

The

MILWAUKEE MAGAZINE

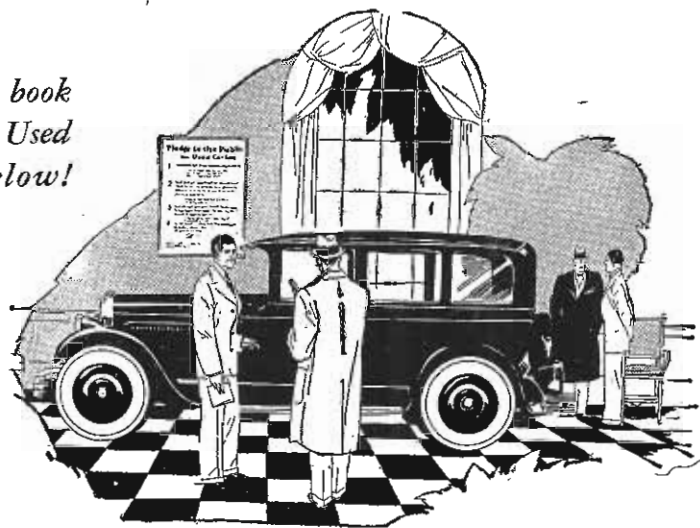


TO PORT SOUND
THE
CHICAGO
MILWAUKEE
AND ST. PAUL
RAILWAY
ELECTRIFIED

MARCH, 1927

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If a car is suitable only for a mechanic who can rebuild it, or for some one who expects only a few months' rough usage on a camping trip, it must be sold on that basis. Each car must be sold for just what it is.

- 2 All Studebaker automobiles which are sold as **CERTIFIED CARS** have been properly reconditioned, and carry a 30-day guarantee for replacement of defective parts and free service on adjustments.

This is possible because tremendous reserve mileage has been built into every Studebaker, which it is impossible to exhaust in years.

- 3 Every used car is conspicuously marked with its price in plain figures, and that price, just as the price of our new cars, is rigidly maintained.

The public can deal in confidence and safety only with the dealer whose policy is "one price only—the same price to all." For, to sell cars on this basis, every one of them must be honestly priced to begin with.

- 4 Every purchaser of a used car may drive it for five days, and then, if not satisfied for any reason, turn it back and apply the money paid as a credit on the purchase of any other car in stock—new or used.

It is assumed, of course, that the car has not been smashed up by collision or other accident in the meantime.

Not only to the public, but also to The Studebaker Corporation of America, whose cars we sell, we pledge adherence to the above policy in selling used cars.

Your Studebaker Dealer

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It tells you what to look for and what to avoid in purchasing a used car. No such valuable guide was ever before offered to the public at any price.

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Please send my copy of valuable free booklet, "How to Judge a Used Car."

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S T U D E B A K E R

An Easy and Quicker Way to Better Jobs



HUGH Christie is Chief of Staff of the N. R. S.—A Railroader from a to z and one of America's greatest shop experts. Christie knows railroad men like a brother. He knows their problems—knows how to help them—and has helped thousands into better jobs. Now he's ready to help you.



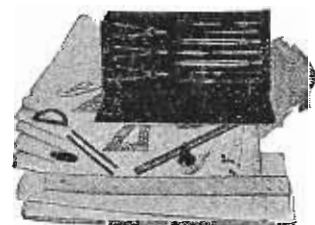
CHRISTIE uses "Work Sheets" to train you—a different series for each kind of shop work. He does not use ordinary lessons or books. His training is practical—dug right out of the largest railway shops in the country by himself and his staff of 54 experts made up of superintendents of motive power, master car builders, master mechanics, general foremen and others. No training such as this has ever been offered to railroad men before. It is different than anything you have seen or heard about.



ALONG with his "Work Sheets" Christie will send you his famous "Job Tickets" and the Job Ticket Handbook. Work Sheets to study at home—Job Tickets to carry with you to the shop. Each set of Job Tickets covers a different kind of work and describes hundreds of shop jobs step by step. This is one of the greatest and most practical features ever included in shop work training.



YOU must see these wonderful Locomotive and Car Charts to really appreciate them. They are large sized and clearly show by picture and description every part of the various types of modern cars and locomotives. It cost thousands of dollars to prepare these charts, yet Christie gives them to you without extra charge along with his training.



EVERY railroad shop man who hopes to rise to a leadman's job or foreman's position should know drafting and blue print reading. That's why Christie gives every man who enrolls for one of his courses, free of extra charge a brand new course in mechanical drawing and a complete drafting outfit worth \$20. This goes to you shortly after you enroll—No Extra Charge.



Chief Christie and N. R. S. Consultation Staff at Work on Problems Submitted by Students

Railroad Shop Men—Let Hugh Christie, Railroader For 17 Years—Now One of America's Greatest Shop Experts Help You to Promotion and Bigger Pay

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But you can't do it with hard work alone. It's a life-time job at its best. You want quick action and quick results—then give me one hour a day of your spare time—that's all. In a few short months you should be ready for promotion that it would take years to get in any other way. That's my proposition—Better Job—More Money—Quicker and Easier.

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Lack of schooling or experience won't hold you back. You'll be amazed how simple and easy I have made things for you. You'll rejoice when you see how quickly you can understand and learn to do certain kinds of jobs that have always been considered complicated and difficult. If you can read and write that's enough—I can help you.

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Men on different kinds of jobs need different kinds of help. That's the way my training is

arranged—special training for every job. I give you everything you must know to earn promotion in the kind of work you like best. I give you everything that will help you—nothing that won't help you. I don't waste your time. Indicate on the coupon which course of training suits your needs best.

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It's one thing to know you're ready for a better job, and another for your boss to know it. But I'll take care of that. I'll keep him posted about you. I'll tell him what you know and what you can do. This valuable service makes it impossible for him to overlook you when there's a promotion or a raise to be handed out.

Send No Money—Mail Coupon For Big Free Book

No matter what kind of work you are doing, no matter what you may know, or what you have heard about other methods of home training for railroad men—send for my book. Let me show you the one quick and sure way to better jobs and more money right in your own line of work. Let me prove to you how I can help you. It costs you nothing to find out but it may be the turning point in your life. Fill out and mail the coupon to me—NOW.

Hugh Christie, Chief of Staff
National Railway School
Operated by
Chicago Engineering Works, Inc.
Chicago, Illinois

HUGH CHRISTIE, Chief of Staff, 2136 Lawrence Ave. Dept. 103 Chicago

Send me your free book "Vital Facts for Railroad Men" and prove to me how you can help me get a better job. I am especially interested in the subject checked. This does not obligate me in any way.

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The City of Milwaukee and The Milwaukee Railroad

An Address by Mr. H. E. Byram at the Annual Meeting of the Milwaukee Association of Commerce

I N the invitation extended by Mr. Bell, the Executive Director of your association, it was suggested that I use as my subject, Milwaukee's Industrial Future.

I am not sure whether I am expected to speak about the future of the city of Milwaukee or of the Milwaukee Road. Perhaps to be on the safe side I had better combine the two.

It is quite appropriate to discuss the future of the city and the railroad together as for eighty years their relations have been very close,—they have grown up together.

In 1846, Milwaukee, then a town of 500 inhabitants, was first incorporated and the very next year a charter was granted for the construction of the line that became the nucleus of the present Milwaukee System.

In 1851 the construction of the line to Waukesha was completed and since that day, about 11,000 miles have been constructed or purchased so that the residents of your city can travel or ship via the Milwaukee Railroad, directly to Chicago on the south; to Kansas City and to Omaha on the southwest; to the Black Hills directly west; to the Upper Peninsula of Michigan on the north; to the Twin Cities and Seattle and Tacoma to the Northwest.

Not alone does the railroad offer service to your people; it is one of the big industries of your city and state. Close to 8,000 of your citizens are employed by this railroad, with a yearly payroll of about \$12,500,000 which, I believe, is the largest payroll of any single industry in your city. In the State of Wisconsin, in some 350 towns, this railroad employs about 12,300 men and women whose yearly payroll approximates \$20,000,000. It pays \$1,750,000 yearly in taxes and it purchases yearly about \$3,500,000 worth of materials and supplies from producers and manufacturers in the state.

You may be familiar with these figures but there is no harm in repeating them while we are discussing industrial affairs as, quite naturally, we feel that the railroad is one of your important institutions.

The officers of the Milwaukee Road are aware of the great diversity of industry in this city as well as the diversification of agriculture in the state.

In a recent number of the Wisconsin Magazine I noticed reference to the fact that manufactured products last year amounted to about \$1,721,-

000,000 as compared with \$780,000,000 worth of agricultural products.

In view of this showing the writer wondered why Wisconsin was commonly referred to as a state of diversified agriculture when so much could be said of its industrial importance. I believe this point was well taken.

I doubt that the residents of other states realize the extent of the industrial development of Wisconsin. Your city alone produced over one billion dollars worth of manufactured products last year, about a third of which is creditable to the metal trades industry, iron, steel, heavy machinery, motor vehicles and accessories, agricultural implements and farm equipment, electrical supplies, etc. The next largest classification was the food industry, comprising candy and confectionery, packed meats, dairy products, etc.

The leather industry contributed about \$73,000,000. The textile industry \$69,000,000. Wood products over \$70,000,000, and various other industries more than \$57,000,000. The list of the items produced in these various classifications is most interesting and instructive.

Considering the progress made in the past in these many lines and the great and growing market for the articles produced, there is no doubt about the development of your city, through the continued activities of the 1360 manufacturing concerns which are carrying on in this busy community. The figure given me a few days ago was 1359 but doubtless another one or more has been established in the meantime, and we will call it 1360.

Publicity is essential to the success of any ambitious community and I believe you will agree that this railroad stands at the head of the list as an advertiser of your city.

The name of this System from its beginning has contained the name "Milwaukee." It has been generally known for many years as the Milwaukee Road.

Every product must have a trade name by which it can become known to consumers throughout the land through the media of advertisements and publicity of various kinds, and while the corporate name of the railroad will be changed on its emergence from receivership, the words, "The Milwaukee Road" will be emphasized in every advertisement and piece of printed matter that is put out by this railroad in the future.

The Milwaukee Railroad is now facing an opportunity that it was intended it should have nine or ten years ago. Then the world war started. Government control of the railroads ensued, followed by the disturbance of relationship between earnings and expenses. Then came business depression, which was especially acute in the territory in which lies most of the mileage of the Milwaukee Road.

These and other unfortunate difficulties, coupled with the fact that the Milwaukee was the junior railroad in the northwest and had not been in that country long enough to dig itself in, finally brought about receivership.

We hope it will be a matter of only a few months until this chapter in the history of the railroad is closed and the opportunity is afforded it to strike out again independently on a course free from the obstacles of one kind or another which it has had to surmount in the last ten years.

The fortunes of this road since the end of government control have been instrumental in driving home one important truth, that is, that the government does not guarantee a railroad any return on its investment or on its valuation.

The statement that there is such a guarantee was very popular for some years after the return of the railroads to private operation but the publicity given to the receivership of this great railroad has been wide-spread and the public has understood that if there were a guarantee all the railroad's executives had to do was to collect it and no receivership would be necessary. Consequently you now seldom hear that erroneous statement made.

Let me take this occasion to again refer to the fact that the railroad as a transportation agency is not fading out of the picture. It is destined to be relatively just as important an aid to general industry in the future as it has been in the past.

There is much discussion in the press and elsewhere about the development of other forms of transportation but that does not mean that any one of them or that all of them working together can supplant the rail lines.

The use of highways by motor vehicles operating for profit will likely increase but there is a definite limit beyond which they cannot go.

Even now many such lines, while charging more than rail rates, are unable to earn any profit. The unit capa-

city of highway vehicles is so small that they cannot hope to compete with the railroad moving long trains containing thousands of tons over great distances with a single crew in charge.

The movement of crops, of forest and mine products, of the output of mills and factories, must continue to move by rail.

Nothing yet constructed or planned for the movement of goods by air can compete with the railroads for the same reasons. We read of vast airships which can be built at a cost of millions of dollars each and holding less than a box carload of merchandise and it is evident they cannot hope to divert much freight traffic from rail lines.

We also hear a great deal about the possible use of inland waterways. That is, the conversion of some unstable, capricious streams into dependable channels of trade. I have no desire to say anything discouraging on this subject. This is a free country and I believe its inhabitants should have any of the necessities of life or luxuries that they can afford.

It is considered good practice however, to sit down with a pencil and paper and figure out the original cost and up-keep of an article before buying it and if there is any monetary advantage to be derived from its possession it is proper to put that down on the other side of the page.

The arguments in favor of the waterways are decidedly interesting. They are even more interesting to one who has been connected with a railroad that for a long time has been unable to earn any profit, because the main advantage that the waterway advocates promise would be obtained from the proposed river development is the saving of freight charges now being collected by the railroads.

This is not a very cheerful prospect for the rail lines and, as a matter of fact, under existing conditions of insufficient rail revenues it may be expected to defeat its own purpose because, as before stated, the nation cannot get along without rail lines and if it is to continue to have them the railroads must be operated on a profitable basis. They cannot, therefore, afford to have their revenues reduced. The only alternative would be to increase the charges on the traffic remaining on their rails.

It is to be expected under such conditions that the promised saving in freight charges would not be realized.

In this connection,—it is a strange thing that so many persons in discussing rail freight rates find it necessary to put in the word "high." High freight rates! It is said that all things are relative but, relatively, freight rates are not high.

A visitor from the plains country on his arrival in New York City, for instance, might stop in surprise before the first ten story building and exclaim about its height, but anyone familiar with the city's buildings could tell him that there are other structures all around him twenty or thirty stories high and some with more than fifty stories, and that, as a matter of fact,

a ten story building would be much below the average in the business section.

We know the same situation to be true as to rail rates. While freight charges are greater than before the war, about everything else you buy is much higher than freight rates. There is, therefore, no reason why any economic re-adjustment in this country should be attempted at the expense of the railroads.

The relations of the Milwaukee Road with the people of Milwaukee have always been pleasant. We believe the future holds great promise for your city and it is gratifying to realize that the Milwaukee Railroad will be in a position to take its part in this development.



L. J. Benson, Superintendent of Police

THE very good looking man in the picture above is "Larry" Benson, General Superintendent of Police of this Company. To hold such a position as successfully as he does, one supposes he ought to be, or at least to look very "hard-boiled," but he is neither, and a better fellow never lived. Of course those who steal the company's property, "freight-car bandits" and that like, perhaps, would not altogether agree, because he tempers his mercy with exact justice, in a manner of speaking, and if he or any of his "fooree" catch a man red-handed, that man is likely to get something more than a glimpse of the inside of the hoose-gow; but if you're down on your luck and you want to go straight, Larry's the man to help you do it.

Mr. Benson was born in St. Louis in 1888 and after school days were over he entered the service of the Milwaukee Railway as engine wiper in the roundhouse at Milwaukee, on March 8th, 1906. He had a strong arm in those days, too, because it is known that in his job of "wiping" he scoured clear down to bed rock and when he went at the lamp chimneys of the oil burning headlights, he broke so many by the vigor of his attack that the foreman told him he'd have to take him off that

job in the interests of conservation. So in April 1907, he started in as machinist helper. That seemed to be just the sort of a calling he craved, and he acquitted himself with credit, but being of an inquiring turn of mind, and desiring to know "something about everything," in 1908, he took the job of Call Boy. It took him a year to fulfill his bent in that direction and then he went on a passenger train as brakeman on the LaCrosse Division. He remained in train service five years and on March 1st, 1914, he entered the Police Department of the Company as General Inspector. On May 1st, he received promotion to District Special Agent at LaCrosse. In June, two years later, we find him transferred to Chicago in the same capacity, where he remained cleaning up the pilfering of freight cars, etc. around the Terminals until August 1st, 1921, when he was sent to Seattle as Chief Special Agent. After he had made his record on Lines West, he was ordered back to Chicago as Superintendent of Police in charge of the entire System, January 1st 1923. On November 1st, 1925 he received the appointment and title of General Superintendent of Police.

In his career, he has always been stepping up the ladder, and as he had nothing but his own ability, loyalty and honesty of purpose to help him along, one can visualize him as tackling every job that came in his way with the same vigor and earnest will as when he broke the company's lamp chimneys in his zeal to do the best he could on his job.

"Larry" is still a young man, with a long road ahead of him, and if he should announce sometime that he intended to be Mayor of the town in which he lived, it is no great stretch of imagination to see him in the chair of His Honor. He probably will not be ready to step along to the White House before the present incumbent is through, but—

Try This Some Morning

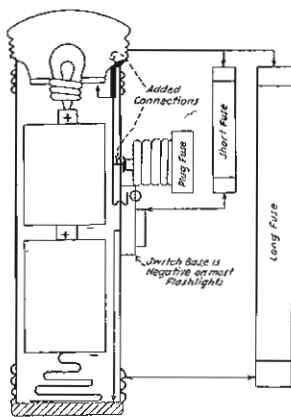
A JUNE bride asked her husband to copy the radio menu one morning; the husband did his best but got two stations at once. One station was broadcasting setting-up exercises and he other was on the air with the required menu. This is what he took down:

"Hand on hips, place one cup of flour on the shoulder, raise knee, depress toes and wash thoroughly in one-half cup of milk. In four counts, raise and lower left foot and mash two hard boiled eggs through a sieve. Repeat six times, inhale one-half teaspoon salt, one teaspoon baking powder. Then, breathing naturally, exhale and sift. Attention, jump to a squatting position of quick time, twist sideways and forward, right and left as far as possible and beat egg swiftly and briskly, arms forward over head. Raise the cooked egg with the flour and in four counts make a stiff dry dough, which is stretched at the waist. Thighs flexed, lie flat on the floor and roll into marbles the size of a walnut. Hop to a straddle in boiling water, but do not boil at a gallop. After 10 minutes remove and wipe with a rough towel and serve with fish soup."—*Northeaster.*

Two Prize "Kinks"

Milwaukee Employees Prize Winners

THE Railway Electrical Engineer has recently conducted a contest for those engaged in electrical work, six prizes having been offered to those submitting the best "Kinks" or short-cut methods of doing their work. The first prize was won by Mr. H. M. Watson, one of our employees at Deer Lodge, Montana; and the second by Mr. H. N. Griffin of our forces at Minneapolis, Minn.



Flashlight Fuse Tester

By H. M. Watson, Deer Lodge, Mont.
Awarded First Prize by Railway Electrical Engineer, for the Best Two Electrical "Kinks"

THE fuse tester shown in the illustration has proved very useful on the electrified zone of the Chicago, Milwaukee & St. Paul. The flashlight can be used as such at all times, and the addition of the fuse-testing feature increases its value many times to the electrical inspector or trouble man.

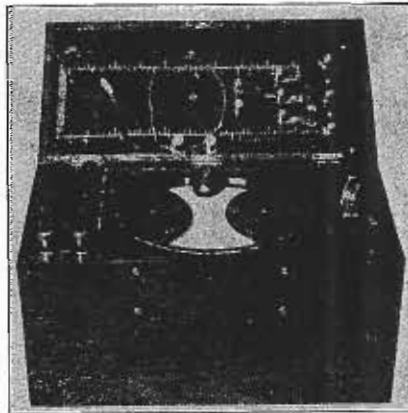
The fuse tester is made from an ordinary flashlight. It is necessary that the casing of the flashlight be of fibre or other insulating material. The tester is made as follows: First, unscrew the top of the flashlight. Second, solder a piece of sheet brass or tin running to lamp-plate (negative side of lamp). Third, solder other end to screw band as shown in sketch. It is now ready for testing cartridge fuses. For testing plug fuses, solder a small contact plate or button (a round head paper fastener will do) to the lamp base conductor. A plug fuse will make contact with the shell or base of the flashlight switch which is the negative side of the battery circuit on most flashlights. All fuses are tested with the flashlight switch in off position. If the lamp lights with the switch in the off position the fuse is good.

My Helper

By H. N. Griffin, Minneapolis, Minn.
Awarded Second Prize by Railway Electrical Engineer for the Best Two Electrical "Kinks"

WHILE my entry is rather elaborate to be called a "kink," it is nevertheless a highly useful device for trouble shooting. In fact, it has proved so valuable to me, that

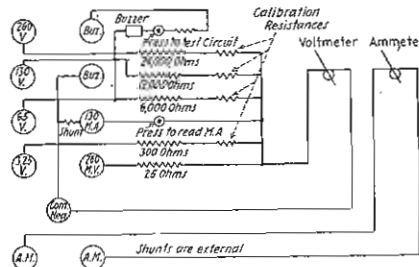
since I work alone, I have nicknamed it "My Helper." It has repeatedly been of as much assistance as an extra hand could possibly be.



General Appearance of My Helper

This device is a combination volt-ammeter of numerous scales which I rebuilt from an old Weston vehicle meter, Model 240. It is in a case 14 inches long, seven inches wide, eight inches high and weighs only fifteen pounds complete.

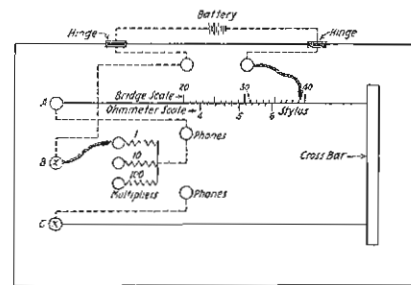
The voltmeter scales range from 260 millivolts to 260 volts. The ammeter scales range from 130 milli-amperes to 300 amperes, making use of exterior shunts. The schematic



Schematic Diagram of Instrument Case

diagram plainly shows how the different scales were obtained. The reason for having a common negative was for convenience in changing over the original multipliers which were already in the meter. The two diagrams of the Wheatstone Bridge, which is in the cover, show how it is used as an ohm-meter and for the Murray loop test. It will be noticed the stylus is connected directly to the battery. This was done to avoid changing any connections when changing from an ohmic test to a Murray loop test. A receiver is used first for a rough test, and then for a signal test, the receiver is removed and a pair of leads connected to the ammeter terminals. By so doing the ammeter is used as a galvanometer. With the stylus connected to the battery, it eliminated the usual battery switch. There is a small inductive effect in this bridge but this may be neglected for ordinary testing.

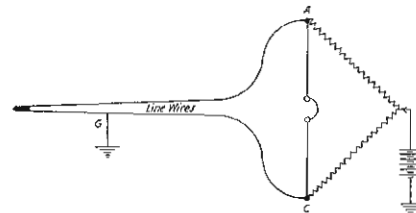
With the combination of the three fixed resistances, in the ohmic test, I can get a reading of one one-hundredth of an ohm to ten thousand ohms without a greater ratio than ten to one. The battery, which is a small radio "B", is under the terminal board in the meter case and is connected to the bridge through the hinges.



Schematic Diagram of Wheatstone Bridge and Ohmmeter

In the compartment, on the right side of the case, is ample room to carry the following: a small tool roll, a fifteen ampere shunt, a 150 ampere shunt, a 300 ampere shunt, a small receiver, a cadmium stick, two sets of long leads, a set of short leads and a small compass.

The Murray loop test is used to locate grounds in conduit, especially where there are a great number of conduits. It will indicate the ground within three to six inches and I have repeatedly used it to locate grounds to the nearest conduit opening. This saves tedious work in opening conduits in search of such grounds which are fairly numerous.



Connection for Murray Loop Test

To use the instrument for the Murray loop test: First remove all lamps or other loads from the line or circuit wires to be tested. Connect the two line wires together at one end, taking care to get a good electrical contact so that the resistance of the joint will not disturb the readings to be obtained. If the grounded side is known, connect that side to point "A" on the bridge. Connect the other wire to point "C" using flexible connections from the ends of the circuit if necessary. Here again, care must be taken to see that good contact is obtained and the flexible wires should be as short as possible and both of the same size and length. Provide a suitable ground for the battery from the opposite terminal to which the stylus is connected. Connect phones or meter to the terminals indicated and you are ready to manipulate the bridge.

Tap along the slide wire until a point of silence is reached on the phones or no deflection is noted on the galvanometer. Reading on the bridge scale, the percentage of the total circuit length from point "A" to the grounded point of the line is indicated. For this reason it is more convenient to have the ground on "A" and the percentage of the total line length indicated will be the distance from "A" to the ground. Otherwise, the percentage indicated would be the distance to the opposite end and back to the ground, as shown in the drawing.

The ohmic test is used to check fixed resistances on panels and to check field coils. To use the ohm scale, it is only necessary to connect the unknown resistance across points marked "XX" on the scale, and manipulate the stylus until a balance is obtained and the

ohmic resistance of the unknown may then be read directly from the scale.

The milli-volt scale is used to check ammeters by comparison, or to make a bar to bar test of armatures.

The 3.25 volt scale is used for individual cell readings or in making a cadmium test.

The 65 volt, 130 volt and 260 volt ranges have their regular uses where direct current is used.

The various shunts give a wide range of accurate readings of the ammeter. The shunts are arranged with knife blades as terminal blocks so that they may be inserted into the fuse clips of a battery or generator circuit, to determine its load.

One of the outstanding uses is the magneto

attachment, which is the buzzer arrangement as shown in the diagram. The multiplier in series with the buzzer is such that, when 32 volts is impressed on the 65 volt scale the buzzer is very effective for use in testing circuits in place of a magneto. This arrangement is very desirable because it will not ring through inductance.

The inclosed battery and received are used for testing where the higher voltage would be excessive.

The second of the two "Kinks" drawing first and second prizes by Messrs. Watson and Griffin will be published in a later issue.

Editor.

Repairing Pontoon Drawbridge

Neal H. Gregory, Chief Carpenter, Madison Division

PONTON drawbridge No. B-378 which spans the east channel of the Mississippi River at Prairie du Chien, Wisconsin, was taken out of service in order to renew the bulk head timbers, floor joist and floor decking. This work could not be done under traffic, hence the necessity of taking the pontoon out of service.

This pontoon bridge one of the largest of its kind in existence, 50 ft. wide and 220 ft. long was erected during the year 1913 by our own Ry. Co. forces and placed in service during the year 1914, consequently the pontoon is fourteen years old and has been in service thirteen years. The entire structure was of iron and creosoted timber except the bulk head timbers, floor joist and deck floor timbers, which are badly decayed. The main hull and truss timbers, which were creosoted and which constituted the greater portion of the pontoon, are practically in as good condition as when the pontoon was first erected fourteen years ago, which demonstrates the economy and advantage of using creosoted material in a structure of this kind.

In as much as this work could not be done under traffic, it was necessary to move the pontoon out of the way and fill in the gap of 232 ft. with a temporary bridge and as this had to be done without delay to traffic, you can readily see it was quite a problem and required serious consideration as we considered it would require at least sixteen hours to take the pontoon out, and fill in the gap with a temporary pile trestle. We concluded not to make it a standard five pile bent bridge, but, instead drive only four piles in each bent, and as there were fifteen bents to be driven which would require sixty piles, the piles were fifty and sixty feet in length. The caps were 14" x 14" x 14', stringers 10" x 18" x 32' and ties 8"x 8" x 10'. It was decided to do the work on Sunday Jan. 9th starting at 1:15 AM after the Sioux Train, No. 22, passed over the bridge. We would then have until 4:20 PM when we would have to be prepared to let train No. 47 pass over, this would allow us fifteen hours, but, as this was a Sunday train, only, and made no connections across the river we were at liber-

ty to hold the train if necessary. We made every preparation in advance of the day set for making the change, that is, the timbers were all framed, piles sharpened and skidway built for placing the piles and timbers conveniently to the work, floats with scaffolding were also provided for placing the piling and sawing off.

We had only one pile driver in our own territory and as we wished to work from both ends to center, it was necessary to borrow the Dubuque Div. driver to help us out. We also selected two of our own most experienced bridge crews making two pile driver crews and two bridge crews engaged in the work. We selected Pile Driver Foreman Wm. Witz and Bridge Foreman I. W. Schultz to work from the west end toward the east and Pile Driver Foreman M. Garvin and Bridge Foreman S. Ingham to work from east and toward the west.

Immediately after train No. 22 passed over the bridge and the work trains placed in position the work of moving the pontoon out of position was started, this required about an hour of time, then the work of putting in the temporary bridge started with a vim. It was noticeable at the outset that there was going to be considerable rivalry between the crews as to which would lead in the work, but, as the crews were equal in numbers and ability, there was no advantage on either side and the work progressed at an equal pace at each end. There was no hitch of any kind and the work progressed fine, but, we were badly handicapped on account of weather conditions, as a severe snow and wind storm developed which retarded the work greatly. As a result it was necessary to hold train No. 47 some time, but, everything was made ready for the big Sioux trains No. 11 and 22 which passed over the temporary pile trestle on time.

The accomplishment of this undertaking created considerable interest as practically all of the Division officials were present at some time during the progress of the work, including, Superintendent J. A. Macdonald, Trainmaster J. T. Hanson, Master Mechanic Wm. Kinney, Roadmaster J. P. Wha-

len, Dist. Eng'r. F. M. Sloane and Ass't. Eng'r. B. V. Burtch. There were also several newspaper correspondents and camera men and some few residents of the towns of McGregor and Marquette, Ia. and Prairie du Chien, Wis. No doubt, there would have been a great number of spectators, but, for the severe storm which was raging during the greater part of the day. This pontoon is one of four that was in use on our railroad, three located on the Mississippi River, one at Prairie du Chien, Wis., one at Marquette, Ia. and one at Wabasha, Minn. The fourth one was over the Missouri River and located at Chamberlain, S. Dakota, this pontoon has now been replaced with a steel draw-bridge, leaving but three of the pontoons now in use. The preliminary arrangements and the supervision of this big job was handled by the Chief Carpenter, but, the execution of the work program was handled by the Bridge Carpenter Foreman, S. Ingham and his co-workers, Foreman Schultz, Witz and Garvin and too much credit cannot be given to these foremen and their men for their faithful execution of their work during their long hours and extremely stormy weather conditions. Also to their credit we are pleased to state there was no mishap or injury to anyone. Last, but not least, we must mention Section Foreman John Fealy, who was also on the job to see that all rail connections were properly made.

There is an old saying, "The Worst is Yet to Come," this holds good in this case for the reason, the other work on the pontoon must be rushed to completion as it will be necessary to get it back into service before the ice in the river goes out in the spring which is usually early in March. Before the pontoon can be put back in place, it will be necessary to remove the temporary pile trestle bridge and this will be a bigger job than putting the bridge in, as all the piles will have to be taken out and this work will have to be done by jetting for if we attempt to pull the piles out in the usual manner, we are liable to break them and of course the Government engineers would not allow us to do that, thus, you see we still have a big problem to work out before this job is completed.

"The carrying of surplus material in stock is costly. Not only is the original cost of such material tied up, but the carrying charge of 15% per year, like interest is constantly accumulating. Much of this can be avoided by careful and conservative ordering."



Largest Storage Battery Locomotive in World. Weight 110 Tons. Being tested in Western Avenue Yards

The Olympian Trail

By Edmond S. McConnell

Chapter IX

IN May, 1921, the youngest, yet the most modern of transcontinental carriers opened its lines from Chicago to Puget Sound—and the Olympian came into being.

The story of the "Milwaukee" is one of slow, substantial growth. The railroad had its birth in the city of Milwaukee when a group of conragcous, farsighted business men, opened the first twenty miles of the "Milwaukee and Mississippi" to Waukesha on February 25, 1851—four years before the city had outside railroad connections. By 1857 the line had been built to Prairie du Chien—one of the first railroads to reach the Mississippi River—and in 1861 it became the "Milwaukee and Prairie du Chien Railway." This and several other small roads were subsequently absorbed by the "Milwaukee and St. Paul" which was organized in 1863, and a few years later the "Milwaukee" was the first railroad to connect St. Paul and Minneapolis with the East. With the building of its own line into Chicago in 1873 it became the Chicago, Milwaukee and St. Paul Railway.

With slow, sure steps lines were built across Minnesota, Iowa, and Dakota—other lines extended to the copper country of Michigan and to the markets of Kansas City. With the beginning of the twentieth century the "Milwaukee" had extended far into Dakota and was the strongest of the "granger railroads;" it had more than 6300 miles of well built line in the northern section of the Middle West.

