Matt is the originator of Bear Oil, good for anything you can think of. All you have to do is "rub it in well."

Veteran Alex Stevenson has been laid up all summer. Alex has been with the company since 1875. He is getting along fairly well. Good luck to you, Alex.

Arno Bierbach, Veteran Machinist, visited the shops the other day after being off all summer, on account of an operation. Arno is looking fine and he says he feels O. K. However, he says "work doesn't agree with me now."

Good luck, Arno, hope your health will improve.

**There Are Some Honest People in This World**  
Last pay day Geo. White lost his pay check somewhere; however, somebody found it and it was returned to him. Bully for you, George, that it was not signed. Moral: Do not sign your checks until you want to cash them.



The Above Picture Taken at Tocopilla, Chile, Has "Likeness of Familiar Faces." At Right, Former Trainmaster and Superintendent, C. F. Urbutt. Seated Next to Mr. Urbutt is M. J. Nash, Son of Illinois Division Engineer Nash

### Illinois Division M. J. S.

A FAREWELL dinner was given in honor of Trainmaster H. E. Sittler by the heads of the different departments at Savanna, at the Hotel Gydeson. The tables were decorated with fall flowers and a sumptuous repast enjoyed. Mr. Sittler was presented with a beautiful fountain pen and pencil as a token of remembrance.

Deepest sympathy is extended to the bereaved family of Fireman Fred Stephan, account of his sudden death, which occurred at his home in Chicago, Oct. 2nd, death being due to influenza. He is survived by his wife and three small children, a mother and sister. Interment was made at Chicago.

Well known Illinois Division Engineer A. C. Johnson died at his home in Chicago, Oct. 1st. Mr. Johnson entered the employ of the company Nov., 1902, and was promoted to Engineer in 1907. Besides his wife, he is survived by children and relatives. Deepest sympathy is extended.

Martin Jensen, employed in B. & B. department, was injured while working at Byron recently, when one of the large rods which was being hoisted into a car struck Mr. Jensen's leg, breaking the member quite badly. It will be several weeks before he will be able to return to duty and his friends and co-workers hope for a speedy recovery.

Engineer and Mrs. Walter Aves attended the funeral of Mr. Aves' brother, Donald Aves, who was recently killed in an auto accident at Houston, Texas. Funeral was held at Kirkland with interment in the Charter Oaks Cemetery at that place. Sympathy is extended.

Engineer and Mrs. James Mosher and sons attended the funeral of Mr. W. J.

Padgritt, father of Mrs. Mosher, at Chicago recently. Mr. Padgritt was 72 years old. Sympathy is extended.

Sept. 18th the marriage of Miss Clarabel Rite Frutchey and Sherrod Bruce McCall was solemnized at their home, 204 Third Street, Savanna. The couple was attended by a brother and sister-in-law of the bride, Mr. and Mrs. Robert Frutchey, and close friends, Fireman Lloyd Kuntzleman and wife.

The bride has been the efficient stenographer in the office of Master Mechanic P. L. Mullen, at Savanna, for the past four years. Mr. McCall came to Savanna a number of years ago from Quincy, Fla. For a time he was employed at the Government Proving Grounds at Savanna, and is now employed in yard service as switchman in Savanna yards. "Mac" and Clarabel are a "sterling" couple and both have many friends at Savanna who extend every good wish for their future happiness and prosperity. Again, "heartiest congratulations" are extended through the medium of the magazine to the happy young couple.

Supt. and Mrs. W. M. Thurber have returned from a delightful motor trip, visiting points through the east and into Canada.

It is desired to make further mention of our beautiful "Engine" Float for Savanna's recent Centennial celebration, made possible by the untiring efforts of the following Roundhouse employees, who donated several hours of their own time to complete the pretty float that the C. M. St. P. & P. Loco. Dept. had for the Centennial: Chas. Hersey, Fred Smith, Roy Hersey, C. Fonger, H. Forrey, A. Hansen, E. Swanson, P. Streicker and J. Eberhart.

Deepest sympathy is extended to Savanna Yard Switchmen J. R. Jensen and Chris Jensen account the recent death of their father, Lars Jensen, of Sabula, Iowa. The funeral

was held at Sabula and largely attended by friends and relatives.

Gentlemen may prefer blondes, BUT they marry brunettes—one does, doesn't one, eh, Vic?

Gosh, it must be great—or terrible—to be in love. Poor Ted (our Trainmen's Timekeeper) sits in a daze most of the time. And she's way down in Ottumwa. Just think of that!

We do know one thing, and that is that if a certain person by the name of James Hanson doesn't watch out, he might get trampled on! So, there.

Miss Eunice Stevens, steno to Mr. Thurber, spent a week of her vacation visiting friends in Dayton, Ohio.

Mr. H. E. Sittler, our esteemed Trainmaster, has been transferred to Chicago Terminals. We sure hated to see him go but have his promise to come out and see us occasionally. We hope his successor, Mr. J. W. Blossingham, will like us as well as we know we are going to like him.

And say, Mr. Gradt, it wouldn't be a bad idea to release the brake before you start out. You'd get there a little quicker, honest!

Guess Lillian and Mame (our Comptometer Oprs.) meant what they said about letting their hair grow. They are in the long-haired class now for sure.

Anna Bahne, Enginemen's Timekeeper, spent her vacation visiting friends in Tucson, Arizona.

### Fullerton Avenue Building A. M. D.

FLORENCE GLODEN of the Freight Auditor's Office traveled from Chicago to Minneapolis by airplane and states that the lad who flew around on the magic carpet had nothing on her.

Wm. J. Ganzer of the Freight Auditor's Office has been promoted to Head Clerk of the Review Department. We all wish you success, Bill.

Laura, Margaret, Rose, Paula and Marie of the "K" Bureau, Car Accountant's Office, made a flying week-end trip to Kansas City recently and, judging from stories told by them, it must have been some trip.

Thirty-two young ladies of the Car Accountant's Office arranged a surprise shower Thursday evening, October 11, in the Women's Club rooms for Mrs. Elsie Morrison (nee Schroeder) during which a number of gifts were presented that will materially aid Mrs. Morrison in the economic management of her affairs. It was a real surprise to Mrs. Morrison, both as to number present and the generosity of their gifts.


Clarence E. Becker of the Car Accountant's Office passed the week-end early in October at Savanna with a gun, a lot of hope and some confidence. The most of his outfit was returned with him excepting the confidence. Becker is arranging for another trip, and we hope he will return with something more than an alibi.

Lillian Breseman, formerly of the Milwaukee Land Company, now located in the Auditor of Expenditures Office, has been married since July 12, 1928, and her name is now Mrs. Jack Schaub. That was a long time to keep a secret, Lillian.

Extra! Extra! Big Robbery in Deerfield!

Kate Mau, Ticket Auditor's Office, was the victim of a burglary at her home in Deerfield on October 8. The constable, on being notified, rushed to the scene, and his practiced eye perceived a fox fur, one of the stolen articles, near a nearby bush. The thieves, according to the constable, must have entered the front door, which was left unlocked

**Screw-Back Button**




**\$1.00**

**Official**

# MILWAUKEE

**EMBLEMS**

**Safety-Catch Pin**



**\$1.15**

These emblems should be worn by all "Milwaukee" employees. They are solid gold with red enamel for a background, with the gold lettering showing through. They are large enough to be seen, but not large enough to be clumsy; in fact, they are about the size of the emblems above.

You may have either a screw-back button for your lapel; or a patent safety-catch pin for the ladies.

**CUT THE COUPON OUT TODAY**  
and send it in with currency or money order to

**MILTON PENCE**  
**701 Heyworth Bldg. CHICAGO**  
Authorized Watch Inspector for  
**C. M. ST. P. and P. R. R. CO.**

MILTON PENCE  
701 Heyworth Building  
CHICAGO, ILLINOIS

Dear Sir:

Please send by return mail, post paid, the items I have checked below.

Solid Gold Screw-Back Button \$1.00.

Solid Gold Safety-Clasp Pin \$1.15.

Name \_\_\_\_\_

Street and Number \_\_\_\_\_

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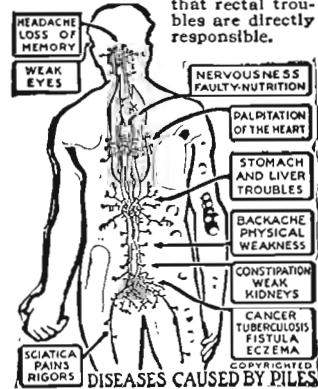


The McCleary Sanitarium, Largest Institution in the World Devoted Exclusively to the Treatment of Rectal and Colonic Diseases.

# A Treacherous Affliction Healed Without Surgery

**P**ILES and other rectal troubles are directly responsible for many diseases and indirectly responsible for many more. Thousands suffer needlessly due to incorrect diagnosis. Men and women who have suffered for years and did not know what was wrong with them have found joyous new health when their rectal troubles were cured. You can never expect to be well, strong and hearty until the CAUSE of your often indescribable suffering has been removed.

The diagram below clearly shows how piles can be the cause of numerous diseases, unsuspected by the sufferer or by his physician. Due to faulty diagnosis, thousands suffer from these ailments not knowing that rectal troubles are directly responsible.



## Let Us Heal You With Our Mild Non-Surgical Treatments

The McCleary mild, non-surgical treatments for piles have brought new hope, new joys and happiness to thousands who had forgotten the blessings of perfect health. Entirely discarding the old, harsh surgical methods, these treatments do away with the horror and pain of cutting away pile tumors with the knife, burning with a red hot iron,

or searing with electric needle. The McCleary treatments also avoid the dangerous effects of chloroform and ether and have proved a boon to many thousands who have availed themselves of our services. Over 75% of the people we treat are referred to us by some of the thousands we have cured.

### Mail This Coupon NOW!

**Dr. McCleary**  
**The McCleary Sanitarium**  
 151 Elms Blvd., Excelsior Springs, Mo.  
 Please send me without cost or obligation of any kind a free copy of your book on "Curing Piles Without Surgery" which I understand is fully illustrated, copyrighted at Washington and printed in colors. Also include your mammoth reference and testimonial list.

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 Town or City..... State.....

**Over 14,000 Healed!** The number of persons who have been healed of piles or other rectal troubles under the McCleary treatments now exceeds 14,000 and includes the names of people from every section of this country, from Canada, Cuba, Hawaii, Alaska and foreign lands. Among these are scores of prominent business men, bankers, farmers, mechanics, railroad men, ministers, lawyers, housewives, teachers, society leaders, etc.

Let us send you our reference list containing the names and addresses of many, many thousands we have cured and numerous letters from grateful patients telling what they think of our treatments. This list has grown to such mammoth proportions that it now equals a 12-page newspaper in size. We will gladly send it free postpaid.

If you are one of the hundreds in every community who suffer from piles or some trouble, you should give a matter so important as your health immediate attention. Mail the coupon today and get the facts, or if you prefer write a personal letter describing your trouble as accurately as you can. Your letter or your request for a free copy of our book and reference list will receive immediate attention, but do this now.

**The McCleary Sanitarium**  
 151 Elms Boulevard, Excelsior Springs, Mo.

to allow Kate's brother to enter as he had lost his key. The constable is said to have remarked, "Them thar city slickers is gettin' too durned spry. Hain't satisfied with rum-running and murder and sich, but come out here t' rob honest folk. They'll git theirn, by cracky!"

Agnes Marshall, Ticket Auditor's office, has been transferred to the Dining Car Bureau in the Union Station. We anticipate eating an "Agnes Marshall Special" dinner on the "Olympian" in the near future. Will it consist of zelyry zoup, hesparagus teeps, and prune joos, Agnes?

Mrs. Elizabeth Shortall is spending her vacation in the well known and popular summer resort—Chicago. We all know you are having a splendid time, Elizabeth, and we are certain that you will enjoy residing in this grand town after having spent so many years in the Village of Oak Park.

Our esteemed friend, Bill Lundquist, is now on his second month of matrimonial bliss, and, strange to say, he still is in possession of his misplaced eyebrow. You surely are proud of that soup strainer, Bill.

Our friend, A. L. Webster, spent his vacation in the wild western part of Colorado, and brought back a souvenir of immense size. We all thought you had the mumps, Walter. What did the dentist use beside pliers? A strong convincer? Your jaw looked as if you were kicked by a mule.

Mrs. S. J. Cooley, wife of Assistant Real Estate Agent, had a major operation performed on Friday, October 12. We all hope for the best, and wish her a speedy recovery, Sam.

It is rumored that Mr. Dietrich, our eminent Freight Claim Agent, who, as this article is being written, is on a fishing trip at one of the many lakes around Hazelhurst, Wis., has hooked and landed a tremendous marine monster. I understand that this finny behemoth is so large that on its removal from the lake the water dropped four inches. However, this is just a rumor, but on Mr. Dietrich's return we shall endeavor to obtain the true story (?) of this fishing adventure. Last minute dope—he didn't even get a bite.

Dubuque Division  
 E. L. S.

CONGRATULATIONS are extended by division employees to Roadmaster T. F. Hyson who was married at Mauston, Wis., on September 26. Thanks so much for the candy and cigars, T. F. H.

The division now has two more motor cars which are assigned on trains No. 33 and No. 38 between Savanna and LaCrosse.

**DOUBLE SHRUNK HEADLIGHT OVERALLS**  
 Outwear Two Ordinary Pair

## Win \$3,500.00

Here's news for puzzle fans! C. W. Francis, A. F. Holt, Miss Leola Markus won from \$1,800.00 to \$3,500.00 each in our last puzzles. Here's the new one. Here are twelve pictures of Charlie Chaplin, the world famous United Artists' star. No, they're not all alike, even though they look alike. Eleven of them are exactly alike, but one and only one is different from all the others. That's the real Charlie Chaplin. The difference may be in the tie, shirt or hat, or somewhere else.

### Find the "Different" Picture

300 prizes totaling over \$7,900.00. \$3,500.00 to winner of first prize and duplicate prizes in case of ties. If you can find the "different" figure you may be the one to get this great prize.

**Certificate for \$1,000.00 to apply on great prize sent immediately as below if you find the "different" figure**

If you find the real Charlie Chaplin we will send as soon as correct answer is received certificate for \$1,000.00 to add to the first prize of \$2,500, if you win, and directions for getting largest prize. Over \$50,000.00 in prizes already given to advertise our products locally. No cost or obligation. Nothing to buy now, later or ever. Everyone rewarded if actively interested.