The "Milwaukee" was a heavy carrier of lumber from the forests of Wisconsin and Michigan, as well as a carrier of grain, and many wood-working industries had grown up along its lines. In time a new supply of lumber for these plants—and new outlets for the other manufacturers on its lines—became urgent. The "Milwaukee" management had long had in mind gaining access to the immense forest reserves of the Northwest, and about the year 1900 it became apparent that the time had come for further expansion if the road was to continue to serve its patrons as it had in the past. There were other powerful economic forces at work; the earlier railroads into the Pacific Northwest were struggling under a rapidly growing traffic; there was a broad belt of the most fertile land in the Northwest as yet undeveloped for lack of railroad facilities; it was obvious that the cities on Puget Sound were to become great seaports for the commerce of the Pacific. With the attempts of other railroad interests to monopolize the Northwest it was an excellent strategic move, but from first to last the proposed Pacific extension was dictated by economic necessity.

During the year 1900 the preliminary surveys were made, and the general

route selected. It was proposed to extend the line from St. Paul and Minneapolis which already ran directly westward across Minnesota and South Dakota as far as the Missouri River. The tentative plan was to build directly westward to Puget Sound, tapping the rich undeveloped belt of country lying between the existing railroads in the Northwest. In choosing the general route there were two fundamental considerations—the opening of the vast undeveloped sections of the Northwest, and second, directness of line.

In 1904 the actual surveys of the new line were begun, and after two years of extensive research work on the part of location engineers and railroad officials after dozens of alternative routes had been examined and rejected, the ultimate line was finally determined. Times had changed since the earlier railroads had been built, and it was no longer necessary to follow the lines of least resistance, relying on Nature as surveyor. The ideal was directness of line, and the crossing of a mountain range a mere incident. The achievement of that ideal has made the Trail of the Olympian one of rugged splendor and marvelous scenic beauty. One could easily believe that the engineers had chosen the route through charming canyons, along sparkling streams, and across wild mountain passes entirely to delight the eye of the traveler. Indeed, more than once did the dream of the Olympian influence the choice of the scenic way rather than the prosaic one.

Today the Trail of the Olympian takes you across the historic state of Wisconsin, along the high, wooded bluffs of the majestic Mississippi to the Twin Cities of the Northwest, thence across the granaries of the world—Minnesota and Dakota. As the train bridges the Missouri at Moberly, you cross the trail of Lewis and Clark, and again for a hundred miles along the Yellowstone the Olympian parallels the homeward route of Captain Clark. A few hours more takes you into the Musselshell Valley and the fertile Judith Basin where the coming of the railroad opened up one of the most productive regions of the Treasure State. One writer on Montana history has said: "The greatest event in the history of Montana since the discovery of rich mines was the opening up of the Judith and Musselshell Valleys by the building of the 'Milwaukee' road."

Through wondrous Montana Canyon, the Olympian soon comes to the historic Three Forks of the Missouri, thence down the valley of the Clark Fork where the railroad parallels for many miles the famous old Mullan Road. The crossing of the Bitter Roots takes you through majestic, forest-covered mountains, and along the shadowy St. Joe River while crossing the "panhandle of Idaho."

After passing picturesque Lake Chatcolet the Trail of the Olympian leads to the capital of the "Inland Empire"—Spokane—thence across the fertile, basaltic table-lands of eastern Washington to the crossing of the Columbia River. The trail leads up to Snoqualmie Pass at the summit of the Cascades, of which Governor Stevens said: "This is unquestionably the best pass in the Cascades north of the Columbia—"The last lap of the westward journey is along Snoqualmie and Cedar Rivers, through magnificent mountain scenery, amid towering pines and Douglas firs, to Seattle, gem of Pacific ports, and to Tacoma the lumber capital of the world.

Construction, which had been begun in 1906 at several places on the line, was rapidly carried to completion. In July, 1909, the rails met in Montana, and ten months later the entire line from Chicago to Puget Sound was opened for through freight and local passenger traffic. On May 25, 1911, a magnificent new transcontinental passenger train—the Olympian made its debut to a discriminating public. And with its companion train The Columbian, the Chicago, Milwaukee, and St. Paul Railway had inaugurated the finest transcontinental train service over the shortest, most direct route from Chicago to Seattle and Tacoma, and became, as it is today, the only railroad operating entirely over its own rails from Chicago to Puget Sound.

With the completion of the Pacific extension, two more imposing monuments marked the pathway of American advancement. One stands for the opening of a new region to transportation facilities the most modern. The other monument signalizes railway building for the future. The "Milwaukee" need never be re-located, for it had blazed and blasted its own trail through the mountains—not over or around them. Costly—but enduring.

Again in 1916 the "Milwaukee" set a new and epoch-making mark in opening to electric operation 440 miles of its main line between Harlowtown, Montana, and Avery, Idaho, crossing the Belt, Rocky and Bitter Root Ranges; and in 1919—209 miles between Othello and Tacoma, Washington, crossing the Cascades. The Great Falls of the Missouri and numerous mountain streams supply the electric energy. Modern science makes the achievement possible.

The "Milwaukee" was the first great road to turn to electricity solely to reduce operating costs, to expedite traffic, and to utterly obviate every disagreeable feature of mountain travel behind a steam locomotive. Travel over the Trail of the Olympian is well described in the words of Thomas Edison;—No grinding, no jerking, no puffing, no pulling, no straining, no disturbed slumbers—just a keen sense of moving swiftly, of being propelled by power vastly in excess of requirements. You ride with ease—you are at ease—it is the very last word in transportation."

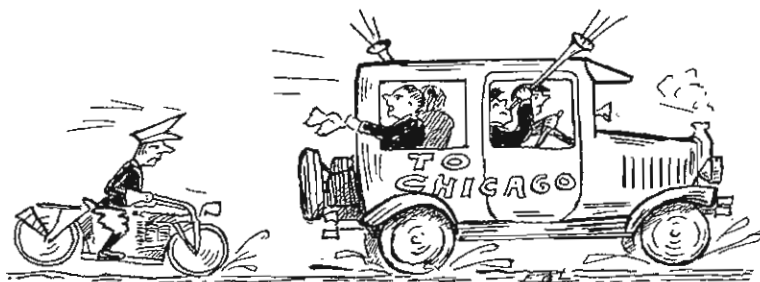
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S P O R T S



ROUNDING 'EM UP ! Sixth Annual Tournament MILWAUKEE ROAD BOWLERS Chicago April 1927 WILL U COME?

Sixth Annual Employees Tournament, Chicago, Ill.
April 2 to 10 Inc.

PLEASE note the change in the dates of the tournament necessitated by the fact that the Illinois State Tournament will be held at the Romeo Recreation Rooms beginning April 17, 1927.

All arrangements have been made to take care of all participants on a desired date so if you have not sent in your entry it's time to get busy before all the choice dates are gone. Entries close midnight March 21, 1927, but the committee requests that you send in your entries just as soon as possible to enable them to have the schedules printed and out on time.

A beautiful gold medal will be given to the bowler rolling the highest total in the all events and a Brunswick Bowling Ball for the one rolling the highest individual score in any event. All entry money will be returned in prize money.

Page Eight

The Committee is endeavoring to make this the largest entry ever had, so it is up to the Milwaukee Road Bowlers to support this tournament 100% and we wish to make a special appeal to all cities that have bowling leagues to send their teams to Chicago to compete for the championship of the Milwaukee system. Remember the prize of \$10.00 for the highest team score rolled for the team traveling the greatest distance, also the two \$5.00 prizes for the lowest team scores bowled.

This is the last call, come to Chicago and compete with your Milwaukee friends. Chicago will welcome you and treat you right. Bring the entire family, many of you would like to come to Chicago, so why not make it a holiday for the whole family. For information write to W. L. Faus, Secretary, 6777 Olmsted Ave., Chicago, Ill.

Chicago League Bowling Notes

WE are pleased to note in the February issue the League standings

from Dubuque and Minneapolis. Now we wonder where our bowling friends from Milwaukee are, we know that they have some real bowlers and we would like to see a few items regarding their league. Madison and Green Bay also are invited to send in articles. We all enjoy reading items of the Milwaukee Spirit in securing business for the road, but we like to hear about your sports also. Correspondents please note, let's make our Sport Pages real ones.

The bowlers of Chicago are eagerly waiting for the Sixth Annual Milwaukee Road Bowlers Tournament to open and from the present outlook we will have one of the best entries known in the history of the pin spilling event. The Tournament this year will be rolled off in two weeks and the Tournament Committee requests that entries be sent in early. Let's go gang.

Feller our gutter ball artist still continues to hold the title although Tobin is trying to take it away from him. We know you have a wicked hook Hank but why start it in the gutter, you know the alley keepers employ help to clean the gutters every day.

If body English means anything, Dave Ramsey ought to have some average. Regardless of the average Dave certainly doesn't have to take his setting up exercises Tuesday mornings.

Harry Krumrei seems to think that caps are boomerangs. We suggest Harry that you put a rubber on it so it will return to you, if that doesn't suit you put something on that pill of yours.

Bubbles Hegardt has been longing for a 600 series and he finally sneaked one over with a count of 610. Really Bubbles we think there is too much water in the old apples.

Wonders never cease even Ed Hardy got into the 600 class by totaling 612 one night, we really think that Bubbles and Ed framed it up with the pin boys.

Grandfather Dale still can push the apple down the alley, he collected 262 pins for second high game of the season and a neat total of 657.

Legs Lange still is maintaining a terrific pace in the individual average. We understand that Legs collected 1895 pins in the all events at the Windy City Tournament, nice work Charlie, we are always glad to see our friends in the money.

They still are cracking the maples for 600 series: Gavin 601, Ciesinski 617-615, Lange 611-663, Hegardt 610, Hardys 612, Gentz 640, Specht 613, Krumrei 600-637-613, Dale 657, Treskett 629, Walch 601, May 600, Albright 604-603, Potter 609.

Searles and Ingman are looking for some left handed bowling alleys, they claim the Crystal Alley Proprietors only slack the right hand side.

FOR SALE—Bowling Ball that slides, hooks, backs up and gets railroads, will sell to right party cheap. Inquire of H. W. Rau.

Hop, skip and jump Meiers is still rolling at 'em, Carl says he saves all his strikes for the League so he will not have to shoot at spares.

Griepke wants to know how to control a hook ball. Will someone help him out?

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McGowan still hangs around, some of the teams wish that he did not have so much glue as he has made it rough going for some of them. A good utility man is an asset to any league however.

Consistency himself Mr. Dietze 169, 169, 169.

Drops 'em Rueger is still with us, someone must sweeten the kitty though.

Have you forgotten anything. How about your entry into the Sixth Annual Tournament. Lets show them that Chicago is 100%.

Last minute news, Harry Krumrei kicked the maples into the pits for a 265 score, second high individual game of the year, he didn't use his cap either.

Some of the boys have been trying to beat C. Johnson out of his gutter ball record, said record being of 2 years standing, but have not been able to negotiate 2 in one game so Carl is still safe.

Several nice six hundred totals have been produced lately.

Names	Games	Avg.
T. Cooklock	6	192
C. Behr	51	179
R. Ekman	48	179
C. Johnson	45	178
S. Jones	51	178
C. Roal	51	177
B. Bakke	51	176
W. Hagen	51	174
C. Heggen	9	174
C. Hillstadt	27	172
S. Farley	33	172
G. Hupp	21	172
H. Siegler	45	172
W. Spencer	24	171

CHICAGO LEAGUE STANDING

2-8-27

Pacific Limited	52	11	1059	917
Columbian	37	26	1006	870
Arrows	34	29	1030	893
Pioneer Ltd.	32	31	1045	860
Olympians	27	36	1009	860
Southwest Ltd.	25	38	1005	844
Copper Country	24	39	972	834
Twin City Special	21	42	983	842

INDIVIDUAL AVERAGES

1. Lange	60	256	196-5
2. Krumrei	54	265	194-11
3. Treskett	63	250	192-30
4. Albright	33	258	191-22
5. Ciesinski	63	245	186-48
6. Fans	60	248	186-25
7. Tobin	63	227	185-38
8. Gavin	60	267	183-52
9. Dale	57	262	182-54
10. Dietze	50	244	181-48
11. Gentz	60	255	180-14
12. Stowell	57	242	179-54
13. Knoll	45	248	179-22
14. Hettinger	54	232	178-48

HIGH TEAM AVERAGE—THREE GAMES

Pacific Limited	3016
Pioneer Limited	2000
Arrows	2885

HIGH SINGLE GAME

Pacific Limited	1059
Pioneer Limited	1045
Arrows	1030

HIGH INDIVIDUAL AVERAGE—THREE GAMES

Lange	688
Ciesinski	668

HIGH INDIVIDUAL GAME

Gavin	267
Krumrei	265

Minneapolis Bowling Chatter

ALL league diligently practicing in anticipation of our sixth annual tournament at Chicago. So let us all be boosters for this event and make it, the best, and largest pin gathering we have had yet.

The Superintendent's team have shown some great improvement since Capt. McGuire has acquired some new members to help them regain their standing.

The Car Dept. could also use a few new members to good advantage. Some of the league members have suggested supplying F. Longley with an alarm clock, meaning of course that he would probably be able to arrive on time to howl on Tuesday evenings.

Joe Rule is still slaughtering the maples with his speed ball and also steadily improving his game.

Teams	Won	Lost	High	Average
Terminals	35	16	974	850
Machine Shop	32	19	992	858
Boilermakers	28	23	1016	838
O'Brien's Tigers	28	23	975	849
Dist. Accts.	27	24	978	847
Store Dept.	23	28	977	799
Superintendents	18	33	937	781
Car Dept.	13	38	892	792

R. Bakke	51	176
R. O'Connell	36	171
G. Hamer	48	171

High Team Average—Three Games

O'Brien's Tigers 2810

High Single Game

Boilermakers 1016

High Individual Average—Three Games

B. Bakke 648

High Single Game

O. Murek 264

St. Paul Bowlers

Frank Schiesel's Wrecking Crew for the Freight House buried the so-called pin busters from the Local Office, of which Mr. Art Peterson is in charge, on Sunday morning December 12, 1926, by 229 pins—a mere trifle.

Jack Dehmer lost entire control and had some tough luck in finding the king pin. Dempsey hit them a little better than the last time; probably he

stayed in the night before. Nearly forgot that the Office Crew had to get together and practice the day before but of no avail.

Palmquist and Jack Mealy from the Freight House were the stars.

Well, better luck next time, Art!!!

Celebrates Opening of LaCrosse Station

ON January 31st, the handsome new station at LaCrosse, Wisconsin was dedicated with a fine program and dance; and on the morning of February 1st, it was entered into service as one of the most complete and convenient structures of its kind on the Milwaukee System. The Magazine last month told the details of its construction and showed a picture of the exterior taken before it was entirely finished but it was sufficiently along to show its size, architectural features etc.

The LaCrosse Chapter of the Women's Club, with General Superintendent of Police Mr. L. J. Benson, arranged the details of the entertainment and dance given by the Company to the citizens of LaCrosse in celebration of the new depot, and from all reports it was a most successful and enjoyable affair. Mr. Benson has been identified with the progress of the LaCrosse depot from its inception, and when the matter of an entertainment was broached, he was put in charge, with the members of LaCrosse Chapter of the Women's Club as Managing Directresses.

Mrs. H. J. Bullock, President of LaCrosse Chapter, assisted by Mesdames W. S. Torbert, 1st V. P.; Mrs. W. A. Cutting, 2nd V. P.; Mrs. R. Mach, Secretary; Mrs. N. Van Tassel, Corresponding Secretary; Mrs. R. J. Turley, Treasurer; and Mrs. J. Rogowski, Mrs. W. Connors, Mrs. R. A. Taylor, Mrs. G. Smith, Mrs. W. D. Noble, Mrs. J. T. Burns, Mrs. Birian and Mrs. Edith Cutting, Committee Chairmen, were hostesses of the evening. Mr. Benson was in charge of the program which consisted of music furnished by the CM&StP Band of the Twin Cities, thirty pieces; addresses by the Hon. J. J. Verchota, Mayor of LaCrosse; Mr. J. T. Gillick Chief Operating Officer of this Company; and others. Mrs. Grace McLinden Bartl sang several selections and captivated the audience with her beautiful voice and splendid rendition. The Twin City Band, in charge of General Superintendent C. S. Christoffer and directed by Mr. Michael Jalma of Minneapolis lost no time in giving their hearers to understand that The Milwaukee has a real band, trained and ready for business.

Before the evening entertainment the Band marched through LaCrosse streets and played several selections in the lobby of Hotel Stoddard. It gave several numbers on the program and then played for the dancing. The C.M.&St.P. Quartette from Minneapolis gave several vocal numbers and refreshments were served by The Van Noy Inter-State Company. The Women's Club Rooms on the 2nd floor were thrown open and punch was served by the ladies.

The program was broadcast over Station W.K.B.H]

THE MILWAUKEE MAGAZINE

Union Station Building
Chicago

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Libertyville, Illinois

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Libertyville, Ill. Advertising Manager,
Arthur E. Needham, Room 790, New Union
Station Building, Chicago, Ill.

Think This Over

Frank Talk Between Freight Receiver
and Railroad Man Helps
Solve Problem

This is an accurate account of a conversation that actually took place not long ago in Minneapolis, between a railroad agent and a fruit merchant. It accomplished a lot of good by opening the eyes of the merchant to one of the big problems of modern transportation and showing him how he could be of assistance to the railroads that deliver his freight and, in turn, to business and industry of all classes. More conversations of this sort between freight receivers and railroad men who would be glad to help the railroads work out their car supply problems if the facts were presented to them in understandable form. Shippers who have grasped the situation can help also. Think it over.

Agent: "Suppose you sent a truck loaded with fruit to a customer and the customer said to your driver, 'Wait until I get ready to use the stuff or can find some place to store it.' What would you expect your driver to do?"

Merchant: "Well, if he wanted to hold his job, I would expect him to telephone me for orders."

Agent: "What would you tell him?"

Merchant: "I would tell him to bring the stuff back in a hurry."

Agent: "Now, then, suppose it was impossible to bring the goods back and your customer got ready to unload the order and suppose you had a lot of customers who did thing the same way; you would have to buy a lot more trucks and spend a lot of cash for them, wouldn't you?"

Merchant: "Yes, I guess I would."

Agent: "Did it ever occur to you that you are asking the railroad to do this very thing that you would not do yourself?"

Merchant: "No. To be honest, I never thought of it in that light."

Agent: "Well, a car of fruit or vegetables comes to you and you take your time about unloading it. You take a truckload of stuff whenever you need it and let the car stand on the track, under load, for days, instead of emptying the car promptly, so that the railroad can use it to serve some other merchant."

(Concluded on Page 12)

Page Ten



Mr. E. B. Finnegan
Freight Traffic Manager

SUCCEEDING the late Mr. Charles H. Mitchell as Freight Traffic Manager, is another one of the "Milwaukee Boys," Mr. E. B. Finnegan, who entered the service of our company as stenographer, in one of the St. Paul offices in 1904. In 1907, he came to Chicago to take the position of Chief Clerk to the General Freight Agent, from which position he went successively to the same positions in the offices of the Traffic Manager and the Vice President in charge of Traffic.

Mr. Finnegan has long been recognized as one of the "tariff experts" of the country, and his experience as Chief of the Traffic Bureau of Lines East, qualified his for appointment in 1917 as Assistant General Freight Agent in charge of that branch of the General Freight Department work. In 1921 he was promoted to the position of General Freight Agent, in 1926, to that of Assistant Traffic Manager, and now he climbs another round to his present position.

Mr. Finnegan is a quiet, self-contained gentleman, with a world of kindly thought for others, which finds daily expression even in the multitude of exigent demands upon his time. He is highly popular with the traffic folk of the territory he serves, and enjoys to a high degree the confidence of his superior officers and the love and loyalty of his own subordinates.

The Magazine is glad to congratulate Mr. Finnegan upon his advancement.

Other Freight Traffic Department Appointments

Freight Traffic changes following the appointment of Mr. Finnegan are:

Mr. E. W. Soergel, Assistant to Freight Traffic Manager.

Mr. J. W. Farmer, Assistant Freight Traffic Manager

Mr. O. T. Cull, General Freight Agent.

Mr. G. A. Moller, Assistant General Freight Agent.

Stop, Look and Listen

The following verses were written by Mr. L. S. Adair, Agent at Soldiers Grove, Wisconsin, and were printed, first in the Kickapoo Scout, published at Soldiers Grove. The poem was sent to The Magazine by Mr. G. S. Trezona, Agent at Viola, Wisconsin, with the comment that the "Agents on the Madison Division are not going to see some competitors run off with their business if they can help it."

I've been reading your "trade at home" slogan

It's a good one you may bet,

But you've over looked an important fact

I'll relate lest you forget.

The greatest menace to a country town

Is the carrier who uses the truck,

If the merchants don't patronize the trains

They're going to be out of luck.

A town without a railroad

Is like a wagon without a tongue,

Men, you may be saving at the spigot

But you are wasting at the bung.

Don't take this verse too lightly

And think I'm just in fun,

For I'm going to keep on goin

And tell what railroads have done.

From LaFarge clear down to Wauzeka

They've paved the way for you,

Back in the early days they built the right
of ways

And credit to them is due,

When the Indians waiting behind a bush

To get the first pioneer,

Why, yes of course it was the old iron horse

That pushed through without a fear.

They tunneled the hills and bridged the stream

To carry you to and fro,

Across the hills, swamps and draws

Wherever you wish to go.

Now the automobile has come to stay

Old Dobbin turned out on the plain,

But your freight should move along the Groove

Of our modern Kickapoo train.

Your freight when sent by train

In stormy weather or wind

When 40 below with 10 feet of snow

They are your only friend,

The grain and stock from north to south.

Across the hills and plain,

On the road of concrete you can't compete

With our modern Kickapoo train.

So give your freight to the railroad

Whose equipment is up to date,

They deliver your goods from city to woods

And very seldom late.

The railroads have built your cities and towns

Made the farmers well to do

Was the railroad bed that buried the dead

Of the old wild Kickapoo.

Now give your freight to the railroad

The railroads have served you true,

It was the steel rails, not the Indian trails

That opened the Kickapoo.

Then the pony train and the old stage coach

Tied up at the set of sun,

So I'll take this task to fairly ask

What the railroads haven't done.

Now speaking of doing your trading at home

How much do the truck men spend?

They may buy a little gasoline here

But their salary goes at the other end.

Now here is the moral of this poem

And one I think is true

Just wake up, look yourself in the face

Don't bite the hand that's feeding you.

—POP TUTTLE.

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Paper Prepared by Conductor
R. C. Spayde, and Read at a
Rocky Mountain and
Missoula Safety First
Meeting, November
15, 1926.

PROPER conception of the "Safety First movement need not necessarily be in contemplation of its national or universal scope, as much as in its personal import. The essential feature of the movement is most assuredly physical safety. A proverb common in all languages is that "Self Preservation is the First Law of Nature."

A history of the movement may be shrouded in the ages. We can never discover when nor how often attempts were made at concerted application.

Most certainly as an issue Safety First became paramount long before this, the Motor age; long before the time when impetuous high voltage currents were suspended over the hurrying throngs on frail, often parted wire; long before the prototype of the mighty Olympian menaced the careless driver at grade crossings; and long, long before anyone of authority conceived the possibility of decreasing the hazards in mining, manufacturing and similar occupations.

We suggest that in so far as its application to humanity is concerned, its origin was forced when our ancestor, occupant of cave or gnarled twisted limbs of some great tree felt inclined toward repose. The Safety First came into its own. The Fates were neither complacent nor tolerant, and when one neglected this vital principle momentarily he became the "Horrible Example." Survival of the race and advancement of civilization proves that through the centuries, no faculty has been so instantly instilled as an instinct. In the family life the constant urge has ever been "Don't" this and "Careful" there. Experiences of the parent set before the youth in admonitions were basic foundations of our advancement.

It is then almost incomprehensible that constant education, never-remitting vigilance must be exercised to develop the proper attitude in this respect.

Confucius gave to his followers this form of Golden Rule: "What you do not like when done to you, do not do to others."

Could we, as did the adherents to his code, but keep precepts of such import, ever present in mind, another proverb of value would become self-effective, viz: "Eternal vigilance is the price of Safety."

Distinctions may be fine drawn, "The same knife cuts both bread and the finger."

In the daily work life Confucius' Golden Rule will provide "Safety First."

Mr. Know Itall

A handsome young fellow, all dressed up to kill,

When back on the job is called "Careless Bill;"

At Safety he jeers and calls it "all bunk"

And guards on machines he sneers at as "junk."

I've met lots of fellows who're just like this guy,

They're never convinced, 'till they lose a good eye,

Or a leg or an arm, or some similar fate,

They're Safety men THEN—but alas, IT'S TOO LATE.

Circular 141, Safety Section A. R. A.

Circular No. 141 issued by the Safety Section of the A.R.A., for February has the following relative to Falls of Persons. Remember the goal is to "Reduce all Railway Accidents at least 35% by the end of 1930, and this means a retentive mind and memory on causes of all accidents and their prevention, by all railway employees.

Falls of Persons

We find forty-eight classifications of accidents due to "Slipping or Falling," in the annual bulletins of the Interstate Commerce Commission, which for the past three years afford the following exhibit:

	1925	1924	1923
Falls of persons in train service accidents.....	12,389	12,392	13,897
Falls of persons in non-train accidents.....	9,066	10,661	12,048
	21,455	23,053	25,945

Having in mind the goal of the Safety Section, calling for a reduction in all railway accidents by the end of 1930, which shall be the equivalent of at least 35 per cent, we call attention to the fact that our big failure in 1925 was that we did not reduce accidents in train service, due to falls of persons although the reduction in 1924 over 1923 was very satisfactory.

This was not the case in connection with non-train accidents from the same cause, which in 1924 were reduced 11.5 per cent over 1923, and further reduced 14.9 per cent in 1925 over 1924.

This means that while our shop forces, trackmen, bridge and building men; station employees and others in industrial work are getting down to business and exercising greater care to keep themselves from slipping or falling, our train service men, passengers and others who ride trains seem as awkward and thoughtless and are suffering as much evil consequences now as they did in 1924.

While the detail is too great to afford extensive analysis here, it needs only a casual examination of the bulletins of the Inter-State Commerce Commission to disclose that "stumbling and falling" accidents particularly in connection with train service, are due to defective conditions only to a minor extent.

The solution is to educate men to their responsibility for their own safety, and induce them to remain alert at all times, to watch the step they are about to take and avoid falling.

It is to train service accidents, then, that we must now direct specific attention. The tide can be turned by a combination of good supervision and alert response on the part of employees.

On behalf of the Committee on Education,

Mr. L. G. Bentley, Chairman.

Paper on "Safety First" written by T. P. Jones, Roundhouse Foreman, Dubuque Shops, and read by Mr. Jones at the Dubuque Shops Safety First Meeting, held January 7, 1927

THE two principal reasons why we hear so much about Safety First in all industries is "Carelessness" and "Thoughtlessness" on the part of the employees. The Railroad has its share of careless and thoughtless employees,

and in the minds of these men must be planted the meaning of "Safety First." Our Railroad and all other railroads believe in educating their employees to the idea of self-protection. Committees have been appointed and campaigns been made but the results in many cases have not been entirely is that committees cannot themselves put over a Safety Campaign unless the foreman or officer in charge is sold on the idea of the Safety Movement. If the officer in charge is a leader and understands his men thoroughly he can make a Safety Campaign a success. If he is not a leader or a man of this type the Campaign will be doubtful.

One of the good points which we could bring out in a Safety First Campaign is that we must watch out not only for our own Safety but for the protection of the man with whom we are working. It is easy to drop a tool or a board carelessly so that it may fall on someone else and cause a serious injury. Our one motto in Safety First should be "Always be Care-

ful." This applies to watchfulness for one's self and also to watchfulness in behalf of the other fellow.

The Safety problem is a problem for all to work out, the answer of which is of great importance in our industrial life. The prosperity of any nation, corporation or company depends largely upon the productiveness of its workers, which in turn depends to an extent on their Safety, Health and Welfare.

There is still a great distance to cover before this goal can be reached. Although the Safety Movement seems to be growing slowly, the future looks bright with promise.

Modern, organized accident prevention efforts pay big dividends. It saves compensation, doctor bills and hospital costs that would be involved if accident rate has to continue on the old scale.

Accidents are costly, they do not only involve medical, hospital and compensation expenses, but also damaged material, labor turnover, lost time, decreased output. It will effect the workman's future and that of his family to say nothing of the pain which attends the loss of lives and limbs.

All accidents will surely disappear from our casualty lists to the extent that supervision and co-operation become effective.

The prevention of ACCIDENTS at Dubuque Roundhouse is a very vital subject and I am pleased at this time, also feel proud of our organization, to report at this meeting that we have not had an accident for the past eight months. It shows that everyone is assisting and doing their part. My hopes are that we may be able to make it a perfect year.

"No one is of such importance that he can afford to ignore the little savings in the operation of his Department. The using over again of any article saves the cost of a new one, and though the individual saving may seem small, the aggregate of many of these over our large system will run into a surprising large amount."

Think This Over

(Continued from Page 10)

Merchant: "You're right. That's about what I have done."

Agent: "Don't you think this is a rather selfish way of doing things? It deprives the railroads of equipment which they need to take care of other shipments. In turn, it forces the roads to buy more cars than would be needed if they could count on your co-operation and that of other men who receive freight. I hope you see the point I am driving at and will try to release our cars within the 48 hours which we allow for unloading."

Merchant: "I'll think it over. I believe you're right, though."
—Sioux City Live Stock Exchange.

"A nut or bolt represents five cents more or less to the Railway Company. Certainly all of us would take the time and trouble to pick up a five cent piece. Why not do the same for our Company with the many little things so often unnoticed?"



Mount Rainier from Paradise Valley



On The Snow Line, Paradise Valley

The two pictures above, showing Mount Rainier and Paradise Valley are "kodaks" and quite remarkable as such. They were taken by Mr. S. Greene a former employe, now of Eugene, Oregon. The lady in the lower picture is Mrs. Furrer, daughter of El. Const. Foreman, J. C. McConnell of Lines West. Mr. Greene says he "still" boosts for The Milwaukee."

Current Railroad Topics

Class I railroads in 1926 placed in service 2,399 locomotives, according to reports filed by the carriers with the Car Service Division of the American Railway Association. This was an increase of 666 locomotives over the number installed in 1924.

While the number placed in service in 1926 exceeded the two previous years, the actual number of locomotives owned on January 1, 1927 totaled 62,428 or a decrease compared with January 1, 1924 of 2,468 locomotives. Despite this decrease in the number of units, the average tractive power per locomotive at the beginning of this year was approximately 6.7 per cent greater than three years ago.

Freight cars installed in service in 1926 totaled 104,000, which was a decrease of 24,422 compared with 1925 and 52,414 compared with 1924. Of the 104,000 freight cars installed last year, box cars numbered 46,063; coal cars 41,084 and refrigerator cars 8,471.

While the number of freight cars owned on January 1, 1927 was an in-

crease of 28,473 cars or 1.2 per cent compared with January 1, 1924, the average carrying capacity per car on January 1 this year was 45.3 tons three years ago, or an increase of 4.1 per cent.

Class I railroads on January 1 this year had 329 locomotives on order compared with 471 one year ago and 287 on January 1, 1925. Reports showed 21,242 freight cars on order on January 1 this year compared with 40,794 on the same date last year and 55,684 on the same date two years ago.

The volume of freight traffic moved by the railroads of the country in the first eleven months of 1926 was the greatest ever handled for any corresponding period on record. This freight traffic amounted to 448,530,149,000 net ton-miles, which exceeded by 24,350,166,000 net ton-miles or 5.7 per cent the best previous record for any corresponding period which was established in 1923. It also exceeded by 30,299,074,000 net ton-miles or 7.2 per cent the corresponding period in 1925.

The railroads in November also handled the greatest freight traffic for any November on record. This traffic amounted to 43,342,133,000 net ton-miles, an increase of 2,567,549,000 net ton-miles or 6.3 per cent over the previous high record for that month which was established in 1925.

The daily average movement of freight cars on the steam railroads of the country in November was 32.1 miles, the highest average ever reported for any November on record, according to the Bureau of Railway Economics. This exceeded the average for November, 1925, by 1.1 miles while it also was 3.7 miles greater than the average for November, 1924.

The average daily movement of freight cars for the first eleven months in 1926 also exceeded all previous records, amounting to 30.5 miles, or an increase of two miles over the same period in 1925.

In computing the average movement per day, account is taken of all freight cars in service, including cars in transit, cars in process of being loaded and unloaded, cars undergoing or awaiting repairs, and also cars on side tracks for which no load is immediately available.

The average load per car in November was 28.5 tons, an increase of 1.3 tons over that for November, 1925 and an increase of 1.3 tons above the same month in 1924. The average for the first eleven months in 1926 was 27.3 tons compared with 26.9 tons in 1925.