**F. A. HARRE, Room 15, 510 N. Dearborn St., CHICAGO, ILL.**

## find the MISSING LINK

There is one link missing in the chain forming the border of this announcement. In the circle to the left there are seven links, but one and only one is identical with the links in the chain. Can you find it? Each link is numbered—just write the number of the missing link on a piece of paper with your name and address and mail it at once. You may win a big cash prize!

# \$1200.00 In Cold Cash GIVEN

**\$200 CHECK to Apply on Grand Prize Sent Immediately as Below if Your Solution Is Correct**

Find the missing link. We will immediately send full particulars of this remarkable offer and also voucher check good for \$200 to add to the \$1000 prize if you win. COSTS NOTHING TO TRY—just a stamp to send your puzzle solution. No need to risk any of your money now or at any time. DO NOT PASS UP THIS SNAP. You may have heard of free cash prize offers, but this one is different—you get quick action and fair treatment—no long delays—no hard work to do and NO SUBSCRIPTIONS TO SELL—under this new plan every active member positively receives a reward. If you can find the missing link write today. THE LIBERTY CLUB, DEPT. G 232, GREENVILLE, PENNA.

We offer congratulations to Chief Carpenter Farley and wife on the arrival of a baby boy, September 26.

The sewer job at Marquette, which has been under construction practically all summer, was recently completed.

Conductor Cyrus H. McCauley is floating around the country visiting doctors, relatives and friends while he is convalescing on account of a broken arm. This accident happened during September at Dubuque one evening while leaving for his run to Nahant. He was thrown from the top of a box car and landed on the ground, suffering a broken arm and bad bruises. We don't hope more than he does, that he gets back to work soon again.

The carpenters have been busy at the Superintendent's Office recently making some changes in the office arrangements, and at present Paint Foreman Snyder is cleaning and painting walls, which is in line with fall housecleaning.

There have been from four to five work trains on the division for the past several months, and owing to other heavy revenue business, it has kept all trainmen busy, and all on the reserve list were called in for duty.

Geo. T. Milcks, Engineer, on leave of absence, is the owner of a sand and gravel business at Harpers Ferry. He has been very busy all summer and fall and is shipping a great deal of material over our road to a contractor who is doing paving at McGregor.

The gravel companies at Bellevue and Langworthy sand pit at Clayton are also shipping over the CMSTP&P, filling some large contracts at the present time.

Walter J. Relihan, who worked as Relief Dispatcher at Dubuque for about 3 months, returned to his regular job as second trick Operator at Turkey River. He relieved Operator M. T. Sokol who went to Vining to visit his parents for a few days.

On account of the death of a relative, C. W. Petters and wife were called to Minneapolis on October 12. G. P. Yohe relieved Agent Petters during his absence.

P. L. Dunn, Agent at Waukon Junction, relieved by H. G. Gerling October 8 for a week or ten days.

Operator K. A. Laugen, working second trick at Preston, was relieved October 11 by Operator W. J. Collins, borrowed from the S. M. Division. Laugen was called home on account of illness of his sister.

B. F. Ottoway, Iowa Division Operator, is at present doing relief work at Gordens Ferry on third trick.

Wm. Madden, Machinist at Dubuque Shops, secured two passengers to Mason City on No. 30, October 10.

Almost forgot to mention Elmer's new car which he purchased a few days ago. It's a new Arabian sand colored Ford coupe, and it is quite a curiosity judging from the way the male employees of the Superintendent's Office are looking it over.

## Idaho Division

R. C. P.

Wonder if "being on a vacation" is alibi enough for having "missed" in the last issue. Slat's Whalen thinks it is.

Conductor O. B. Felton is driving a new Graham-Paige sedan and challenged R. W. Beal to stay at the wheel for one full minute with the throttle wide open. We persuaded Riley not to take him up.

Engineer Chas. Hankins on G. H. X. East, Sept. 11th, noticed fire flying on his train when looking back a short distance from Malden and after putting his train away at

that point, decided he would take his flashlight and investigate. The result was, he found a brake beam down on a car and made the necessary repairs. Chas. is always looking out for anything that would spoil a good run.

Miss Frances Hudson, stenographer in Agent Cutler's office, Spokane, and Mr. Alvin Gwynne, of Lewiston, were married in Spokane, Sunday, September 9th, at the home of the bride's mother. The bride is a daughter of Agent Kelly Hudson, of Ione. Her sister, Olive, of the Superintendent's office, was bridesmaid.

We regret to report the death of Mike Murphy, brother of Conductor James J. Murphy, September 8th. He died of a heart attack at his hotel at Spokane.

Agent C. H. Burt of St. Maries has returned to work after a long absence, during which time he underwent serious operations at Kansas City, in an endeavor to regain his health which had been poor for a long time. He says he has been made over new, and he surely looks like it. He has gained in weight and sports a "Bloom of Youth" color.

Former conductor F. J. Beal, who has been residing on his ranch in South Dakota for the past few years, is visiting with his family in Spokane. He has improved wonderfully in health and is enjoying his meeting with old friends. He may spend the winter here.

The many friends of former conductor W. L. Baker will regret to learn that it was found necessary to amputate his other leg, due to diabetes. It is reported that in spite of his ill fortune he retains his jovial disposition.

Did you ever live in Spokane? And did you, like the rest of us, ever brag about the Wonderful Climate? The thermometer registered 108 degrees above here on July 24th, and everybody had a hot time.

Section foreman Paul Chimenti, of Rosalia, and family are visiting with his relatives in Italy.

Agent W. R. Russell, Spirit Lake, died suddenly the early morning of August 16th. He had gotten out of bed to walk into an adjoining room when he was seized by a heart attack and fell to the floor. Operator M. C. Helmer, who was sleeping just across the hall, heard the fall and rushed in and picked Mr. Russell up, holding him on his lap, believing it was only a temporary spell, but he passed away a few minutes later. Mr. Russell had a varied experience as an agent, train dispatcher, trainman and conductor, and was decidedly popular among all who knew him.

Division Accountant J. C. Clark and Jimmy Kearns of the Superintendent's office drove to Mexico on their vacation. They haven't had much to say since returning, but they have a mighty guilty look.

Iver Berwin of the Superintendent's office underwent an operation recently and has fully recovered.

Roundhouse Foreman Waterstrat has returned from his vacation through Canada. He reports a very enjoyable time up North.

Machinist Helper Chas. Morgan is back on the job again after making a tour of Oregon and California.

I suppose that by the time this gets into print we will all know who won the World Series. That will be one big relief anyway. Of course the election will be over, too. That will cut out a lot of the arguing.

Storekeeper Don Askew paid us a flying visit recently while going through with the supply train.

Blacksmith Helper Tetzlaff has returned after making a visit back to his old stamping ground in Canada.

The Weather Control Bureau, otherwise

called the "Rainmakers," are still in this part of the country. The question now before the sand house committee is, do they do it? Scotty Urquart HAD a dollar that said that it would not rain, but it did. Tuf Luck for Scotty.

You can't see Slat's Whalen for dust these days since he graduated from the Ford Owners' Class. Don't know as we blame him very much, at that.

Can't quite figure out Carman Joe Barrett. Dame Rumor has it that prior to the primaries he was boosting the Democratic ticket but he got cold feet when he went to vote and asked for a Republican ticket. I'll bet that Joe votes for the Socialist presidential nominee.

The blacksmith welders from Tacoma had a good example of our banana belt weather recently when they came over to weld a frame and the thermometer hit 115 in the shade.

## Othello—Heart of the Columbia Basin

Five years ago a noted doctor operated on a man for brain trouble, having his brain removed and setting nearby, but the patient escaped. Understand he was found the other day at either Spokane or Avery. Did not say if he was an employee of any railroad company.

Agent Sever returned after spending an enforced vacation on account of being troubled with hay fever, E. Martin Young acting as relief agent, H. F. Flansburg as operator.

Conductor Gaynor, who has been on The Warden Line the past month, brought his Star car along, the Star being used to the highways around Malden, doing the slow trot jazzed off the road between Othello and White Bluffs.

Yard Conductor Williams spent a few days in Seattle.

Car Foreman Guest and family returned from their vacation, seeing the sights in Montana.

Roundhouse Foreman Waterstrat returned from a vacation spent, if Emil's report is correct, visiting as many towns as Lindy did on his tour of the States, only Lindy didn't cross the northern line.

After lining up the crews on the north end, Brakeman Prosser bumped in the west end, now handling the lists for Conductor Freeman.

Brakeman Logan reports that Conductor Thompson must figure on getting married as he is wearing such good clothes and installing a bathroom in his caboose. Most of the gang figure it is just because it is the first time Charlie has had a regular car since he left Helena.

Conductors Gray and Sheppard have been spending their vacations fishing in the mountains around Cle Elum.

## I. & M. Items

E. H. K.

MISS Winifred Hartsock, daughter of Conductor and Mrs. C. Hartsock, has gone to South Bend, Ind., where she has accepted a position as Librarian at the Notre Dame University.

Engineer Oren Blabaum has returned from Rhinelander, Wis., where he visited a brother who is yardmaster for the Soo Line there. While there he went to Sault St. Marie to look over the canal, getting ideas (as they might put one in at Rose Creek).

Yardmaster James Plinn and Conductor Jake Bartley are expert "elephant trainers." Anyone wishing information in regard to that line of work, just drop them a line as

they are getting out a booklet entitled, "Safe Method of Handling Elephants."

Engineer Henry Furtney has returned from a month's lay-off, visiting his old home in Canada and other points.

Engineer Gifford Talmadge and wife have returned from California where they went to visit their son, Robert, and family, and also to escape hay fever.

Engineer Ed Hedges and wife arrived home, having spent ten days visiting their daughter, Mrs. Leonard Trae, in Detroit, Mich.

Engineer E. P. Brook (Pard) has had a pleasant three weeks' vacation in Montana and other points, also spent some time at the State Fair.

Engineer W. J. Murphy underwent a critical operation at St. Olaf's Hospital, for a ruptured appendix. At time of writing he has returned to his home and is getting along nicely.

Mrs. Lloyd Talmadge has gone to Phoenix City, Ala., to visit her mother. Lloyd accompanied her as far as Chicago.

Master Mechanic's Clerk, Frank Falkingham, and son, Vallard, are back from Seattle, Wash., where they enjoyed their vacation. Vallard has now gone to Minneapolis to resume his studies at the university.

Machinist Wm. Williams is grandpa again. A bouncing boy arrived at the home of Mr. and Mrs. Alfred Williams and brought the name of "Billy" with him. Congratulations!

Mr. and Mrs. Washburn drove up from Calmar, Ia., to call on W. J. Murphy and other friends.

Engineer John Nihil of Calmar was calling on old-time friends.

## Iowa (Middle and West) Division

Ruby Eckman

THOMAS DAVID, assistant extra gang foreman on the West Iowa Division, was married October 12 to Mrs. Neiderfrank of Perry. They make their home in Perry. The wedding bells have been unusually busy around Perry during the last few weeks among the railroad folks, as Richard Singleton, a middle division brakeman, deserted the bachelor ranks and was married to Miss Ethel Allison of Albia, Ill. Lewis Pepples, another middle division man, was married to Miss Audry Dunlap of Perry and at the time that wedding was announced came also the announcement that Audry's brother, Homer Dunlap, who worked as a middle division brakeman for a long time, was married to Miss Blanche Wicker of Perry. Wm. Westerman, one of the new firemen, also joined the ranks of the benedicts by marrying Miss Doris Wright of Perry. The Membership Committee of the Milwaukee Women's Club hope to have all the new ladies of the Milwaukee family on their membership roll for 1929.

J. W. Tipton, father of Conductor Jesse Townley's wife, died at the family home in Perry September 24. Mr. Tipton has made his home with his daughter and her family since the death of his wife. Herbert Langdon, chief clerk at the round house, was also called upon to mourn the death of his mother, her death having occurred October 5 following an illness which had extended over quite a long period. Mrs. J. B. Wallis, wife of the traveling auditor, was called to her home in Wisconsin October 12 by a message telling her of the serious sickness of her mother who passed away soon after her arrival home. The sympathy of the railroad family goes to those who mourn.

W. H. Ellis and Frank Morgan and wife visited in Perry in September with Engineer Lon Morgan and family. As both men are old-time Milwaukee engineers, there were lots of cinders flying when the three veterans got together. Mr. Ellis had been to Denver to attend the G. A. R. convention and had a fine time there with the boys of '61.

The addition of some work trains on the western division and an increased business made it necessary to call back to work all the firemen and brakemen who were on the reserve lists. Several new firemen were hired during the rush period. Some extra brakemen were hired last spring before they were actually needed for service so there would be no shortage when the rush came.

Machinist Jerry Heinzleman had to stand for a lot of kidding the latter part of September. He was on his way to a Safety First meeting when the car he was driving collided with a wagon load of colored folks returning home from a fishing trip. They had the usual number of dogs trailing their wagon and Jerry, in trying to miss a dog, hit the wagon. No damage resulted, but there were a lot of scared folks in the crowd, and Jerry was as scared as any of them.

Conductor W. H. Brown and Engineer Jack Donahue, two Spanish-American War Veterans, went to Cuba to attend their annual convention and the big celebration staged by that island recently. The men were accompanied by their wives and had a splendid trip. The trip was of two-fold interest to the Donahue's as their daughter is married and lives in Hersey.

Don Kanealy, son of General Yardmaster James Kanealy, met with a serious accident the fore part of October which cost him one foot. Don had started work for the Des Moines Division as a brakeman. He was doing work at Cooper, Iowa, when he threw a switch and started across the track. His overall leg caught in the switch point and threw him, and the tank of the engine ran over his foot mashing it so badly that amputation was necessary.

Messrs. Lollis, Flanigan and Foster were guests of the Community Club at a dinner given at the Perry Country Club the latter part of September. The men, with a party of officials of Armour & Co., who were also guests of the Perry Club, had been at Coon Rapids to attend a big celebration in honor of the opening of a new cold storage plant for the Armour company. All three Milwaukee officials responded to requests for talks at the dinner, and all were well received.

James Long and family came out from Chicago the latter part of September to visit among old friends. Jim was lineman at Perry for several years before going to his present position in Chicago.

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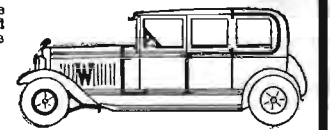
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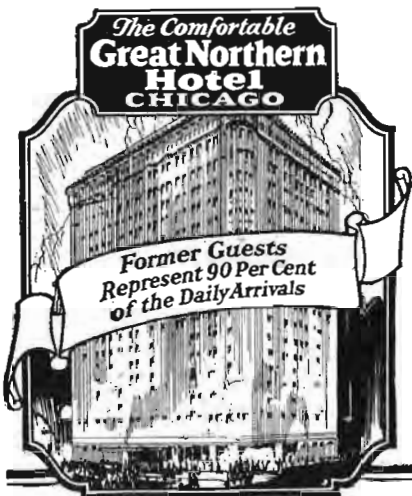
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Engineer F. L. Hanner has been confined to his home for several weeks on account of sickness.

Passenger Conductor M. F. Burnham and wife went to Hartford, Conn., in October to visit their daughter. They had planned to go some time ago, but an accident in which Mrs. Burnham broke her leg prevented them from making the trip until now.

Perry friends regretted to learn of the resignation of Conductor George Van Tasell who left the service the first of October. They were glad, however, that he had reached the place where he could lay aside the cares of the railroad and with Mrs. Van Tasell go to Pasadena, California, to make their future home and take life easy as they drift down the shady side of the stream.

The news of the injury to Earl Jefferson, Fuel Supervisor, who lost a leg the fore part of October in an accident at Flandreau, S. D., was learned with regret on the Iowa Division. Earl has a lot of friends down on the middle and west division who were mighty sorry to hear of his misfortune.

Engineer Milo Dillon has a grandson of whom he had reason to be proud in September. The young man, a son of Dr. John Graney Walsh of Woodbine, Iowa, was awarded the rank of Eagle Scout as the result of passing satisfactorily all tests leading to that rank in the Boy Scout work. The lad is only thirteen years of age. His picture and a write-up of his merits in scout work appeared in the Des Moines papers.

Jimmy Einerson, the three-year-old son of Traveling Engineer S. Einerson, was confined to the hospital in Perry for several weeks as the result of a broken leg. The lad was playing with a wagon when he coasted into the street in the path of an automobile. The driver could not stop in time to avoid striking him with a result that the lad's wagon was crushed against the curb and Jimmy's leg broken close to the hip. After the first few days, Jimmy took his confinement like a little soldier and had a smile for all who came to see him.

E. T. Corbett, agent at Bouton, spent his vacation in Loveland, Colorado.

**Splinters from the Wooden Shoe**  
"Brownie"

I THINK the splinters this month are going to be very few as some of the helpers have fallen down and sent me nothing. Let's all help and get a few items each month from each station.

Conductor James Hanahan is running west end way freight out of Green Bay with the student crew of Messrs. Eichwald, Heisel and Amie Bopray.

Conductor V. A. Payant came in the office the other day and resigned. We understand he can do a better business in general merchandise than he can on the railroad.

Conductor W. W. Pritchard is getting ready for his annual duck hunt in the wilds and bad lands in South Dakota.

Roadmaster C. J. Schweikert was all smiles when he received word that he was to get some new rail for the Middle Division this fall. He had just about given up hopes for this year and what a disappointment that would have been knowing how he loves the new steel.

Conductor S. J. Robbins and wife have left on a trip to Detroit and will visit a few of the important cities in the East.

Engineers James Lehan and Peter Bergin are trying out the work trains. James Edward has had considerable experience in handling construction trains, while Mr. Bergin has pulled them all.

Conductor Frank Santamour has charge of the construction work on the east end and Conductor W. S. Robbins is bringing in the gravel from the Middle Division.

Chief Carpenter A. Czamanske, Edw. Leininger, Pump Repairer, and Net Peterson, B. & B. Foreman, with their families are making a trip through Canada and the East for one week with the B. & B. Convention. We know they will have lots to tell us when they get back.

It is rumored that the money invested by C. T. Matthews in a pair of rabbits is already paying interest, inasmuch as he reports the birth of ten baby rabbits.

Ontonagon enjoyed a bit of winter in September, about two inches of snow falling.

Mr. R. D. Marsh, Demurrage Inspector of Chicago, was at Ontonagon September 26, checking station records.

Dan Bronoel has resumed his duties as clerk at Noenah, Wis., after a long absence on account breaking his leg.

If anyone is wondering why the broad smile of Cy Morgan these days it is because he is the proud dad of a baby boy born October 7. Congratulations, Cy.

Joseph Mooney, brakeman, and wife are visiting in Detroit and Canada.

Mr. and Mrs. W. Bartlett of Green Bay were Ontonagon visitors October 8.

D. Maes and wife of Green Bay spent one week's vacation visiting points in Canada. Mrs. Maes reports having a wonderful time.

Safety First Meeting was held at Channing on September 24 with sixty-five employees present, all crafts being well represented and many items of importance were brought up. Conductor F. L. Deman read a paper which he had prepared on Safety First and which was more than interesting and believe it will be found printed under the Safety First page of this Magazine and hope everyone will read it as there are many items of interest in it.

Freight Claim Prevention Meeting was held at Green Bay on September 25 and was also well represented by all crafts, especially the warehouse force from Green Bay. Agent M. E. Hastings prepared and read a very interesting paper on Freight Claim. Traveling Inspector W. D. Mason gave a very interesting talk on Freight Claim Prevention, and there were many other items of importance brought up at this meeting.

The Milwaukee Road at Green Bay has been favored with the handling of the professional football teams that have come to play the Green Bay Packers. We handled the Chicago Bears from Chicago, the Yellow-jackets from Philadelphia and also the Chicago Cardinals.

The automobile business at Green Bay is rapidly increasing over our new auto-loading dock. This business has been handled by us since the ninth of August and has showed a steady increase from that time. These autos are brought into Green Bay by boat and are then shipped by rail over our line to Coast line points, as well as other points on the Milwaukee Road.

**Electric Flashes from Deer Lodge and the West Rocky Mountain Division**

By Willie

MRS. CHAS. F. DAVIS is visiting in Minneapolis.

A daughter was born to Mr. and Mrs. Percy Harnack, September 29. This is daughter No. 2. A son was born to Mr. and Mrs. Frenchy Rainville, October 8.

Mrs. A. E. Blundell is visiting relatives in Chicago and Milwaukee. Now, don't get

confused in the names and persons. Al Smith and H. Hoover of Drummond are Agent and Operator, respectively, at the said station and not the much talked-of Presidential candidates.

Brakeman J. W. Ashenfelter is visiting his son Harry and family in Manly, Iowa.

The Directors' Special stopped off for an inspection of the Deer Lodge Shops and were entertained with a trip to Conley's Lake by Mr. and Mrs. Conley Sunday, September 7.

Last month I told you I thought we would have a wedding. Well, we did. On September 20, Miss Laura Critzer and E. M. (Mike) Gannon were married. Mrs. Gannon is our genial comptometer operator at the Superintendent's Office. Immediately after the ceremony the young couple left on No. 17 for Portland, Seattle and Spokane. They will be at home in the Robworth Apartments.

On Monday, September 17, the girls of the CMSTP&P offices entertained at the home of Miss Dorothy Moe for Miss Laura Critzer with a tea towel and jelly shower. Mike sure will have plenty of jam and jellies this winter, and there will be no chance for him to get out of wiping the dishes for lack of towels, although we admit such exquisite work as was done on these towels that evening should not be used to wipe dishes with.

We are glad to welcome Mr. C. G. Bleichner as our new Chief Dispatcher in place of Mr. R. W. Maggett who has been transferred to Miles City, as Trainmaster.

We were all sorry to hear of the death of Mr. E. H. Barrett in Butte, on September 30. Mr. Barrett had been in poor health for some time, and his death was not unexpected. The sympathy of the entire system is extended to the family of Mr. Barrett.

Mr. R. W. Janes, our Boiler Foreman, has just returned from his vacation which he spent in Missouri.

Francis MacCormick, son of Engineer L. J. MacCormick, was taken suddenly ill with appendicitis while attending school in Bozeman and was operated on in the Bozeman hospital. We are glad to hear that he is recovering and will soon be able to return to his home in Deer Lodge.

Mr. and Mrs. Charles Saint have moved back to Deer Lodge again. Can't help it, we are glad to have them back.

The sympathy of the division is extended to Mrs. John Mahone in the loss of her mother in Aberdeen, S. D., recently, also to Mrs. Roy Whaley and Mrs. J. F. Burns whose mother died September 16, in a Butte hospital.

Myron W. Schurtz is back to work again, after a six months' lay-off, during which time he brought considerable money to Deer Lodge out of baseball pools.

Our West End Fireman, Martin Holland, is anticipating spending the winter in California. Pretty soft for some people.

Among the Milwaukee students who left recently for school are the following: Miss Edith Sears to University of Chicago, Kermed Boulter to University of Washington, Seattle; Miss Evelyn MacCormick to St. Joseph's Convent at Dubuque, Miss Katherine Rivers, Miss Martha Flynn, Bill Flynn, Vern Mayo and John Coey to Montana State College at Bozeman; Maurice MacCormick to Mt. St. Charles College at Helena.

The Milwaukee Women's Club are giving a dance at the City Pavilion on October 19, which promises to be a big success.

**River Division**

Margaret Maher

NOTHING to report in this column last month and thought this month that it would have to be converted into a fiction or

perhaps a non-fiction column and then, of course, would have to select a hero or a heroine from the River Division employees. And as there would be so much competition for a role such as this decided that it would be better to write whatever did really happen last month.

During the past few months there has been a great deal of work at Wabasha. The gravel pit has been open all summer and a machine owned by the firm of Morris & Daugherty has been loading cars with gravel for the River Division and the Chippewa Valley Division. Mr. Shane has been in charge of the work. Roadmaster C. Carlson has had an extra gang of men at work on the Division and has surfaced and graveled it. Several work trains have been at work and with all these activities Wabasha has been a very busy place.

Roadmaster W. T. McNamara has had the track on the C. V. Division raised and this work has been contracted. There have been about 75 cars of gravel taken from the pit daily for the C. V. and River divisions.

Emil Brown, engine watchman at Menomonie, spent a few days in St. Paul on business. Mr. Frank Hintz of Menomonie was relief man while Mr. Brown was away. Mr. Brown expressed his regret of not seeing more Wabasha people at the home-coming that was held at Menomonie some time ago. Mr. Brown is very interested in this affair and hopes to make it more successful next year.

Mr. John Turney, District Master Mechanic of Minneapolis, was at Wabasha during the past month. Mr. Turney is always a welcome caller at Wabasha for his suggestions are helpful.

Mr. John Murray of Farmington has accepted a position as car man at Wabasha due to extra work of gravel cars.

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**CENTRAL TRUST COMPANY OF ILLINOIS**

125 W. Monroe Street at LaSalle CHICAGO

Engineer and Mrs. John Hilger arrived home from Seattle after having spent a few weeks in the West. It is well to state a few weeks for in a previous issue it was reported that the Hilgers departed for the West while they were only contemplating the trip. They report a most enjoyable time.

Mr. F. G. Kemp from the Air Brake Supervisor's office at Milwaukee spent a short time at Wabasha en route to Minneapolis.

Traveling Engineer is contemplating entering a marathon race as he is firmly convinced now that he is very apt in this line from a little experience that he had at Wabasha.

Mr. Ed. Te Brake, General Foreman in the Mechanical Department at Milwaukee, was at Wabasha in the interests of the Mechanical Department.

Engineer Geo. Harris has been at Menomonee relieving Engineer Fritz Marine who had been spending a few weeks on the farm over the River Jordan. No doubt, Mr. Marine enjoyed his trip as this is an annual event.

Sympathy is extended to Mr. Will Shepherd in the demise of his sister whose death occurred at Springfield and burial at Minneapolis.

### Tacoma Shop Notes

"Andy"

WM. LUEBBE, the congenial Erecting Foreman, is now going in strong for goats on his city ranch, and like automobiles, they are also equipped with horns, of the two-jolt, goat-driven type. Bill can now vouch for the effectiveness of this type of horn, for he has a plaster on the side of his face about the size of a turnip where one of his goat pets punctured him. Feed is pretty high just now, so Bill is in the market for

old tin cans, and, of course, any other type of autos will not be turned down either.

W. J. Lauchhart, Chief of the Stenographic Division of Master Mechanic's office, has just returned from a month's cruise of the East, among the principal jails visited were at Chicago, New York, Washington, Mt. Vernon, et cetera, and he made a few wise cracks about a few of the other villages. It was in Chicago, that he spent his money, only time was spent at the other points. While in Chicago, he was very instrumental in exposing the graft and vice practiced in the underworld. He also visited the Woolworth building and did considerable shopping in their stores because he came clean from Chicago to New York. Now that he is back home his status quo is normal and his purse regular. By the way, just as this goes to press we received a late news flash that Wilbur motored to Linden and return, or rather almost return, and he has since placed his car on the dead line awaiting disposition and authority to scrap.

Rose Rooney has now the fancy idea that life on the farm would be just the thing where she could get up with the chickens, go barefooted, milk cows, feed the pigs and bask in the sunshine among the turnips and rutabagas, and roam leisurely in the wide open spaces and breathe deeply of that health-giving atmosphere, heavily laden with the perfume of new mown hay.

Paul Jasmer was instrumental in obtaining a passenger from Milwaukee to Tacoma over our line—atta boy, Jazz.

F. Williams, Machinist, is in the hospital undergoing an operation and is reported getting along nicely.

Tom Wilson, the Safety First Man, is on the sick list.

R. W. Anderson and Al Pentecost broke even on their golf on Mr. Anderson's last visit. Al got one game and R. W. A. the other. A. P., however, now threatens Mr. Anderson with complete defeat on his next trip. We will watch and see.

Carl Thyr, Blacksmith, is undergoing an operation from which, we understand, he is rapidly recovering.

Axel Edlund, Welding Superintendent, was here giving us and the welding equipment the once-over.

J. E. Brady, we have heard, recently burned out a bearing on his car. He must have been trying to use banana oil for lubrication.