Freight cars owned by the Class I railroads were in the best physical condition on January 1 ever reported. On that date fewer freight cars were in need of repair than ever before at any season of the year, there having been at that time 130,416 in need of repair or 5.7 percent of the number on line. This was a decrease of 1,349 compared with the best previous record established on December 15th, 1926.

The following extracts are taken from an address entitled "American Prosperity and Related Topics" recently delivered by Mr. Otto H. Kahn before the Kiwanis Club of New York

City. Speaking of the principal causes of America's prosperity, Mr. Kahn said:

"With the ever widening diffusion of prosperity and the ever advancing standard of living, plausible economic fallacies which for many years had a strong hold upon a large portion of the plain people have lost much of their power, being displaced by the lessons of actual experience. The people have seen that the absence of muckraking and corporation baiting, the granting of relief from extreme taxation, the giving of fair scope to business, have been coincident with an era of unprecedented prosperity. They have learned that the way to promote the common welfare is not to pull the successful down, but to try and pull everyone up; not to take away from some but to add to all. They have observed that the mathematics of prosperity consist not of division, but of multiplication.

"And as the people have learned from experience, so has 'big business'. Time was, and not so very long ago, when the slogan of corporate management was 'dignified silence.' 'Whatever you do,' thus the lesson used to run, 'don't talk! Let the other fellow make a noise if he wants to, let him kick if he wants to, but don't talk back. Don't explain. Be silent. Saw wood. When he has kicked long enough, he will get tired of it and he will stop.' Well, 'he'—the man in the street—didn't get tired of kicking. On the contrary, he kept on kicking and indulged in it so vigorously and with such accurate aim that he hit some highly sensitive spots in corporation anatomy and did considerable damage and some pretty rude shaking up.

"In the end, business learned that 'dignified silence' and disregard of public opinion won't do in a democracy. They learned that a 'dignity' which can be preserved only by building a Chinese wall around itself, which cannot descend into the market place and there meet all sorts and conditions of people and still hold its own—is neither merited nor worth having nor capable of being long preserved.

"They learned that they must explain, that they must take the people into their confidence, that they must conduct a campaign of candid information. They learned that they must be frank and aboveboard in their dealings with the people, that they must appeal to their intelligence and make plain to them that the prosperity of business means also their prosperity. They learned that it is a dangerous and in the long run, a losing game to seek protection, even legitimate protection, by means which will not stand the light of public scrutiny. They learned to enhance efficiency and to promote stability and avoid undue boosting of prices. And above all, they learned that they must emphasize, beyond all other things, the note of service, the aim and the fact of service, without which no success ought to be attainable and, in the long run, no real success is attainable.

"I think the leaders in that recognition, and in a campaign based thereon and aiming to set themselves right with the public, have been the rail-

roads. Simultaneously with that campaign, they introduced a campaign of efficiency in service. In both respects they have succeeded admirably. They have demonstrated their determined purpose, as their primary aim, to serve the people, and they have demonstrated their ability to do when given reasonable scope and when left free from oppressive or narrowly bureaucratic interference by governmental agencies and from short-sighted legislation. They have proved themselves the physical distributors, so to speak, of prosperity. It is not too much to say that the extent of the prosperity which the country has been enjoying these past few years would not have been attainable but for the remarkable efficiency, and the broad-gauged spirit of service, of the railroads.

Dubuque Shop Jingles

"Oosie"

ON Feb. 10th, at his home in Dubuque, Henry Kruse, aged 61 passed away. Mr. Kruse was one of our oldest veterans, having been employed by the Milwaukee at this point for 46 years—commencing as a call boy and serving as Machinist and Gang Foreman for a number of years. Sincere sympathy is extended to his family—

Another familiar form is missing,
Another kindly smile is gone;
But how good it is to say of him
Now that his race is run—
"He was a friend to everybody—
Played the game on the square,
Was surely a worthy brother
Who was welcome everywhere."

Since Pete O. bowls one hundred and seventy five—he sez—"I tell you, man alive, getting that score is very tame—just watch me yet, I'll show you, I'll bowl a PERFECT game."

Sonny Chandler, now at Milwaukee: We haven't had time yet to miss you, but we know we're going to sure; watch your P's and Q's and Grammar, for you know you're none too pure.

Nora B. Decco out in Gallatin Way, received your nice letter and want to say—just watch the trains—the middle of the Summer and show me the country that I know is a hummer.

The question around here these days—"To be or not to be?" (Radi sez it won't be long now!) I hope you don't feel hurt.

The CM&STP Minstrel troupe do be having some awful times—Schwartz and McAleece turned up at rehearsal missing (which is one of the greatest crimes) but their alibi was perfect—Poor Haggerty, of course, was the goat; but he claims the stuff he fed them would be good down any throat.

Jim Smith, who is William Jennings Bryan's successor, is due to break forth in speech real soon—he has rented the Municipal Pavilion and will speak by the light of the moon. (Hope this speech doesn't call forth any "animadversion.")

Sorry to read in the February issue of "Bill Mikes" passing away. We shall miss his "Bad Land Echoes" and extend to his family our sympathy. When it came to rhyme "Bill Mike" had what some of us aspire to have some time.

Coast Division C. C. C.

MR. GEORGE M. HAYDEN, Chief Dispatcher, and "Dick" Weude, General Trolley Foreman, are the proud owners of new 1927 model Hupmobiles.

Mr. J. S. Eccles, Assistant Trainmaster, who has been ill for several months left the latter part of January for Southern California hoping the change will be beneficial for his health. Mrs. Eccles accompanied him and they joined in Los Angeles their son and daughter, who have been there for some time.

Mr. Frank Webb, Roadmaster on the Rocky Mountain Division, has taken a leave of absence, and with Mrs. Webb have been visiting in Wisconsin. They expect to return from the East about March first and will spend some time on the Coast Division before returning to Montana.

We are deeply indebted to Mr. Hayes of the Metropolitan Park Board, Tacoma, for the suggestions he has given in the beautifying of the Park at the Passenger Station and for the gifts of shrubbery and other plants.

Sincerest sympathy is being extended to Edward Herzog, Clerk to Mr. T. J. Hamilton, in the death of his mother and father at Aberdeen, S. D. His father's death occurring January 13th, and his mother passing away February 14th.

Who's Who in the District Accountant's Office

Louie B.—The man who knows how to smile.
Archie L.—The alibi expert.
Bill S.—Wild Bill from Puyallup.
Clarence T.—An artist (just look at his desk).
Forest M.—One of "Central's" favorites.
Morton E.—The flashlight expert.
Burton T.—An Oldsmobile expert.
Oscar D.—A tide authority.
Claude P.—Java king.
Millie A.—The winning milk maid.
Art B.—The busiest man in the office.
Geraldene A.—Little Red Riding Hood.
Anna J.—Training to swim Catalina Island Channel, she takes yeast every day.
Dick B.—A traveller of experience.
Leonard J.—The officer caller.
Guy B.—Always has time for everybody.
Lee B.—Scotch stories his favorite pastime.
Frank O.—The office jester.
Olga G.—An authority on styles.
Howard R.—Would rather play rummie than eat.
August C.—An interpreter of languages.
Rose L.—An authority on "Pontiacs."
Ruth R.—The T's (tea and toast).
Harry H.—An earnest inquirer as to your status.
George P.—Looking for a full house.



Miss Millie Anderson Coast Division Department Stenographer, with her small Nephew and her Big Brother

CLAIM PREVENTION



Claim Payments—New Furniture

CLAIM payments for new furniture have shown a steady increase on the Class One Railroads of the United States for the past several years and the figures shown below will indicate to you the same condition obtained on the CM&STP Railway:

	Amount	Per Cent of Total Claim Payments
1926 — C L	\$22,245.47	
L C L	29,630.75	
	\$51,876.22	5.3
1925 — C L	\$21,754.37	
L C L	24,086.14	
	\$45,840.51	4.4
1924 — C L	\$18,764.80	
L C L	27,009.87	
	\$46,434.76	3.9

Your particular attention is respectfully called to the amount charged to L.C.L. shipments. Most of the damage to this class of shipments is of a concealed or unlocated nature, which of course, hampers any action looking toward a correction.

This office has recently addressed a circular letter to Agents at all transfer stations, requesting their co-operation to the extent of having their check clerks give all available information on the original waybills as to the probable cause, etc., in case ship-

ments of furniture are found in a damaged condition at the time of transfer. Destination Agents should also be particular to show on bad order report any and all information that will enable us to handle along prevention lines.

Most of the damage to carload shipments of new furniture is chargeable

to rough handling in transit, and this, of course, can only be reduced through the co-operation of all train and yard employees.

Then and Now

Listen, trainmen, and you shall hear,
Of the railroad ride of a keg of beer,
A east iron stove, old and quaint,
And seven casks of liquid paint.

Destined to a city in the north so far,
They were loaded alone in a big box car.

They stood alone without braces or blocks,
To take the bumps or damaging knocks.

Over high hills and down steep vales,
As fast as a freight car could hold the rails.
"Oh!" said the stove, with a wicked whinny,
"Look at me, I'm shaking the shimmy."

Now shaking the shimmy's a horrible crime,
And punishment came to that stove in time.
They rounded the bend at old North Shore,
And in a bent up heap it fell to the floor.

The car was left in the lower yard,
Along came a switcher and hit her HARD!
That beer keg rolled like forty cars,
When it hit the wall, you should've seen the stars!

The beer poured out from every side,
And flooded the car like a rising tide.
A moment it stayed on the dusty floor,
Then disappeared in the cracks forever more.

The paint arrived at the freight house door,
But was spread about on the box car floor.
It should never been loaded by the force at Chicago,
For the casks were not fit to carry their cargo.

Those were the days when the Valley Central was only a pup,
And the St. Paul Road was just being thought up,
When switching was not considered an art,
But a quick way of taking a train apart.

Blocking and bracing was never used,
And leaky containers were seldom refused.
Checkers didn't care and didn't know,
Whether shipments went where they ought to go.

But now we're acquainted with bracing and blocking,
And the damage above should be quite shocking.
Nevertheless it sure has happened,
And the Railroad's purse has been sadly flattened.
Switching too has improved more-or-less,
But still many a car is found in a mess,
Because in the rush of a busy yard,
A switchman forgot, and "hit her HARD!"

—Anonymous.

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— C. M. & St. P. Ry. Women's Club —

Beloit Chapter

Martha Smith, Historian

SANTA Claus paid a visit to the children of Beloit on Thursday afternoon, December 16th. About five hundred little folks were there to welcome him when he came into Beloit riding on the pilot of his private locomotive on the C. M. & St. Ry. Santa was given a whole bag full of letters telling him what the youngsters wanted most; and after they all had been given a box of popcorn, and had talked with Santa and started home, Santa was invited to a Christmas party for the children of the employees, given by Beloit Chapter. The depot was decorated with a lighted Christmas Tree. Helen Diedrickson danced; Helen Fredenhall and a girls' quartette gave several recitations. Roosevelt Junior High School rendered Christmas carols.

On December 23rd, the engineers' wives gave a bake sale.

About one hundred people attended the New Year's Eve party, sponsored by the Women's Club at the passenger station. Games and dancing were enjoyed. Cafeteria lunch was served at 11:30 and the New Year was welcomed in by the blowing of horns and storms of confetti. Mrs. Willard McIntyre was Chairman of the Committee in charge, with Mesdames Dan Burdick, Tom Craig, A. J. Barbee and William Smith assisting.

The Five Hundred Club of Durand entertained the Beloit Chapter on January 14th at a one o'clock dinner, followed by Five Hundred. Prizes were won by Mrs. Messner and Mrs. Bowser of the Chapter.

Ottumwa Chapter Milwaukee Women's Club

C. M. Gohmann, Acting Historian

ELEVEN families were the recipients of well filled baskets at Christmas, and were made to feel some of the joy and happiness that is so prevalent at this season of the year. We also remembered our seven Milwaukee patients at Sunnyslope Sanitarium by sending them a large basket of fruit.

The plans for our Christmas Story Hour were successfully carried out. Thirty-seven children congregated at the Benton Street Church during the afternoon of Saturday, December 18th. The program began with the

singing of the Story Hour song 'How do you do Story Lady,' then Mrs. Genevieve Walker narrated the story of the Christ Child. A tree, beautifully lighted with colored lights, was most attractive to the children, and they gratefully accepted the Christmas treat of oranges, candy, gum and Christmas candles. Our club song 'How do you do' has been converted into

admittance papers.

325 members and friends attended the dance at the Armory on Tuesday, December 28th. The decorations were very attractive and the music by 'The Mississippi Six' was very fine. A special feature of the dance was the Cake Walk and a large cake, decorated with three pink candles to commemorate the third year of our existence, was given as a prize to the winners. Mrs. A. C. Daacke and committee are to be thanked specially for the time and effort given to putting the dance over so successfully. \$90.00 is the amount netted from the dance, and socially it was 100%.

The following officers were elected for the year 1927 at our meeting on December 12th, which was held at the Benton Street Church.

Mrs. W. C. Givens,
President
Mrs. Mike Reynolds,
1st Vice President
Mrs. Jno. Evens,
2nd Vice President
Mrs. H. Cogswell,
Treasurer
Mrs. Jno. LaBelle,
Recording Secretary
Miss Leona Lamis,
Corresponding Secy.
Mrs. R. Replogle,
Historian

So much credit and praise is due Mrs. B. F. Hoehn for the wonderful manner in which she filled the office of President of our Club for the first two years, she so successfully fulfilled the duties of her office, and we realize that so much has been accomplished during the period that she served as head of our organization. We deeply regret that we can not retain her as our President for the coming year, but fully realize that it would be an imposition to expect her to serve for a third term.

Mrs. Mike Reynolds, Chairman of our Mutual Benefit Committee, cer-

tainly deserves special mention for the great amount of good that has been done through her special efforts. They say 'precious articles are done up in small packages,' and this is one case that proves it, for Mrs. Reynolds is small but she 'sure does a lot.'

The work prescribed to our Vice-Presidents, our Treasurer and Secretaries, likewise all members on the various committees, has been well done and splendidly carried out.

At our Meeting on December 12th we received a check for Ten Dollars (\$10.00,) covering the dues for twenty contributing members, secured by Mr. Ruhland from among the Machinists Unionmen at West Yard. This



Mrs. H. E. Byram, President-General of the CM&St.P.Ry. Women's Club, in whose honor the Lydia T. Byram Scholarship Fund was Established

a Story Hour song for the youngsters and is always sung previous to the story telling.

Through the efforts of several of our club members papers were approved and signed for the admittance of the young daughter of a Milwaukee employe into the State Hospital at Iowa City, where she will be given treatments for three months for an infected knee. Mrs. B. F. Hoehn accompanied the mother and daughter to Iowa City and attended to their being given every possible attention and the child being comfortably cared for. The family not having been residents of Wapello County for a full year, made it necessary to take special means of securing signatures to the

was a very pleasant surprise and we certainly thank Mr. Ruhland for his kindness and the effort put forth in securing these contributing members.

Following the Meeting on December 12th a social hour was held, during which time doughnuts and coffee were served by the Social Committee.

Rev. Shotwell conducted the Story Hour for the children on Saturday, January 8th. We appreciate the assistance of the Rev. Shotwell in helping us entertain the youngsters and giving them an hour of fun and pleasure.

Our new officers are taking up the work of their respective offices with enthusiasm and good will. Our new President, Mrs. Givens, came to us from Sioux City several months ago highly recommended as a splendid Club worker. Since being with us she has lived up to the good reputation she left in Sioux City.

Kansas City Chapter

Dorothy Jackson, Historian

THE Kansas City Chapter gave a musical and social evening at the home of Assistant Superintendent J. F. Anderson and wife, Dec. 28.

Their spacious home was filled by 8 o'clock and a delightful program of Christmas carols, piano solos, vocal solos, saxophone duets and recitations was enjoyed by everyone present. The success of the musical was greatly due to Mrs. Marguerite Hall, who being a music instructor herself was able to secure the best talent in the club. We are, indeed, grateful to her for the very enjoyable evening.

Delicious refreshments were served and we heartily express our appreciation to Mr. and Mrs. Anderson for their kind hospitality.

On Jan. 5, the Club held the regular monthly business meeting at the Odd Fellows Hall, 5406 Independence Ave. There were forty members present, all committees were named and business for the coming year was planned.

The Ways and Means committee with Mrs. Frank Biesecker as chairman will have one entertainment each month to finance our work. The Social committee with Mrs. Hardy chairman will give a social function each month—all these have been arranged, and the club will begin the New Year with great enthusiasm. Fifty-three members paid their dues at this meeting for the coming year and more will follow at the next meeting. A bridge party will be given at the home of Mr. and Mrs. W. B. Jackson on Jan. 15th.

We have been grieved by the death of two of our members—Mrs. Maude Craft and Mrs. Anna Broadbans. The families have the sympathy of the Club in their bereavement.

Savanna Chapter

Minnie Seitzberg, Historian

SAVANNA Chapter, with their families enjoyed a Christmas party held December 16th in R. N. Hall, with about one hundred and fifty present.

Santa Claus was present and distributed pop-corn balls and well filled candy stockings.

After a musical program, dancing was enjoyed until a late hour. The music was furnished by Mrs. P. H. Franzen, George Lanning and Charles Reese. The program which preceded the dancing consisted of a recitation by Hope Alden; piano solo, Mary Goss; song, Keith Dahl and Franklyn Daley; recitations by Bobbie Seitzberg, Wilma Plattenberger, Edward Speck, Billy Brose, Virginia Tyler, Dorothy Daley, Verna Homedew and Herbert Green; reading, Katherine Crowley, duet, Dorothy and Seward Johnson; solo, Audrey Buswell; solo, Arlene Hummell; solo, Mary Brown.

The party was greatly enjoyed by all. We had a huge Christmas tree beautifully decorated, lighted and loaded with filled stockings for everyone. The recitation by Billie Brose was written by his mother and was a great hit.

Wausau Chapter

Historian

SIXTEEN Merrill ladies belonging to the Chicago Milwaukee & St. Paul Railway Women's Club were hostesses to the club at the November meeting, held in the parlors of the Business Women's Club at Wausau. The afternoon was spent socially, bridge and five hundred being played. Favors at bridge were won by Mrs. Henry Vachreau and Mrs. Lillian Atkinson and at five hundred by Mrs. Phillip Lennert and Mrs. R. P. Rawson. Supper was served at small tables. The out of town guests were Mrs. F. F. Graves of Viroqua and Mrs. Louis Schultz, Mrs. J. P. Smith, Mrs. Harry Norenberg, Mrs. August Morin and Mrs. August Krueger, all of Tomahawk. Merrill members present were Mesdames Richard Akey, Elmer Bloomquist, Miles Christianson, Carl Grandholm, Frank Mattson and C. H. Randby.

At a short session preceeding cards plans for the new club house, which the club plans to erect on railroad property were discussed, and a great deal of enthusiasm was shown. A nominating committee on which Mesdames Dan Wells, Lillian Atkinson, W. R. Billington, Phillip Lennert and William Bernard will serve was appointed.

Mrs. M. M. Harrington, Mrs. J. W. Held, Mrs. J. P. Horn, Mrs. Fred Hunziker and Mrs. Frank Duvic were appointed as hostesses for the next meeting.

Council Bluffs Chapter

Mrs. Lee Historian

THE regular meeting of the Co. Bluffs Chapter was held Dec. 30th at the Eagles Hall. The meeting was called to order at 2:30 by our president, Mrs. Gallagher. The different committees gave very interesting reports. The election of officers was held as follows:

President—Mrs. M. Gallagher,
1st Vice Pres.—Mrs. Robert Urie,
2nd Vice Pres.—Mrs. Frank Colburn,
Rec. Secy.—Mrs. S. E. Hollingsworth,
Corr. Secy.—Mrs. Carl Schonberg,
Treasurer—Mrs. Herman Jensen,
Historian—Mrs. Edw. Lee.

It was voted upon to hold our meetings in the future at 2 o'clock instead of 2:30, so please remember that we start a little earlier.

Prizes were won in the guessing contests by Mrs. Kelly and Mrs. Tinnis.

The Flower March was held, followed by refreshments served by Mesdames, Heffner, Parrish, Wolfe, Schmidt and Lee.

On December 20th we held our Christmas Party at Hafer's Hall with our attendance of 300 Milwaukee employees and their families. An excellent program was given including a playlet given by Mrs. Schmidt and Mrs. KaHeist and also several numbers given by the Milwaukee Mens Choruses, and last but not least, there was old Santa and a most beautiful tree with bags of candy, nuts and pop corn balls for all the youngsters. This was our first Christmas Party and we feel our efforts were well worth while.

Bensenville Chapter

Frieda Knowles, Historian

THE regular monthly meeting was held in the club house Wednesday afternoon January 5th.

Since last meeting the floor has been cov-

ered with some dandy linoleum, which was a very pleasant surprise for most of us. Last meeting we made mention of starting a library. Mrs. Josephine McKenzie was appointed Librarian. It was agreed that each member donate a book. Mrs. F. Oakes has donated twenty-five and Mrs. J. Bartholmey has donated fifteen for the children's section.

Mrs. Steffen's motion to start the Lydia T. Byram Scholarship fund with \$25 was carried. Mrs. O'Donnell's motion to use 10 per cent of the annual net proceeds of money made by the club to be used toward this fund and put at interest until a certain sum was reached was carried. The benefit committee reported five calls and \$15 was given to a needy case.

Mrs. J. Bartholmey was appointed Social Chairman for the year. Her committee to be appointed each month. A sum of \$6 was agreed to be used for each affair for which there will be no charge.

The House and Purchasing committee are to purchase a hectograph for the club.

Meeting adjourned for a social hour. Mrs. Lee baked and donated two cakes.

A very pretty wedding took place at 10:30 o'clock in the morning on January 12th when Miss Louise Bodenberger, daughter of Mr. and Mrs. J. Bodenberger, became the bride of Mr. Frances Suter of Palatine.

Mrs. Suter is the daughter of our president and also a member of our club, we extend our best wishes to the young couple who will make their home in Palatine.

Dubuque Chapter

Myrtle Bock, Historian

THE second Christmas Party for Dubuque Chapter was given on December 17th, with one hundred members and their husbands in attendance. The party began at 6:30 in the evening with a Potluck Supper. The tables were very bright and pretty with Christmas candles and decorations and there were all kinds of good things to eat. And to make it complete, music was furnished by an orchestra composed of F. Hense, Luverne Spangler, George Klauer, Harland Hillard, Wayne Brown and Richard Willmers.

After the supper the meeting was called to order by Mrs. E. A. Meyer and the Chairmen of the various committees made their report of the years work. Mrs. Louis Howell, Chairman of the Auditing Committee was the first to report and this report clearly showed that Dubuque Chapter has some good workers and some good financiers when they are able to carry on the amount of relief work that has been assumed and still show a nice balance at the end of the year. Mrs. Frank Fernstrom, Treasurer, gave a complete and detailed report on the finances.

Mrs. F. A. Shoulty, Chairman of the Membership Committee, reported Dubuque Chapter as having Two Hundred and Fifty-Three members, and Nineteen contributing members. We hope to make a considerable gain in membership this year as with the showing made and the good work the Chapter has accomplished in the past two years, many who have previously stayed out have expressed their intention of joining this year. Mrs. W. O. Wright has been appointed Chairman of this Committee for the coming year and with the membership we already have we hope to close 1927 with 100% membership for Dubuque Division.

Mrs. Keck, Chairman of the Program Com-

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Program Com-

mittee, gave a resume of the principal entertainments of the year which included a Potluck Supper and a playlet, written and directed by Miss Lucille Millar, and which later repeated for the patients of Sunnycrest Sanitarium. Mrs. Keck, who is also First Vice-President, is succeeded this year by Mrs. J. E. Grice as Chairman of the Program Committee and who has already made some plans for a continuation of the splendid programs we have enjoyed since the organization of the Chapter.

Mrs. Leo Kolbe, Chairman of the Social Committee, gave a brief report of the work of her Committee, which included the no small task of serving refreshments at certain parties. Mrs. P. J. Handley has been appointed to extend a welcoming hand and provide the "eats" this year.

Mrs. T. P. Jones, Chairman of the Ways and Means Committee, reported Nine Hundred Dollars having been turned into the Treasury from affairs sponsored by that Committee. These included a movie, card party, minstrel show, bakery sales, rummage sale, and "Dollars Earned" by members. This last item amounted to Forty-Six Dollars and was earned in many different ways including baking, sewing, washing, soliciting accounts, selling articles and magazine subscriptions. Our Recording Secretary, Olive Romig, earned Five Dollars on magazine subscriptions.

Mrs. Moore Hall, Chairman of the Flower Committee, reported the purchase of one emblem. Dubuque Chapter is fortunate in having lost but one member thru death this year. A Penny March is held at each meeting to provide a flower fund.

The business meeting was interspersed with short talks by many of the men present. Messrs. Graff, Shoulty, Howell, Keck, Kiese, Jones, Handley, Bell, Smith, Whelan, Thomas, Lichter and Hense, each commended Dubuque Chapter for its relief work and the good spirit and sociability it has established. Mr. McIntosh, one of the veteran employees of the C. M. & St. P. Ry. at Dubuque, used as his text "boost the Milwaukee." Mr. E. A. Meyer, Superintendent of Dubuque Division also gave a little talk commending the Chapter and urging bigger and better things.

Miss Lucille Thiesen, accompanied by Dorothy Heller at the piano, entertained with vocal selections.

The party concluded with singing of Club songs, distribution of Christmas presents and dancing.

Prior to the regular January meeting Mrs. E. A. Meyer, President of Dubuque Chapter will have a meeting of the Chairmen to complete committee lists and make plans for activities during the remainder of the year. On the sick, 15 flower gifts sent, and 29 cards and letters sent out.

Fullerton Avenue Unit

Mrs. Elizabeth Shortall, Historian

ON Saturday, January 8th, 1927, the regular monthly meeting of the Chicago, Milwaukee and St. Paul Railway Women's Club was held in the Fullerton Avenue Club Rooms. Luncheon was served at 1:00 P. M. followed by the regular business meeting.

The meeting was presided over by our President, Mrs. Lillian E. Barry. Many matters of importance were discussed.

Our Club is increasing rapidly. We now have 602 members. Keep up the good work and show that the Fullerton Avenue Unit can have a membership of 100%.

Mrs. Hanscom, Chairman of the Welfare Committee, reports that there are several baskets to be delivered to poor families, but she

does not have the means of delivering them. Mr. Barry and several other men have been so generous in their aid that we do not like to impose on them. We hope that some one will come to our aid in delivering these baskets.

Friday evening, February 4th, is the date that has been set for Guest Night at the Fullerton Avenue Club Rooms. We will be looking forward to seeing all of our members there with their gentlemen friends, and other friends. And don't forget, those that have husbands should bring them along. There will be cards and dancing. Refreshments will also be served. We will be looking for you.

Friday evening, February 25th, is the date of the Chicago Chapter's Dance at Arcadia Ballroom, on Broadway near Wilson Avenue. Everyone is working hard to make it a success. As this Dance is being given for the benefit of our Relief Work, we would like to have ALL the members of the Fullerton Avenue Unit do their best to make it a big SUCCESS.

The officers for the year 1927 took up their respective duties at this meeting. They are as follows:

President—Mrs. Lillian E. Barry,
First Vice-Pres.—Mrs. C. H. Dietrich,
Second Vice-Pres.—Mrs. C. H. Magdefrau,
Corresponding Sec'y.—Miss Agnes Howard,
Recording Sec'y.—Miss Georgiana Daniels,
Treasurer—Mrs. H. J. Hanson,
Historian—Mrs. Elizabeth Shortall.
Ass't. Rec. Sec'y.—Miss Thelma Raymond,

Spokane Chapter

Mrs. R. C. Peterson Corras. Sec.

MEETING of the Board was held on the mezzanine floor of the Davenport hotel, February 2nd, previous to our regular monthly meeting.

Due to the illness of our President, Mrs. N. H. Fuller, Mrs. W. F. MacDonald, Vice President, presided.

Mrs. MacDonald informed us that we would have the pleasure of Mrs. Byram's Company on Wednesday, February 9th.

A motion was made and carried to postpone our card party, which was to follow the next regular business meeting, until a later date.

It was decided to have the February 9th luncheon and meeting at the Union Station lunch room, which we thought would please Mrs. Byram on account of its being "Home Grounds."

Mrs. Lanning, Chairman of the Telephone Committee, was asked to write cards to all out of town members, also the Chairman of Membership Committee was asked to get in touch with those eligible to the club, to apprise them of Mrs. Byram's visit in order that all might have the opportunity of meeting her and hearing her speak.

The regular monthly meeting of the Club was held at the Union Station Lunch room on February 9th. The Club was well represented there being 70 present. After a one o'clock luncheon was served, Mrs. MacDonald, Vice president, called the meeting to order, Mrs. Fuller, Our President, being home convalescing, having undergone an operation.

In the absence of Mrs. Jones, Mrs. Lanning served as Secretary.

Mrs. Byram being with us this day, business was dispensed with as quickly as possible in order that all might have the pleasure of listening to her as long as possible.

We did enjoy hearing all about the doings of the different clubs, and the novel and various ways they have of raising money and how so much has been done for the sick and needy since the Women's Club has been organized,

We were especially pleased to have out of town members from Malden, St. Maries, Warden, Lind and other stations along the line attend the meeting on this date so that they, too, could hear Mrs. Byram's interesting talk.

Spokane chapter has done a great deal of relief work during the two years' organization of the club, and I'm sure the coming year will find us "Bigger and Stronger" in every way.

Harlowton Chapter

Mrs. W. W. Stevenson, Historian

ON Oct. 16th, 1926, the following ladies of the Lewistown chapter arrived in Harlowton to assist the ladies to organize a Harlowton chapter of the club.

Mrs. W. A. Anderson, President Lewistown chapter; Mrs. Wm. Foshag, Secretary, Mrs. W. J. Retaillick, Mrs. Oscar Johnson, Mrs. Earl Short, Mrs. Claude Brown, Mrs. T. J. Hansen. The meeting was called to order at 2:30 P. M. in the Lewistown coach at the passenger station by Mrs. W. A. Pease, and after a pleasing talk, introduced Mrs. Anderson who explained the motive and purpose of the Club. Forty-two members were enrolled. Election of officers then followed: Mrs. W. A. Pease, President; Mrs. E. A. Hoops, 1st Vice President; Mrs. Wm. McGrarte, 2nd Vice President; Mrs. J. P. Retaillick, Recording Secretary; Mrs. C. L. Saint, Corresponding Secretary; Mrs. W. W. Stevenson, Historian.

On Tuesday, Oct. 19th, the Officers of the Club met at the home of Mrs. Pease for the purpose of selecting the chairmen of the various committees.

On Nov. 3rd, the Club met for the first regular meeting in the Great Falls coach at the station. The first Monday in each month was selected as the regular meeting night. After adjournment of meeting, refreshments consisting of seven different kinds of "cake" and one kind of coffee were served by the officers of the Club, which was greatly appreciated by every one except recording secretary Retaillick, who went hunting, and we think she ought to be penalized to contribute a slice of whatever she got—if she got anything—to each member for not being present on our initial night.

Best of all—We are going to have a new Club house in the New Park. Mr. E. F. Rummel, General Superintendent of the Lines West, is giving this his personal supervision and general support. In fact, the new Club house is already in existence, just has to be moved, that's all. We are anticipating a double membership by next meeting night, Dec. 6th. Will our dreams come true?

Tacoma Chapter

Mrs. J. W. Stevenson, Historian

MRS. Chas. Negley, newly elected President, entertained the officers chosen to serve with her for the coming year, Dec. 29th. A delicious luncheon was served at one o'clock, the table being beautifully decorated in the Christmas colors. The afternoon was spent discussing the work of the coming year, and planning ways of enlarging and strengthening our club.

The first meeting of the new year was held at the club rooms Oddfellows Temple, Friday afternoon Jan. 7th at which time the newly elected officers assumed their posts. The committee in charge of the Christmas baskets reported that with the twenty-five dollars appropriated by the club and money and food stuffs donated by different members twelve baskets worth about six dollars each, were packed. These were distributed to homes which otherwise would have had very little Christmas cheer.

Mrs. F. Alleman, Mrs. Wm. Sommers Jr., and Mrs. Snyder had this work in charge.

For the coming year the club will try out the plan of one meeting each month held on the last Monday of the month at noon. At this meeting a noon lunch will be served which will enable the clerks and stenographers belonging to attend the meetings. It was decided to change our place of meeting from the Oddfellows Temple to the Women's Club house. Following the meeting a social hour was enjoyed in honor of the retiring President, Mrs. D. E. Rossiter. Mrs. Rossiter was President of our club for two years and to her unselfish devotion and untiring efforts are due a great measure of its success. Cake and coffee were served at the close of the meeting and a beautiful bouquet of roses and maiden hair fern was presented to Mrs. Rossiter by the Club.

Sanborn Chapter

THE November meeting of the Women's Club was held on the evening of the 19th, at the home of Mrs. G. H. Kings. The outstanding feature of the meeting was the lesson in cutting and fitting of garments, presented by Mrs. A. V. Brady and Mrs. A. D. Shaw. These ladies have received the lessons through the Iowa State College Extension Dept. and have consented to give the follow-up lessons at various meetings.

The meeting on Dec. 17 was held in the new club rooms over the Depot. This was a social evening, the business meeting being followed by the playing of rook, during which a committee served lunch. The election of officers as before by a unanimous vote. Sanborn Chapter is very proud of the new club rooms. They were formerly used as living quarters for the agent but had not been used for a number of years. Through the kindness of Supt. W. F. Ingraham the rooms were arranged into three rooms, cloak room, kitchen and club room. Partitions were removed, rooms painted, and repairs made. The chapter purchased curtains and several pieces of furniture while some furniture has been donated.

The chapter sponsored the community Christmas tree which was lighted for several days before and after Christmas. The chapter had the hearty co-operation of the business men and on the afternoon before Christmas distributed 262 sacks of candy and popcorn to the children.

On the evening of Jan. 21st the regular meeting was held at the club rooms. The business meeting was held after which a sewing demonstration on dress trimmings, which was both interesting and instructive, was given by Mrs. A. V. Brady.

Miles City Chapter

Helen Kirwan, Corresponding Secretary

IT is said if one stands a long way off and looks back, they may get a clearer vision and a broader outlook than is possible from closer range. So—let's take a birds-eye view of our Miles City Chapter's work for the past year. After having done so—weigh the results. Much good has been accomplished. Our membership now totals approximately 30 members, voting and contributing. Every case of need that came to our attention has received prompt attention. Co-operation among our officers, chairmen and members of committees has been everything that could be wished for. Our past president, Mrs. Edw. Murray, is indeed worthy of much commendation. As chairman of our annual dance committee in January 1926, she made it the biggest social and financial success of any simi-

lar affair ever given here and her election to the presidency by unanimous vote at the following election expressed the club's confidence in her ability and appreciation of her unstinted effort in its behalf. She has spared no effort in doing good wherever she found need of it and has put in a year of hard, conscientious work for our club, the results of which are much in evidence. We are sorry she declined the presidency this year, but we are grateful for the excellent service she rendered our club, during the term of office.

Our welfare Chairman, Mrs. Chas. Lincoln has certainly been working overtime at her job and while we do not know at this writing who succeeds her for the coming year, yet we do know that they will have to break all records to reach the goal set by Mrs. Lincoln's accomplishments.

Our Chairman of Courtesy Committee, Mrs. A. C. Bowen, while filling her own office efficiently, also very ably performed the duties of Welfare chairman during the absence of Mrs. Lincoln.

Mrs. Earl Farr, chairman of Ways and Means, has a lot of peppy card parties and has done her share towards earning money for our benevolent work.

Mrs. Barry Glenn, chairman of Membership, has been untiring in her efforts and much credit is due herself and committee for our enlarged membership roll.

Mrs. Geo. Berg, Social Chairman, has given us many delightful surprises in the way of entertainments. She discovered a great deal of talent among the children and developed it.

Mrs. Chas. James, Chairman of Refreshments—certainly had a way of delivering the goods—makes me hungry to think of the nice lunches we had. Mrs. James was also chairman of our Annual Dance Committee this year and much credit is due her and her committee for the success of the party. A nice sum was realized.

Mrs. D. B. Rivers, Chairman of the Auditing Committee, has 'figured' out a lot of things for us. I have great respect for anyone that can add and subtract etc. This is a job that takes a lot of work in order to make things come out even and still have some left over.

Mrs. C. M. Drawbaugh, Chairman of the House Committee, completed a full set of card table covers and covered our screen, with the help of her committee. They have something to show for their good work.

Mrs. Thos. Brown, our 1st Vice President, represented our chapter for our president at the Chicago meeting last November and gave us a very interesting report when she returned home.

Mrs. Harry Thompson, our 2nd Vice President, has always been ready and willing to help whenever she was called upon.

Mrs. Fred Amidon, our treasurer, has taken good care of our money and filled her office very capably indeed. Election to the office of treasurer always seems to me a subtle compliment.

Mrs. Edith Petterson, our recording secretary, is deserving of a great deal of credit for her efficient work. She has made a lot of good 'records'. I don't dare say much about her for she works in the next office.

And—as for Helen Kirwan, our corresponding secretary, she usually speaks for herself whenever there is occasion—and, generally speaking—yes, she is, that. If any mistakes have been made with even the remotest connection to the Women's Club—'just blame it onto her'—because she won't stand for it. When I'm gone to my reward (?) someone may

write an epitaph on my stone something like this: "She hath done what she could—when she couldn't get out of it." (Helen speaking again.)

Now, when the other clubs read our list of officers and see them nearly all changed, with perhaps an exception or two, I do hope they won't think we got fired for inefficiency or anything like that. I'd much rather have them think that we need a rest after our year of strenuous labors and so passed the standard to our fellow workers in the hope that they will "Carry On." Officers and Chairmen of Committees have had the whole-hearted support of their members,—without it, very little would have been accomplished. And, a nice vote of thanks at the end makes one and all that have tried to do their part grateful for the expression of appreciation given them.

Following is the list of our new officers for the coming year—Good luck to them!

Mrs. R. C. Falck, President
Mrs. Thos. Brown, 1st Vice President
Mrs. Geo. Berg, 2nd Vice President
Mrs. C. M. Drawbaugh, Treasurer
Mrs. Edith Petterson, Recording Secretary
Mrs. Chas. James, Corresponding Secy.

Green Bay Chapter

Catherine Browning, Historian

ON December 16th the Christmas party was given for the children of the employees of the CM&StP. Ry. This was one of the most wonderful things that the Club has done this year. We say one of the most as we have done a good many things but we believe this has brought more cheer than any of the other. Mrs. Geo. Waldron was Chairman of this party and a lot is due her and her committee. A large Christmas tree was placed in one end of the waiting rooms of the depot and about 8:00 PM Santa Claus came from the North on the Santa Claus Special. He distributed candy and gifts to about 125 little tots and then again boarded the train for Channing where we understand he was to attend to another party.

On Thursday January 6th the regular meeting was held in the American Legion Hall. This meeting was just a little different than any other held. Dinner was served at 6:30. There were about fifty members present and everyone wish to say that we have some pretty good cooks among us. A very wonderful dinner was served by Mrs. H. J. Culbertson and her committee, Mrs. U. T. Dinwoodie, Mrs. C. H. Cheany, Mrs. H. Moger, Mrs. O. A. Keyes, Mrs. J. Dunn, Mrs. E. T. Redline, Mrs. Chas. Heyrman, Mrs. Geo. Waldron, Mrs. Leo Burns and Mrs. James Kocha. After we had all eaten too much meeting was called to order.

Mrs. James Kocha led the Club in its Song of Welcome to Members, due to having a number of new members at this meeting. Mrs. Redline accompanied at the piano.

After the closing of the song the meeting proceeded with the usual order and a number of business matters were brought before the Club and acted upon. One of much interest was the establishing of a Floral March to help defray the expenses of floral gifts for the sick.

Meeting was adjourned at about 9:30 PM. Next meeting will be held the first Thursday in February.

Sioux Falls Chapter

Mrs. R. W. Reiwert, Historian

THE Sioux Falls Chapter wishes all officers and members of this club a Happy New Year with a lot of happiness and success.

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We are still holding our meetings in our club house, but have changed our meeting night to the Second Tuesday, and we are also having an afternoon meeting on the Fourth Tuesday Afternoon. This arrangement was made for the benefit of the older members who cannot get at night on account of the condition of the walks and the severe cold weather.

Our meetings are being well attended which is encouraging, and more interest is being shown.

Plans are being made for a Valentines Party. This is going to be a real party, pink ice cream and everything. The club house will be all trimmed up with cupids and hearts, and the menu will consist of Veal Patties, Potatoe Salad, Warm Rolls and Butter, Valentine Ice Cream, White Cake and Coffee. Mrs. H. Baumheier is chairman, and assisting her are mesdames, H. Jory, H. Hurt, G. Hartenhoff, H. Hopkinson and T. P. Cavanaugh. Nine tables will be arranged for the game of "500", prizes for same have been donated by the members.

Our second Annual Ball will be held on the first Tuesday Evening after Easter. We are going to make it as big an event if not better than last year. Mrs. Peter Larson and Mrs. J. R. Bankson have charge of the arrangements. There will be a special entertainment, and Alfred B. Main Junior will display his talent. Several small boys will sing "Boost the Milwaukee" and Miss Betty Kay will give several dance and song numbers. A cordial invitation is extended to all chapters, and we hope our neighboring chapters will join us in this annual frolic.

Janesville Chapter

Myrtle Bock, Historian

THE Janesville Chapter of the C.M.&St.P.

Women's Club, held its regular meeting Tuesday evening February 1st in the passenger depot with a large attendance. Meeting was called to order by our President Mrs. Willis Taylor. Minutes of the previous meeting were read and approved as were all the bills. Report from the Welfare and Sunshine Committee, several cards, fruit and flowers being sent. A report given of a family of seven where the man was sick and unable to work.

Janesville Chapter has voted that all its members paid and contributing be C.M.&St.P. people. A membership drive was arranged for with Mrs. Frank Drew and Mrs. James Fox as Captains, the winners are to be guests of the losers, at a banquet. Plans were discussed and sent in to Mrs. McDonald Supt. of our Division for his approval on our new Club House.

Mrs. E. W. Krenke, Clerk of the Car Dept. was appointed Chairman of the building committee. She appointed a committee of seven to assist her.

A committee headed by Mrs. Chas. Gregory made a quilt which will be disposed of to help swell our funds for a new Club House. The Club is holding a card party in the Depot Feb. 25 to which the Public is invited, refreshments will be served, with no further business the meeting adjourned.

Tomah Chapter

Mrs. Henry Thom, Historian

THE Railroad Women's Club held its regular meeting Wednesday evening February 2nd at the Community rooms of the Public Library.

The meeting was opened with a few vocal selections, given by Miss Marie Veigner.

It was decided that the club members would

have a 6 o'clock dinner, February 14th, for their husbands and families.

The club is going to give a dance on the night of February 21st.

The ladies have finished another quilt.

The meeting was well attended and everyone enjoyed the program of piano selections, given by children of the club members and a reading by Ann Steinmetz.

The next meeting will be held March 2nd.

Marquette Chapter

OUR New Year Carnival Ball was a great success. The ladies on our Ways and Means Committee and the other members who aided them are to be complimented.

We also held a food sale on January 29th which was well patronized and added a nice little sum to our treasury.

One of our members suffered the loss of clothes and other household articles by fire and the Club came to her assistance. We also rendered aid to another member in paying a large doctors bill, and groceries were sent to a family at McGregor, Iowa, who were found to be in great need.

Our regular meetings are to be held on the second Wednesday evening each month and we have decided to serve light refreshments at these meetings. Also to have an attendance prize, so all you Marquette and McGregor members remember the date and come to the meeting.

We are getting rather anxious to have a club house of our own, but it seems to materialize very slowly. However, we still have hopes.

Lewistown Chapter

Mrs. Wm. Foshag, Historian

THE first meeting of the new year was held in the Milwaukee Depot January 12 with a good attendance, and we are sure at the next meeting every member of the Club will be out to enjoy our new hall.

At the last meeting it was voted to rent the K. P. Hall so the club might have a real home and to change the meeting night to the second Monday of the month. With access to a piano the club will now be able to enjoy the musical talent of its members.

Mrs. T. J. Hanson, Chairman of Mutual Benefit and Welfare Committee reported fitting a child out with rubbers and making donations of candy and fruit during the Christmas season.

Flowers were sent to Mesdames Cornwall and Spring and Mr. Hymel of our own club and Miss Shepard and Doctor Campbell of Harlowton who were patients in the local hospital.

The officers for the new year are:

President—Mrs. W. J. Retallick
First Vice President—Mrs. W. M. Anderson
Sec. Vice Pres.—Mrs. H. T. O'Donnell
Recording Secy.—Mrs. Roscoe Bogarth
Corresponding Secy.—Mrs. O. A. Johnson
Treasurer—Mrs. Claud Brown
Historian—Mrs. Wm. Foshag
Chairman of Committees:

Constitution and By-Laws—Mrs. E. B. Cornwall; Ways and Means—Mrs. Earl Short; Mutual Benefit—Mrs. N. O. Sandborg; Membership—Mrs. J. L. Lindbloom; House and Purchasing—Mrs. E. L. Cleveland; Social—Mrs. H. B. Keeney; Program—Mrs. U. H. LaGrange; Auditing—Mrs. O. S. Porter; Telephone—Mrs. C. A. Warner.

The Lewistown Chapter is pleased to acknowledge contributing membership dues from Mr. J. T. Gillick of Chicago, Mr. C. O. Bradshaw, Seattle, and Mr. H. E. Riccius of

Miles City. We are very proud of our contributing members and some crafts have reported more dues to be turned in soon.

Butte Chapter

ANOTHER Chapter of the C.M.&St.P.

Ry. Women's Club was organized on February 7th, 1927, with Mrs. H. E. Byram, President General, present, at Butte, Montana.

Following is a list of officers and chairmen of committees:

President, Mrs. E. A. Tamm
1st Vice President, Mrs. E. F. Rummel
2nd Vice President, Mrs. E. H. Barrett
Treasurer, Miss Mabel Price
Rec. Sec'y., Miss Beatrice Rodgers
Corr. Sec'y., Miss Alice Lyden
Historian, Mrs. M. G. Murray

Cons. & By-Laws Chair, Mrs. O. D. Thompson

Ways and Means Chair, Miss Alice Lyden
Mutual Benefit Chair, Mrs. L. J. Petit
Membership, Mrs. Chas. Searles
House and Pur., Miss Mabel Price
Social Chairman, Mrs. M. G. Murray
Auditing, Mrs. O. D. Thompson

Meetings of this Chapter are held in its Club Rooms, Room Number One of the Passenger Depot on the second Saturday of each month, at 3:00 P.M. o'clock.

Black Hills Chapter

ON December 17, 1926, a group of women gathered in Rapid City and organized the Black Hills Chapter of the C.M.&St.P.Ry. Women's Club, electing the following officers:

President, Mrs. Thos. Hickson
1st Vice Pres., Mrs. Jas. Johnson
Treasurer, Mrs. P. J. Nehrenberg
Rec. Sec'y., Mrs. S. L. Core
Chair. of Ways and Means, Mrs. Ted Pfaff
Chair. of Mutual Benefit, Mrs. M. Christenson
Chair. of Membership, Mrs. Clark

Meetings are held on the third Friday of each month at 8:00 P. M. o'clock at the homes of members until a permanent meeting place can be arranged for.

The Chapter reports that even before any money was turned into its treasury it had an opportunity to do a little in the way of sending flowers to the sick on four occasions and making six sick calls. A pot luck supper to be followed by a dance for the purpose of becoming acquainted is contemplated.

Sioux City Chapter

Mrs. Landon, Historian

THE "Hard Times Party" given by the Milwaukee Woman's Club, Jan. 8th, in the depot was very successful and the club cleared \$20. The main feature of the evening, besides dancing, was a mock wedding which was thoroughly enjoyed by everyone present.

Another "Pot-Luck" supper was enjoyed by the club members at the regular meeting, Feb. 1st. These suppers and becoming popular with the club and everyone enjoys the good eats and the coffee. A business meeting followed the supper and a musical program given by a quartet and several dance numbers completed a very pleasant evening.

The club ladies will have a bake sale at Martin's store, Feb. 19th. Mrs. Shenk is chairman in charge of the committee.

The Dance Committee are making arrangements for a dance to be given Feb. 22nd, at Alpine Hall. Eddie Bunt's orchestra will furnish the music.

Miss Anna Hanson has resigned as Secretary of the club and Mrs. Alice Butcher has been elected to this office.

Union Station Unit

HOW could anyone be expected to go to a club meeting the day after a two-and-a-half-day holiday? Well, they couldn't, and so it was decided to cancel our regular monthly meeting for January 4th and begin our 1927 work with the February meeting.

However, as there were "affairs of state" to be considered, a board meeting was held on January 22nd, and through the kindness of Mrs. Field, which never fails us, the new president and her board were Mrs. Fields' guests at the Arts Club, that most charming of all places, for the first board meeting of the year and for the delightful luncheon that preceded it.

At the meeting, among other things discussed and decided, it was planned to make the regular February meeting one of pleasure as well as business, and in deference to St. Valentine—that romantic old fellow who has given us so many thrills in other days when we watched anxiously for the postman's ring—we made it a Valentine party.

This valentine party was different, for instead of receiving valentines, we made them, and they were afterwards sent to the home for crippled children with the hope that they might add a bit of sunshine to the little souls confined in little bodies that, for some unknown reason, are out of tune.

Anyway, we enjoyed making them and we also enjoyed the ice cream and cake that was furnished by our very thoughtful committee. And hearts! there were hearts everywhere—and all seemed in good condition too.

One of our lucky members had the pleasure of taking home a handsome little purse, kindly donated by Mrs. Ellington, and raffled off during the evening for the benefit of our scholarship fund.

Mrs. Field also sprang a little surprise in the way of ten words to spell, just ten ordinary words that might be found in any daily paper. After we had been told how they were spelled, we were asked how many had them all right—the silence was profound.

Well, anyway, we all had a good time and were glad to have so many of our members with us, and hope they will not forget next month's meeting.

The board has been more than fortunate this year (and the year is still young), for another delightful invitation was extended to it, and that was from the board of our Fullerton Avenue unit, for a joint meeting and luncheon at the Fullerton Avenue club rooms, Saturday afternoon, January 29th. On our way out, we overheard a remark something like this: "I hope Mrs. Loderhose is on the refreshment committee," and sure enough she was, and we think we proved right then and there that she "did not fall down on her job."

We thank Fullerton Avenue Unit for a most enjoyable afternoon.

Terre Haute Chapter

Flossie Waggoner, Historian

THE regular business meeting of the Chicago, Milwaukee & St. Paul Railway Women's Club was held in the Anchor Hall, on February 10th. The meeting was opened by Mrs. Kenney, Pres., and the minutes read and approved.

The Chairman of the Membership Committee gave a very good report and asked the cooperation of everyone in order to get new members and impressed upon us the necessity of personal calls. We had one new member, Mrs. Joe Dede.

The Chairman of the Ways and Means

Committee reported \$17.31 cleared on a rummage sale, which was very good. The Mutual Benefit Committee reported coal sent to one needy family and the bill was allowed.

Under new business several letters from the General Chapter regarding new members, dues, etc. were read and discussed.

A gavel was presented to the Club by the Planing Mill and Bridge & Building men. Mr. N. A. Ryan, Superintendent, had our Contributing Membership cards printed and donated to us. We are also working hard for contributing members.

The President urged the different committees to make reports on the forms, which are to be sent in by the 10th of the month.

As there were only a few members present, the Scholarship Fund will be acted upon at the next meeting.

After the business meeting we were favored with several readings by little Miss Helen Stich, which were very much enjoyed.

Perry Chapter

Ruby Eckman, Historian

SOMETHING different every meeting, is the pledge the program and entertainment committee have made for the 1927 meetings. Just how they are going to manage will be learned as the year rolls on but Mrs. Schmitz the president picked a live bunch of workers and they no doubt will make good on their pledge.

The February activities of the Ways and Means' committee included a benefit performance of a Movie at the Rex Theater in which the club shared in the box office and advance ticket sales receipts to the amount of about seventy dollars. The membership committee have been busy placing membership cards for 1927.

Marion Chapter

Ethel M. Seager, Historian

THE business meeting showed we had a very interesting year in work and social benefit.

We were pleased to have Chief Operating Officer J. T. Gillick and General Superintendent E. Lollis of Chicago, to become contributing members, bringing our total membership to 148.

The following officers were elected for the ensuing year:

President, Mrs. Martin J. Flanigan
1st V. President, Mrs. Charles Leroy
2nd V. President, Mrs. L. A. Turner
Secretary, Mrs. Margaret Leming
Rec. Secretary, Miss Hannah Johnson
Treasurer, Mrs. R. J. Kendall
Historian, Mrs. Ralph C. Seager

At the conclusion of the business meeting the entertainment committee presented Mrs. Martin J. Flanigan with a corsage bouquet, this being her third consecutive year as president of the club.

Austin Chapter

Mrs. H. B. Hinckley Historian

I AM sure every chapter will want to know if Austin is on the map and as far as we are concerned, we are very much alive, but I am afraid the Historian is a dead one. I have, however, taken a New Years resolution to get busy or lose my job.

December 21st, the following officers were elected for 1927: Mrs. G. H. Vandyke, president; Mrs. H. J. Keck, 1st vice-president; Mrs. Fred Valentine, 2nd vice-president; Mrs. Guy Williams, recording secretary; Miss Alice Riley, corresponding secretary; Miss Marcella McShane, treasurer; Mrs. H. B. Hinckley, historian.

On January 6th, the executive board, consisting of the officers and the various chairmen met at the home of Mrs. Vandyke, and plans were made for the next regular meeting to be held at the Y.W.C.A. rooms, preceded by a dinner, to which all eligible to the club were invited. It was arranged that the meeting on that date was to be opened with songs. My reason for mentioning this feature is that a rumor was abroad that the attendance would be greater if these club songs were made a regular thing. Our motto is now: Club Songs at all meetings. Results? Divorces, as it will probably mean applications for Grand Opera or the Concert Stage.

The Board will meet hereafter in the afternoon on the second Thursday of each month.

On January 18th, seventy-two members of the chapter were present at the dinner and meeting following, at the Y.W.C.A. Rooms. 135 were in attendance at the meeting, which was opened according to program, with club songs under the direction of Mrs. S. E. Pettigill, with Mrs. H. B. Hinckley at the piano. A new booster song to the tune of "Wisconsin" was sung for the first time.

The business of the meeting consisted of reports of the various Committee Chairmen, the inauguration of a sewing committee for welfare work and plans for a card and dancing party to be given at K. C. Hall.

Superintendent G. A. Vandyke was present and spoke on the progress of the new club rooms, but said they would not be ready for the February meeting, as planned.

Miss Ardath Lovell gave a reading and responded to an encore. Some guessing and writing contests were enjoyed and prizes won by Mrs. Guy Williams and Mrs. Harry Noward.

Mr. A. G. Bantly, of Minneapolis, who happened to be in Austin, was introduced and in his usual happy way, told stories, sang songs, recited poetry, led in the community singing and otherwise contributed to the pleasure of the evening. Come again, Mr. Bantly.

Aberdeen Chapter

Mrs. W. O. Hiddleston, Historian

THE regular monthly meeting of Aberdeen Chapter was held in our Club Rooms Thursday Evening Feb. 3rd. Mrs. E. H. Soike our new elected President presided.

The Recording Secretary reported having sent out cards to thirteen sick members during the month of January.

Mrs. Barndt of the Mutual Benefit Committee reported having purchased clothing in the amount of ten dollars for needy families.

On Thursday evening Jan. 27th a farewell party was given in honor of Mrs. L. K. Sorenson who is moving to Deer Lodge, Mont., to make her home. The party was in the form of a handkerchief shower and a delightful luncheon was served by the Mesdames Soike, Adams, Smith, Elliott, Anderson and Hiddleston. The evening was spent in playing Bridge, high score being made by Mrs. F. L. Richards and consolation prize was won by Mrs. Kauppi.

The Valentine Card Party was held in the Club Rooms on Tuesday Evening Feb. 8th. The decorations were suggestive of Valentine Day. Bridge and Whist were enjoyed by the twenty couples after which a delicious lunch was served. Mr. B. M. Smith won the Bridge prize and Mrs. P. F. Cully won the Whist prize. The Hostesses were Mesdames Richards, Morley, Smith, Porter, Avery and Barndt.

AT HOME

HAZEL M. MERRILL, Editor

Early Spring Style Notes

Suits are very smart for early spring wear, and tailored models are being shown with rather plain skirts and box jackets.

Tweed coats are an important item in the spring mode.

Jumpers will be worn for sports. Sweater blouses are being made into ensembles with skirt and jacket matching.

Sport shoes of brown and white leather with cuban heels are shown.

Pull-on gloves of wash suede are worn on every occasion.

Materials for spring are light woollens, and many new types are being introduced. Light tones dominate, rose, beige, apricot, green, and corn yellow.

There are many figured silks in a variety of patterns; Mt. Rainier, Niagara Falls, Grand Canyon in miniature design.

Satin is important for spring frocks and for trimming coats, and will be worn for coats a little later in the season.

Taffeta is being shown for smart dance frocks.

Newer models are bloused above the hips.

Plain "V" and square necks are relieved by ties of the material and with costume jewelry, choker beads, etc.

Trim simplicity is the keynote to one and two-piece models. The slender hipline is accentuated and feminine details soften the silhouette.

Berthas, capes, pleats, and godets trim the daytime frocks, while diagonal bands, triangular lines, and scoops are also much in evidence.

Evening modes are flattering and have graceful skirts with chiffon and moire and drapery at the hip. The combination of black chantilly lace and black chiffon continues to be very smart.

There is much jewelry in evidence and quite the latest feature is a combination of slender, bangle bracelets, about three dozen worn on one arm at the same time.

The ostrich feather again lends its grace and distinction to millinery, and quite the newest mode is a hat with matching ruff. Hat and ties of ruff are made of the new embroidered ribbon. The ruff must be worn closely about the neck, must exactly match the colors of the hat, must be of long uncurled ostrich, and must have long ribbon streamers, even reaching to the hem of the dress.

Small hats which follow the hair line are very popular for spring, though they may be trimmed with flair or cuff. Felt hats with ripple brims are chic.



Arthur Grant, Jr., Son of Assistant Chief Engineer A. G. Holt, Chicago



Little Billie Brose of Savanna Who Recited Before Savanna Chapter of the Women's Club

Garden and Home Notes

When lawns are seeded in the spring, on a terrace, the rains often wash the seeds down before they take root. If the sowed ground is covered with strips of burlap, you will find this trouble alleviated. The coarse weave permits the shoots to penetrate, and after the grass has a good root, the burlap may be removed.

When houseplants have been frozen or frostbitten, put them into a dark cool place to thaw. Do not warm for two or three days and then use lukewarm water.

This is the month to start your hotbed. Cabbage, cauliflower, head lettuce, tomato, and pepper plants may be started and later be transplanted. Radishes and lettuce can be grown from a month to six weeks earlier than they could be outdoors. About two loads of fresh fertilizer, about one-half straw, should be put on a 6x6 hotbed. The fertilizer should be placed in a flat-top pile, three to five feet high, and sprinkled with warm water; bank the edges of the frame with soil, put

on the sash, and let the temperature run up and then recede to about 80°.

One housewife who has very luxuriant ferns says that she waters her plants with icewater drippings.

Grapefruit seeds planted in a fern pot make a lovely foliage and are easy to care for. While on the subject of flower pots, they may be made very attractive with a little paint; black, yellow, or orange, with just a trace of design, will turn a clay flower pot into "a thing of beauty." Stencil or transfer designs may be used on the flower pots and a corresponding design lacquered on the table or stand.

Twin City Chapter

Ella S. Bantly, Historian

MEMBERS of the Board of this chapter met February fourth at the club rooms. After the usual business, plans were made for entertaining the Milwaukee Women Employees, at dinner the following Monday. A motion was made and carried to have these young women represented on the Board by one of their own group. Plans were also made for a dance to be given Monday evening, Feb. 21st, at Norway Hall, 2902 Chicago Ave., and tickets were distributed to be sold.

On February seventh, members of the Board were very happy in having as guests for dinner, "Our Girls of the Milwaukee" and were also most fortunate in having present, Mrs. Carpenter Kendall, Editor of the Milwaukee Magazine, and Mr. C. S. Christoffer. After dinner, our President, Mrs. C. S. Christoffer addressed "Our Girls of the Milwaukee," inviting them all to join our Club, to take an active part in it, and be represented on the Board by one of their group. Mrs. Carpenter Kendall was then introduced and spoke to us of the Club and how splendidly the work was being carried on by our President General, Mrs. H. E. Byram. Mr. C. S. Christoffer was then introduced and spoke to us of the wonderful things that could be accomplished by a Club such as ours, and cited cases that came to his notice at Mason City, while he was located there. Everyone present greatly enjoyed the talks and also the delicious dinner. We then adjourned to the floor above, where the regular monthly meeting was to be held.

This meeting was called to order by the President, Mrs. C. S. Christoffer. The program was then turned over to Mrs. T. A. Morken, Chairman of the Program Committee. Community singing, lead by Mr. Albert Bantly was enjoyed. Mr. C. S. Christoffer followed with an excellent talk on what is being done by the "Milwaukee" in the way of encouraging agricultural development and dairy farming along its line, especially in semi-arid sections, where necessity exists for increased acreage in alfalfa and sweet clover. We were next favored with a string quartette of three numbers and two readings by Miss Wright. We then adjourned to the dining room for refreshments and visiting.

Everyone seemed delighted with our new hall and to be having a happy time.

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

The Patterns

5746. Misses' Dress.—Cut in 3 Sizes: 16, 18 and 20 years. An 18 year size requires 3 yards of 40 inch material with $\frac{1}{2}$ yard of contrasting material for sleeve inserts, collar and wrist portions. The width of the skirt at the lower edge is $1\frac{1}{2}$ yard. Price 12c.

5714. Ladies' Dress.—Cut in 6 Sizes: 34, 36, 38, 40, 42 and 44 inches bust measure. A 38 inch size requires $\frac{3}{4}$ yard of 36 inch lining for the skirt yoke, $\frac{1}{2}$ yard of plain material 40 inches wide, and $3\frac{3}{4}$ yards of figured material 40 inches wide. The width of the skirt at the lower edge is 2 yards. Price 12c.

5725. Ladies' Dress with Slender Hips.—Cut in 9 Sizes: 38, 40, 42, 44, 46, 48, 50, 52 and 54 inches bust measure. A 42 inch size requires $5\frac{1}{4}$ yards of 40 inch material. The width of the skirt at the foot is $1\frac{1}{4}$ yard. Price 12c.

5764. Girls' Dress.—Cut in 4 Sizes: 8, 10, 12 and 14 years. A 12 year size as illustrated, requires $\frac{3}{4}$ yard of lining for the underbody, and $1\frac{1}{2}$ yard of plain material, 36 inches wide, together with $1\frac{1}{4}$ yard of contrasting material for skirt, and facings on collar, band cuffs, and pocket. Price 12c.

5760. Girls' Dress.—Cut in 4 Sizes: 6, 8, 10 and 12 years. A 10 year size requires $2\frac{1}{4}$ yards of 40 inch material. Price 12c.

5723. Ladies' Dress.—Cut in 7 Sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. A 38 inch size requires $2\frac{3}{4}$ yards of 54 inch material. The width of the dress at the lower edge is $1\frac{1}{4}$ yard. Price 12c.

5731. Child's Dress.—Cut in 5 Sizes: 2, 3, 4, 5 and 6 years. A 4 year size requires $\frac{3}{4}$ yard of 40 inch material with $\frac{1}{2}$ yard of contrasting material 6 inches wide for vestee and shoulder straps. Price 12c.

5741. Ladies' Morning Frock.—Cut in 7 Sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. A 38 inch size requires $3\frac{1}{2}$ yards of 36 inch material with $\frac{3}{4}$ yard of contrasting material. The width of the dress at the lower edge with plaits extended is $1\frac{1}{4}$ yard. Price 12c.

5729. Child's Play Suit.—Cut in 4 Sizes: 2, 4, 6 and 8 years. A 4 year size requires $2\frac{1}{4}$ yards of 36 inch material with $\frac{1}{4}$ yard of contrasting material. If made with short sleeves it requires $1\frac{1}{2}$ yard of material and the contrasting material. Price 12c.

5726. Boys' Suit.—Cut in 4 Sizes: 2, 3, 4 and 5 years. A 4 year size requires 1 yard for the Blouse, and $\frac{3}{4}$ yard for the Trousers, of 36 inch material. If the Blouse is made with short sleeves $\frac{1}{4}$ yard less of 36 inch material is required. Price 12c.