Those politicians who are continually arriving at the shops to spread their blah-blah among the men, are usually met with high resistance, for our famous Irishman, Ed. Daily, is Chairman of the Shop Reception Committee, as well as the committee, and meets all comers and also extinguishes all comers who do not produce the necessary credentials as well as an armload of passports.

Chas. Stevens, of the Store Department force, who was on leave of absence, has returned to work.

### At the Cross Roads of the World

Roberta Bair

OUR Superintendent A. J. Elder is enjoying his vacation at this time. Understand he attended the World's Series at St. Louis and is visiting in Louisville and Cincinnati.

Yardmaster T. Boleman has just returned from a vacation trip visiting relatives in Louisville, Ky.

Two extra gangs are finishing up track work on the north line. Our tracks are said to be in first-class condition for coal traffic during the winter months.

Recently a number of our employees organized a bowling team, and it is hoped our Chief Train Dispatcher H. A. Smith will soon be able to keep the ball in the alley at least.

Understand our (Beau Brummel) Dispatcher E. E. Heller is again contemplating matrimony. He has two or three good prospects at this time.

We wish to extend our sympathy to our co-worker, Fred Mancourt on account of the death of his mother on October 5.

Miss Marie Miller, stenographer in the Superintendent's Office, has returned from a delightful vacation trip to Washington, D. C., Mt. Vernon, Old Point Comfort, Newport News and other points of interest in the East.

We want to report that a certain young man employed in the Car Department has a steady girl now. We are real sorry that the street cars only run until 1 a. m., but anyway, this has increased the taxi business to such an extent that the fare is only 15 cents, which makes it very convenient for Freddie.

Our Chief Carpenter V. E. Engman and wife will attend the American Railway Bridge and Building Convention to be held in Boston during the month.

West Clinton—

We love to think of the good old days,

In winter, spring and fall,

But let us never once forget,

Today is best of all.

(But Harry and Mickey don't seem to think so—when there are about 200 company cars to bill.)

The new pavements at St. Bernice and Blanford brought additional business to this station, and Mr. McCandless lost no time in checking up on the gravel.

We had a brief visit from Former Brake-man M. J. Delaney last month. Mike is now working on the "Monon." Come again.

Maurice Torrey likes to work at Seymour, but—

Thomas Stevenson, Operator from Tallmadge, stopped off on his way to Terre Haute last month and renewed acquaintances.

R. A. Stewart has purchased a new car.

How's everything at Humrick, Harry?

Anyone desiring the definition of the word "Cellulose," see Everet Kyle. He has "it."

— "And the fish fries were enjoyed by all."

Clerk Torrey has moved to West Clinton. We hereby welcome him to our peaceful community.

The "Twin States" mine, operated by the Grounds boys, has resumed operation, and they are going after the coal in earnest. Here's looking at you, Curtis.

Engineer Davis is back on the 7 a. m. lead after a tussle with "old man Flu." You can't keep a good man down, and we are glad to see him back.

Brakeman R. A. Royster has moved back after several months' absence down in—Old Kaintuck.

Conductor A. R. Taylor on the Red Ball the other day handled seven cars of radios. Can you beat that, W. O. R.?

Joe Wright, our scandal ferret, is about to unearth something good. Watch for it. Frequently heard—

J. S. Myers, coal baron: "Did I get a car of coal today?"

"Brakeman Young's check is at Hulman Street."

Joe Wright: "Wish I could get that wire to Chicago."

R. W. Males: "Who's time is it to get the ice water?"

Someone on the 'phone: "When will I get out?"

Edw. B.: "Those Cards can sure play ball."

Skid: "What have you got on the RED BALL?"

W. C. G.: "What, another 2 cents due on my mail?"

H. T. McCown: "We are checking for mistakes."

Stew: "Did I ever tell you about the old gray-whiskered gentleman?"

G. K. at 11 a. m.: "Well, George, believe I'll go to dinner."

### Des Moines Division Items

Frenchy

CONDUCTOR H. E. ZIEBELL is back at work after being laid up for several months with a serious accident to his hand. His many friends are glad to see him on the job again.

R. G. McGee, formerly Agent at Grimes, has been appointed Operator at Jefferson and V. C. McGee has been appointed Agent at Grimes.

The Milwaukee has secured the Public Theater movement from Omaha to Des Moines, and every Friday morning finds a sleeper and large baggage car near the Union Station.

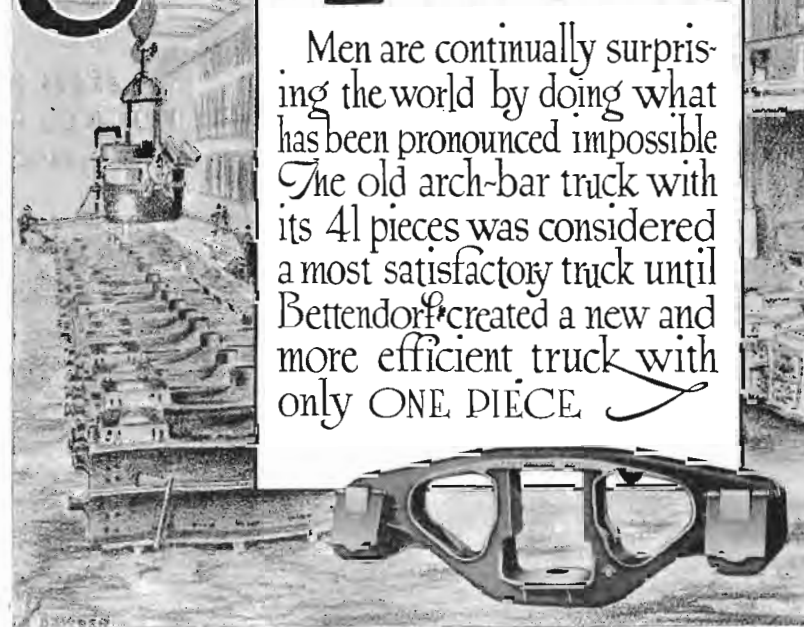
Agent Ray Farran, Spirit Lake, is taking a vacation visiting relatives in Nebraska. Mr. W. J. Black is relieving him.

Messrs. Bartle and Houghtaling from Churdan and Webb, respectively, were in Des Moines recently. Don't know whether it was business or pleasure, or both.

J. Kanealy, son of Yardmaster Kanealy at Perry, suffered a serious injury in the yards at Cooper necessitating the amputation of his left foot. His and his father's many friends on the road wish to extend their sympathy.



# Simplicity



Men are continually surprising the world by doing what has been pronounced impossible. The old arch-bar truck with its 41 pieces was considered a most satisfactory truck until Bettendorf created a new and more efficient truck with only ONE PIECE.



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OFFICES AND WORKS

BETTENDORF, IOWA

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5000 tons daily production from West Clinton District, Indiana.

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1924 Burnham Bldg.  
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First National Bank Bldg., Mason City, Ia.  
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This company furnishes the "Milwaukee" with boiler water treatment chemicals and related service; and is familiar with these problems.

You may safely refer your boiler water troubles to us.

**The Bird-Archer Co.**

122 South Michigan Ave. CHICAGO

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The Ideal Locality for an  
Employee of the "Milwaukee"

We have a very fine lot 50'x125' in beautiful EDGEBROOK MANOR. Close to transportation. BRICK BUNGALOWS all around and a very refined neighborhood. Gas, water, light, sewer, and sidewalks all in and paid for; no special assessments. Well graded, and wonderfully fertile, sandy soil. If you contemplate building your own home you can't afford to pass up this opportunity.

SPECIAL TERMS AND REDUCED  
PRICE TO ANYONE EMPLOYED BY  
"THE MILWAUKEE"

Write at once for further information to  
ADVERTISING MANAGER, Dept. H. F.  
Room 790, Union Station, Chicago

## General Office—Chicago

Vila

THE picture below is of Bernard Perlick, Jr., fifteen year old son of Ben Perlick, Purchasing Department. Bernard, Jr., has busied himself for over a year around the field of the Chicago Flying Club, Cumberland Ave. and Irving Park Blvd., Chicago. He has nine hours of instructions in flying, most of which have been given by Mr. W. Malvick, who is the taller youngster shown in the picture. Junior expects his student's pilot license as soon as he is sixteen years old.



The sincerest sympathy of the Engineering Department is extended to Mr. Drackett and his brother in the loss of their mother.

The many friends and acquaintances of Mr. W. P. Meany, familiarly known as "Bill," lately employed as Freight Car Distributor in the Transportation Department, will be grieved to learn of his passing away at the Fitzsimmons General Hospital in Denver, Colorado, September 28th.

Mr. Meany started in the service of the company in June, 1913, being employed continuously up to April this year, when he was obliged to leave on account of his health, working in various capacities in train service and as clerk, except for a few months spent in army duty during the late war.

Mr. Meany became endeared to his fellow employees in the Transportation Department for his kindly, mild manner and undoubted loyalty. He will be missed by his many friends and by the patrons of the railroad with whom he had contact.

Miss Faye Shanberg, secretary to Mr. G. W. Myers, has been wearing a beautiful



Here They Are Collectively—The Legal Department (Chicago) Girls

solitaire for the past few months and we now are informed the eventful day is December 2nd. We are all sorry to have you leave the Milwaukee Family, Faye, but wish for you everlasting happiness and good luck. Thank you, contribs.

## Sioux City and Dakota Division

H. B. Olsen

ON A NOVEMBER MORNING

With lowly tune the cricket sings,  
The leaves have fallen to the ground;  
The autumn frost cold comfort brings,  
The air holds stillness most profound.

Miss Margaret Shanahan of the Sioux City Freight Office motored to Omaha the other Sunday and spent the day with relatives. Margaret, who is the handsome "Romeo" you have for a chauffeur?

The depot at Mapleton, Ia., now measures up to the best of them as last fall it was given a couple of coats of fresh paint and just very recently B. & B. Foreman John Fisher and crew have put on a new roof.

Hats off to "Jimmie" Shoemaker, trick dispatcher, who handled the East End on second trick with only one block station open, which was at Mapleton. There was not one minute delay during this time.

Mrs. Chas. Simpa, wife of Agent Simpa at Mapleton, Ia., is touring the southern states on her annual vacation. "Chas." says this boarding out is not so good because Mrs. Simpa is "some cook."

It has just leaked out that Agents "Jeff" Clark of Hornick, Ia., and W. G. Deveney of Grant Center, Ia., have purchased "Bugs". We all are awaiting the big day on wire 92. Some of the boys are going to find themselves under the Telegraph Table.

If by chance, while traveling over the west end, you should drop off at Ethan, S. D., and inspect the station there. Agent Bert Helvik has converted his station into one of the finest, we would say, on the system. Bert may well be proud of his efforts and surely it is a pleasure to work in such a neat, clean and comfortable office.

Section Foreman John Miller and wife, who attended the Veterans' Convention at Milwaukee, have returned to Morningside and report a most lovely time.

B. & B. Foreman A. W. Larson and family spent a week visiting relatives in Minneapolis and St. Paul.

Section Foreman Elmer Allen and family of Mapleton, Ia., have just returned from a week's fishing trip at Lake Okoboji, Iowa's most popular summer resort.

Mr. Otto Kittler has been appointed relief foreman at Buck Grove, Ia., while our old friend N. E. White is running the Extra Gang on the east end relaying curves and some passing tracks between Manilla and Sioux City.

Agent Bert Helvik of Ethan, S. D., was called home by the death of his mother. We extend our heartfelt sympathy.

Section Foreman H. Ross of Ute, Ia., has been on a forced vacation on account of illness.

There are a lot of things that happen on the east end of the division if the boys would just release these happenings to the division correspondent. For instance, Agents Chas. Simpa and Joe Larson can give us the inside dope on New York's stocks and bonds, Boston Curb and Ardsley Butte mining stocks. They know the "ups and downs" better than most elevator men. Let's have 'em.

Miss Ethel Jacobs, assistant cashier of the Sioux Falls Freight Office, together with Miss Clara Mickelson, former steno of the same office, are spending a week in Chicago balancing off the summer vacation.

On October 11, Fuel Inspector Earl Jefferson had the misfortune to lose a foot while alighting from an engine at Flandreau, S. D. The foot was amputated above the ankle, and latest reports are that he is coming through very well. Mrs. Jefferson was immediately notified and taken from Sioux City to Flandreau in just three hours and fifteen minutes by Round House Foreman Paul B. Mueller, record time, we would say.

At this time of the season, the crop of fallen leaves causes considerable extra work to mostly everyone, but Conductor Lou Windsor has a scheme, if worked right, will eliminate at least part of the work. A few days ago he gathered the leaves in a large pile just outside the curb on the pavement preparatory to burning. In the meantime, however, a southerly wind came up, and the first thing, or rather the last, Lou knew, the leaves had departed for parts unknown. Curious to know where they had gone, Lou took the car and drove down the avenue. He discovered the said leaves headed for Manilla, Ia., going miles "per."

Operator Kenneth Lambert, Canton, S. D., while driving to Sioux Falls on October 9, had a head-on with another car, badly wrecking his own machine. Smoke, caused by the burning of weeds along the highway, obscured the view which caused the accident. Operator Lambert was just slightly bruised.

Since the last issue of the Magazine, the Superintendent's Office was gladdened by a visit from Glenn Rowley, formerly Division Chief Clerk, and now Chief Clerk in the office of Mr. E. F. Rummel, Assistant General Manager at Chicago. Glenn has not changed a bit—except possibly a little better looking, if such a thing were possible.

Lineman Adolph Erickson has been off the job for some time with a few fractured ribs, sustained when he fell against a pole with his overall bib full of insulators. If Erick had carried these insulators in his mouth, this would not have happened, as we understand there was only about a peck of them.

Some famous antiques have recently been discovered on this division. The most outstanding of these is the traveling bag carried by Division Engineer H. B. Christenson. This is alleged by connoisseurs to be the identical hand bag in which Christopher Columbus carried his spare suit of tin B.V.D.'s on his justly celebrated voyage. Another antique of possibly lesser importance is the knitted office coat worn by Instrument Man R. I. McGregor, which is supposed to be the identical coat which the attending physician

hastily threw on when called to attend at the "Birth of a Nation."