5733. Under Garment for Junior and Miss.—Cut in 4 Sizes: 14, 16, 18 and 20 years. A 16 year size requires $1\frac{1}{4}$ yard of 36 inch material. For shoulder straps of ribbon 1 yard is required. Price 12c.

5743. Ladies' Apron.—Cut in One Size: Medium. It requires one yard of 36 inch material with $\frac{3}{4}$ yard of contrasting material. Price 12c.

Good Things to Eat

Scotch Broth. Cut about three fourths of a pound of mutton cut from the shoulder into one inch cubes, after removing fat. Cover with cold water and bring to a boil. Skim and add one half cup of pearl barley which has been soaked several hours in cold water. Simmer a couple of hours. Put the bones into a second kettle, cover with cold water and heat slowly to boiling point. Skim and cook two hours while the meat and barley mixture is cooking. Strain from bones and add to the meat. Add to this, one fourth cup each of diced carrot, turnip, onion and celery, which has been fried five minutes in two tablespoons of butter. Salt and pepper to taste and cook until vegetables are soft. Thicken with two tablespoons of butter and flour cooked together. This is very appetizing and a nourishing food.

Veal Birds. For these, thin slices from the leg are used. Pound meat until one fourth inch thick and cut in pieces four by two inches, each piece making a bird. Chop trimmings of meat, with one small piece of salt pork for every three birds. Add one half the quantity cracker crumbs and season highly with salt, pepper, a little sage and lemon juice. Moisten with beaten egg. Spread each piece of the veal with this mixture, roll and fasten with skewers or toothpicks. Sprinkle with salt and

pepper, dredge with flour and fry in hot butter or salt pork fat until a golden brown. Put in stewpan, add to half cover meat and cook slowly twenty minutes, tightly covered. Serve on toast, with cream in which the birds were cooked poured over.

Potato Marbles. Wash and pare potatoes. Shape in balls with French vegetable cutter made for the purpose. Soak in cold water fifteen minutes remove and drain. Dry between towels; fry in deep fat, drain on brown paper and sprinkle with salt.

Potatoes O'Brien. Fry three cups of diced potatoes in deep fat, drain on brown paper and sprinkle with salt. Fry one slice of onion in one and one half tablespoons of butter three minutes, remove the onion and add to the butter three sauted pimientos cut in small pieces. When thoroughly heated, add the potatoes. Stir until well mixed and turn into serving dish and sprinkle with chopped parsley.

Shrimps, Louisiana. Fry one teaspoon chopped onion in two tablespoons of butter

five minutes, stirring constantly. Add one small can of shrimps broken in pieces; two thirds cup hot boiled rice and two thirds cup of cream. When thoroughly heated, add one half teaspoon salt, one quarter teaspoon celery salt, a dash of cayenne and three tablespoons of tomato catsup. Serve in patty shells or with toast points.

Caramel Bread Pudding. Caramelize one half cup of sugar and add to four cups of scalded milk. When caramel is dissolved, add two cups stale bread crumbs and let soak thirty minutes. Slightly beat two eggs, add two thirds cup sugar, one half teaspoon salt and one teaspoon vanilla. Add this to first mixture, turn into buttered pudding dish and bake in moderate oven one hour. Serve with whipped cream.

"I don't suppose you don't know of nobody who don't want to hire nobody to do nothing, don't you?"

"Yes, I don't."—Brown Jug.



SPECIAL COMMENDATION

Those of Us Who Do— G. P. F.

WE have more about the activities of Messrs. John Marshall and Joseph Polenzani at Union St., Chicago. Mr. Marshall secured long haul routing via our Terre Haute Division on two cars to the East, and he also prevailed diversions on two carloads to the Southwest via Kansas City. Mr. Polenzani was presented reconsigning orders by commission houses giving competing lines hauls to Kansas City. Telling the commission houses about our good service from Chicago to Kansas City, they were willing to change the routing to our line. Most pleasing to know these young men are continually thinking of adding to our revenues. It is work like this that has aided in bringing the Milwaukee back into the class of the great railroads. The greater we become, the greater the opportunities for all of us.

Another repeater is Reconsigning Clerk McGrath at Union Street, Chicago. One of the lumber companies here reconsigned a car to the East, giving us only a switch movement in Chicago, and Mr. McGrath prevailed upon them to let us haul the car via Cheneyville. It was nice work.

Roadmaster McMahon on the I&D, tells us about Foreman Ed Smith using his auto to drive a California passenger some distance across country to Canton and away from a more conveniently located competing railroad. You don't find many employees so loyal and zealous as that, but Mr. Smith (originally from Missouri), is anxious to show everybody how great a line the Milwaukee is. We can't resist telling you now that Foreman Smith is also a dog fancier, and always has on his track motor car one of his pets that is trained to drive live stock off the right-of-way. Am going out in your country some day this summer, Mr. Smith, and hope to see your dog perform.

One from the H&D, Leon Prall, locomotive fireman, produced information which enabled securing two carloads of competitive business. Glad to hear from you, Mr. Prall, and hope soon again.

Agent Dummier at Milwaukee tells us about Frank E. Wallace of Muskego Yards, and Ray McGrath in the Canal District, both very active in securing business at Milwaukee. It is nice to hear this, and we are sure that other men in Mr. Dummier's force are exerting themselves the same way. We expect in future issues to tell you about them all.

Our warehouse foreman at Sioux Falls, Mr. L. A. Mostrom, when purchasing his winter supply of coal requested the yard to give the Milwaukee some business, with the result our being favored with a carload of coal from Duluth to Sioux Falls. Mr. Mostrom is in a position of contact with shippers, and Superintendent Elder tells us that we may expect repeat items on this man's activities.

Check Clerk Louis R. Presba at Sioux Falls, with the company since 1923, makes it his business to check loads coming to the freight house. Not long ago he noticed a shipment of 2,000 lbs. for Yankton which had not been routed our way. Mr. Presba immediately telephoned the shipper and secured the business for our line. This particular case is typical of

Mr. Presba's every day work. Orville Gene is going to be proud of you some day, Lewis.

We have met a lot of men in our day—great and otherwise. Recently we met the king of them all; a wise man who was able to conceal his wisdom.

Trucker John Shuda, Sioux City Freight house, secured routing of one passenger from Sioux City to Milwaukee and thence to Chicago.

Mr. Shuda was born in Graetna, Russia, and entered the service of our Railway April 4th, 1921. During his service with the railway, he has been employed both as a trucker and stower, and is a very dependable man.

Brakeman Jno. Green secured two passengers from Cedar Rapids to Kansas City and one from Davenport to Muscatine.

Recently Mr. G. L. Gallaher secured the patronage of eight students from Concordia Teachers' College, Chicago to Williamsburg, who have always patronized the C&NW.

Mr. Oscar Reiger of the Quality Ice Co., Kansas City, has also been a business getter for our railroad. He was instrumental in securing routing our way on a car of sausage meat from Minneapolis to Kansas City.

RIVER Division Conductor H. J. Brogan produced information that sold a ticket to New York City and return. That was nice work, and we'd like to know if you can't do more of it.

The Reconsigning Bureau at Union Street, Chicago, is not overlooking chances to add to our revenues. Messrs John Marshall and Joseph Polenzani (since the close of the football season) secured diversions that gave us hauls to Kansas City. Agent McPherson has a lot of nice things to say about these two young fellows, so we know there is more to come from them.

Many of the Old Timers are setting a pace for us young (?) fellows turning in business. Another one of them, Charles E. Mills, in engine service since 1889, and now a passenger engineer on the R & S W, produced information covering a family group traveling from Lyons to Seattle. Superintendent Gibson tells us "Mr. Mills is always going out of his way to secure business for the Milwaukee."

Edward M. Lee, switchman at Council Bluffs, and there since 1907, finds time to secure business for the Railroad. He recently produced three passengers to Chicago and routing on several cars of coal. We have been told a little about you, Mr. Lee; enough to know that you are a credit to the Milwaukee organization.

We get a lesson from Claim Clerk Owen Younger at Sioux City. When ordering his winter supply of coal, he asked the dealer to route a few cars via the Milwaukee, and the request was granted. Many of us can do the same thing when making purchases of all kinds, and, no doubt, bring our Railroad considerable additional tonnage. Mr. Younger entered the service in 1920 as a freight house trucker, and has since advanced to the position of Claim Clerk. You are going to hear more about this man.

Receiving Clerks at Union Street, Chicago,

are not overlooking any opportunity to be of service to patrons and, of course, maintaining friendly relations with shippers and teamsters, means a good deal of business for the Milwaukee Road that we might not otherwise get. Space in the Magazine at present will not permit detail mention of all you fellows, but want you to know we are being told of the good work you are doing, and it is most pleasing to hear there are so many real Milwaukee men at the Union Street Station.

Not long ago, after transacting a day's business in the Twin Cities, I walked into the Minneapolis Station, and about an hour and a half before my train left, so I bought a magazine to help shorten the wait. But I'd no more than burned a page or two when music interrupted—a Radio—and I listened to it alone right up to the minute of train departure. Have since learned that Dispatcher Kennedy was thoughtful enough to provide this entertainment for waiting passengers, and am sure it has helped many to pass away time that always hangs heavy around a railroad station. Want to thank you, Mr. Kennedy, for giving me an hour and half of unexpected pleasure.

A passenger train conductor has many opportunities to pick up revenue. Very often people get on a train, with a ticket to the nearest terminal, but with final destination far beyond. The live conductor, by friendly inquiry, can find out the passengers' plans, and the conductor's interest and solicitation will most always route the passenger over our Road. Conductor T. A. Biggs, on the SC&D, does a lot of this, and his activities in a year give us considerable revenue. We hear about Mr. Biggs often, and expect we will continue to for a long time to come.

We recently saw a letter written by Superintendent Johnston to Conductor George Campbell, on the I&M Division, commending him for securing eight passengers Mason City to Kansas City. Mr. Campbell had the people on No. 103 for Mason City, and it appears he always makes it his business to feel out those of his passengers who look like prospects for additional revenue. People who knew George Campbell as far back as the time he came with the railroad in 1876, tell me that he has hardly let a week go by without making some turn, big or little, for the benefit of the Road. His employment record, over a period of almost fifty years, is absolutely clear. Mr. Campbell, the writer hopes sometime to meet you and have the pleasure of shaking your hand.

Very often our stations receive shipments routed interline simply because the shipper doesn't know that our road reaches the point of destination. The live Agent or Check Clerk will get permission of the shipper to give us the entire haul, and have the bill of lading changed accordingly. Check Clerk McMonagle at Sioux Falls turns in this sort of additional revenue;—shows there is a head on Pete's shoulders.

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

John Conway, switchtender, Chicago Terminals discovered a wheel in bad order on car in train No. 64 from Kansas City, while passing Northwest Bridge, January 14th; and took immediate action to stop train. Inspection of wheel disclosed two feet of thread of wheel gone; and before car was gotten into clear by use of a light engine it derailed, there being nothing to hold it on the track.

Section laborer Wm. Lux, Rose Creek, Minn. discovered brake beam dragging under car at Rose Creek, and has beam removed before an accident resulted.

Crossing flagman Henry Loer, Red Wing, Minn. found a small piece of a broken wheel at Red Wing, and notified the dispatcher. All crews were instructed to inspect their trains for a car with defective wheel, and a car in No. 92 was found with a wheel broken. Car was set out without causing damage. Good work.

About 8:45 A.M., January 9th, extra west passing a point about one and one half miles west of St. Croix Crossing, Engineer Richard Frick discovered a large rock on the eastbound track, stopped the train and brakeman Geo. Celtjender removed same, thus possibly averting an accident to an eastward train.

Brakeman Chester Holden, while on an extra west, on C. & M. Division January 5th, discovered a broken wheel on car heavily loaded with pig iron, while train was pulling out of Rondout. Train was stopped and car set out, thus avoiding a possible serious derailment.

K. C. Division A. E. Snow recently received a letter from Superintendent O. C. Hibbs of CB&Q R.R. Ottumwa, Iowa, expressing his thanks for the efficient and courteous treatment given him while enroute from Ottumwa to Cedar Rapids on No. 108. Brakeman Snow is always on the alert and takes advantage of every opportunity to contribute toward the comfort and pleasure of our patrons.

The spirit of good-fellowship is manifested by one of our patrons, Mr. Wade Modlin, a young business man of Perry, Ia. who reported a defective car in a train leaving the terminal. The dispatcher stopped the train at Bouton and remedied the defect before trouble resulted.

I. & D. Division brakeman John F. Barnett, while boarding train No. 33 at Biard, January 6th, discovered a defective wheel under coach 3608 and same was set out.

Section foreman Fred Jones, Beloit, Wisconsin discovered a brake beam down under car in train 82, after pulling out of Beloit, January 16th. Train was stopped and the defect removed.

Section foreman A. Johnson, Milan, Minn., on January 14th, swung down extra 8083, east, advising the conductor that something was dragging, found to be a brake beam under car about middle of train.

Engineer Jos. Chaloupka, Dubuque Division reported broken rail three miles east of Reno, January 11th, his prompt action doubtless averting a serious derailment.

Illinois Division conductor R. M. Dugan, No. 64, Jan. 7th, discovered a broken flange on car in his train on arrival at Bensenville and reported the matter promptly so that inspection could be made of the track. Section foreman at Itasca reported six damaged rails between Wooddale and Bensenville.

Operator Geo. Deiler, Lanark, Ill., January 7th, reported something dragging to the conductor of Ex. 8322, while passing his station. Train was stopped about one mile east of Lanark and two arch bars were found broken. Car was set out.

Operator E. V. Robinson, Ebner, Ill. dis-

covered broken brake beam under sleeper "Anamosa," train No. 25, while passing Ebner Tower, Dec. 31st, which no doubt averted a serious accident.

Wm. Farrell, pump repairer, Davis Jet, while at Elgin, January 4th, noticed something wrong with train 1st 70 and when train was stopped, it was found that a car loaded with meat had lost bottom strap and had two oil box bolts missing.

LaCrosse Division switchman Thomas Dugan, on December 23rd, discovered brakes sticking on 2nd 28 when it was passing Camp No. 20, and flagged the train. The brakes were properly released before any damage occurred.

Operator A. L. Eldred on December 16th, discovered a broken rail at Soo Line Crossing, Chicago Terminals, thereby averting a possible serious accident.

Brakeman L. Nash, Milwaukee, by quick action rendered exceptional service in saving the life of a man who attempted to jump from the rear end of a train on December 15th.

Superior Division Engineer Peter LaChapelle train No. 70, December 28th, reported a broken rail at the mile board east of Sobieski. Section foreman was notified at once and it was found that instead of a broken rail there was a cast iron oil house cover which had been placed on the rail, and in passing over it had the feeling of a broken rail.

R. M. Division conductor Alex Melchoir discovered about two feet of flange missing from car in passing Time Freight at Missoula, and had car set out, thus averting a serious derailment.

On December 15th, Iowa Division conductor Francis Cummings, while watching Sioux City No. 62 in charge of conductor J. Hensley, pass him at Elberon, discovered that oil box nuts were gone from a refrigerator car in that train. He went to Elberon Tower, reported the matter and car was set out before any serious damage resulted.

River Division brakeman Wm. Craig discovered a broken rail on east bound track between 8th St. and Franklin Ave., Minneapolis.

Superior Division engineer Gregory LaChapelle, on December 12th train No. 74, discovered and reported a broken rail just east of house track switch at Wausaukee.

Cared For An Ailing Patron

The following letter tells of the kindly service of some of our train men to a patron coming from Omaha to Chicago in charge of stock. This is real Milwaukee Service, the kind that is rendered gladly and cheerfully whenever the occasion calls:

Mr. W. M. Thurber,

Dear Sir:

Just a line to express my appreciation of the service rendered me on a trip with stock from Omaha to Chicago, leaving Omaha the third of November with Conductor Keenan, from Perry; with Joe Slater, from Atking; with Malone, from Savanna; with B. Schmidt. I cannot say too much in their praise, but especially do I want to commend Joe Slater who walked a half mile against a cold, biting wind to bring me a jar of coffee. A simple act, but how many are there who would do as he did.

I had an attack of heart dilation after leaving Council Bluffs, which lasted until I got back home. These men, all strangers to me, could do no more, and I wish that you would convey to each of them my heartfelt thanks, and I will always say that the men on the Milwaukee are real men.

Hoping you will convey this expression to each of them, I will sign myself

P. J. McGoldrick,
3941 S. Street, Omaha.

Comfort and Service, Main Thing In Traveling

Following copy of a letter praising our service is submitted to The Magazine by Superintendent L. M. Jones:

Dear Sir:

December 28th, 1926

In traveling the one main thing is comfort and service. From Chicago we took the CM&StP to Seattle and we certainly were pleased with the service. The porters were polite and accommodating and we looked forward to the meal hour, as it seems one can always eat when traveling.

Mr. Livesay was the Dining Car Steward and he and his crew gave us wonderful meals and service. On that run we seemed like one big family. I guess Mr. Livesay spoiled us, for when we took the remainder of our trip down the Coast to California, we were disappointed.

On our return trip we were glad to again be on the CM&StP and especially to find that Mr. Livesay was to be in charge of the dining car.

(signed) Mrs. C. Rich
Mrs. Carl Hayward
Mrs. G. D. Proudft

On December 26th, Iowa Division brakeman Francis Reel, while watching an east bound freight pull through the yard at Perry, discovered a broken arch bar on S. E. 5296. The train was stopped at Madrid, close inspection made and the defect located, as well as a similar defect on another car.

Francis is one of the youngest brakemen on the extra list and his watchfulness promises well for a good railroad man.

January 20th, agent F. E. Bentley, Rhodes, Iowa, watching a time freight in charge of conductor Winston pass his station, discovered a brake rigging down under car in train. Proper signal was given to the train crew who stopped the train and remedied the defect.

January 22nd, Operator T. L. Howlett, Coon Rapids, discovered fire flying from a train east bound and reported the matter. Train was stopped train inspected, defect found and remedied without further damage.

Another Appreciation

4909 Walnut St.,
Philadelphia, Pa.,
January 4th, 1927

Mr. L. M. Jones,
Supt. Sleeping Car Department,
Room 208, Union Station,
Chicago, Ill.

Dear Sir:

I was recently a passenger on the OLYMPIAN and my trip was made unusually pleasant by the courteous attention that I received from Conductor J. J. Carroll and Porter E. Parker. Men of their calibre are too few and I believe that such efforts to please the traveling public are highly commendable and should be brought to the attention of their principals.

I congratulate you on having such men in your employ.

Yours very truly,

(signed) Ashley H. Kilburn

Notice to Members Milwaukee Employees Pension Association

BALLOTS for election of two Directors to the Board of Directors of the Milwaukee Employees Pension Association have been distributed, and every member is requested to obtain a ballot from the Head of his Department and return same so it will reach this office before March 10th, 1927.

C. W. Wittchell, Sec-Treas.
Room 246 Union Station Bldg.,
Chicago, Ill.

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Making Railroad History

STERN responsibility rests upon the shoulders of these men—upon the shoulders of all men who help to time the Nation's trains. They are helping to make railroad history—and if there is one thing these men must be sure of it is the accuracy and dependability of their watches.

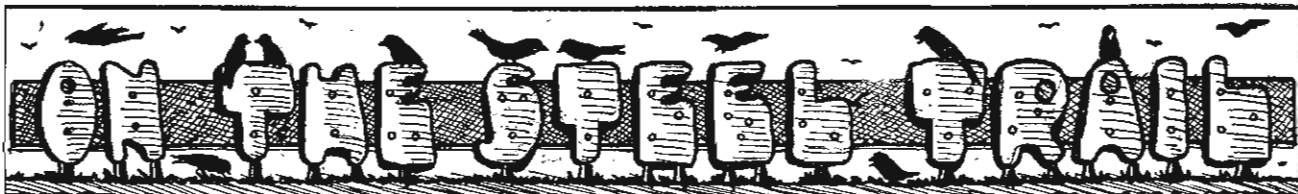
Day after day, in coach and engine cab, or at the Dispatcher's desk, time—accurate time—is their one demand; their one vital need. And so it is that more and more railroad men are turning to the Hamilton and making it their watch. They know Hamilton accuracy is a matter of wonder, even among the scientists. They know Hamilton dependability has been proved by years of service.

1927 is a good year to buy that new watch—that "Railroad Timekeeper of America" that you have been promising yourself. Ask your jeweler to show you the Hamilton 992 movement in railroad model cases. Here is a combination of accuracy and dependability with a case designed especially for railroad men. As you look upon these Hamilton models remember they are watches that have helped make railroad history—and will continue to do so a generation from now.

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

Hamilton Watch

"The Railroad Timekeeper of America"



LaCrosse Division

CLAIR Capron is the proud parent of a wonderful baby girl. Proud hardly expresses it neither as he declares this infant is certainly a prodigy and speaks fluently seventeen different languages. However, he admits that he is not really authority in linguistics and says that the baby speaks Esperanto better than the rest. He feels that if he can turn some of this linguistic ability into rapid calculation that he will indeed be blessed with a real helper as some time slips require a great deal of rapid calculation.

There is a passage in the Bible that reads, "a certain man went into the land of Nod to take unto himself a wife," and our old friend Don, of the Superintendent's office, being a great student of the Bible is, perforce, following as closely as he can the precepts of that great book, and while in the land of Nod has affiliated himself with Olive bearing in mind that Noah sent forth an olive branch with the dove, and Don feels that all this is about as close to the Bible as he can get.

Another victim of amnesia has developed within our ranks. Roy Young started out of a Wednesday to go to Chicago to see his sister-in-law but after embarking upon the journey forgot where it was he intended to go but finally centered his thoughts that it must have been Watertown so in order to offend nobody he went to Oconomowoc. His sister-in-law it would appear moves frequently and while it matters but little in the summer, the winter situation is not so good because the Chrysler you understand is strictly a summer car and moves only when pushed.

L. Nungesser, Condr. on Waupun Patrol run out of Horicon, was very fortunate recently in winning a life membership in the Isaac Walton League of America. In the contest which was conducted by the local Isaac Walton League. Louise refused to take \$25.00 for his prize and says that he is now a firm defender of woods, waters and all wild life and hopes to be able to encourage many others along this line.

LACROSSE YARDS

We regret very much to inform the employees of the LaCrosse Division of the death of Chief Clerk Patrick Keavney's infant son. The employees unite in sending words of sympathy to Mr. and Mrs. Keavney.

Chief Clerk Pat Keavney has been laid up in the hospital with pneumonia for the past week or ten days and his condition while serious is reported as improved.

The new passenger station at North LaCrosse was opened the first of February with a grand opening dance and speeches. The yard force including the Yardmasters clerks and Operators have been moved upstairs in the new building and find the new quarters very warm and comfortable compared with the old station and yard office.

Yard clerk Joe Flynn has just returned from an extended trip west, he visited California and Hokah, Minn.

Yard Clerk Thomas Marlow has been relieving Chief Clerk P. J. Keavney for the past ten days.

Switchman Charlie Mains is the proud father

of a son born during the month of January. The cigars were fairly good.

We regret very much the death of Switch-tender Frank Peterson. The employees of the division unite in sympathizing with the family.

ITEMS FROM BERLIN

Condr. Chas. Chambers was observed scrubbing his front porch. Wife must be expected home soon.

Mrs. C. E. Mudway, wife of Engineer, was painfully injured when she sustained a broken wrist caused by falling on icy sidewalk.

A. J. Kramp Construction Company of Berlin have secured contract for about eleven miles of concrete road to be laid between Stoughton and Edgerton, this summer. This will mean a lot of good business for the "Milwaukee." Incidentally Berlin will come in for a large share of freight business in the next three or four years through the construction of several miles of concrete roads leading into this busy little city. Road contracts approximating close to two millions of dollars will be handled over a period of five years in this district.

NEWS ITEMS FROM NORTHERN DIVISION

It is rumored that Fred Holt donned a coat of grease and attempted to swim from the Main Land to the Cataline Island in the recent swimming contest held by the Wrigley Chewing Gum Co. Reports have it, however, that Fred struck a cold current when not far out and had to be hooked out.

L. M. Chatt is now working first trick at Horicon. Carrol Robertson started out on this trick but as the tie that holds him to Railroad is very weak, he had to leave to take some necessary law examinations and it will not be long before he will leave the service entirely and hang out his shingle somewhere. Carroll is sure one fine boy and we wish him all the success in the world.

Engineer Lockwood of Horicon and his best beloved partner, Adolph Kammermeyer, have left the Waupun patrol and moved to the Beaver Dam switch.

Mart Coughlin is taking his annual vacation.

A new arrangement has been put into effect on the Northern on Mondays. Brady running through to Horicon connecting with No. 60 and returning to Portage, therefore allowing 62 to give better service, not having to hurry with the stock, and enabling them to give the way freights a lift, eliminating serious delays to other trains around Horicon.

W. J. O'Brien has resumed his duties as Chief Carpenter on the Northern January 1st., after an extended absence account illness. Mr. W. E. Tritchler, who ably filled his place during his absence has been transferred to the Valley Division.

Hurray! The lights in the semaphore at Horicon have been renewed and now shine forth with great brilliancy. This remarkable change was occasioned by the pole bending, necessitating a new lower section. Walter J. Kohl, Signal Maintainer at Horicon, is a firm believer in the old adage, "If a thing is worth doing at all, it is worth doing well," and that accounts for the fine appearance of the Semaphore lights.

In February, occurred the death of Louis H. Grams, Pump Repairer, at his home in Watertown, Wisconsin, after a lingering illness. He was born in Watertown and was a lifelong resident of that place, and for forty-three years, in the service of the CM&StPRy. He is survived by his widow, three sons and one daughter, one sister and three brothers. He was a member of the Moravian Church. Burial took place at Watertown.

Madison Division

MRS. W. H. Ellis, wife of Veteran engineer W. H. Ellis, passed away at her home in Milwaukee. Burial took place at Madison. She is survived by her husband, and son and two daughters, also brothers Lon Morgan of Iowa Division and Charles of Superior Division.

Irv. Buehler is back on the job returning from a visit in the south. He took in a few horse and dog races. Says he wishes he had his \$100 back.

Wm. Wilkinson accompanied by his wife have left Brodhead to spend balance of the winter in the south. They will vacation in St. Louis, San Antonio, San Benito, Laredo and Crystal City, Texas. Engineer Webb expects to hold down the branch job while William is away.

We hear that Fred Zimmerman is getting along as well as can be expected. After leaving Excelsior Springs, he will go to New Orleans and San Antonio.

Carl Dahuke, who has been the operator at Richmond Center has accepted the position of Ticket Agent at Madison. Put 'er over Carl.

Roundhouse Foreman Ryan has a new trunk on his Hudson Coach. Are you going to do some traveling George?

We hope by the time next Magazine comes out, that Engineer Enders is back on the job. August has had quite a sick spell.

The Shullsburg Line is doing a fine business due to New Mine developments. This is keeping the boys on the jump.

Brakeman John McDonald is again making trips to Chicago. Things must have been fixed up so Jack will do lot of traveling from now on.

Fireman Harold Bick is back on Shullsburg Branch. The ladies will be looking to Harold to renew acquaintances.

There was a disappointed crowd at the Old Settlers dance at Gratiot when telegram was received from Conductor Gallagher advising delay to Extra West making it impossible to attend. They say Gallagher charleston's. Don't disappoint the folks next year Jim.

The death of Edward Wheeler occurred at Eagle Jan 4th, caused by injuries received at North Prairie alighting from engine of train No. 94. Mr. Wheeler entered train service Oct. 20, 1899, and has worked continuously since that time. Burial took place in Milwaukee.

Join the Pension Association now. See the last bulletin. We have almost a million dollars in reserve.

Remington

"My typewriter problem is completely solved"

THE Remington Line alone can solve all your typewriter problems with *A Machine for Every Purpose.*

Standard Typewriters, Noiseless Typewriters, Electric Typewriters, Tabulating Typewriters, Portable Typewriters, Vertical Adding Typewriters, and Bookkeeping Machines of every kind and description — these are the components of the Remington Line. And each of these many Remingtons is the very last word in the field it covers.

The completeness of the Remington Line — a new development in the industry — enables the typewriter and bookkeeping machine user to practice selective buying to a degree hitherto impossible.

In making the right selection, the Remington representative can render you most helpful assistance. His training is as complete as the line he sells; he knows the machine which *should* be used under every given condition — and for each and every purpose. This knowledge and training is freely at your service.

Remington Typewriter Company

374 Broadway New York

Branches Everywhere



STANDARD
TYPEWRITERS



NOISELESS
TYPEWRITERS



ELECTRIC
TYPEWRITERS



PORTABLE
TYPEWRITERS



TABULATING
TYPEWRITERS



ACCOUNTING
MACHINES

Remington-made
Paragon Ribbons
& Red Seal Carbon
Papers always make
good impressions

The International Jury of the Sesqui-Centennial Exposition at Philadelphia has awarded the Remington Typewriter Company the Grand Prize, its highest award, for typewriter and bookkeeping machines, adapted to all purposes, and particularly commends as a notable advance in typewriters the Remington-Noiseless, Model 6

Typewriters

A MACHINE FOR EVERY PURPOSE

Chauncy says the laundry is tied up. (No soap).

Sandy Dimock and Brakeman Garrett are going to Mexico City to train in Bull Fighting. The training is necessary for handling express shipments of hogs.

Section foreman Albert Moore and wife are visiting at Upland, California, this being "Al's" first vacation in eleven years. We hope that memories of frozen switches and snow storms will not interfere with his appreciation of "Sunny California." Marvin Ames of Milton is in charge of Section 13 during the absence of Section Foreman Moore, and is doing a good job of handling the section. His only worry is in keeping up with Federal Inspectors, who are supposed to inspect stock cars.

Our division officials and bridge crews covered themselves with glory in the removal of pontoon bridge B-378 at Prairie du Chien, January 9th. The pontoon was taken out of service, 15 bents driven, caps, stringers, ties and rails placed in position and bridge ready for service within a period of 20 hours. We believe that this is a record, seldom, if ever, equaled in bridge construction.

Master Mechanic Kenney always greets inspectors with a smile and a glad hand, but does object to having them come in bunches. Ask R. L. Whitney. Sic your bull dog onto 'em, Bill.

S. M. Yates, who has been Perishable Freight Inspector at Madison has been transferred to Bensonville, and has been succeeded at Madison by D. C. Bolton of Savanna, Ill.

With inventory disposed of, we expected Storekeeper Freebern's countenance to beam again. The clouds persist however, he says he worries now because there is nothing to worry about.

In a letter recently received from our former Chief Clerk, Otto Kloetzner, he is enjoying life in his native country, "Germany" on a small farm with plenty of fruit, trees, chickens, two goats and a dog and cat, all for \$6.00 per.

Sioux City and Dakota Division

H. B. Olsen

ON January 17th Sioux Falls held another one of those BIG SAFETY FIRST meetings. A record attendance made the fact known that these meetings are becoming very popular. The musical program preceeding the regular meeting consisted of the following numbers: Two violin selections by Miss Laura Seivert with Miss Isa Duncan at the piano. A Reading by Miss Vivian Murphy, followed by tenor solos by Mr. J. J. Jamison, Chief Dispatcher and Edwin Ashworth. The Apollo Male Quartette sang two concluding numbers. After the regular meeting, the Woman's Club served doughnuts and coffee which every one enjoyed.

The roof of the passenger station at Sioux Falls caught fire for the eleventh time last week and to avoid this nuisance, the B. & B. Department are replacing the old cedar shingles with fire-proof material which will not only eliminate possible fires but give the station a much better appearance.

We will all have to take off our hats to George Rains, Demurrage Clerk, Sioux Falls for entirely exterminating all the mice around the office. This was accomplished by constant alertness and one little trap.

Our veteran Passenger Conductor, Henry Conley has resumed his run after a weeks' illness. Henry says he contracted the "flu" and it sure did set him back.

Engineer John Myers has resumed his run on Nos. 75-76 after several weeks absence.

The boys say this is always a sure sign of spring when "Shang" resumes work.

Ray Hunter, Engine Foreman Sioux Falls as well as several other employees attended the Sioux Valley Ski Tournament at Canton. Ray says the thrills were plenty and he does not care to enter into that sort of sport.

Engineer Henry Kruck was the lucky winner in the electric lamp contest given by the Womens Club. The lamp is of very artistic design, the shade being made by Mrs. Fred Brown, wife of Switchman Fred Brown, Sioux Falls. Of course, we all purchased "numbers" but Henry was just 'lucky.'