Your correspondent regrets exceedingly to announce the passing of two pioneers of the division, Conductor John Weber and Blacksmith Frank Cosgrove. Conductor Weber passed away at his home in Sioux City after an illness of several months at the age of seventy-two. He had been a conductor on this division for just fifty years and had been in the service of this company for forty-four years. Frank Cosgrove, Blacksmith at the Sioux City Shops, was born June 1, 1856, and entered the service of this company at Yankton on October 5, 1880. At the time of his death, he had just completed his forty-eighth year of service for this company. In spite of his 72 years, Mr. Cosgrove worked at his forge every day until he was unfortunately struck by an automobile and died a few days afterwards.

Both of these men, through their genial, unassuming manner had made a host of friends, both within and without, the organization, who will feel their loss keenly.

Engineer Geo. Gowling, who pulls Nos. 406 and 407 on the Running Water line, has just purchased another automobile, it's a Graham-Paige this time, making him a total of three perfectly good cars. George says he intends to start a garage at Running Water and "Rent a Car, Drive It Yourself." Brakeman John Rifembark, who boasts that he has the best car in Running Water, will now have to crowd over to the "right" a little farther to let George by unless he trades in the "Hupp" for a faster car.

Elfert Erickson, O. S. & D. Clerk, Sioux Falls, Freight, and wife, spent their annual vacation in and around Chicago visiting relatives.

## R. & S. W. Division

Lillian L.

MISS BETH SNIVELY, twelve-year-old daughter of Engineer and Mrs. E. R. Snively, passed away at her home, 407 Sunset Avenue, Rockford, Saturday morning, September 29, after an illness of several months, which finally developed into heart trouble that caused her death. She was born in Rockford December 1, 1915, and was a graduate of Church School and a pupil in the Roosevelt Junior High School. She was a clever dramatic reader and had often appeared on programs at the Milwaukee Railway Women's Club at Beloit.

Funeral services were held at the residence Monday, October 1. Interment was at Willwood Burial Park.

We wish to extend sympathy to the family and friends.

Mark Murphy tells us he caught a 30-pound muskie during September. Mark always was a good FISHERMAN, you know.

Roadmaster Zimmerman is all smiles these days and plans taking a trip to Portland, Ore., to see his new grandson, William James Gould, born on September 26 to Mr. and Mrs. Jay Gould. The young gentleman tipped the scales at 11 1/2 pounds, and Uncle Kenneth is now telling that he weighed 12 1/2 pounds. Mr. Gould was formerly Roadmaster on the R. & S. W. Division, and Mrs. Gould was at one time employed in the Roadmaster's office. This is the first boy out of five grandchildren, so no wonder "Bill" is wearing a broad smile.

Understand Andy Barbee lost his money and transportation when he went into Milwaukee to see Al Smith.

Everyone was glad to welcome Mrs. Kendall at the Women's Club meeting in October. She was not able to spend much time with us, as she was obliged to take the 9:20 car for Janesville and only reached Beloit about 6:50 after going around via Sturtevant on the milk train. We surely appreciate her going to this trouble to make us a visit.

Miss Mary McDonald spent her vacation in the East during September, visiting Philadelphia, Washington and New York City.

A brakeman who was assisting a lady with four pieces of baggage aboard the train, trying to be fastidious, said, "Did you forget anything?" No doubt she did—more than he ever knew.

Jim Chambers is now on his vacation. No doubt we will have something to tell you when he gets back. He usually runs into something exciting.

Kenneth Zimmerman ran over a beer bottle on a trip to Madison with his car the other night. He did not tell us where the beer bottle came from.

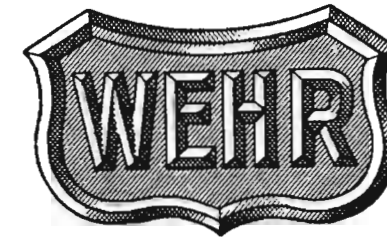
Dispatcher George Lane was on the sick list during the first part of October.

'Taint so—the bike belonged to Beamish instead of Lane. Even with the bike he could not have won the bald-headed men's race. Jealous thing, just because Spot Morrissey has more shirts than he has. Spot has two shirts.

Santa Claus is going to bring Lloyd Rummel a new alarm clock.

We extend sympathy to Engineer and Mrs. John Barron in the loss of their son Eugene, aged 23 years, who passed away at the Waukesha Hospital on Tuesday, October 9, after being injured in an automobile collision seven miles from Waukesha. Beside his parents Mr. Barron is survived by two

# Electric



# Castings

## Steel

### WEHR STEEL COMPANY

ALLOY STEELS

CARBON STEELS



Where Savings are Safe



Massachusetts Bonding and Insurance Company

is issuing the

"HEADLIGHT"

Accident and Health

POLICY

It is especially designed for

Railroad Employees

and is the Most UP-TO-DATE Contract, Containing the BROAD-EST and MOST LIBERAL BENEFITS Yet Offered

See our agents today or fill out coupon below and send to Supt. Railroad Dept. 0000, 14-20 Kilby Street, Boston, Massachusetts.

Gentlemen:

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 I am interested in a "Headlight" Policy.

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Street \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_

Employed by \_\_\_\_\_ R. R. \_\_\_\_\_

sisters, Julia and Catherine. Funeral services were held October 13.

Conductor Sidney Mallock was married on Saturday, October 6, in Chicago to Miss Kathryn Larson of Oak Park. The happy couple will make their home on Nelson Avenue, Beloit. Congratulations and best wishes from everybody on the R. & S. W.

One of the gentler sex scratched Ham's face for him the other day. We have not been able to find out her reason. Ham keeps pretty mum.

S. M. East

By V. J. W.

A VERY successful season was enjoyed by both the A and B League entries in the city kittenball games. While the A League entry did not show as high a percentage of games won as the B League team, they were hard to beat when out in full force. The B League team made a fine showing, having lost only one game in a 28-game season. They were pitted against the three leading teams of the A League in a playoff for the city championship. After losing the first game they came back to mid-season form and clubbed out a victory to even the series and then were eliminated in four innings of a moonlight classic. The final games having been set back due to things of greater importance, including the Legion Convention and the tornado. With the ivory uncovered this season, the boys hope to bring the city rag down to the yards next year.

Operator L. V. Olson is building a house at Ramsey. Ole is getting to be quite a home builder, having built a house in Hollandale last year.

"Baldy" Gifford says the only other news from Ramsey is the Depot cat has kittens and half of them are wild cats.

Have you noticed "Tang" counting his change? I held 2 and 10 for no gain, while he held the same numbers on different days for \$7.50.

It will take some time to get acquainted with the exact location of our clerks. Since our former scribe deserted the material clerk position at Austin, the bulletins have been rather frequent, but it appears to have settled with Wm. Poeschal back at Albert Lea; Dwight Kneeskern back as general clerk; Chester Munson first trick yard clerk; Lloyd Severson second trick yard clerk; and Chris Nelson second trick baggageman. L. S. Jackson has taken a date switching.

Operator L. H. Grau, first trick Austin, has changed work with Operator L. V. Olson, second trick Ramsey.

Our genial Agent Joe Ober and Ticket Agent John Schultz recently made a trip to Lanesboro to attend a Kiwanis Club lunch-

eon. Our information is somewhat vague, but it is reported that the old bus failed on the return trip. The story runs that John hitched a ride to Austin in small hours of the morning, and Joe stayed with the ship. We do not know how Joe and the bus got home, but we hear John sent "Jess" and "Cole" out after him.

Our former scribe, Mrs. Chas. Goodrich, nee Marcella McShane, paid the offices a visit this week.

If you heard the racket in the yard the other night and did not know the cause, don't be frightened. It was S. J. K. getting out a gang to repair the bridge at Rapidan.

John Schultz has made several trips to Hollandale of late, and it is rumored that he is contemplating opening a ticket office there. We have suggested that he locate near the railroad, but he seemed better pleased with a location on Main Street.

Have you noticed Munson's mustache, or is it that? Maybe it is a means to assist the crews in telling the caller twins apart.

Geo. A. Larson, clerk at Houston, has taken a six weeks' leave of absence. Edgar Schied is relieving him at Houston.

Mr. Paul Petran of the Muckland South Hollandale Shipping Association has most generously offered to furnish a car of potatoes for the relief of the flood sufferers in Florida. Our traffic department has arranged for free transportation of the car over the CMSTP&P to Chicago, for delivery to connections.

Yardmaster J. M. Plum has returned from his vacation. He and Mrs. Plum made an auto tour through Iowa and Illinois, visiting his birthplace in Scott County, Iowa. Jim had a close shave in the tornado that destroyed parts of Rockford, Ill. He was also within a few blocks of the path of the tornado that visited Austin in August. Evidently Jim's weather knee was working when he prophesied a bad year of storms early in the season.

A near tragedy developed recently when Koepke and Loesch of the Hollandale force made an evening drive to the Freeborn County Fair. On returning in Bob's popular model, it developed a shyness for larger cars and overturned in a ditch as a large bus passed. They both say, "It's not so." Bob was seen putting a new window in "Lizzie" the following day. Neither of the boys showed signs of the spill, and Ed. argues that no damage would have been done had Roy not stood on one window to get out of another.

Don't be afraid to send in your items from the line. We will welcome notes from any of the stations on the "S. M. East," Round House, Shops, and Yard and, of course, the Division and Local Offices at Austin.

## Wisconsin Valley Division

Lillian

TRAIN DISPATCHER H. L. VACHREAU has returned from a vacation spent up at the northern lakes. He had rather an odd experience, being snowed in the latter part of September as from 4 to 6 inches of snow covered the ground at Star Lake and surrounding country.

Mr. C. H. Dietrich, Freight Claim Agent, spent a few days at Hazelhurst.

Through the efforts of A. W. Warner, Doctor and Mrs. Herman Riebe, from Charleston, S. C., returned to their home over the CMSTP & P, after attending the Dentists' Convention at Wausau. Dr. Riebe is with the U. S. Army.

Mr. Frank Love visited at the office for a short time recently.

Howard Young, New York art dealer, has just completed a vacation at the Minocqua Lakes and established a record for muskellunge fishing which probably never has been equaled in upper Wisconsin. Each day for thirty days he caught a muskie, some days bringing in two.

Mrs. C. H. Randby has returned from Rochester, Minn., where she received medical attention.

Mr. Lothaire Hahnheiser, clerk at Rothschild, and Wm. Jondron brought in the prettiest string of fish ever caught in Lake Wausau, a bass weighing 4 pounds and a pike weighing 4½ pounds, besides several other good-sized fish.

Mrs. Phoebe Darrow of Necedah is visiting at the home of D. O. Daniels.

Mr. R. L. Whitnet, Traveling Accountant, is spending a few days in the office checking reports.

Mr. and Mrs. Frank Gilham have returned from Milwaukee where they attended the CMSTP&P Veteran Employees' Association Convention. They also visited at Racine and other cities.

Gladys Johnson, Clerk in the Round House Foreman's office, is spending her vacation traveling through the West.

Ruddie Paulus, who has been on a vacation for several months, has again taken up his duties in the warehouse. It takes Ruddie to push the big loads around.

Mr. Edward Diebel, car clerk, together with several friends, motored to New Orleans. Their trip was very interesting although he reports the heat intense and says Good Old Wisconsin is the best state after all.

Our Indian summer is on full blast, about 95 in the shade, and no shade. We are not complaining and would like to see several weeks just like this.

Jule Manhart, Roadmaster's Clerk, has been laid up at his home on account of illness for some time.

## Kansas City Division

K. M. G.

MISS RUTH LOWE, daughter of Roadmaster Lowe of Ottumwa, has been in New York for some time studying dramatic art at the Anderson and Milton Theater Studios. She has been given the leads in two plays to be presented by the studios and on her success with these parts depends whether or not she will be given the chance to go abroad next year to study technical training in dramatics at Berlin, Germany. It was through successful interpretations of parts in which she has been cast since her entrance in the studios that she gained the present opportunity.

Norman Hopps, Assistant Roundhouse Foreman, West Yard, made good use of the license he obtained some weeks ago, and recently returned from his honeymoon. The best of wishes and good luck to Mr. and Mrs. Hopps.

New electric crossing gates have been installed at Washington, Iowa, and work has started at that point on the new water station.

Mrs. H. R. Howard, wife of the traveling engineer, and son Stanley are visiting with relatives and friends in St. Paul, Minn., and Fargo, N. D.

Master Mechanic R. C. Hempstead of Dubuque was a recent visitor at the roundhouse, West Yard. For several years Mr. Hempstead was master mechanic on the K. C. Division.

We have advice that Edward Emerson, a twelve-year-old lad living near Alpha Crossing, 3 miles west of Laredo, found a broken rail on the crossing and reported same to the section foreman at that point. The good judgement and quick action on the part of this young fellow, no doubt, avoided a serious accident and is much appreciated.

Mrs. F. M. Barnoske, wife of Roadmaster Barnoske, who was seriously ill for some time, has greatly improved and is now visiting in St. Louis, Mo., at the home of her daughter, Mrs. W. C. Smith.

Mr. Niman, father of Night Chief Dispatcher Niman, died at his home in Sigourney several weeks ago, from which place funeral services were held. Several friends and employees of the Milwaukee attended the funeral services. We wish to express our sympathy to Mr. Niman in the loss of his father.

Agent T. H. Tuomey and Mrs. Tuomey of Parnell, Iowa, just returned from an extensive trip through California and other western states.

On Monday night, October 1, occurred the sudden death of Mrs. Margaret Brown Evans, wife of Chief Carpenter Evans, at her home in Ottumwa. Mrs. Evans had been apparently in good health, and the news of her death came as a great shock to her many friends. Several friends had called at the Evans home, and Mrs. Evans was visiting with them when she was suddenly stricken, death coming almost instantly. Funeral services were held on Thursday afternoon from the Methodist Episcopal Church, Ottumwa, after which the funeral party left in a private car for Marion, Iowa, former home of Mrs. Evans, where interment was made. She is survived by her husband, one daughter, Margaret, of Ottumwa; son Raymond of Amarillo, Texas, and Hugh of Pueblo, Colorado. The family have the sympathy of their many friends and acquaintances on the Kansas City Division.

Miss Roberts Sidebottom has been assigned permanently to the position of Stenographer to Chief Clerk in the office of the Superintendent, Ottumwa Junction. Mrs. Opal English is temporarily employed as Stenographer and Clerk in the Superintendent's office.

Mrs. Leona L. Wittenmyer is spending her vacation of two weeks at her home with a visit of several days in Chicago.

Mrs. G. C. Sheridan, wife of Division Storekeeper, was called to Minneapolis several weeks ago on account of the serious illness of her mother. We are informed that her mother's condition remains the same; we hope to soon hear that she is much improved.

Division Accountant A. C. Daacke and Mrs. Daacke are visiting with friends in Memphis, Tenn.

## CONTROL OF EMBRITTLEMENT

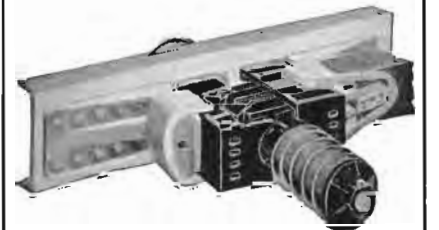
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# MAGNUS COMPANY

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NEW YORK

CHICAGO

## Chicago Terminals

Guy E. Sampson

WHEN the radio ceases to broadcast baseball games and puts on football games instead, when the stock and grain business increases in volume and the cool nights turn all green foliage to the sere and yellow, we button up our sweater collars and make up our minds that old man Winter is sneaking up on us slowly but surely. Alas, it's true before another issue of our great magazine we will all hear the creaking of car wheels on frosty mornings and the tonnage sheets will show a decrease, but all we can say is we made the best of the summer weather to build up a tonnage record that would help to offset the lower tonnage rating of the cold weather. That's loyalty and nothing more.

On Saturday evening, Oct. 6th, Switchman Donald Smethurst of Bensenville and Miss Adaline Baruth of Itaska were quietly married at the home of the bride's mother. The young couple were to have been married a few weeks earlier but just before the set day Miss Baruth's father was taken to the hospital for an operation and the wedding was postponed with the anticipation that he also could attend the happy event of his daughter's life. But such was not to be, for he passed away without recovering from the operation. This was the reason for a quiet wedding instead of carrying out their former plans. The young couple are well known in Bensenville and Itaska and their many friends join in wishing them a long and happy life. On account of the death of her father, they will make their home near her mother at Itaska for the present, instead of building on their property in Bensenville.

Switchman Chas. Scherer has sold his home in Bensenville and moved to Chicago for awhile. We all expect to see them return to the suburb again after a few months spent in the big city.

President Scandrett and Vice President J. T. Gillick, with other officials, enjoyed a trip over the entire Terminals the first of the month and we hope found everything, as we think they are, 100 per cent from every viewpoint. All glad to meet Mr. Scandrett and see J. T. G. again.

Chicago Terminal friends, and they are many, of Henry Sittler, who for several years has held the position as trainmaster on the Illinois division, are pleased to see him receive the appointment of passenger department trainmaster in the terminal, to fill the vacancy made when E. E. Johnson was transferred to Spokane, Washington. Henry spent a great many years in different positions with the company in the terminals, and we sure welcome him back.

Ill. Div. Engineer Frank Sutherland and wife spent a month at Hot Springs, Ark., and both declare that they never enjoyed a month better than that one.

Mr. and Mrs. C. L. Emerson and Mr. and Mrs. Joe Bodenburger returned in good time from their western auto tour and report having just the kind of a time we said they would have. Did they see W. F. I.? That was the first thing we asked them too, and we were delighted to learn that while the ladies were accompanied by Mrs. Ingraham and daughter on a train ride from Mason City to Mitchel, S. Dakota, W. F. I. accompanied the gentlemen above mentioned in the auto for the same distance. And how much they could visit on that long ride! And, as usual, W. F. I. asked them to remember himself and family to all Chicago Terminal people. And they did that very thing.

Night General Yardmaster Jas. O'Keefe and his brother-in-law, Earl Atchison, en-

joyed an auto trip to Wauseka, Wisconsin, this month, where they expected to enjoy some hunting, but alas, when they arrived there they found the river bottom covered with water from the recent rains, so all they could do was visit all their old-time friends in the old home town and promise themselves another trip when conditions were more suitable.

Chas. and Wm. Standard were called to Mounds, Ill., the forepart of the month on account of the illness of their mother. While the doctors gave the boys no hopes of a permanent recovery of their mother, she was somewhat better after they visited her. Another brother residing in Chicago accompanied the boys to their mother's home.

SAFETY FIRST is taking a firmer hold than ever in the Terminals. At the last regular meeting about 60 employees attended. A few days afterward a special meeting was held at the west end of Bensenville yard at 2:45 p. m., and about 75 were present for a 30-minute talk on the subject. Other meetings are to be held from time to time throughout the Terminal and all will have the opportunity to listen in, as well as broadcast a few minutes, thereby creating more interest. Every employee is a believer in SAFETY FIRST, although you often find those who won't admit it. But it is human nature to not want to see suffering or death, although many people allow themselves to get into a state of absent-mindedness while engaged in their different vocations. In this state they allow their bodies and minds to be separated so far that the body often suffers accident before the mind can return to prevent it. But these talks on Safety First are sure to do all listeners some good and a great many a lot of good, all depending on whether the mind is present or absent during the talks. With 90 per cent of our accidents classed as avoidable accidents, will not the continual talking to each other on the subject help us to cultivate the habit of keeping our minds at all times on the safety of ourselves and our fellow employees? We think it will.

Switchman Nick Kosloski of Galewood yard recently showed that he was on the lookout for dangerous conditions, as he discovered about a foot of rail gone from No. 3 main near Tower A4 at Western Ave. He protected the dangerous spot until it could be reported and he be relieved by men who repaired it.

## Tacoma District Accounting Bureau

KKK

LEE BOYD had a birthday a short time ago and five of the boys bounced out to see him. Frank Opie and his big steel car were the means of transportation. Lee has a dog, so we had to have Frank get out of the car first; he is so darned thin we knew the dog would think a few times before he did any biting.

Mort Eshelman sure can put out the work now; he has an oil pencil (three in one). There is a red, black and blue lead, all under one roof, so some class, eh!

Howard Reynolds was on the sick list for a few days, but is hard at it again.

F. C. Mason and family (wife and Chevrolet) went to Snohomish recently. No, not the river, the town, because it is not quite as wet.

The first day of the Puyallup Fair was Children's Day, and all children were admitted free. This is one time during the year that Harry Hatch and Burt. Trout, our Scotch friends, lose money; they have no children.

There was a rumor around that Leonard Johnson was going to get married, but I understand the plans have been changed. Leonard bought a radio and any time he wants to shut it up he just pushes a little button, but if he had taken a wife it wouldn't be so easily done.

I understand that Jimmie, the lead-foot messenger from the Master Mechanic's office, is quite a ladies' man. He has been vamping the girls in this office for some time, and I am afraid we may lose some of them. Every day they fight about him, Jimmie had better be careful.

R. G. (Dick) Baughn, the Grand Old Man, is spending his vacation visiting some of his old stamping grounds in Indiana, so if any of the Milwaukee family see a young man about 67 years old wandering around through the Hoosier state, that's Dick, treat him very nice.

Well, the Puyallup Fair is over, and Bill Smith is back to work again. Bill lays off for the fair every year. I don't know whether he is one of the exhibits or not, if he is, I haven't found the stall or cage he is in. I am sure glad they don't have a circus out there, Bill would be missing again. I also understand Ed Carlin of the Car Department is out there. Don't know what he is posing as, either.

September 14, Miss Hall of the Superintendent's office gave a farewell party for Mrs. Lester Ellis whose future home is to be in Seattle where Mr. Ellis has been transferred. The following girls were in the party: Miss Rose Lindquist, Daisy Webb, Margaret Bulwinkel, Millie Anderson, Mesdames George Landry, Henry Allgood, M. Glover, R. Bement and the hostess' mother. Ann Johnson and Geraldene Armitage were unable to attend.

Archie Long was over to see us a few days ago. He sure looks good since he has been out in the open. We haven't had any rain either, so that can't be the cause. None of the girls have had a nervous breakdown since he left, but they almost go into hysterics when he visits us, no one was injured on his last visit, though.

Seems to me Olga and Martin are getting terribly friendly. I don't blame you much, Olga, but don't you think I ever get jealous? The little girl sitting in front of him isn't so far behind Olga either; I believe it's going to be a good race.

September 24, Miss Rose Lindquist entertained in her suite at the Ambassador in honor of Mrs. Henry Allgood of San Francisco. Miss Daisy Webb took the honors at bridge.

On September 24, two of our Milwaukee family were laid to rest, namely, Geo. W. Taylor of the Woodmill Department and Harry Dahl, Conductor. Our deepest sympathy is extended to the bereaved families.

Ann Iris Caroline Johnson spent part of her vacation at Portland, Ore. There must be some attraction down there. How many trips have you made this year, Ann, 'less up.

The September luncheon of the Women's Club was greatly enjoyed by the girls who attended, and Mrs. Walter M. Evans, chairman of the day, is to be congratulated.

Well, the World's Series is over, and no one from the office had a sick or dying grandmother.

Louis Bay is with us again after a 90-day leave of absence, indulged in hunting, fishing and tramping through the wilds of Idaho, where he claims that he lost five pounds, and we were all hoping that Louis would come back to us a big, strong, robust boy, but we are glad to have him back anyway.

Ruth Rundle's birthday was September 18,

and among her many gifts was a waffle iron, so from now on it will be waffle parties at Ruth's.

Henry Bamberger of Chicago was a recent visitor on the Coast Division. We are always glad to greet Henry, and were especially glad to hear that his wife has greatly improved from her recent automobile accident.

Page Nora B. Decco. Her friends on the Coast Division are wondering what has become of her. Wish someone on the R. M. Division would suggest she take her pen in hand.

## East H. & D. Division

Maude Hamlin

AS I send these notes to the Magazine, there occurred the passing of one of our well-known and respected division officers—one who has been in the service of the Milwaukee Railroad for a great many years: our Roadmaster, Mr. O. P. Ronning. Mr. Ronning had been in rather poor health for some time past, but was on the job as usual for several weeks just prior to his death, which occurred on September 17 at the local hospital at Montevideo, and we can only pay our last respects and tribute to a grand old man who will indeed be much missed on the H. & D. Division. Mrs. Ronning and the family have our sincere sympathy.

I have also had my share of trouble in that I was called suddenly to Tacoma, Wash., upon receipt of a message that my mother was very ill, having suffered a severe paralytic stroke on August 27. Upon my arrival at Tacoma I found my mother very ill and deemed it necessary to remain there for two weeks, returning the week of September 16. While I was gone, Carl Guldbrandson helped out on my desk. I expect to leave soon for Tacoma, on a 90-day leave of absence, until my mother is sufficiently recovered so that I may return.

Gust Carlson is Section Foreman overseeing the work of surfacing the 100 lb. rail which was just recently laid west of Montevideo to Appleton.

Well, Red Middlebrook is again with us, having returned from Sunny California some time ago. However, Red says he wouldn't live out there if he was given a place of his own—says they are too superficial, whatever that is. And I guess you're right, Red, 'cause after all, it is the old friends that count, those you have grown up with and worked with all your life.

Agent and Mrs. J. J. Matzell are the proud parents of a son, born September 1 at Lakeville, Minn. Congratulations.

Well, well, of all things, our cheerful night clerk at Granite Falls, i.e., "Swen" Twedt, has went and gone and got married, repeating the necessary "I do" and "I will," as though he really meant it, and thus his single blessedness hath ended. Congratulations.

Operator Stielow at Tower E-122 is "batching" it now that Mrs. S. is in the cities. Walt says all meals are "home-cooked."

We regret to announce the death of Mrs. Ralph Berg, which occurred at the Montevideo hospital on August 30, after a serious operation. She was the wife of Section Laborer Ralph Berg, Granite Falls.

Theo. Petrick, son of Agent Petrick at Clinton, is the new operator at Minnesota Falls.

On account of the rains hereabouts lately, the business is not quite up to standard these last few weeks, wheat and other farm products not moving as fast as they otherwise would.

A Safety First Meeting was held at Monte-

video on September 17, with Mr. J. E. Hills conducting the meeting. Safety Inspector Ed Crooker was present, and a large number of H. & D. men were in attendance.

Conductor Oscar Rogne has resigned from the Milwaukee family and will move his wife and family to Marshall, being connected with the State Highway Department.

Our genial Van Noy manager, Leo Penn, has been on the sick list for a week or two and now you can see him sitting out sort of "sunning" himself, on a warm day. Says he thinks he has rheumatism, or something.

James Fay and wife, of Ortonville, have now moved to Montevideo, Jimmie being on the package run out of Monte.

Lots of the boys have been out hunting—with more or less good luck. Haven't seen any of the results as yet but will be satisfied with one of the big "Northerners" a little later on.

Pumper Albert Klucus and wife are leaving soon for a short vacation to the northern part of the state and in the Dakotas. Mr. Hidden will take charge of the water treating in Mr. Klucus' absence.

## Sparks from the East End of the Electrification

Adolph Knudson

It seems that, like three cats trying to save all of their nine lives at once, Harlowton's Milwaukee folks have been too busy to go anywhere or do anything that I can write about in the Magazine. So, here goes for better or for worse.

Now, there is Pipefitter H. Clark Kyrrer; he wasn't too busy to travel. He went clear down to California for a three weeks' stay, and came back looking as fit as a fiddle and acting as if he felt that way.

Mrs. P. J. Leahy, wife of our night roundhouse foreman, did her share to make this month's items interesting by going to Miles City for a visit of several days.

There are a number of folks living at Machinist Helper Walter Wirth's house, now. Two additional members to the household are a niece, Miss Edith Mooney, and a sister, Miss Anna Wirth, who are staying there while attending high school.

Our Roundhouse Clerk, Margaret McGuire—I am afraid of her rising ire, it is just like a house afire—returned the latter part of September from a two weeks' vacation spent at Miles City and Coast points. For further particulars about this trip, inquire of Ervin Fouchs, Boilermaker Helper.

It is nice to know that when folks move away from your home town that they like to come back for a visit once in awhile. That is the way it is with Everett and Beatrice Nelson, son and daughter of Lineman and Mrs. "Jim" Beatson, who came over from Three Forks for a visit of several days with friends here.

Other folks to visit around out on the Coast were Machinist and Mrs. George Nodson. They spent several weeks out there. George was relieved by Machinist Kestler, of Moberidge.