Switchman Henry Hurt, went to Omaha last week and returning brought his aged mother and father with him, who will reside with him at Sioux Falls.

A new position has been created at the passenger station Sioux Falls, that of assistant ticket clerk and Baggageman John Bell has accepted the same. This will permit Ticket Agent Ray Riewertz to give his entire time to soliciting business for our passenger trains.

We have a report that our old time friend Conductor "Buck" Jenkins has gone on a forced vacation account illness. We are sorry to learn of this "Buck" and hope for a speedy recovery.

The O. R. C. and auxiliary held a joint installation of officers at Sioux City last week and which was one of the biggest events of the season. An excellent dinner was served by the auxiliary. Art Steffin was Grand Marshall for the O. R. C. and Mrs. Walter Shadle Grand Marshall for the Auxiliary.

Donald Calligan, 15 year old son of Conductor Calligan, Sioux City won the twenty dollar cash prize in building a model store. The contest was put on by the Council Oak Chain Stores of that city.

Matrimonial bees are flying around the Round House at Sioux Falls again. Now comes the rumor that Clarence Anderson is going to get married. Clarence does not deny this—anyway he was seen at one of the theaters recently with a young lady and after the show he was also seen at a Sweet Shop with this same young lady.

Joe Calligan youngest son of Conductor Calligan is mourning the loss of his pet dog. The dog disputed the right-of-way with an automobile in the street and lost.

Conductor Victor Emuel Medin, visited friends at Dell Rapids the other day. Victor was compelled to ride the bus and incidently wore his uniform.

Norman Capwell, Cashier, Sioux Falls, went to Chicago yesterday and we have a feeling we are going to lose Norm for evidence points in the direction of promotion which of course he is much deserving of.

Engineer Robert Manson has joined the Radio Fans. "Bob" had a radio installed and is delighted with the reception he is getting and the newly acquired possession is meeting with his approval.

Ye Scribe sent out forty requests for items this issue. Not one did he receive. How in the world can the old folks tell if "It Aint Gonna Rain No More" if you do not do any better than that? Please don't let this happen again—remember your items must be in the hands of the Division Correspondent not later than the 12th inst. of each month.

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

Nora B. Decco

LOOKING through an announcement of the Chicago Milwaukee Womens Club dance at some place or other where none of us know, only that it will allow 4,500 people to dance

at one and the same time, well, there wasn't that many at our dance the 29th of January by about, well maybe there might be 4,206 more at the Chicago dance than at our dance, but, we had a lot more fun than they probably will have because out west here they will let you lift your voice in other ways than song, etc. Goodness there were folks there all the way from Helena, and some from Trident and Willow Creek and all the surrounding country, and even if the next day was Sunday we turned the clock a wee bit back. The committee reports money left over after all the bills are paid so some time we will give another one.

That word wee, reminds we that the Car foreman at Three Forks who has worried us all to death over whether his wife and daughter are down in the bottom of the Atlantic ocean or not, is happy now, as they are both safe at home and on dry land, again, all the way from Scotland an' a wee bit glad to be here too, I don't doubt from the way Father acts. Some day we will tell Mrs. Mundt how much money we saved her husband by trying to keep him from sending cables to her each evening.

Safety First meeting held this time at Three Forks, in the Womens Club building, ahem, well it is the Board room and the Train master's office and the trainmen's club house and numbers of other things too. Mr. E. F. Rummell was over and also Mr. Sorenson and Mr. Stevens from the Missoula Division.

Young Eddie Townsley, son of Engineer Townsley while taking a nice little ride for himself back of someone's car the last of January was struck by a passing car and one of his legs broken. He was taken to the local hospital where he is doing very nicely. Mrs. Townsley was away and returned the same evening and when Mr. Townsley told her of the accident she said she wasn't a bit surprised, in a family where you just about know what is apt to happen you can take life lots easier, can't you?

Mr. and Mrs. Earl Wilson have gone to Kansas while Earl's arm gets stronger. He is doing pretty good after such a time with the arm and we all trust we will soon see him back at work again.

Engineer Langman, who was taken to the Three Forks hospital for treatment after returning from Chicago has company up there now, Mr. McKenna is a patient in the hospital for a while, he thought he weighed too much so he stopped eating and all of a sudden he didn't weigh so much and now he is taking a rest and telling fish stories. He and Mr. Langman ought to be pretty good story tellers if they talk like they fish.

And John W. Lane, the old time Boardman of our subdivision, who has handled the train and engine men for years and years and has everybody in town helping him when he calls a crew, is the proud father of a fine big son born at the local hospital January 27th. He is named Charles Russell Lane and can just about walk and talk from all reports already. We offer congratulations to Mr. and Mrs. Lane.

Ralph Kemberling, first triek operator, is going to lay off as soon as the Park season opens and has already been promised the job as Captain of Police for the Gallatin Gateway new station. How he does it no one knows but when they get too noisy at the ticket window Ralph just steps outside and sets ou them and the bigger they are the better he likes 'em. Sometimes his clothes suffer and sometimes theirs do. Ask him.

The station at Maudlow, which has been open since any one ever heard of it has been closed and Mr. Crowder and family have gone to Judith Gap. Mr. Plumb, who was Agent

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CHICAGO, ILLINOIS

Piles Can be Cured Without Surgery

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



BACHELOR BUTTONS FOR "RAILROADERS"

Pileher's Bachelor Buttons snap on. No sewing necessary. Fit any garment. Quickly detachable if desired. Try them. If dealer cannot supply, send his name and 25c for full assortment of 3 sizes, 3 colors.

PILCHER MFG. CO., INC.

Dept. 406

Louisville, Ky.

DON'T SUFFER LONGER FROM RUPTURE

The Brooks Appliance Most wonderful discovery ever made for rupture sufferers. No obnoxious springs or pads. Antio-metic Air Cushions. Binds and draws the broken parts together as you would a broken limb. No salves. No plasters. No ills. Durable, cheap. Many imitators. None equal.



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Advertise in the Milwaukee

there has gone to Ringling, where he bumped operator Reeser on third.

The wedding of Charles E. Kirwan and Miss Margaret Dooley of Butte, Thursday, Feb. 10th, came as a big surprise to their many friends. Mr. Kirwan is a handsome and popular passenger brakeman here on the Olympian and Columbian and Miss Dooley lived in Butte. We offer our very best wishes for a long and happy life.

We regret to write of the death of W. E. Young, father of Brakeman Tom Young of this city, Jan. 29th at his home in Old Town. Mr. Young had been very ill for many months and his death was not unexpected. He leaves behind, his wife who is ill in the Three Forks hospital, two daughters and two sons all of whom were here when he passed away. We offer the sympathy of the Rocky Mountain division to the family in their loss.

Miss Jones of the local hospital force and one of the very popular nurses there, has just returned from a few weeks' visit in California. She spent all her money and had a good time we hear.

E. P. Bennet, who has been in California for some time, was a visitor at his sister's home, Mrs. Rector, of this city, for a few days enroute to California, where he has a fine position with a theatrical company. Everyone here knows Mr. Bennet although he has been at Miles City for a number of years, he was at one time travelling auditor on this division.

W. A. Carlson, Brakeman on this division, was called to his old home at Barnum, Minn., on account of the sudden death of his mother there, Jan. 17th. A. J. Carlson was on the road at the time and could not get in in time to make the trip with his brother. Their mother was 72 years of age and in good health almost up to the time of her death. She was taken ill in the evening and died at 2 the next morning. There are five daughters and four sons surviving and the Rocky Mountain division extends the most sincere sympathy to his family.

Operator Elliott and family who have been away on a visit to Fort Dodge, Iowa, have returned to Sappington, where Mr. Elliott is working third trick.

Fireman Earl Lefever, who has been working here since last fall has gone to Kansas City for a few weeks visit. He expects to return by way of New York and Washington.

Mr. J. P. Phelan, who has been our division superintendent on the Rocky Mountain and Missoula divisions for the past eight years has been succeeded by Mr. L. K. Sorenson, who comes to us from the Aberdeen division, where he has been trainmaster for the past year. Mr. Phelan is now in California where he has gone every winter for a few years on account of rheumatism. Upon his return he will decide what his future duties will be and we one and all offer our very best wishes to Mr. Phelan for a successful future in whatever he undertakes.

At the Cross Roads of the World —Terre Haute Division

Roberta Bair

THE Mid Continent Coal Corporation's new strip coal mine, on our lines at West Clinton, is now in full operation and one day recently, they loaded and billed 60 cars of commercial coal. This is one of the most modern type of strip mine operations and is electrically operated throughout.

J. T. Averitt, Coal Traffic Manager, was on the division a few days last week and he witnessed the Mid Continent Coal Corporation's new tippie being put into operation, while he was here.

Field Engineer R. M. Burns, who sometime ago suffered an injury in a motor car accident, is at present a patient in the Washington hospital of Chicago. We all wish a speedy recovery for Mr. Burns.

L. S. Amour, Division Accountant, has the sympathy of all at this time, due to the death of his father, John Scott Amour, Feb. 8th.

Hugh C. Bragdon, Roadmaster's Clerk, is the proud father of an 8 pound daughter, Marilyn Jane, born January 28th. Congratulations Hugh.

The following is a copy of a real (not fictitious) bill received by this company.

November 21st, 1924

Claim No. 31144 for damage against the C.M.&St.P on account of shovel gang kicking my loaded cars off the spot.

Itemized as follows:

Half day overhead expense	\$ 3.00
Half day for my salary	4.00
Half day for two teams at \$8.00 per day	8.00
Half day profit on two teams	10.00
Agent storying to me causing me to lie to customer	5.00
Yard Master storying to me causing me again to lie	5.00
Half day pay for two yard men waiting to unload	4.00

Total \$39.00

Payment delinquent after noon Nov. 24, 1924.

Gleanings from the River Division

M. M.

IT would be a good idea to have the robins register to avoid disputes.

Roadmaster J. T. Loftus and crew of twenty men have been busy the past two weeks unloading 100 pound rail on the River Division. They have been using an American Ditcher and Steel Borough Crane. When the crew is at work they unload two rails per minute. Our Roadmaster Mr. C. Carlson and his men will take care of the rails and as usual the track will be in A-1 condition.

In last month's issue of the Magazine the article by Mr. J. T. Gillick was read with keen interest. And it seems that the most essential things for a better railroad are always outlined by Mr. Gillick. For what is more necessary than courtesy for the salesman who sells service? To belong to the Milwaukee "construction gang" is a distinguished honor and it behooves each of us to make it as Mr. Gillick states—one to be remembered.

A Safety First Meeting was held at Red Wing during the past month with an unusual large attendance. These meetings are interesting and there is always some information to be gained. Safety First is a most vital question during the present trend of times.

Crane Operator Roy Ostrom of Wabasha was compelled to take a few days vacation on account of sickness. Roy is a very faithful worker and it seems only an emergency case would be required to have him off duty.

Born, to Mr. and Mrs. J. H. Linner, River Junction, a baby girl January 16th. Congratulations.

The daughter of Brakeman Chas. Leaser has been in Chicago the past two weeks taking medical treatment. Mr. Leaser reports her well and we trust that she will be able to return home soon.

Mr. J. J. Cassin, Demurrage Inspector, with headquarters at Portage spent a few days on the Division in the interest of his work, stopping at Wabasha.

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have been tried out with much success on the River Division. This is a mark of progress and improvement for the Milwaukee.

Mr. F. G. Larson is the new Roadmaster on the C. V. and Wabash Divisions and began his duties the first part of February. Mr. Larson is a railroad man of experience and we welcome you. Mr. E. E. McClellan, former roadmaster, has resigned.

Word from Engr. W. H. Dickinson, Long Beach, Calif., was received and Mr. Dickinson and wife are enjoying their vacation in that wonderful land where they bask in the sunshine. Glad that you are enjoying the climate and also glad you didn't forget your northern friends.

The Milwaukee Band which all of us are so eagerly looking forward to as an organization of merit went to La Crosse to assist with the formal opening of the new passenger depot. All the stations on the Division were hoping that they might decide to render a selection but hope was in vain. So after the uniforms are here and the boys don their new suits we will try and persuade them to visit us.

So much has been said and so much has been accomplished in the way of fishing that it was assumed that it would have to be a most ingenious person to contribute anything further. But our worthy Roadmaster C. Carlson decided that he would try his luck. So you know Charlie has a wonderful fishing outfit so he collected this and set out with another companion to try his luck. But he concluded that it would be better to go over into Wisconsin and accomplish the unexpected. Well, of course, Wisconsin is so far away that an exact account cannot be given with any definiteness. But I can assure you Charlie will be glad to give you further information.

Brakeman Frank Otis and wife were in La Crosse attending the funeral of the mother of Mrs. Otis. Sympathy is extended.

Lineman W. W. Dinnels and Olaf Lund spent Sunday at Red Wing at the Ski Tournament. Dinny took Olaf along for interpreter and Olaf went to watch Dinny take the jump.

Effective February 21st, a change was made in the train schedule in the Wabasha-Chippewa Falls Sub-Division and Red Cedar Junction-Menomonie Sub-Division. Formerly the passenger train on the C. V. Division had its lay-over at Chippewa Falls, but with the new change this will be abandoned and the run will have its lay-over at Wabasha, eliminating the use of the engine house at Chippewa Falls. The C. V. Freight will leave Wabasha at 4:00 o'clock in the morning.

A courtesy meeting was held at Minneapolis for River Division Trainmen and was conducted by Supt. L. T. Johnston.

Engr. M. M. Wheeler has been in charge of the engine on C V Freight which departed at 7:00 A. M. for the past few years. And now that the run has changed its time of departure Mr. Wheeler is beginning to feel that he is rejuvenating as he claims it is just the thing to get up with the birds in the wonderful spring mornings, as the train now departs at 4:00 A. M.

Condr. W. Loomis on the C. V. Passenger has been off duty for the past week owing to sickness. Mr. Loomis is one of the oldest conductors and up to the present time has not missed a trip. Here's hoping for a speedy recovery and that you will return to work soon.

Surprised to see Condr. Funke resuming work after one day of vacation. Outside of slight indication of rheumatic trouble Mr. Funke appeared to be in good health.

Mr. J. Ryan from the Car Department, Mr. Palmer's office, spent a day at Wabasha.



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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Security Bldg., Minneapolis, Minn.
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POLARIZED MERCURY BOILER CHEMICALS

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

B-A Anti-Foaming Chemicals

Stop foaming and priming in the lightest waters by the use of only one pound to 8,000 gallons of water evaporated.

The Bird-Archer Co.

122 South Michigan Ave. CHICAGO

Mr. Anderson from the Store Department has been very busy the past week collecting the old type of lanterns which are to be replaced. It was our impression at first that Mr. Anderson was going to have a display of some kind that needed light or perhaps he wanted Violet-Ray heat.

Some of the old timers have certainly been displaying their ability as dancers, of late as Engr. Hilger for one has been taking them all in. The last one, the Masquerade dance, he was conspicuous by his costume. Even Yardmaster Henry Peterson has been doing all the fancy steps.

I am sending out an S O S call for help. Please send me some news and help make the River Division an interesting column. You know—Divided we Fall.

Kansas City Division

C. M. Gohmann

MISS MARGUERITE KISSINGER, former magazine correspondent of our Division, who is on an extended leave of absence, has forsaken her position with the company and has become a globe trotter, having visited in Chicago, Omaha, Cedar Rapids, Marion and some points in Missouri. Her itinerary has not been completed, but we understand that she is going to Des Moines shortly.

Quite sometime ago occurred the death of Wm. J. Metcalf, who was in the service of the Milwaukee Railroad for twenty-six years. For many years he served as a Section Foreman on the Kansas City Division and for seven years held the position of Roadmaster on the Marion line. Due to ill health he resigned the position of Roadmaster on April 20th, 1925, and resumed the duties of Section Foreman at Ottumwa. Mr. Metcalf is survived by his wife and one son V. O. Metcalf, who have our deepest sympathy in their bereavement.

Recently on a cold wintry morning it was noticed that a rather scantily clad man was wondering around the Junction building, apparently sockless, and nothing to cover his ears, with the exception of something that flapped like the ears of a good, old Missouri hound dog, which we understand was purchased in Kansas City a number of years ago and which long since has gone out of style. It was at first thought that possibly he might be a Civil War Veteran. The office force was moved to compassion for the apparent plight of this wanderer and a subscription was taken up, with the result that a goodly sum was contributed, which enabled them to purchase a new cap with fleece lined ear flaps and also two pairs of woolen socks. These were gratefully received by the aforesaid wanderer, who turned out to be none other than our Chief Carpenter, John Evans.

Brakeman Jno. Green secured two passengers from Cedar Rapids to Kansas City and one from Davenport to Muscatine. Leo Love, Night Clerk at West Yard secured two passengers to Chicago.

Mr. Oscar Reiger of the Quality Ice Company, Kansas City, has also been a business getter for our railroad. He was instrumental in securing routing our way on a car of sausage meat from Minneapolis to Kansas City.

Dispatcher Walter Morrison, who was on an extended leave, has returned to work in the Dispatchers' Office.

The rules require that head lights be dimmed when not in use. Apparently the young lady in the Dispatchers' Office is not very familiar with the rules, as we notice a head light of unusual brilliancy shining on

the third finger of her left hand. We understand that this is also a 'caution signal' to the other fellows.

Miss Lamis, File Clerk and Stenographer in the Superintendent's Office, is also displaying a ring on the third finger of her left hand. We understand that for her the wedding bells will ring, perhaps in the Spring.

Brakeman A. E. Snow recently received a letter from Mr. O. C. Hibbs, Superintendent of the C. B. & Q. R. R., Ottumwa, expressing his thanks for the efficient and courteous treatment given him while enroute from Ottumwa to Cedar Rapids on No. 108, and also on his return trip to Ottumwa. Brakeman Snow is always on the alert and takes advantage of every opportunity to contribute toward the comfort and pleasure of our patrons. Service of this class is the kind that makes satisfied customers and brings the business to our railroad.

John E. Courtney, Brakeman, Kansas City, was injured on February 10th, while in service in Coburg Yards.

The Brotherhood of Railroad Trainmen held a meeting at Moose Hall on February 10th, which was followed by a banquet and dance in the evening. Five hundred were present. Mr. Whitney, Grand Vice President of the Organization, was here for the occasion. A very enjoyable program was given. Mr. Hoehn, Superintendent, Mr. Givens, Trainmaster and Mr. Hempstead, Division Master Mechanic, were guests and speakers, also Mr. Hibbs, Superintendent of the Burlington and Mr. Haste, Trainmaster of the Burlington Railroad.

Joe Parish, one of our older employees, has been ill in the hospital. We wish him a speedy recovery.

H. & D. Division

"Bab"

WHAT about Feb. 2nd—did the proverbial ground hog see his shadow and hibernate for another six weeks around your neck of the woods? He didn't here on the H&D and we hope he knows his stuff and that we have an early spring—too much is enough.

When spring comes, house cleaning is in order and the Division offices at Montevideo, Minn. are no exception. In other words, the entire clerical force at Montevideo, employed by the Superintendent and Accounting Department, is being moved to Aberdeen, effective March 1st. They expect to go up and sort of get located about Feb. 24th and be on the job in real earnest the 1st. Those leaving us are Supt. Nee, Chief Clerk Reichert, George Crampton, O. L. Lodge, Miss Myrtle Brown, Miss Clara Samdahl, Miss Harriet McLaughlin, Verdie Claggett, Ben Peterson—all of the Supt. and Accounting Department. We also lose our jovial trainmaster, W. J. Whalen, who has been with us only a short time. Understand Supt. Hills of Aberdeen will succeed Mr. Nee at Montevideo and Trainmaster Sizer will now take care of the East H&D with headquarters at Montevideo as before. Elva Hinman Johnson, stenographer for Chief Clerk, will remain in Montevideo—Elva says she couldn't possibly leave "Butch" and we don't blame her, although it will seem queer to her not to report as usual for work in the old place. This takes a good many familiar faces away from our terminal and we are surely going to be lonesome—for a while at least—but thank goodness the trains still run and our passes are good as far as Aberdeen. No doubt the Roadmaster and Chief Carpenter will still maintain offices at Montevideo, as also Store De-

partment and round house force. There is to be a change in the Master Mechanic's office, but it is not definite as yet, so cannot broadcast that item.

Along with losing our division offices, we also lost our genial Chief Carpenter, Mr. V. Hansen, who was transferred to Perry, Iowa the first of February. Sorry to have you go VH, but hope you have a good territory in Iowa and drop us a line once in a while. Mr. D. C. Wolff, formerly Ass't. Chief Carpenter at Minneapolis, has been appointed in Mr. Hansen's place, headquarters at Montevideo.

Mrs. C. A. Leroy, wife of Chief Clerk at Marion, Ia., was a pleasant caller here Feb. 10th on her way home from Dakota.

Trick Dispatcher Len Nelson has been obliged to lay off for a while on account of ill health and is now recuperating at Granite Falls Sanatorium. E. J. Ruehmer is taking his place at the switch board for a time. Hope we will see Len back at his old position in a short time.

Got a new train nowadays—yes—the package Special, as some call it. Sort of a passenger and fast freight combined, running from Aberdeen to Montevideo daily. Passenger train No. 4 is now the same sort of combination train, running from Montevideo to Minneapolis daily, except Sunday. These trains take care of passengers at the smaller stations where coast trains do not stop.

Almost forgot to chronicle a most important item, the fact that our Division Accountant O. L. Lodge and Miss Isabelle Fonder also of the Accounting Department, were married in Minneapolis on January 18th and spent their honeymoon in the South, visiting New Orleans, Mobile and other interesting cities in the sunny south. They returned to work the latter part of the month and have gone to housekeeping on Park Ave.

Iowa (Middle and West) Division

Ruby Eckman

BEN Spence of the B and B Department was in the Perry hospital in February. He was helping with the extension work on the stock yards at Perry when a gate fell on him striking his head and injuring his head and neck.

Conductor John McCurdy is back after having spent several weeks at the State hospital at Iowa City taking treatment. William Stevenson, Mona Wrightman, Janette Schmitz, Dorothy Lutz, Marjory Merkle, Evelyn Ross and Glen Wicheal of the Railroad family at Perry were members of the Perry high school orchestra which broadcast a very pleasing program from the station at Ames Feb. 10th. messages from all over this section of the country, especially from former Perry folks who were listening as far away as Kentucky.

Ray Jones formerly of the Perry freight office force who has been working as a ticket seller in the Union Depot in Chicago has been transferred to Des Moines at ticket seller in the new Milwaukee City office being opened this month in Des Moines. Ray's transfer is a promotion for him and his friends will be glad to learn of it.

C. M. Morgan who has been local store keeper at Council Bluffs for some time has been transferred to a similar position at Aberdeen, South Dakota. L. L. Lamb chief clerk at Sioux City took Mr. Morgan's place.

Engineer Elmer Clothier has resumed work after being off duty for several weeks on account of an injured hand which became infected before it healed.

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EVERY Engineer Fireman Mechanic Needs These ENGLISH GOGGLES

\$6⁰⁰
VALUE

ONLY

\$2³⁰
POSTPAID

A REGULAR BARGAIN JUST IMPORTED FROM ENGLAND

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

MILTON PENCE

29 East Madison St., Chicago

SATISFACTION GUARANTEED

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

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

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

Authorized watch inspector. for
C. M. & St. P. Railway.

COUPON

MR. MILTON PENCE
29 E. Madison St., CHICAGO.

Dear Sir:—

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

NAME _____

ADDRESS _____

PLEASE PRINT your name and address or use typewriter.

The Iowa division furnished a special train for a party of Chevrolet auto salesmen going to the auto show in Chicago. Some of the finest of the Milwaukee equipment was furnished for the train.

V. Hansen of Montevideo has been made chief carpenter at Perry, taking the place of E. E. Clothier who has been granted a leave of absence before he makes a change of positions. Mr. Hansen took charge of the work the middle of January and is now nicely lined up on the fowa division.

Train dispatcher C. C. Marchant, Conductor J. P. Slater and Stanley Nelson of Perry were all at Washington Boulevard hospital in January for surgical operations.

Patricia Ann Lones is a new daughter in the home of brakeman Lee Lones at Perry.

James Ross who has been the blacksmith in the Perry round house for several years has been promoted to the position of assistant blacksmith foreman at Minneapolis. The transfer is considerable of a promotion for Jim. His friends while regretting to see him leave Perry were pleased to learn that he is being advanced. Lewis Mann of Cedar Rapids has taken the old position in the Perry shops.

Frank Cowden formerly of the Iowa division engineer's list passed away in Los Angeles. Cal. January 30th. Mr. Cowden had been on leave of absence for several years on account of the condition of his health. Burial was made in Los Angeles.

Engineer Henry Nichols who has been on the sick list for several months returned to work on 3 and 4 on the west division the middle of January. Henry had a long hard siege but his friends are all glad to know he is in good health again.

James McGuire who has been working an extra trick at Indian creek for several weeks prior to the closing of that office, is back to work at his regular job at Coon Rapids. James took the Indian Creek job when it was open so he could be at home for a while.

Thomas K. Young who has been firing on the Iowa division for some time has passed all the necessary examinations and is now qualified to work as an engineer when he is needed for that service.

W. G. Baird General Manager of the Chicago and Alton made a trip to Omaha recently in his business car. After completing his business in Omaha the car was brought back to the Milwaukee coach yards and while there he had the pleasure of a visit with several old time railroad men on the Milwaukee as he started his railroad career in train service on the Iowa division years ago. Mr. Baird suffered the loss of his wife a few weeks ago, a fact which his friends regretted to learn.

Bernard Courtney the nine year old son of conductor W. J. Courtney died at the Perry hospital January 21st following a week's illness. The lad had an attack of appendicitis and pneumonia developed after the operation.

One of the special trains of candy shipped by the Curtis Candy Co. of Chicago to California points was handled over the Iowa division January 23rd. The Iowa division gave the train a fine run.

Jack Richardson a machinist apprentice had a bad gash cut in his face and eye lid when he was struck in the face by a hook on an engine.

John Knapp a switchman in Perry yard had the misfortune to lose three fingers and a part of his hand when it was caught while he was making a coupling.

Charles Tomer, one of the old time employees at the round house has been sick for several weeks and not able to work.

GUARANTEED GENUINE LEATHER

Bill Fold, Card Case, Coin Purse



98¢

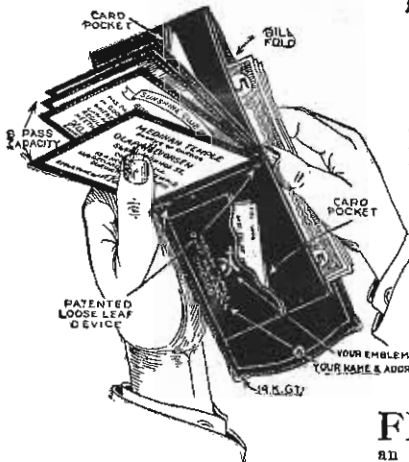
Your Name Free
In 23-K Gold
(City 200-Street No. 200, any
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You Must Be Satisfied
Or We Are Not

Send No Money!

The Remarkable **AMERICAN BANKROLL**

—combination Billfold, Passcase and Coin Purse,
1926 Model. Beautifully made of Genuine Black, Cobra
Grain Leather. Strongly stitched, neatest and most convenient
pocket book you ever saw. 3x4 1/4 inches closed. Contains 48 page
MEMO-DIARY, check full of useful and necessary information, such as **FIRST
AID, PERSONAL ACCOUNTS, DATES, 2-year CALENDARS**, etc. also has separate
pockets for coins, bills, checkbook and photo or pass card (under transparent
celluloid face). You couldn't buy this anywhere else for less than \$2.00. A wonder-
ful bargain at our special price of \$98 for Birthdays, Graduation and Xmas.



NEW — 1926 Sensation The HALVORFOLD

Patented May, 1925

Loose Leaf Passcase,
Billfold and Cardcase.

The HALVORFOLD, new invention, just
patented, enables you to show 4, 8, 12 or
more passes, membership cards, photos,
etc., each under separate transparent
celluloid face. Also two large card
pockets and extra size billfold. Made
only of **HIGH GRADE, Genuine
COWHIDE, CALFSKIN and PIG-
SKIN**. All silk stitched, extra heavy,
no flimsy cloth lining. "Backbone" of
loose leaf device prevents "breaking
down". You simply can't wear out
your HALVORFOLD. Size 3 1/2 x 5 in.
closed. Just right for hip pocket.
Gold corners and snap fastener. Our
special price to you Cowhide or Mor-
rocco, \$5.00—worth \$10.

FREE We will engrave your Name in
23K Gold free. Gives your case
an exceptionally handsome appearance. An
Ideal Gift with your Friend's Name.

U. S. LEATHER GOODS CO.

Dept. 411

564 W. Monroe St.

CHICAGO

If your dealer does not handle the American Bank roll or the HALVORFOLD, use this coupon for quick action

U. S. LEATHER GOODS CO.

Dept. 411, 564 W. Monroe Street, Chicago, Ill.

Gentlemen: Send me at once the articles I have marked below (be sure to check the right squares). When the package arrives I will pay the postman your remarkably low price, plus extras (if any) as marked. If I am not more than satisfied I will return the goods and you will at once refund my money including postage, same as you have guaranteed for 20 years. I absolutely take no risk. Also send me your free folder illustrating many bargains in **GENUINE LEATHER**.

I want the:

- AMERICAN BANKROLL, 98c grade—GENUINE BLACK LEATHER ☐
- AMERICAN BANKROLL, \$2.48 grade—Mahogany Calfskin ☐
- HALVORFOLD PASS CASE, \$5.00—Genuine Black Cowhide or Morocco ☐
- HALVORFOLD PASS CASE, \$6.00—BLACK RUSSIA Calfskin ☐
- HALVORFOLD PASS CASE, \$7.00—Genuine Brown Pigskin ☐

Name _____ (engraved free)

Street No. _____ ☐ 30c extra

City _____ State _____ ☐ 30c extra

Emblem _____ ☐ 40c extra

Also send me your special **AGENCY PROPO-
SITION**, I am interested in making extra money.

Be sure to check engraving
you wish in addition to name

Seattle General Offices M. E. C.

MR. R. M. Calkins has been spending a couple of weeks here on business. This is the first time he has been in Seattle since his return to active duty and his host of friends were happy to see him looking so well.

Mr. and Mrs. W. R. Nelson are receiving congratulations on the arrival at their house of a son on the 4th of January.

Mrs. Ella Franklin entertained a few of the Milwaukee girls at a "Bunco" party at her home on the 8th of January. Three tables were in play the prizes going to Leona Murphy who received first prize, Valerie LaFortune second prize, and Jo Carpenter the consolation. A delicious lunch was served and all reported a most enjoyable time.

Mr. F. O. Finn, formerly of Shanghai, China, will become a member of the Seattle Traffic family on the first of February, when he will assume the duties of Export and Import Agent.

Mr. M. H. Murtha, formerly Traveling Car Agent in the Transportation Dept., left the service the 1st of January to become Superintendent of the King Street Terminals, operated by the Northern Pacific and Great Northern Railroads in Seattle. Mr. Murtha is succeeded by Mr. V. H. Spies.

We regret to advise of the death of Mr. J. S. Andrews, Secretary to Asst. Supt. of Transportation, which occurred the 20th of December at Providence Hospital after a short illness following an operation. Mr. Andrews is survived by his widow and a daughter, who have the deepest sympathy of the entire General Offices.

The Telegraph Department formerly located on the 3rd floor of the Union Station, together with the Telegraph Department on the 6th floor of the Henry and Stuart Buildings moved into 645-67 Henry Building on the 15th of January and are now nicely situated in their new quarters, which are much brighter and airier than the offices formerly occupied by them. Mrs. Patton is rejoicing especially over the four windows in her office.

All of the out-of-town Traffic men were called into Seattle for a two-days session of Traffic Talks the 10th and 11th. Those coming in for the meeting were: Mr. F. J. Calkins of Vancouver, Mr. A. P. Chapman of Victoria, Mr. W. P. Warner of Spokane, Mr. E. Mathern of Portland, Mr. M. G. Murray of Butte, Mr. M. E. Randall of Great Falls, Mr. J. J. Foley of Miles City, Mr. J. F. Herrick of Spokane, Mr. C. H. McCrimmon of Portland, Mr. G. W. Blair of Bellingham, Mr. J. W. Stevenson of Tacoma and Mr. H. H. Tavenner of Everett.