We have a new station employee. His name is Edwin Robert Britzius, and he arrived on the scene in September. Needless to say, he makes his home with his happy parents, Freighthouse Clerk and Mrs. Alvin Britzius. Congratulations to all concerned.

Dale Middleton, for a number of years a car clerk here, bid in the warehouse foremanship at Bozeman. His wife, Sarah Middleton, of the freight office force, is spending a ninety-day vacation with him there.

The position of baggageman has been originated at Harlowton, and Ray Hennigan, who hails from Butte, is happily performing

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the duties. Glad to have you with us, Ray. Mrs. Belden Rehn, wife of Trans-Missouri Division conductor, was here for a visit of several days with friends. It is queer what force of habit will do. I almost referred to the Musselshell division in that last item, it just done ain't any more. It was consolidated with the Trans-Missouri division, effective Oct. 1, and it will be known by that name for ever more. This fellow, John S. Waters, Trans-Missouri Conductor, is right there when it comes to traveling. As this is written he is way

down in Havana, Cuba, helping re-fight the battles of the Spanish War and attending the convention of that organization as delegate from Montana. Tiring of their own home town, and its views, Machinist Helper and Mrs. Walter Wirth spent several days visiting relatives at Bascom, Montana. Girls, there are only two months left of leap year and just look at the following list of very desirable Harlowton bachelors still unclaimed: Roundhouse—Nels Erickson: Has car, good one-handed driver, has money and willing to spend it. "Jack" Roach: Swell dresser and likes to put on the dog. Looks anything but a boilermaker when on the street. Ervin Fuchs: On second thought we will withdraw this name from the list. "Our Maggie" says we had better. George Hanzlik: Likes the girls; I cannot understand why he is still single. Car Department—Pat Sheedy: Believes in being a wrecker (Foreman) experienced with women, makes big money and knows how to invest it. Frank Wilhelm: Also experienced with women, owns his own home and is busy putting it in repair, that looks suspicious. Marion Trudexowskie: Old and sensible, knows a good trade, never flirts, right sort for a "leap year" girl. Charles Kohls: Young and good looking, very much alive, girls, you will have to act quick in this case. Ole Osmundson: Very industrious, has great future ahead of him, knows how to pick the winner—in baseball games. Store Department—The writer: Enough said, case extremely hopeless. Mrs. Charles Rader, wife of Rocky Mountain Engineer, of Three Forks, spent several days here visiting her sister, Mrs. T. W. Hicks. It is fine to travel, especially when you can visit a beautiful section of the country like the west coast, as Mrs. Frank Moser, mother of Sectionman Clifford Moser, and granddaughter, Juanita Wonzer, did. They spent several weeks visiting relatives there. Ho! Hum! Typewriter, you have banged out enough bunk for this time so I will lay you aside.

down in Havana, Cuba, helping re-fight the battles of the Spanish War and attending the convention of that organization as delegate from Montana.

Conductor A. L. Kirby is agent for Gram-Paige cars. He is sporting a fine two-door sedan. Naturally, the color is green. F. H. Joynt, ticket clerk at Mason City, has a new Ford. It won't be long before there will be a shortage of parking space. Operator F. W. Irons and family spent several days visiting relatives at La Crosse and Chicago. H. E. Broan, First Operator at Spencer, and his wife are spending a week's vacation in Chicago. We hear Clifford Smith went hunting and got—back safely. Miss Mae Quinn of the Superintendent's office returned recently from her vacation, which she spent in Pontiac, Ill., and Chicago. Miss Ruby Potter, Chief Clerk in the Master Mechanic's office, also took a late vacation, which she spent in Stockton, Ill., Milwaukee and Cedar Rapids. Mr. and Mrs. Victor Randall are the parents of a baby boy born Sept. 20th. Congratulations! Miss Ruby Peterson has been appointed steno-clerk at the Mitchell freight house. We were grieved to hear of the death of Conductor John Smock, who died at Sanborn, Sept. 30th. He had been in the service of this company 46 years. Our sympathy is extended to his family. Brakeman Joe Beardmore is passing around cigars on the occasion of his becoming a father. We were deeply sorry to hear of the accident to Joe A. Johnson, conductor, which resulted in his death. Our sympathy is extended to his family. Mary G. Braheny of the Superintendent's office attended the Notre Dame-Navy game in Chicago, Oct. 13th. After suffering for two days on account of shortage of soap, the Superintendent's office was presented with a lovely bar of soap by persons unknown. It is little acts of kindness like this that make life worth living. While we are on the subject of suffering—wish to state that the news items seem to be suffering a shrinkage. Couldn't you all be prevailed upon to send in an item or two? We heard a boost for our magazine a few days ago that we want to pass along. The editor for the magazine of another road was asking for suggestions on how to improve his magazine, and we hear that one of the suggestions was to make it more like the Milwaukee Magazine.

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sition in the roadmaster's office. The "bang" of many guns is heard around the lakes these days and "our boys" are having their share of the sport. Dressed in leather jackets, heavy boots and other sport clothing, they start out early in the morning with their favorite guns thrown over their shoulders, to come home at the end of the day with their quota of the game—tired and weary—but happy. Handsome Harry W. Anderson of Tacoma, Wash., is the new car distributor in the dispatcher's office. Storekeeper Frank J. Kratchmer has taken a 90-day leave of absence on account of illness, and left for Spokane and Seattle. His position is being filled by Edward Drisuis of Miles City, Mont. Supt. and Mrs. H. M. Gillick spent a few days in Moberidge on official business and also made a trip on the Faith line. Our Superintendent's office looks like the "Deserted Village," with all the clerks being transferred to Miles City, with the exception of Mildred Richardson, who is now chief clerk for our Assistant Superintendent, R. L. Cleveland, Trainmaster J. P. Rothman and Traveling Engineer A. A. Fisher. The following clerks are now being employed in the C. M. St. P. & P. Railroad offices at Miles City: John Price, division accountant; Ora Bethke, A. F. E. clerk; Joe Peschl, chief timekeeper; Harold Fuller, assistant timekeeper; Edwin Carlson, distribution clerk; George Hilton, payroll desk. We are sorry indeed to lose this fine bunch of fellows from our midst. They will be greatly missed by their many friends at Moberidge, but our best wishes go with them. Agent J. W. Rodenbaugh of Shields, N. D., is ill with pneumonia at the Moberidge hospital. We all hope for speedy recovery. Miss Edith Eide of Milwaukee spent a few days in Moberidge visiting old friends. She was accompanied on her return by Miss Ann Byrne. Harold Winship is now our night chief dispatcher, beginning his duties on October 1st. A safety first meeting for the employees of the Milwaukee Railroad Company was held on Friday evening. Safety Inspector E. B. Crocker of Minneapolis presided at the meeting. Mr. and Mrs. J. S. Kellar are the proud parents of a son, born September 18th. Mrs. Clyde Caldwell entertained very charmingly at a farewell party for Mrs. J. R. Price, before her departure for Miles City. Three tables of bridge were played, high score being won by Mrs. Price. Mrs. Caldwell served a delicious lunch at small tables and Mrs. Price and her baby daughter were both presented with gift prizes. Mr. Jack Dempsey of McLaughlin and Manley Bennett of McIntosh are now being employed in the relay office. If any items of interest are being left out this month, please overlook the fact as the correspondent has just returned from a month's vacation spent on the west coast and California. It is a wonderful country to be in and makes us wish we could all live out there, but, nevertheless, South Dakota looks good to us and we are glad to be back on the job again. On the return trip over the Denver, Rio Grande & Western from Salt Lake City to Denver we met clerks from six different railroads, all away on their vacations.

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held a picnic at Bass Lake under the auspices of the Shop Federation. Those who did not have their own cars to drive out in were met at the end of the Robinsdale car line and conveyed to the lake by busses. About 500 employees and their families attended and an enjoyable time was had by all. A good program of sports was held and a prize given to winners. The Kangaroo court was very soberly presided over by Machinist John O. Martin. Dancing in the pavilion was enjoyed, and the waltz prize was won by Boilermaker Hesick and Miss Florence Kurrasch. Boilermaker Benjamin Bell was seriously injured on his way to work the morning of the fourteenth. He was struck by a Soo Line train and was taken to the Northwestern Hospital, and we hope his injuries are not fatal. Mr. Bell has worked in the shops for about forty-five years. Mr. Ed. Dermidy passed away after a long illness August 15. While Mr. Dermidy was assigned to the H. & D. Division, yet he has worked the greater portion in the Twin City Terminals. Our sympathy goes to his family. Mr. M. Medinger, Foreman, St. Paul Roundhouse, passed the cigars around August 17 in honor of another baby girl, and if this little one grows up following her big sister Elaine of five years, the company will have to widen the doors in St. Paul Roundhouse. Little Elaine is a gifted dancer, and Mr. Medinger has a family to be proud of. Congratulations, Mr. and Mrs. Medinger. Mr. Herb Allen, Roundhouse Clerk at Minneapolis, reported for work after a month's leave of absence. Mr. George Rushlow and wife, now located at Long Beach, made a trip to Minnesota and intended to take in the Veterans' Convention, out Mr. Rushlow was called back home due to a brother being seriously ill and who passed away after their arrival home. Our sympathy goes to Mr. Rushlow and wife. Mr. Rushlow hopes to be able to attend the convention next year.

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**La Crosse and Northern Division Items**  
*Bileen*

Two new brakemen were hired and were given to the same conductor. He didn't know what to do with them so he told one of them to clean up the caboose and scrub it out and told the other to go along and couple up the hose (turn the angle cocks and air line), and instructed him that when he got to the engine, he was to call to the engineer to cut her, which he did. The engineer said, "Cut what in?" The Brakie replied, "Cut in the water. We want to scrub out the caboose." Not so long ago a Buick six passenger car nosed onto trunk highway 53 at La Crosse and headed north. It contained four spokes from the La Crosse roundhouse wheel, viz.: Geo. Reynolds, Joe Burns, Al Frank and Sonny Swinsrod. Rubber boots, bait and fishing tackle were also in evidence. Said they were on a fishing trip, and bound for Clamm Lake in the North Country. We doubted them—who ever heard of catching fish in a Clamm Lake? —and yet they returned minus bait but with a very ample supply of fish. All the roundhouse employees can verify that. T. Chesterfield Welch, the genial Bridge Dispatcher at La Crosse, Wisconsin, enjoyed a short vacation in September. Think he campaigned a bit for Al Smith as he departed with a curry comb and a "Huskin' Peg." Another September vacationer from La

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THAT YOU KNOW A THING  
SO LONG AS YOU KNOW  
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**CHICAGO**

Crosse Yard was Live Wire Julius Wittenberg.

Geo. C. Leske who relieved T. C. Welch at West Wye has resumed work at Grand Crossing.

While No. 66 was passing Tomah on September 16th, Mr. Fred J. Haker, Operator at Tomah, noticed a broken wheel under a car in the train and got a signal to the train to stop. Car was put into the clear at Tomah by No. 66 and later the derrick from La Crosse put wrecking truck under it and took it to La Crosse for repairs. We appreciate the good job that was done in this case.

Safety is everybody's business.

The little station of Rio on our Division boasts of a winning baseball team, all Norsemen. Doylestown, its near neighbor, also brags of a first-class team, all Celts. Quite often they play and everything goes along fine until Rio starts something.

Yardmaster Tom Bloomfield has just returned to Portage from an extended sojourn by auto through the East and he reports that he negotiated the 3200 miles and hit nothing but a Yankee lumber wagon on the bridge down in Massachusetts. Well, anyway, Tom brought the car back and his friends were greatly pleased with his good performance. One of the high lights in the trip, we understand (at least for Tom), was the horse cars in New York.

Conductor "Cockey" Ray Long is the proud possessor of a Willys-Knight coach. While returning home the other evening with his wife after a pleasure ride, he parked the car in front of the garage, but another car that had been following stopped short and when Ray and the Mrs. alighted, this car that had been following, bumped into the Willys-Knight intentionally, no doubt. It not only bumped into them, but took a run at Mrs. Long. If cuss words could kill the bird that drove that car, he is sure dead. The blue streaks that emanated from Cockey will linger around that fellow for a long time. They say it was a joke, but I think there will be a big cleaning when Ray finds out who it was.

Morgan Evans, formerly third trick operator at La Crosse, has taken Camp Douglas station for a permanent position. Agent Chas. Peters of Camp Douglas has been assigned to the agency at Tomah, vice Mr. J. W. Hancock, retired.

Considerable hilarity prevailed at a La Crosse Division safety first meeting recently conducted by Mr. Blossingham when Roadmaster McMahon advised that he had spoken to Traveling Engineer Little in regard to an item. All eyes were immediately centered on Mr. Little, who was present in body any-

way, but who had inadvertently fallen into a deep and peaceful slumber and was not even awakened by the Chairman's voice, addressing him, "How about that, Mr. Little?" Indeed the slumbers were not in the least perturbed.

Car Distributor Jack Jungwirth of Portage Question settled otherwise. Understand he is negotiating with Scoop to occupy the upper flat.

Another venture in real estate was the purchase by Dispatcher Ben Guyot of a fine bungalow. He has already started to fill all the rooms.

Track work on our Division is progressing fine. The east end will be all set in a few days then the west end will come in for a new dressing. Two months at least will be required to lay new steel and put in gravel which is being hauled from the Hartland and Okauchee pits.

Interesting indeed is the wonderful railroad career of Switchman Kickapoo Sampson, and yet, however, a number of we fellows that worked with Sam when he was a brakeman on his division will always contend that he missed his calling when he drifted away from the section on the old Wisconsin Western.

The only time an average wife listens to her husband is when he talks in his sleep.

We are very sorry to hear about the transfer of Mr. Blossingham from the La Crosse and Northern Divisions to the Illinois Division and we want him to know, as he leaves the Division, that we are all wishing him the best of luck. He has been succeeded by Mr. R. C. Faulck of Miles City, Montana, whom we are very glad to have with us.

We don't blame Gene Chapman one bit for feeling sporty these days. He has a new love—a brand new motor car.

Dispatcher Krueger has us all guessing—he wears a Hoover button, but we thought he was a Smith man. Suppose he's trying to kid the new baby at their house?

We hear the Cut-Ups from the Portage Superintendent's office met at the home of Clair Capron recently to put on a "little" party in honor of one of their number who is about to withdraw his pledge to the Bachelor's Society and take unto himself a bride. Of course, it is none other than Ember. We tried awfully hard to get the real "low-down" on the party, but all we could learn was that E. E. inveigled the boys into his own original game of Dynamite, came out with his usual amount of "ill-gotten" gains with the result that some of the gentlemen present went home with considerable less than they had arrived with.

## Railway Employees and "Public Relations Work"

(Continued from Page 4)

The importance to the public of treating the railways fairly is emphasized in an editorial appearing in the August number of the "Railroad Trainman," which is published by the Brotherhood of Railroad Trainmen. Referring to the necessity of large aggregations of capital to carry on gigantic undertakings, the "Railroad Trainman" said that "all such undertakings should be measured by the service rendered to humanity and the advantages afforded to community life, either through the distribution of better service, the lessening of the prices of essential commodities, or through the furnishing of wholesome employment and good wages to those who must earn a livelihood.

"In spite of the charges which have been made against American railroads, some of which may have been founded in part on fact," the "Railroad Trainman" adds, "there has been no single agency in our general makeup of things which has more nearly met these essentials than have our transportation lines. They have distributed income, furnished employment for thousands, given essential service and developed the country while doing so. These facts should be recognized by the public and our railways encouraged in their legitimate endeavor."

There could not be made a better statement of the facts in accordance with which the railroads, by their public relations work, are trying to get the public to act. In return for the vast amount and high quality of service they are rendering they are trying to get the public to pay them rates that will produce sufficient earnings to enable them to pay taxes, reasonable wages and other operating expenses, and a fair return upon the investment that already has been made in railway properties and the additional investment that should be made in future.

Does the public manifest a willingness to pay the needed rates? This question must be answered in the negative. The average return earned upon the total investment in the railroads during the last seven years was only 4.3 per cent. It increased after 1921, a year of profound depression, until 1926, but has declined in 1927 and 1928, until it is now less than in any year since 1922. Some railroads are still comparatively prosperous. But since wages are virtually the same on all railroads, and rates are the same on all railroads in the same territory, it is the condition of the industry in general which it is important to consider. It is plain that in an industry in which the average return being earned is only about four per cent advances in wages and reductions of rates cannot long continue to be made without serious results.

The public is entitled to reasonable rates and employees are entitled to reasonable wages, but investors are also entitled to a reasonable return upon their investment. An industry which cannot at the same time charge

reasonable rates, pay reasonable wages and pay a reasonable return on the investment it has ceased to have, from an economic standpoint, any excuse for continuing to exist. It would hardly be claimed by anybody that the time has arrived when the United States could afford to dispense with its railways. If they are still indispensable it must be that the traveling and shipping public can still afford to pay them high enough rates to enable them to make adequate earnings.

Nevertheless, there are constant demands for reductions of rates. The claim most commonly advanced for such reductions now is that some other industry cannot afford to pay the present rates because it is not making large profits. For example, for some years it has been claimed that agriculture is in a condition of depression and that freight rates should be reduced to help the farmers. But why should freight rates in particular be reduced? Freight rates are only a small part of the business expenses of the farmer. He buys many things besides railroad transportation—agricultural implements, clothing, groceries, coal, lumber, automobiles, and so on. Why should the freight rates of the farmer be reduced and made relatively lower than those charged other people, when it is not proposed to reduce the prices of the other things he buys and make them lower than the prices charged other people for the same things? If any particular industry should be called upon to help the farmers because, as is claimed, they are not prosperous, then the industry called upon should be one which is unusually prosperous and therefore unusually able to stand it. And yet, while the railroads are less prosperous than most other industries, they are the only industry which it has been proposed should be required by the government to help the farmer by reducing what they charge him. This is true in spite of the fact that railroad rates are so small in proportion to the prices of practically all farm products that a reduction of them would give little, if any, relief to the farmers, while it would deprive the railways of revenues needed to enable them to provide satisfactory service.

The railways have likewise been called upon to help out a certain part of the coal mining industry. The coal mine operators of Ohio and Pennsylvania were paying union wages, which were higher than the non-union wages being paid by the coal mine operators of West Virginia and Kentucky. As a result it was claimed that the former were unable to compete successfully with the latter, and the Interstate Commerce Commission ordered the railways to reduce their rates on coal from Pennsylvania and Ohio mines. Why should the earnings of the railways, from which they must pay the wages of their own employees, be reduced because of a difference in wages in two parts of the mining or some other in-

dustry? Why did not the commission, instead, order an advance in the rates from the non-union mines if it wanted to help the union mines as compared with the non-union mines?

Why should the rates of the railways so often be reduced because some class, territory or industry claims it is not prosperous and needs lower rates, and so seldom—in fact, never—be advanced because some class, territory or industry is especially prosperous and consequently can afford to pay higher rates? There will always be some class, territory or industry that is not prosperous, but it will be a different one tomorrow from what it is today. If rates are always to be reduced to help those that are not prosperous, but never advanced when, and because, they will have to be paid by those that are prosperous, the rates and earnings of the railways will constantly decline and the tendency will be to make and keep them as unprosperous as the most unprosperous class, or industry or territory. Obviously, this process will, in the long run, make and keep them unable to pay satisfactory wages and a fair return upon the investment; and if they cannot do these things they cannot, in the long run, render adequate and satisfactory service to their patrons. The railroad rate is such a comparatively small part of the price the consumer pays for his article, that public attention might well be directed elsewhere in seeking effective relief, if needed.

The employees all have opportunities to help the railways render good service and create a public sentiment that will cause them to be treated fairly. They can help by giving courteous and efficient service to patrons. They can help by pointing out to their neighbors the improvements in railway service, and giving them information as to why good service costs as much as it does. They can help by defending the railways from unfair criticisms. They can help as individuals and through their various organizations by opposing the constant agitation for legislation and rate-making to reduce railway earnings.

The total earnings of the railways are, of course, much larger now than they were before the war. But what is becoming of these larger earnings? Total railway earnings in 1927 were \$2,539,434,277 greater than in 1916. Of this increase in earnings, \$1,325,004,000, or 52 per cent, was paid out in increased wages to employees; \$135,112,000 in increased locomotive fuel costs; \$608,823,000 in paying larger bills for materials and supplies; \$148,514,000 in higher charges for loss and damage of freight, injuries to persons, insurance and depreciation and retirement of property; almost \$219,000,000 in increased taxes, and \$75,063,000 in increased rentals for equipment and joint facilities. These figures dispose of \$2,511,513,000, or 99 per cent, of the increase in total annual earnings. They show who has been and is now getting it.

**Dependable  
RAIL ANTI-CREEPERS**

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The employees in 1927 got 52 per cent of it—the investors in the railroads only 1 per cent.

In view of such facts it cannot reasonably be contended that the employees have no interest in maintaining and increasing the earnings of the railroads. Without the increase in earnings that has occurred, which, as already stated, has been due partly to increases in traffic and partly to advances in rates, it would have been a financial impossibility for the railroads to have paid present wages. It may become a financial impossibility to continue to pay them if traffic continues to be diverted from them and

**Warning to Railway Employees**  
(Continued from Page 12)

clerk; one of these men is located in every yard and terminal of every railroad; he is known as the "tip-off" man; the work of the "tip-off" man is simple; when an employee gets injured or killed, the "tip-off" man immediately calls up the shyster, and tips him off that John Doe was killed or injured, as the case might be, and gives such other information as he may then have. For his valuable services in assisting to "hook" the poor "sucker" the "tip-off" man gets from \$25 to \$200.

As soon as the "tip-off" man turns in the alarm, these very dignified, ethical shysters turn loose upon the poor, hapless, unfortunate victim their pack of "runners," "solicitors" and "ambulance chasers," etc., etc., and before the injured man has had time to recover from the shock of his injury or before he recovers from the benumbing effects of an anaesthetic, these wolves swoop down upon him and many, many times he is an easy victim of their prey. In case the man is killed or dies as a result of his injuries, before the corpse is cold, these vultures sweep down on the widow and children in like manner, and are often the first ones to rush in and break the terrible news to the wife and babies, and during the agonizing moments following, the oily-tongued scoundrel "hooks" the widow.

One will come, and then another and so on, ad infinitum. One will promise the victim so many thousands of dollars. The next will double the ante, and the next will triple it and offer to make advance payments to show his "good faith" and the poor victim, out of sheer desperation will fall for the wiles of the shark, who, pencil and paper in hand, says: "Sign your name on this little paper," and then he is "hooked" and his is another case for the "jack-pot."

There is still another class of dissemblers operating as "adjusters," "personal injury adjusters," "expert claim adjusters," etc., etc. It is really hard at times to understand just how they do operate but that they do operate is a certainty. These adjusters are usually members or ex-members of some one of the railroad organizations and prey upon their victims much in the same manner as the combination of shysters do, except they usually use their "Union receipt" as a wedge to get an interview.

Not being lawyers themselves, the

every industry that claims it is not prosperous, is to be given a reduction of rates.

On most railways the performance of certain duties, especially the dissemination of railway information and the discussion of railway problems, is called "public relations work," and is especially assigned to certain officers and employees. But such work should, in fact, be done, as they have opportunity to do it, by all classes of officers and employees. In the long run unless the railroad industry enjoys as much prosperity as most other industries, neither those who invest in its securities nor those

"adjusters" are usually in league with and use the name of one of the shysters for the sole purpose of clinching the "hooks" after the victim has been "hooked." They roam about the country soliciting personal injury cases, and when they are successful in "hooking" a victim, they then browbeat and bulldoze him into accepting a ridiculously low settlement by telling him that he lied to them when he originally stated his case to them; that their "investigation" showed he had a weak case, and that if he didn't accept what was offered he would lose all, and in support of their statement they solemnly call in the shyster, unknown to the victim, has already been fixed and he gives his views of the case, which always coincides with the statement of the "adjuster," and the victim—poor fellow, what can he do? In the clutches of such pirates, through sheer desperation, he becomes docile and is fleeced of from a third to 75 per cent of the amount received in settlement of his claim.

If any of you have the sad misfortune of getting injured, losing a leg, an arm, or sustaining serious internal injuries and you wake up in some hospital—look out for this gang of wolves, this gang of pirates, this gang of highbinders, this gang of adroit, cunning scoundrels, this gang of smooth, oily-tongued con men, who, with pencil and paper in hand, infest all such places and "hook" their victim by fair means or foul. Look out for their smooth, flowery talk, their apparent sympathy, their promise of a big settlement, of a big verdict, of a big judgment, of advancing you money, because their smooth, flowery talk, stripped of its ornaments, is a sugar-coated dose of the law, their apparent sympathy is merely a psychological effort to gain your confidence, their promise of a big settlement a scheme to flatter you, of a big verdict to encourage you, of a big judgment to bait you, and their promise to advance you money is a trap to catch you.

Insist that your wife, your children, your father, your mother and other members of your family, read this warning, and in event something serious happens to you they will be on their guard in the same manner that you yourself will be.

This deplorable condition exists, and the switchmen, the men on the footboard, are not in a position to know what is in store for them or

who are employed by it will be able to enjoy as much prosperity as those similarly connected with other industries. It will not be allowed to thus prosper unless correct information about it is widely disseminated among the public and a public sentiment is created against unfair competition with it and in favor of reasonable and fair regulation of its rates; and therefore it is to the interest of every one connected with the railways to help to disseminate correct information about them and to use his influence against unfair competition and in favor of fair regulation.

their families in case he or they are "hooked" by one of this gang of pirates, and the pirates are very, very careful themselves not to let you know what is going on behind the scene. The sole aim of this article, therefore, is to put the members and their families on their guard.

We sincerely hope that none of you will ever be so unfortunate as to be injured or meet with an untimely death. But past experiences teach us that a switchman's lot is indeed a hazardous one, and many of our members quite frequently do get injured and at times meet with untimely deaths, and in many such cases it requires the services of a lawyer to force the railroad company to make a fair settlement.

There are in Chicago and other localities any number of high-class lawyers. Lawyers whose professional and business standing in the community is secure for all time. Lawyers whose honesty, integrity and fairness are well known and should you need the services of a lawyer, select one whose reputation is beyond reproach. And, in selecting a lawyer, always remember that no high-class lawyer worthy of the name, no decent lawyer worthy of your confidence, has at his command or uses a pack of wolves masquerading as "runners," "solicitors," "adjusters" or "ambulance chasers." No high-class lawyer goes out in the highways and byways and solicits cases.

No high-class lawyer solicits cases in hospitals.

No reputable lawyer "guarantees" you so many thousand dollars.

No honest lawyer "guarantees" you a fabulous settlement, or verdict or judgment. No decent, self-respecting lawyer offers to advance to you sums of money in consideration for giving him your case.

J. H. Rowley, Conductor on Nos. 90 and 91, who resided during the summer season at Elkhart Lake, has again moved to Milwaukee for the winter.

Traveling Inspector W. D. Mason returned from the West where he was employed inspecting carload wheat shipments. He reports a wonderful wheat crop being harvested.

Edward Hendricks, Brakeman on Nos. 90 and 91, who was injured last summer while in service, has again resumed work.

Conductor J. M. Stien has been absent several round trips on account of serious sickness of his brother-in-law who lives out west.

Genuine Hookless Fastener.  
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Absolutely Guaranteed.



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*It is available in either 10K filled yellow or 14K filled green or white gold—with choice of four different dials.*



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**E**VERY railroad man bows to his timepiece. You men live with time. It is time you feed into the flaming furnace. It is time that flickers in the speeding wheels of your train.

Accuracy is a part of your job. You need a watch that will insure your getting there on time—always—and the Hamilton is just the very watch to do that job. That is one of the reasons why it is the favorite watch of most railroad men. That is also why the Hamilton is known everywhere as "The Railroad Timekeeper of America."

Soon, perhaps, you will be considering a new timepiece for your own use. When you do, ask your jeweler to show you the Hamilton railroad models—watches that have been helping to make railroad history since 1892. Show your old timer to your jeweler. He may have a trade-in proposition that will appeal to you—whereby you can own a Hamilton, the latest word in railroad timekeeping.

There is a copy of the Hamilton Time Book waiting for you—as well as other interesting folders describing Hamilton Railroad models. Address Department R, Hamilton Watch Company, Lancaster, Penna.

**Hamilton Watch**  
"The Railroad Timekeeper of America"