Among other notables arriving at or departing from Seattle on "The Olympian" during the past month, the most notables were—The Crown Prince of Japan and party who are enroute to Japan to participate in the National period of mourning; and Commander Jorge F. Fernandez, Naval Attache of the Chilean Legation at Tokyo who came in on the SS "President McKinley" the 6th of January, enroute to his home in South America.

Mr. E. J. Hyett, Chief Clerk to Chief Traffic Officer in Chicago spent the greater part of his vacation in Seattle calling on old friends and renewing acquaintances.

Where the West Begins G. J. H.

YES, this division is still here, though we have not it made known through this magazine for a few months. There are sev-

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eral items that we will include this time that may be old to some and yet news to others, but for the reason of our long absence we are going to include a few of the events that have happened during that time.

Kirt Wiel, temporary instrument man employed in the Engineering office has returned to Seattle where he will attend the University of Washington.

The visiting fireman who rested on a newly painted shipment at the freight office is still with us. It seems that someone pointed out to him that he was billed to Kansas City and he removed the tag. I don't believe that Red wants to spend this winter in the south, as he has been in the habit of doing heretofore.

The womens Club of Moberg seems to be holding the limelight these days. They have been working steadily and they are being well rewarded for their efforts. The Dance was a decided success, as likewise the card party that was held at a later date.

Well, she's gone. Elsie Perry, steno will, hereafter be known as Mrs. May. She has threatened us with so many punishments if we put anything in the notes that I hesitate to tell the dates and places where the event will take place. However, Elsie, we wish you all the happiness that the world can give in your married life.

Ding Childres has been troubled considerable of late with sickness and left for Rochester where he will be examined, and if treatment is necessary will go to the Veteran's Hospital in the Twin Cities.

Miss Mary Hewys has bid in position recently vacated by Elsie Perry in the Superintendent's Office.

News from the Connecting Link Bettie Koelsch

SINCE February 1st, the Automobile Salesmen have been dashing madly back and forth, it seems to be a sure sign that Spring will soon be here.

Brakeman Fred Tatro is driving around in a very classy looking car, we are not just positive what make it is.

Conductor Cartensen may be seen driving down the avenue in a Hudson Sedan.

Mr. Paul Russell, who has charge of our engines and car department at Joliet, has been attending a Public Speaking Class at the Joliet Township High School. We understand that besides deriving a very great pleasure from this class, Mr. Russell has been considered one of the best speakers in the class.

The employees of the CM&G wish to extend their sympathy to the family of Superintendent R. F. Beaudry of the EJ&E Ry. Co., who passed away recently. The CM&G trains are operated over 22 miles of the EJ&E rails between Joliet and Aurora.

Billie Kramar, who has received notice in this column before as one of the "Shieks" of the Agent's department, is now reporting for duty with his finger nails beautifully manicured, and so highly polished that anyone working across the desk from Bill would do well to wear smoked glasses to protect his eyes. Glenn, the other "Shiek" has been going along very nicely lately, but it is feared that he will commence carrying a vanity case, which would just about equal the polished nails, and therefore keep pace with Billie.

Agent W. D. Mohr, has had his car in the Shop for about three days and it is now running like a top. Mr. Mohr claims he is going to take better care of it now, but we wonder as Washington Street is pretty rough and reducing speed for bumps is something that Mr. Mohr does not believe in.

The "News Items" received from the Agents along the line have not been very helpful or numerous, as not a one was received, but by next month it is expected that we will receive so many that we will have a long and interesting column under the heading "News from The Connecting Link."

Engineer J. W. Leary has again left us for California, for the last few winters Mr. Leary has deserted the Dekalb Switch Engine for the Golden State.

Conductor Humiston wants to know: "What's the big idea of tying twine around his coat sleeve?" And the fellow that did it better start running because if Hummy catches him we would hate to describe the results.

Conductor Jacobus does like old batteries to clean out the pipes and chimney of his furnace, but too many is more than enough. So the kind hearted person who put the batteries in Jake's traveling bag will please be informed that Jake appreciates his thoughtfulness but doesn't care for any more.

"M.C.B. Gossip" S. E. R.

CHICAGO certainly holds many attractions for the MCBites as Frank Anzia, Lorraine Adolph, Bernice Kruse, Catherine McConville, Ethel Mallon, Walter Stark and John Trojan were visitors of the Windy City during the month. Irving Clouse went to Madison and Clifford Cullen made another visit to Lone Rock.

E. A. Kleiner has been very modest concerning his military life, but it finally leaked out that he was in "service" at one time so we have taken it for granted that he must have been a "Colonel."

Yes, it is hard to be on time in the morning when it takes from ten to twenty minutes to wade through ankle deep mud to get to the office. It would be a good idea if someone would furnish a few planks to walk on. But then, just think how much money and energy we save by not polishing our shoes. It certainly would take a Philadelphia lawyer to tell the color of our shoes after we have plowed through the mud.

Patrons of the Thirty-fifth Street Line owe Mr. Brock a vote of thanks for writing Mr. S. B. Way, President of the T.M.E.R.&L.Co. in regard to the poor service that we have been receiving. A decided change has been noted and we all hope it will keep up.

Do you remember that wonderful snow storm we had last month. Well the next day Joe Roesch was so fagged out that I figured he had been shoveling snow off the ice in order not to break his record of skating every day, but he tells me that his sister made him go to a sleigh-ride party. I'm not sure that I understood you Joe—just whose sister made you go.

Either Gene's groceries can't cost him very much, or else his lunch didn't look good to him for he traded it for a two-cent stamp to "K". I understand "K" that you were afraid to eat it after having acquired it at such a nominal cost, but it did look good. By the way who did eat that lunch.

The grip and colds certainly did hit our office badly. It seemed that no one, not even our Chief Clerk was slighted. Those who were not sick enough to stay at home, were sniffing and sneezing all day long.

We were all sorry to hear of the death of Mrs. Tschantz and the sympathy of the office's extended to Mr. Tschantz in his bereavement.

By the time this is published Loretta Busch will have become Mrs. Kenneth Siddons. We

BUCKEYE CAST STEEL YOKE



A single Integral Casting designed to meet fundamental requirements for A. R. A. car design. Conforms to A. R. A. Specifications for Grade "B" steel.

THE BUCKEYE STEEL CASTINGS CO.
COLUMBUS, OHIO

New York-Chicago-St Paul-Louisville-London

Dearborn

All the water entering the locomotive boiler should carry the required amount of Dearborn Treatment. A week's neglect may start serious corrosion or build up scale. Keep your supply of Dearborn constant and use it regularly.

Dearborn Chemical
Company

299 BROADWAY
NEW YORK

310 S. MICHIGAN AVE.
CHICAGO

Serving Steam Users Since 1887



Make the best use of your vacation by getting out in the open. Our Catalog and camper's guide will put you on the right road. Sent free. Ask for Catalog No. 628.

Geo. B. Carpenter & Co.

440 No. Wells St.

CHICAGO

Lukens
Locomotive
Firebox
and Boiler
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Champion
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ANGELS BARS BEAMS
CHANNELS PLATES SHEETS SPIKES
RIVETS TUBES BOLTS NUTS

A. M. CASTLE & CO.

Chicago, Ill. San Francisco, Cal.
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THE SERVICE SUPREME

A

"CONTINENTAL"

Policy means

PEACE OF MIND AND A PAY CHECK
WHEN EARNINGS FROM YOUR OC-
CUPATION IS STOPPED.

Continental representatives may be found
on every railroad division in the United
States and Canada.

Continental Casualty Company

(The Railroad Man's Company)

H. G. B. ALEXANDER, President

Chicago

CUT OUT AND MAIL TODAY

Continental Casualty Company
910 Michigan Ave., Chicago, Ill.

I am employed by the MILWAUKEE SYS-
TEM _____ Division

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

My age is _____

NAME _____

ADDRESS _____

certainly hated to see you go Loretta, but we
want to wish you the best of everything and
all the happiness that anyone can possibly
have.

Miss Gertrude Stark has taken Loretta
Busch's place. We are very glad to have
you with us, Gertrude, and hope that you like
being an MCBite.

Howard Zuehl has left us to work in the
Locomotive Department. Harry Mentel is our
new office boy. It seems our office boys change
so fast that we barely have time enough to
get acquainted.

I believe it would be a good thing for
someone to get a concession on hair-pins and
hair nets, for if the fad to let one's hair
grow continues, these certainly will be in de-
mand. The girls comb and comb to see how
long their tresses are. Perhaps if they comb
long enough, it will stretch a little bit. You
certainly will get your money's worth when
you do get your hair cut, girls.

Sparks from the East End of the Electrification

Adolph C. Knudson

ROUND House Foreman, A. E. Kellum, of
of Avery, spent several days with his
family here the latter part of January. Ed.
the gang was glad to see you once more.

It is going some when the Machinists give
a smoker and invite Boilermakers, Carpenters,
Pipefitters, and Blacksmiths, then completely
overlook the writer as they did January 22.
Yes, and the worst of it was that they told
me all about it the morning after the night
before, even asking me why I was not there.
Nels, Wood, Harvey, and Tom R. were the
chief entertainers, Nels singing such recent
song hits as "Silver Threads Among the Gold"
and "Coming Through the Rye"; Tom doing
his bit by rendering a number of Scotch and
Irish ballads; Wood, winning fame by con-
tributing several toe dances; as for Harvey,
he danced the "Honey Bear Hug." Now, we
wonder, was there too much of a punch in
the punch.

Chief Carpenters, Wm. Cullen, of Miles
City, and H. B. Rivers of Deer Lodge, spent
several days during January here on business
connected with their jobs.

Dr. S. K. Campbell, is back on the job
again, following his operation, taking care
of other sick folks. He is feeling fine and
looks it.

It is fine to see the way some people go
up the ladder of promotion. One of these
fellows is none other than our former Chief

Carpenter, L. K. Sorenson, who has been
Train Master over on the Aberdeen division
for the past year and has been appointed
Superintendent of the Rocky Mountain and
Missoula Divisions, effective February 1,
with headquarters at Deer Lodge. He passed
through here in No. 15, January 29, accom-
panied by his family, their household goods
going through on the same train.

HARLOWTON CHAPTER OF THE
MILWAUKEE WOMAN'S CLUB. Dear
reader you would write it all in capital letters
and underscore it too, had you been in at-
tendance at the get-together party they held
in I. O. O. F., hall January 29. Further-
more, the Milwaukee men who could scare up
the price of admission were allowed to be
present, and actually take part in the games
of 500 and partake of the refreshments in-
dulged in during the evening. L. D. Glenn
proved, to the eighty people present, that the
Road's Legal Staff is good at some thing
other than trying lawsuits, by winning the
Men's first prize. Mrs. A. E. Kellum, after
ascertaining that Messrs. McGrath and Kubeck,
were not doing their stuff in a manner to
win any honors for the Locomotive depart-
ment, pitched right in and won the Ladies'
first prize. Road Master, Matthieson, seem-
ingly journeyed all the way from Three Forks,
just to take the booby prize away from Frank
Dunn. Frank was really in the running too,
until he permitted his partners to make their
bids several times. Mrs. Earl Burrows, won
the Ladies' second prize, thereby putting the
Operating department in the prize winning
list.

R. W. Crowder, formerly Agent at Twodot
and Maudlow, has been appointed Agent at
Judith Gap, assuming his new duties February
1.

Engineer C. E. Shaw, is back on those nice
long freights on the R M main line again
after a session on the Lombard helper.

There almost was not any card party at
all, that night, just because two members of
the entertainment committee, while out gather-
ing in chairs for the event, became so en-
thusiastic that they even made a raid on
the morgue and almost got locked in there.
It was Mrs. Schultz and Mrs. Nissen, and
they got out only after going through some
very hair raising and fainting experiences.
Now, Mr. Undertaker, if you had the mis-
taken idea that these ladies were dead ones,
then be at once undecieved, as there are no
dead ones in the Harlowton chapter of the
Milwaukee Woman's Club.



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Our Roundhouse is getting to look some nifty, with all the new machinery installed recently or about to be installed. Nels has an Electric Blower for his Blacksmith forge, their is a new Air Press for pressing in side rod bushings, with the material on hand to Electrify the Machine Shop; also an Electric driven Drill Press. There are gobs of rumors floating around of greater improvements to come for this terminal.

Mrs. Harry Green, wife of Brakeman Green, returned home February 1, from a visit of several weeks with relatives and friends at points in Wisconsin and Minnesota.

Mrs. Robert W. Glenn, wife of Car Repairer "Bob" Glenn, left here February 1, for a trip through the east visiting relatives at Viroqua, Wisconsin, and New York.

Miss Alice Flynn, of Ryegate, spent several days at the home of her sister, Mrs. S. W. Murphy.

For the "Love of Mike," who are there good two sports coming down the line? None other than Y. E. Miyoshi and son Toru. In the past year and a half they have purchased a typewriter, a Ford Sedan, a motorcycle, and now they have capped off with a radio set, and a nice Boston Bull Dog. Goodness, gracious, Sally where will they stop?

Don Grivetti, Night Yard Master, returned February 4, from a trip to Ladd, Wisconsin, while there he attended the golden wedding anniversary of his parents, both whom are in the seventies and still in good health. All the children of this union, seven in number, were present at this celebration.

Switchmen Lou Gallaher and E. P. Winston, have had the misfortune to be injured while switching in the local yards. Lou's accident happened several weeks ago and Winston's just recently. They are both still out of service, and we hope and expect that we can record next month that they are back on the job again. It is feared that Winston is injured internally.

Engineer and Mrs. W. J. Esslinger, were called to Perry, Iowa, the fore part of February by the death of Mr. Esslinger's mother at that point. The sympathy of the entire terminal goes out to the Esslingers in their loss.

Word reaches us as this written, February 12, that Mrs. Ed Hepburn, wife of Engineer Hepburn, who was operated on for appendicitis at Lewistown, February 8, is very low. Relatives were hastily summoned to her bedside.

Wisconsin Valley Division Notes *Lillian*

MRS. Ed. Czanski has been receiving treatments at St. Mary's Hospital for the past two weeks. Her condition has improved sufficiently so that she expects to return home within a few days.

Mr. Glann Somerville, Agent at Babcock has been confined to his home on account of illness. D. A. Tague is filling the vacancy at that station during the absence of Mr. Somerville.

Time Keeper, Clifford Flagel spent a few days at Laona, her name isn't Laona, but she lives at Laona.

Mr. Anderson, of Milwaukee, was in the office a few days checking time.

Mr. and Mrs. M. Millard visited with their daughter at Grand Rapids, Mich.

Mr. L. M. Hynes, General Car Foreman, and Mr. O. Czanski, Chief Carpenter visited at our office recently.

During the Winter Frolic held here, we understand Denny and Walter came up specially to exhibit their skill on skates.

A baby boy was born to Mr. and Mrs.

R. Hintz on Feb. 7th, making the 5th addition to the family, all boys, no shortage of Engineers or firemen. Congratulations.

Patrick McGrath, employed in various capacities for many years, passed away at his home after a linger illness. Sympathy is extended to Mrs. McGrath and family.

A sad accident occurred in the yards on Saturday morning Feb. 5th when brakeman Reno Kriewald slipped while the train was moving and had his leg crushed and broken. He was taken to Wausau Memorial Hospital where he was given all aid possible, but the severe shock and loss of blood resulted in his death at 12 o'clock noon. Funeral took place at his home in Merrill, on Wednesday, many of the employees attending. The Division employees extend sympathy to Mr. Kriewald's mother, sister and brother.

Mrs. J. E. Dexter and Mrs. Lillian G. Atkinson visited at Babcock with friends. Wish to thank Mr. E. VanWormer for courtesies shown us while there, it assisted in making our mission as pleasant as possible.

Mr. Alfred Luedtke, warehouseman was overcome with gas while replenishing a heater in a perishable car. He was rescued and cared for by some of the brakeman in charge of No. 70, until the arrival of the Doctor. At the present writing he is slowly improving and will probably be able to resume his duties within a week or so.

FREDDIE:—WHOISHE????
ALPHABET OF LIFE

Act promptly.
Be courteous.
Cut out worry.
Deal squarely.
Eat what is wholesome.
Forgive and forget.
Get religion.
Hope always.
Imitate the best.
Judge generously.
Knock nobody.
Love somebody.
Make friends.
Never despair.
Owe nobody.
Play occasionally.
Quote your mother.
Read good books.
Save something.
Touch no liquor.
Use discretion.
Vote regularly.
Watch your step.
X-ray yourself.
Yield to superiors.
Zealously live.

Rail Rumblings from St. Paul *Allen*

HARK Ye Bowlers! Don't forget the sixth annual employee's bowling tournament to be held at Chicago in April.

We are pleased to have received a nice little package of notes from the St. Paul roundhouse for this months magazine by one who signs himself as I. Knowitt.

Here you are:

This is our first appearance; watch our smoke and excuse our dust.

Jim Stork has appeared again this month. We are pleased to congratulate 2nd shift Foreman O. D. Wolke on his becoming the proud father of a nine pound baby girl; we also extend our "congrats" to Machinist Helper Jim Quigley who is now the happy provider for a new baby boy. It happens that Jim's oldest son is a disciple of Isaac Walton, so, when Jim Sr. took him to the hospital

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to see his new brother, the younger Jim handled the situation as follows:

Nurse—to Chas. Quigley Jr.: "Here's your brand new baby brother."

Chas. Jr. (ardent fisherman): "Can you keep them that small?"

We notice that Jeff the roundhouse mascot is getting up in the world—he is now the proud wearer of Big Guy overalls.

Machinist Helper Louis Christensen who has been visiting his sick father at Iron Mountain, Mich. has returned and reports that his father's health is rapidly improving.

Fireman Clarence Schultz (the Siesta Kid) sez heez purty soar becuz hiz name iz never in the Milwaukee Magazine. Well, heer goez, Klaruntz—we'll give you more publicity next time.

Among the recent visitors at this roundhouse were Messrs. R. W. Anderson and D. C. Curtis, both of whom were highly pleased with the progress being made at the New Terminal.

Anel Lentz, our new second shift caller is doing so well that we know the railroad will operate satisfactorily when he is on the job.

The "Ripporter" recently tuned in on the Hangout during the lunch period. Following are some of the things that he heard:

Hopkins: "There's an awful rumbling in my stomach."

Crotty: "Probably that truck you just ate for lunch."

Georgeson: "I'll play for you tonight, but don't forget that my violin is 200 years old."

Bucholz: "That's all right, I won't tell anybody."

Ken Kurrasch (in one of him dreamy moods):

"A farmer once named a cow 'Zephyr,' Though she seemed such and amiable heifer; When the farmer drew near, She kicked off his ear, And now he's very much dephyr."

Preble: "How did you keep your donation secret?"

Morris: "I sent in an anonymous check." Fireman Herman Vogel actually took a girl to the show the other night, but we overheard this:

Girl (eating some candy): "Oh, Gee! my sucker's broke."

Vogel: "Not so loud, someone may hear you."

Since we don't know no more we'll follow Sweet Adeline with the old refrain:

That's all there is,
There ain't no more.
We aimed to please and
We hope you're not sore.

Milwaukee Shops

H. W. G.

MILWAUKEE seems to be getting up a beauty contest, whats the matter with Milwaukee Shops heading in on a similar stunt? We have a choice of some sixteen right here that would sweep anything off the map, railroad map, or any other map. Even to a Strabo or Magellan.

Mr. Geo. Kershaw, son of our former Air Brake Supt. was a caller Jan. 25th. George much resembles his father. He is in business in New York, has a fine estate down on Long Island, and he looks as if it would not do to look very much better in health.

Veteran Wm. H. Humes, Foundry Foreman died in California Jan. 26th, 1927. Mr. Humes was 67 years old, and started in the wheel foundry in 1898, he retired three years ago in the best of health. Mr. Humes was a member of the Veteran's Association, and the CM&STPRR pension fund. Mr. Humes was well liked by all the foundry employes, who extend their deepest sympathy to his brother and nieces who reside in Connecticut which was Mr. Hume's birth place and where his remains will be taken for interment.

Another sudden taking off from among us is, Mr. Herman Luebke, who passed away Feb. 4th. Mr. Luebke had been with the Milwaukee Road over ten years, as a carpenter. He was the father of Mr. Wm. Luebke AFE Estimator, and of Geo. Luebke in the test dept. who with the family have the sympathy of all his many coworkers.

The revised section 6 of Art. 1 of the pension by-laws is leading a goodly number to join the Assn. The small dues could not be better spent.

"General rejoicing in all parts of the country" quoting the Feb. magazine, mentioning the completion of the transcontinental RR in 1869. Indeed there was general rejoicing, we remember well the boom of the anvil chorus that echoed over Oakland County, Michigan, May 10th of that year, and also the cracking ring of the anvils when the road was started in May five years before.

"The best railroad west of Chicago," Yes! and few better east of Chicago, Mr. Gillick. "It can be done."

Engine Hahdler Mr. Joe Roberts and his wife are spending a most delightful time in

MAGNUS COMPANY

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Journal Bearings and Bronze Engine Castings

NEW YORK

CHICAGO

Southern California, according to recent picture postals received. They went away early in Jan. Joe is apparently not going to Cuba or New Zealand this time.

We note in the Twin City items that Mrs. H. J. Wandberg has been very sick, we are glad Mr. Wandberg to know that she is improving.

We hope Mr. Brossard to see the lad in one of the staff photo groups one of these times.

As to the title of the front page picture on the magazine, give it up. Nice just the same.

A glance at the proceedings of the various Women's Clubs shows that they are also quite a good benovolent institution, most commendable indeed.

Veteran Jno. M. Horan's picture at 89 years young under the plug hat has received favorable recognition from the higher officials.

We are glad to know that our old timer "Milwaukee Road Boy" Mr. F. D. Underwood is to reside among us again, out in the old homestead in "Few Acres," Wauwatosa.

The Erie railroad now claims to have the next to the oldest railway employe in the United States. Mr. John K. Chapman foreman of yard engines at Hornell, N. Y. was 90 years old Oct. 2 last and started with the Erie in 1854. So far Mr. Albert Stone with the NYCRR is the oldest Ry. employe in the United States having started in 1850, with the NYCRR and still holding up at 92.

An old fashioned snow storm Feb. 14th. The sweepers had the viaduct steps cleaned up in good shape early.

The grade separation of the North Div. tracks thru the city is taking shape in the matter of making the required surveys.

The items are coming in a little better Hope they will not swamp more than the allowed space.

Milwaukee Shops Items

MILWAUKEE Shops is confronted this winter with the work of shopping passenger train cars that will operate this summer in our crack trains. This work involves in part the application of features that will make the cars the most modern in the railroad world.

An exhibit train consisting of an express car, coaches, tourist car, diner and buffet car is being gotten ready to tour the principal cities to advertise the new Pioneer Limited-Olympian service. Sleepers furnished by the Pullman Company will complete the consist. This train will be equipped with roller bearings and other features that will make the cars the most beautiful, comfortable, serviceable and satisfying cars in the country.

Cars to operate in the two Pioneer Limited and nine Olympian trains are being equipped with roller bearings and other ultra-modern features at Milwaukee Shops to make these trains THE trains of the world. Sixty-one cars, including the exhibit train cars are involved in addition to the new Pullman equipment being built by that company.

On February 1st the Pullman Company took over the operation of the observation sleepers on our Pacific Limited trains. The CM&StP observation sleepers released by this arrangement are being run through Milwaukee Shops so they will be spick and span to operate on our Columbian trains.

The coaches, chair cars, diners and local sleepers operating on the Pacific Limited trains are being equipped with axle lighting devices that will do away with the necessity of having dynamo express cars on these trains, and will provide a more satisfactory joint operation with the UP-SP roads.

Milwaukee Shops are rebuilding our wooden

dining cars into modern, steel diners. The work involves the application of steel under-frame, end reinforcements, steel plating, cast steel trucks, etc. The cars are equipped with the Frigidaire system of refrigeration, larger body windows, axle lighting device, kitchen service door, and other improvements that promote comfort, cleanliness and satisfaction. Some of the cars will be equipped with roller bearings. At this writing the shops have turned out two diners, have three in shop, and 4 remain to be converted.

Many of the old, obsolete wooden passenger train cars are being retired from the equipment. Milwaukee Shops have handled many of these cars lately. The shops strip the cars, and then the cars are switched to Lake Station to be burnt up.

West I&D Notes

F. E. P.

A BAD penny always returns and here we are again with a few items for the Magazine. We really enjoy the items from other points and feel we should contribute our share to make the magazine 100%.

We are glad to report that Boiler washer James Goss is back on the job at Mitchell roundhouse, after being off duty three weeks, account of dislocating his left shoulder.

A courtesy meeting was held at Mitchell on Jan. 28th and all reported a splendid meeting. CHB has suggested that we hold a Prayer Meeting next!

G. P. Hodges and Wm. Johnston were visitors at Mitchell Jan. 27th. We some how always welcome these two men and are glad when they come and see us.

Here's wishing Mary Gen Branney, of the I&D, good luck in the Milwaukee Popular Lady Contest.

It was overheard in the Yard Office at Mitchell the other day that Mr. Wiltrout would like to dispose of his Nash car. What's the trouble HLW?

Brakeman Thomas McComish and wife celebrated their copper wedding anniversary on Jan. 20th, 1927, when a group of friends surprised them.

Mrs. Jack Entwistle was called to Chicago the last part of Jan. on account of the illness of her sister.

Some familiar faces were seen around the Mitchell roundhouse during the holidays. Dewey Smith and Carl Holder who are finishing their trade at Minneapolis shops paid us a visit. Con McIntyre, pipe fitter apprentice of Tacoma Shops, also was a welcome visitor at Christmas time. All of these boys started at Mitchell and consequently we were glad to see them and learn of their progress.

Miss Emma Reynier has accepted the position of Cashier at the local Freight office vice Eddie Gallagher, resigned.

Talk about kindness—well here it is: Friday nite Feb. 4th a young lady from Sweden alighted from the east passenger train at midnight. Her destination was Kimball, S. D. but she had been put on the wrong train at Sioux City so consequently could not get out of Mitchell until the following day at noon. Unable to speak the English language the poor girl was terror stricken. In some manner Mr. Alfred Johnson of the B&B Dept. was called and Mr. and Mrs. Johnson came down to the station at 2:30 A.M. and took this young lady to their home, and made her stay in Mitchell a pleasant one. The next day the young lady was on her way to Kimball. Mr. and Mrs. Johnson are to be commended for their act of kindness.

Glory be—The Mitchell roundhouse has been wired for an electric welder—Mr. Herman Frank of Milwaukee wired the shop.

"The Vagabond King"

Perhaps no theatrical engagement in Chicago in recent seasons has caused more interest than Mr. Russell Janney's musical version of Justin Huntley McCarthy's "If I Were King"—"THE VAGABOND KING" as it is called in musical form—now playing the Great Northern.

This romance is one of the greatest stories ever written in a play. Its appealing love story—its exciting dramatic climaxes have never been surpassed.

Everyone is familiar with the story of the Vagabond poet who for one day becomes King of France, and with his gang of thieves and knaves and harlots saves Paris from the clutches of the Burgundians. It is laid in the 15th Century in Paris and runs a whole gamut of scenes from the lowest Tavern Dive to the Palace Gardens of King Louis. One can rest assured that a gorgeous colorful spectacle is offered, particularly, as James Reynolds, for many years identified with the Ziegfield Follies, has designed the scenes and costumes. The music is by Rudolf Friml, composer of the sensational "Rose-Marie"—sufficient announcement to assure an unusual melodious dramatic score. The large cast includes Dennis King, Arthur Deagon, George Probert, Berna Deane and Frances Halliday, and many well known players. There is a chorus and ensemble of 150, and a symphony orchestra of 30.

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Baldwin Locomotive Works
PHILADELPHIA

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man. But he better watch his step

Mrs. Wm. Murphy, wife of Car repairer,
at Mitchell was called to Sioux Falls last
week account of the serious illness of her
mother.

Here's a little Recipe for all of you, for
the "Blues":

Into 2 cups of the milk of human kind-
ness, pour 2 cups of self-forgetfulness, add
2 cups of lend-a-hand, 1 cup of will power
and ½ cup of common sense. Mix thorough-
ly, sprinkling liberally with "ha, ha, ha."

Who said the Milwaukee Women's Club was
dead at Mitchell? Well just watch them go
from now on. Just think of this we are going
to have a club house and this is no dream.

Welcome to our ranks—Otis Thompson,
machinist apprentice. Otis is the son of Engr.
O. Thompson of the SC&D Division.

Carl Wegner and James Pavolasky, fire-
men on the I&D, are working at Shawnee,
Okla., and report they like it fine down there.

Ward Miller and Orlo Livingston, round-
house employees at Mitchell are on a three
months furlough and have gone to Kansas
City, Mo.

Sympathy is extended to Mach. Helper John
Crum in the loss of his mother.

Phylis the little daughter of Dispatcher
Fay Higgen, is certainly coming to the lime-
light. She has entertained many Mitchell
audiences with her pretty dances. She cer-
tainly is clever and graceful. But she doesn't
take after her father.

Who said Thomas France was English? I
don't believe it. He hasn't any temper at all
and don't know what sarcasm means.

No use moving to California folks, when
we have such lovely weather at Mitchell.

Emmett Wentworth and wife have gone to
Chicago, where their daughter will join them
and they will go south, Mr. Wentworth has
been off duty since Sept. We of the I&D
division wish for his improvement and that
he may be back soon among the ranks.

We can't figure what has happened to Ed.
Wright, boiler foreman at Mitchell, he hasn't
smiled for four days? What's the matter Ed?

The Devil gave us our relatives, but thank
God, we can choose our friends. Come on
now let's all be friends. Wouldn't this be
a grand and glorious place to live in.
I ain't going to say any more, any more,

I ain't going to say any more,
I ain't going to say any more any more,
Until some of you hand in some news items.

Twin City Terminals

Mac

MR. H. E. Byram, Mr. T. W. Proctor, and
Mr. E. B. Finegan our new Traffic Mgr.
attended the Civic and Commerce lunch at
Minneapolis. While here they paid a visit to
the commercial office.

Mr. F. H. Jeffrey Auditor Station Accounts
Chicago was a caller at the local freight
office last month.

Mr. L. W. Scovill Commercial Agent made
a business trip to Chicago last month.

Miss Elizabeth Hessburg is the "Queen"
chosen from the Local Freight office in the
popularity contest that is being put on to
raise funds to equip the Milwaukee Band
that has been recently organized. Her co-
workers hope to see her win when the returns
are read at the Big Dance at the Calhoun
Terrace March 17th. Let everyone from the
Local Freight show their good will for their
candidate by being present that night.

Miss Jennie Goss is filling the position of
stenographer in the Cashier's office during
the absence of Miss Luella Westgor who is

still quite ill at her home. The vacancy
left by Miss Goss on the expense desk is
being filled by Maggie Nemens and Bridget
Charlotte McLain.

Jimmie Morison is on the sick list at the
present writing. We hope to see him back
soon fully recovered.

Mrs. L. W. Scovill was elected Correspond-
ing Secretary at the meeting of the Women's
Club on Feb. 7th.

Recent changes in the District accounting
office result in S. J. Farley Assistant Chief
Clerk being promoted to position of Traveling
Time Inspector, Mike Ahern from joint Fa-
cility Clerk to Assistant Chief Clerk, C. B.
Rogers from Head Material Clerk to Joint
Facility Clerk and Emil B. Rachner Head
Payroll Clerk to Head Material Clerk, with
corresponding promotions for the other em-
ployees of the office.

Georgia Perry, Chief Timekeeper for the
River, Iowa and Minnesota Divisions is the
River and I&M Division candidate for the
most popular lady employee of the division
in the current popularity contest. The pro-
ceeds of which are to be used for boosting
the interests of the Milwaukee Employees
Band. Georgia is strictly a crackerjack can-
didate and is Irish enough to be a good poli-
tician. Here's hoping that when the returns
are all in that she is the prize winner.

Emil Rachner got all tired out with crank-
ing the old flivver, so traded it in on another
one just like it, only better and housed in
with a trunk on the back end to carry his
fishing "bait" and other supplies in. Now
he's praying for warm weather so he can
try out the merits of said trunk.

Carl Holmgren and some of the boys in the
accounting office got all enthused up recently
about the delights of fishing thru the ice, so
away they went "bouncing joyously" over the
snow clad, ice incusted and deeply rutted
roads of Northern Minnesota. They got back!
And now Carl is in the market for a set
of Chevrolet springs, vintage of 1916 pre-
ferred.

One of the deeply interested Minneapolis
citizens in the automobile tax is Ted Hartz,
Chief Clerk of the accounting office, who says
the legislators should have sympathy for a
man who owns two Nash cars and has to buy
licenses for both of them. He thinks he
is at least entitled to wholesale rates with
proper cash discounts.

Nellie Sullivan of the accounting office of-
fers for sale one first class Montana Ranch,
with running water, running coyotes, running
rattlers, running cactus and a lot of other
running things with it. Says the alfalfa is
gorgeous and the sheep (when they're at
home) are beautiful and the whole ranch is
for sale at a bargain.

"Scotty Skacel, traveling accountant of Mil-
waukee has been a recent visitor at the ac-
counting office, being here on special assignment
work.

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

CONDUCTOR Charlie Cornelius is off
duty for a few trips account sickness.
M. F. Burnham relieving on Nos. 3 and 4
between Omaha and Marion.
Condr. Frank Pike, who has been off duty for
some time, resumed work on Feb. 16th, taking
the run between Savanna and Marion, re-
lieving Condr. Wm. Simonton, who returned
to Perry.

Condr. Dan G. Hickey has been confined to
his home in Marion for some time account
sickness.

Passenger Brakeman Ross Fowler, of Manilla, has been off duty for several days account sickness.

Condr. G. O. White, of Davenport, piloted a Smalley Motor Car from Davenport to Marion on a trial trip, returning the following day. This car was manufactured by the Smalley Rail Motor Car Company of Davenport.

Condr. Irving Morgan was fatally injured at Oxford Junction Jan. 27th. Condr. Morgan was on Extra East, stock pickup, and was found by Engr. Stockwell on train No. 61 east of the coal shed at Oxford Junction in a dazed condition. He was taken to Savanna on No. 4 where he died the next day without regaining consciousness. As there were no witnesses to the accident, it is not known just what occurred. Mr. Morgan entered the services of the company as a brakeman on Jan. 9th, 1899 and was promoted to conductor on Sept. 26th, 1907. Mr. Morgan had a host of friends on the division who were greatly shocked to learn of his untimely death. The magazine extends sincere sympathy to the bereaved family.

Condr. John Reimers who has been on a leave of absence for some time called on Marion friends recently.

Passenger Brakeman Charlie Brown had the misfortune to slip and fall on an icy sidewalk severely injuring one of his legs. He was off duty for several trips but now has resumed work on No. 19 and 8 between Marion and Omaha.

Marion F. Robb who was recently transferred to Savanna with the district store department has accepted a position in the office at Cedar Rapids freight house.

On Monday evening Feb. 14th the monthly dinner of the Community Club Marion has been designated as "Railroad Night." The Committee in charge is lining up a fine program consisting of music, readings and addresses. Addresses will be given by C. E. Hilliker of Des Moines, W. F. Keefe of Dubuque, Supt. M. J. Flanigan and Master Mechanic W. N. Foster.

The Milwaukee Women's Club will be represented on the program with an address by Mrs. M. J. Flanigan President. Music will be furnished by the Melody Makers Quartette and Jordan and Kennedy.

Fred W. Hansen Switchman at Cedar Rapids suffered an injury to his left arm about two o'clock the morning of Feb. 9th. The fore-

arm was badly mashed and had to be amputated. While at work he is reported to have slipped and fallen on the tracks. This accident is deeply regretted by Mr. Hansens fellow employes who hope for his early recovery.

There is a rumor of an additional office building to be erected at Marion before very long. N. H. LaFountain of Chicago was a visitor at Marion recently in regard to the matter. It is thought that the proposed plans will include rooms for the Milwaukee Women's Club.

I & D Items

ALL of the ice houses on the I&D Division are now filled to capacity and everyone is ready for a little warm weather any time now.

H. G. Crow, Division Engineer, was confined to his home several days in January, on account of illness.

A number of Mason Cityans attended the Sioux Valley Ski Tournament held at Canton, S. D., Sunday January 30th.

Mr. B. F. Van Vliet of the Des Moines Division and Mr. E. A. Meyer of the Dubuque Division, were callers in Mason City, the early part of February, for one day.

Mrs. A. Russell Calvin, nee Irene McLaughlin, has resumed her duties as stenographer in the Mason City Freight Office.

Several changes have taken place in the Superintendent's Office at Mason City recently. Miss Emma Reynier has gone to Mitchell, as Cashier in the Freight Office at that point—Clifford Smith has accepted position of Track and B&B Timekeeper and Lawrence Copley of Clear Lake, Iowa, has been appointed Car Secretary.

Mr. A. J. Holmgren, is the new Chief Clerk to the I&D Division Storekeeper at Mason City. Mr. Holmgren hails from the Twin Cities and is taking the position left vacant when Leonard Anderson, accepted a similar position at Chicago Terminals.

Mrs. Victor E. Randall, of the Superintendent's Office was ill two weeks in the month of January. Miss Margaret Carroll supplied during her absence.

The monthly Safety First Meeting of the I&D Division was held in the Women's Club Rooms at Mason City, Monday evening, January 24th, with a large attendance. Mr. Ingraham, Supt. conducted the meeting. E.

**IT IS NOT IMPERATIVE
THAT YOU KNOW A THING
SO LONG AS YOU KNOW
WHERE TO FIND IT**

**YOU WILL FIND EVERY
THING FOR THE OFFICE**

**AT
H. C. MILLER CO.**

*Manufacturing Stationers
Loose Leaf Specialists*
342-346 Broadway, Milwaukee, Wis.

Where Savings are Safe



Capital, Surplus & Profits \$2,000,000
Resourses Over \$25,000,000

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LAST LIKE IRON**

Creosoted Douglas Fir lasts like iron for bridge building, structural work, docks, railroad ties, cross-arms, etc., and for Paving in the form of our new KORRUGO Creosoted wood.

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Treated Cross Ties, Switch Ties, Bridge Timbers, Piling and Poles.

Large stocks at our treating plants enable us to make prompt shipments.

National Creosoted Pine Poles have full sapwood penetration, clean surface and do not bleed.

TREATING PLANTS AT

Texarkana

Houston

Kansas City

Pinney, Ohio

B. Crooker, Dist. Safety Insp. and G. P. Hodges, Divn. Master Mechanic, were the main speakers of the evening. A smoker, regular business meeting, and a lunch served by a Committee of ladies of the CM&STP Women's Club, completed the evening.

Lawrence Copley, received a good impression of the Superintendent's Office Force the first day. Everyone was on good behavior.

The Alfalfa Sweet Clover Special enjoyed a large attendance on the I&D Divn. in the month of January.

E. J. Dougherty, Night Roundhouse Foreman, is again at his post, after an enjoyable trip in the sunny state of California. Jess Matthewman took his place during his absence.

Miss Edith Reyner, Operator at Ruthven, who has been ill in a hospital at Estherville, Iowa is getting along nicely we learn. It will be several weeks before she will be able to resume her duties. Miss Reyner has the best wishes of all.

J. F. Kelly, Agent at Beulah, who broke his leg on January 22nd, is confined to his bed in a hospital at McGregor, Iowa. H. A. Stopfer, is relieving Agent Kelly. We hope the Agent Kelly will enjoy a speedy recovery.

Geo. W. Bryan, Conductor, who has been ill for some time, has returned to his home in McGregor from Rochester, and we learn that he will soon be with us again, which is good news to all.

Mrs. Louis Allen, formerly Mabel Byrd of the Superintendent's Office was a caller in Mason City, on February 11th.

R. H. McCormick, Yard Conductor, Mason City Yards, is unable to be at work on account of a sprained ankle. We are very sorry to learn of this and hope "Ray" will be among us again soon.

John A. Adams, Condr. is again with the I&D Divn. after an extended leave of absence.

J. L. Delaney, Yard Condr. Mason City Yards, has returned to Mason City after a sojourn in Sunny California. We understand that Leo was just a bit too late for the Swimming Contest.

W. C. Buirge, Condr. who has been running in passenger service for some little time is back in freight service.

We understand that W. H. Ross, Condr. is still at Excelsior Springs, improving slowly. We had hoped that Mr. Ross would be among us long 'ere this.

Note—Herman Quandahl, Yard Clerk and (Minnie)?, attended a Movie one Sunday evening recently.

Irvin Hansen, Machinist, left Mason City, February 13th for Milwaukee, where he was called to work in the drafting room.

Art Johnson, ties his Rolls Royce to a hitching post near the Mason City Passenger Station, which he claims is absolutely necessary, and much to the amusement of all.

Mrs. Bert Moore, who was ill during the month of January and February has returned to work, as Assistant Timekeeper in the Master Mechanic's Office.

T. H. Burns, Agent Jackson Jct. returned February 11th, after a three weeks sojourn in California. G. E. Abbott relieved him during his absence.

We are informed that H. A. Stopfer is teaching Joe Freyhage Opr. at Marquette Yard, the Charleston.

The I&D Division have been receiving a very good business from the Hart-Parr Co. of Charles City, Iowa, several shipments moving into Canada.

Harry M. Irving, Switchman Mason City Yards, secured three round trip tickets to Minneapolis, February 11th.

J. L. Burns, Dispatcher at Mason City, has the radio bug now.

Lou Hendrickson, Condr. is running on way freight, Mason City to Calmar, in place of Sever Haukedahl.

M. T. Olson, who has been in the hospital for several weeks, is being relieved by A. M. Almklov. We hope that Mr. Olson will soon be well and able to be about again.

NOVELTIES OF 1927

Milton's Suspenders
Ring's Cap
Holmgren's Blue Hat
CEM'S Art Gallery
Office's Cuspidor
OAB'S Limburger Cheese

Chicago Terminals

Guy E. Sampson

ON Jan. 26th one of the biggest Safety First meetings ever held in the Chicago Terminals, especially for just a regular monthly meeting, was held in the conference room of the new Union Depot. About 125 employees accepted the invitation to attend this meeting. Supt. Whiting acting as chairman and J. H. Valentine taking Mr. Cobbs place as secretary of the meeting. Mr. Cobb, the safety first representative of this district, failed to attend this big meeting and we are sure he will never know what he missed. All present took an active part and, as is done in every meeting of the committee, every employee was given a chance yes, was even called on personally to give the committee some ideas on Safety First. No time was lost in discussing the subjects but all were referred to some department heads for further action. While some of the visitors thought because their ideas were not discussed and final action taken at the time, that they would be forgotten entirely. The chairman wisely decided that it would be better to give every employee an opportunity to speak than to use the time discussing the subjects brought up by the first few speakers. To those who think no action will be taken we only wish to say that if they will attend the next few meetings they will hear read into the minutes what action was taken on their suggestions. Another big, noon day, meeting is being planned to be held at Western Avenue in the near future and it is the desire of the Safety committee to give every Chi. Term. employee an opportunity to attend at least one SAFETY FIRST MEETING THIS YEAR. Will they all take advantage of the opportunity offered. They should and no doubt will.

For the benefit of the shop men, at Galewood, Mr. Bublitz chief package opener and General Store Supervisor, has moved his desk from the store room to the pipe shop.

The Van Auken heating system in operation at Galewood for some years is now known as the "Bubbles System" since Mr. Bublitz worked on it, for it now bubbles all over the place.

Yard Master Lee Smith is still ill at his home not having been able to work since about Christmas time.

Will Corsen an engine foreman is also recuperating after a serious illness at a local hospital.

Switchman Stephen Hile while switching a caboose from one track to another got caught in an accident that crushed his lower limbs. He was rushed to the Washington Boulevard hospital where he died the following day. His remains were sent to his old home in

Kansas and were accompanied there by one of his co-workers in the terminal. Mr. Hile was a man about 50 years old and not married and was well liked by all who knew him here.

General yard master H. E. George spent a week at Excelsior Springs this month while Jess Capoot and "Red" Slocomb each spent a week end at the same place. Some place to spend a few days and right on the Old Milwaukee too.

Switchman Chas. Scherer has sold his cottage on Pine avenue and purchased a larger home on Center street in Bensenville.

Willard Ehler, who resides at Bensenville and works as helper at the Franklin Park depot, recently passed the cigars around to the boys when the stork left a son at his home. Mother and son getting along nicely.

The sympathy of all employees is extended to round house foreman George Tredwell, whose wife passed away the fore part of February. She was buried Tues. Feb. 8th, from West Side Masonic Temple and body taken to Elgin for burial.

We don't suppose that Chas. Davis, Rocky Mountain Division engineer ever reads the Chi. Terminal news but we still believe Nora B. looks over all the news in the magazine the same as we do and went her to pass our congratulations on to Charley who used to be a Lax Div. employee. We have never forgotten the wonderful ride he gave us in the cab of the electric motor he was running when we returned from the west in 1917. Two solid hours on that engine will never be forgotten and we want Chas. to know that the Chi. Term. boys who formerly worked on the old Lax Div. wish him and his, the best that life can give. Nora B. said last month Chas. had just been married.

Carpenter Pitzley who was injured last May is just able to be back on the job again. A broken leg don't heal in a day.

Carpenter foreman Henry Wykoff who has been in charge of the crew around Bensenville for several years always spending his week ends with his wife in their home at Lyons, Iowa. On a Saturday morning the latter part of Jan. while he was preparing for his weekly trip home the sad message came that his wife had passed away. Only a few hours more and he would have been at home when she called. Mrs. Wykoff had been in poor health for several years. The Bensenville C.M.&St.P. Women's Club No. 3 sent a beautiful floral piece and all employees extend their sincere sympathy to their co-worker in this his dark hour. It will be remembered that Mr. Wykoff had full charge of the construction of the Women's club house at Bensenville and the Ladies will never forget what he has done for them.

Talk about being on the job—No. 65 left Western Avenue January 29th with 107 cars and departed "Ontime" as usual.

Ticket Agent Biglow acted as cashier at Carters Restaurant one noon and it is reported that he has been ill since. Now it was not the food that made him sick for he eats there very often as all of us do, but we are led to believe that his noon day meal was a part of the compensation for his services and he may have over-done it a little when it was coming so easy.

And yard master Duffy says now that his Xmas supply of cigars is exhausted he thinks that he will discontinue smoking—till next Christmas. Wonder why he don't ask E.E.J. for some of his 7 year old Home Runs?

The boys at 25 office at Western Avenue tell us that Agent Bush made them a little call recently, first time in two years. All were glad to see him.

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Western Avenue boys gave the correspondent a few items this month and if some of the others will do like wise what a column we would have. Almost as much as Ruby has each issue.

Papa Booblitz says the baby can already talk and walk, you sure have some wonder-ful baby, Bill. You all heard about Booblitz going to the Automobile show and adopting the Buick Slogan: He is walking around with his chest out and saying, "when better babies are built Booblitz will build them."

Switchman Lowry had a narrow escape from being instantly killed when a pin lifter not working properly caused him to step over the moving cut of cars to get the pin on opposite side. He slipped and fell injuring his spine. He was taken to the Washington Boulevard Hospital where he was put in a cast. It is hoped by all, that their co-worker will come out of the cast as well as he ever was, but time alone can tell.

Switchman Frank Fitzpatrick while riding the foot board of the coach run engine on which job he was working, a piece of a guard rail caught the foot board throwing him off. He was rushed to the hospital where it was feared that one lower limb was injured to the extent that it would have to be amputated.

George Stumpf, store room keeper at Manheim Rip track is the proud "Daddy" of a charming daughter. As this is this happy couples first born, you can be sure that the good cigars were a plenty among the boys. Mother and girle fine and dandy says "Daddy."

Train Master Springer held his first special Safety First meeting in the examination car at Western Avenue Feb. 9th and had it been noised around a little more still more would have attended. Better tell O.K.W.Y. next time Bill and let them broadcast the advance notice. However a good number were glad to get the opportunity to attend one of these meetings, where they were unable to attend the regular evening meeting.

The Milwaukee Women's Club held a Valentine party for members and their families in the Bensenville Club House Feb. 14th. Did they play cards? Did they dance? Did WE eat? I'll say so.

Tacoma Shop News

"Andy"

LOUIS BAY, Clerk in the District Accountant's office is back on the job and getting along very nicely, following a tonsil operation.

William Irwin Shiplett (Wiggs) who was at one time a handsome stenographer in the Master Mechanic's office on the Tide Flats, is now the same kind of a stenographer in the Superintendent Motive Power's office. We sure did hate to see Wiggs leave our wing, as he was a first rate gloom dispeller, however, we are glad that he is in good company, and we hope his present associates do not teach him any panning habits.

Wilbur James Lauckhart, am de full name o de new stenographer in the Master Mechanic's office. Wilbur is one of those dark eyed brutes, the kind that the girls usually go nutty over, and what is more he is single, at least that is what he tells us. Any good looking young lady (we specify good looking, because that is the type he prefers) desiring further particulars, we respectfully refer you to the Master Mechanic's office, where no doubt an introduction can be arranged. Wilbur is also a post graduate of the Academy.

Fred Lowert has been off sick, but he is again back on the job as good as new.

J. E. Brady is also back on the job full of pep, following a period of illness.

Ernie Mehesenick, had an operation performed upon his nose, which put his smellier in good shape again.

Bill Reeves, our high speed material messenger, is back on the job following a period in which he was ill with pneumonia.

Chas. Stevens has purchased a new Chevrolet.

And so has Fred Jennings.

Elizabeth McKnight, Ethel Schmidt and Betty Hagen, attended the festivities held by the Milwaukee Women's club in honor of Mrs. Byram.

Merritt Hodges, Pipefitter, has accepted a position at the Miles City Shops.

Bill Strinsky is still interested in California oil and walnuts.

John Crees has purchased two brand new violin cases. John has been trying to convince us that they are rubbers, but it is impossible to believe. At that there is an argument afoot in which Fred Lowert claims that they fit him better than they do John, but of course, that is stretching it a little too far.

Chas. Dahl, of the Woodmill, has left for New Orleans, to see his brother whom he has not seen for 28 years. Mr. Dahl's brother is Captain on a Norwegian ship docking at New Orleans.

Geo. Healey has bought a new Essex car, of the very latest model and design. George claims this is the best car in the world, just like the Ford he had before.

The Federated Shop Crafts, held an entertainment and dance in the Eagles' Hall on February 5th, which was very well attended, and the indications were that a very enjoyable time was had by all.

Splinters from the Wooden Shoe

"Brownie"

THE Splinters are few this month. Evidently some of the boys forgot to bring their knives down to work and could not whittle off a few splinters to send.

J. R. Peebles returned from his annual rabbit hunt at Republic. He reports the game plentiful.

John Richards has been on the sick list the last few days and John Simon has been relieving him. We hope Jack is fully recovered by this time.

The Bachelor Club at Iron Mountain, started by Jack Deneen, is facing a serious problem. The boys are slipping. Ben Edwards stole a march on the crew and married a wee lassie from Coleman. Pa Luth took a trip to Waukegan last Friday and came back with a blushing bride. He is at home to his friends at 1401 West Ludington St., Iron Mountain. They say nothing about Jack himself. He seems to be slipping, although he has not yet slipped the gold band on.

Station WLBY, Iron Mountain. All tune in and hear Bob Baldrice's Michigan Night Hawks, and you don't have to buy a ticket from Bob either. We all wonder, "Where Do you Worka John"—or rather Bob.

E. J. Seymour is holding down second trick at Iron Mountain. Ben Edwards says he likes it fine at Elkhart Lake.

Conductor J. M. Stein has purchased an expensive cottage at Elkhart Lake on a quite desirable lot. Mr. Stien has let a contract to a Sheboygan Decorator, for entire interior finish and a Landscape Artist from Milwaukee has been ordered to put the grounds in shape, as soon as the frost is out of the ground and they are in shape to work on.

Agent Brossel at Waldo recently installed an up to date Radio outfit in his home. It was found that the "Kent" did not connect



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MANUFACTURING CO.**
MILWAUKEE, WISCONSIN

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Signals and
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BEDFORD BUILDING CHICAGO, ILLINOIS

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**MINING and DISTRIBUTING
BITUMINOUS COAL**

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CHICAGO

correctly, on account of improper ground wire attachments. After following instructions where to attach ground wire, radio works fine.

H. C. Ellis, Pile Driver Foreman, is spending a couple of months in Florida. Bert writes that everything is wonderful down there and he does not like the thought of having to come back to this cold country.

Sympathy is extended to Miss Clara Hnilicka whose father died January 31st, and with the family of August Giest who passed away February 8th.

Bright remarks recently heard at the Shops: Freddie: John, what kind of lights are they going to have in the new office.

John: I imagine electric lights, or, maybe, put headlights on the cockroaches.

Listen here John and Fred, we do not want you to move the cockroaches over with you. We intend to leave those we have here over here and we would like to have you do the same.

Our Shipping Clerk's punctuality was greatly shattered this morning, February 14th, when he came rolling in at 10:30 to report for duty. After the tardy slip was duly presented and signed it was learned that between here and Dikesville the tragedy took place. The report came out that the car stalled, but investigation is now under way to sanction this report, as it is not like our Shipping Clerk to take over his position on Monday morning with such a frivolous feeling. This is usually the beginning of Shop Car Day and does not warrant such freedom until Wednesday at 4:00 P. M.

Division Accountants Gehrke spent Saturday and Sunday at Wausau. He still has to go back and visit the old haunts.

We understand Jim Woodward had quite an accident one Saturday night recently. Riding in a Nash Touring Car when he skidded across the road, slipped into the ditch, turned over twice and the boys and ??? crawled out the back of the car, turned it over and continued their journey. That is what we call luck.

Well the last official dope is that we move in our new Building at the Shops on the 19th and 20th. We are to hold a Housewarming on the 17th. We certainly have a nice new office and it is going to seem quite nice, as we have had to be in this office plenty long enough. We hope there will be no more days when we have to sit with our coats on because the wind blows through the office and can not keep warm.

R. & S. W. Division *Lillian L.*

THE Engineers on the RS&W Division are very proud of the fact that one of their number has been elected to the office of Legislative Representative of the Brotherhood of Locomotive Engineers, at Madison, Wis. The fact that John T. Corbett was chosen out of the 2,200 Engineers in the State of Wisconsin speaks well for the calibre of the Engineers on the R&SW Division.

Fireman Geo. V. Stephenson, the veteran of the Rockford switch engine, is laid up with an injured hand. His many friends wish him a speedy recovery.

Our sympathy is extended to Conductor Chas. Dobbert in the loss of his father who passed away at Elkhorn the latter part of January. Mr. Dobbert had been in poor health for some time.

Mr. and Mrs. Tom Flannigan seem to be in a class all by themselves, when it comes to dancing the polka. They surely are nimble on their feet for a couple who have passed their twenty-first birthday.

Page Forty-four

We are glad to report that Mrs. Tom Crago, who was operated on at Washington Blvd. Hospital during February, is coming along fine.

When Mary's watch failed to keep good time someone suggested that she have it cleaned, so she left it on her arm while taking a bath, thinking to kill two birds with one stone. She killed one of them all right.

At a recent dance given by the roundhouse force at Beloit in the passenger station, the remark was made that it would be hard to have a cheaper or more wholesome evening's entertainment for the price charged—an evening's dance and refreshments all for the small sum of thirty-five cents.

Tom Crago says that the Pontiac is very good on the pick up, and his statement is verified by Lloyd Rummelshagen, who says that this was demonstrated to good advantage to all parties concerned. For full particulars inquire of Operator J. P. O'Berto at Davis.

Surprising what musical talent we have running loose on the R&SW Division. Understand that Switchman Beals, Engineers Frank and Wadmond are great warblers. They have impromptu rehearsals every time they meet, and wish to be known as the Harmony Hounds.

Dick Lightfield drew the "lucky" number on the watch that Archie Morrissey raffled off. It run for two whole hours after coming into Dick's possession, after which time it gave up in despair trying to keep up with Dick's speed.

Supt. and Mrs. F. E. Devlin spent the week-end in Beloit the last of January. When the word came that they would be here a committee was hurriedly appointed to arrange for a little party at the passenger station in their honor. A large crowd was in attendance and everyone had a good time. Come and see us again, you people from Green Bay.

When some of the girls complained about the water dripping on their marcel, Jim Chambers, who is always there when it comes to helping a lady in distress, handed them his umbrella.

Mrs. Geo. Blackford, wife of Engineer Blackford, is sponsoring a plan through the co-operation of the Women's Club, whereby the poor crippled soldiers of the late war, who are domiciled in the National Soldiers Home Hospital at Milwaukee, will enjoy some home made jellies and cookies, which will be contributed by some of the members of this organization.

Engineer and Mrs. Ed Dawes are spending a three months' vacation in the East and in Florida. While in Florida they will be the guests of Mr. and Mrs. Ray Dawes at High Springs.

Understand we have an engineer on the R&SW Division who considers himself a real lady killer and flirts with everything along the line. However, he got a little too bold recently and one of the Agents caught him smiling and waving at his wife. What the Agent said is not fit for publication. The poor Engineer stammered and stuttered and tried to explain that he was waving at the Agent's small son. We have not heard whether this explanation was accepted or not, but as we have not seen said Engineer lately, it may be possible he had to take to the tall timbers.

CM&StP Broadcasting Station WOGH now signing off at 5:00 P. M. Our next period of broadcasting will be at 8:00 A. M. tomorrow morning.

The slogan of this station is—"Work or go Hungry."

S. M. East *M. B. M.*

ENGINEER William Anderson became lonesome for the old home town and returned to Austin on Wednesday, February 9th. Billy has returned from the Western States and is of the opinion that there is no place like home.

Mrs. H. B. Hinckley and daughter Harriet visited with friends at Brainerd, Minn., during the early part of February.

Mrs. Otto Gruenberg is a visitor at the home of Traveling Engineer Austin. The Gruenbergs are now residents of one of our Cotton States, and his cold weather does not appeal at all.

Engineer Robert Herrman was in Chicago on business during the latter part of January. Bob wouldn't tell whose business it was, but it was evidently hers.

Pump Repairer Steve Kloeckner spent Saturday evening, February 5th with the Carroll sisters at the Marigold Gardens, Minneapolis. He can't tell us it is his sister any more, as someone saw him in the act.

Mrs. S. J. Kurzeka spent Sunday, February 6th, in Austin.

Mrs. J. H. Foster of Minneapolis was a visitor at the G. A. Van Dyke home on February 10th.

Members of the Milwaukee Women's Club employed high powered methods of salesmanship in selling tickets for the card party on February 15th. At the Austin Store Department the member made a 100 per cent canvass. With a 99 per cent score and one member to get, a compromise was arrived at wherein the party attacked agreed to purchase two tickets for two kisses. It was a momentous time when she accepted the terms, but alas! Matty's courage failed him and he bought the tickets without receiving the forfeit.

Radio listeners, Attention! The S M Division is the proud possessor of a radio artist. Our popular Train Baggage man, E. J. Vollmar was heard over the new Radio Broadcasting Station at LaCrosse on the evening of January 25th. For those who failed to hear the concert that night, a Harmonica was given strenuous exercise in the Railway Express Office at Austin one evening in an effort to please those unfortunate enough to have "listened in." Too bad there is not a station at Austin, so our Accordion Wizard could have a chance to do his stuff. That isn't all we have on the S. M. The B&B Department boasts of a crack piccolo player.

Sympathy is extended to Train Dispatcher Aughey who mourns the death of his wife, which occurred on January 28th. Interment was made at Washington, Iowa, the old home of the Aughey's.

Employees of the S. M. Division were shocked on February 7th to hear that one of their fellow workers, Conductor Theodore Jorgenson, had passed away after a brief illness. Mr. Jorgenson had been on the job until January 29th, apparently in good health, when he was stricken with pleurisy and double pneumonia.

Mr. R. G. Evenson and Miss Eleanor Moran, Division Accountant and his Assistant, spent the week end of Jan. 29th at the home of Dr. and Mrs. Emmet Bowen at Watertown, Wis. A Bridge party was part of the entertainment from which they brought home all the prizes.

Aberdeen Division Notes *N. M. R.*

L. K. Sorenson, Trainmaster at Aberdeen has been promoted to Superintendent of the Rocky Mountain Division. We are glad

to learn of his advancement and wish L. K. the best of success in his new position.

The Safety First Meeting held in the Supts. office Jan. 21st was well attended.

Mr. and Mrs. O. A. Amos were called to Eau Claire, Wis., the latter part of January, account of the death of Mrs. Amos' father.

We had our first real cold weather the last of January when the thermometer dropped to 32 degrees below zero, but from reports South Dakota's climate is better than her sister states as our winter has been mild compared with other places.

C. M. Morgan from Council Bluffs, Iowa, is our new foreman at the Storeroom. Welcome to Aberdeen. We hope you will like it here Mr. Morgan.

Cupid has been busy again. The marriage of Nicholas Kopp and Ester Carlson took place January 22nd, at Ipswich, S. D. The young couple will make their home at the Pine Apts. The best wishes of all are extended to Nick and his bride.

What you hear around the terminal, "How many tickets have you sold?"

The Milwaukee Volley Ball Team exchanged a pair of Volley ball contests with a mixed team from the city. Excellent material displayed itself with very good playing throughout the game. Milwaukee team winning the contests.

The special Sweet Clover and Alfalfa exhibit train which visited Aberdeen last month completed its 70-stop tour February 5th. Frederick, S. D., being the last stop. The special met with hearty co-operation at all the towns the farmers and business men making elaborate plans and big programs of entertainment.

Mr. Herbert Hepperle of Aberdeen and Thad L. Fuller of Milbank, S. D., have been appointed solicitors for the Milwaukee road in South and North Dakota, succeeding Mr. Ed. L. Grantham, whose health broke last spring. The change is effective March 1st. Mr. Hepperle has been assistant to Mr. Grantham and since May 21, when Mr. Grantham was taken ill has been taking care of the business alone. Mr. Fuller is eminent in the State Bar and has practiced law at the Grant county capital for the last 15 years. We wish this new firm every success.

Mrs. L. K. Sorenson, who is leaving Aberdeen to make her home at Deer Lodge, Mont., was the guest of honor Thursday evening, January 27th, when over 40 women of the C. M. & St. P. Women's club met at the club rooms for a farewell party. The guests played bridge and whist. Later in the evening the women showered Mrs. Sorenson with many pretty handkerchiefs. Those serving refreshments included Mrs. A. H. Adams, Mrs. C. D. Elliott, Mrs. A. J. Anderson, Mrs. Bert Smith, Mrs. William Hiddleston, Mrs. J. E. Hills and Mrs. Ed. Soike. Mrs. Sorenson has made many friends in her short stay in Aberdeen who will miss her but wish her happiness in her new home.

J Line Items

ANY one that wants to know anything about bowling better consult Dalee J. Line, way freight conductor. On Feb. 9th, Conductor Dalee bowling with the Cronin Dairy Co. of Janesville set a world's record for a four-man team. The quartet bowled 869 in a single game. The score is as follows: Conductor Dalee 251, Kellogg 201, Clatworthy 213, Cushing 204. Anybody that wants a match game for \$500 apply to Conductor Dalee.

To second trick operator Jas. Brinstock and third trick operator Clarence Schultz at Walworth. The boys on the J Line want to

thank these two men for the favors they extend to the trainmen on the J Line. We all want you two men to know that we appreciate everything you do for us.—J Line Trainmen.

Brakeman Herbert Bergman made up with his girl Feb. 4th, after being on the outs for some time. Herbert played safe and married the girl at Rockford Feb. 5th to make sure not to lose her again. We all wish you the best of luck Herbert.

The pool cars were taken out of the ring Jan. 9th and No. 165 was made an assigned job out of Bensonville at 11:15 P. M. and regular assignment out of Janesville on the 8:45 P. M. extra. With Conductors Geo. Simpson and C. Dusold as running mates. Do your best George and Clarence and get No. 165 into Janesville on time or we will lose the Chevrolet business.

Nos. 160 and 161 were taken off of the J Line Feb. 1st, making it pretty slim for the boys. Brakeman Toland and Haddock had to go on the main line.

Brakemen Johns and Tranter were displaced on the Healy job but the boys are settled now. Tranter and Johnson are braking for Conductor Geo. Simpson and brakeman Wm. Johns and Madole are braking for Conductor C. Dusold. Conductor W. Emery took the 11:15, a Healy job.

Brakeman J. Wilky took the ring car after the jobs went into assignment and made only three round trips for the past month. Johnie got tired of waiting so he is now braking for Conductor Schalten on No. 163.

The truth is out. Conversation overheard at Janesville. Conductors Madole and C. Dusold are going to be married June 15th. Why wait that long, boys? Better do your stuff now.

Twin sons were born to Mrs. J. Dowd the 10th of Feb., wife of Conductor J. Dowd. The boys are doing fine. Some daddy now Jimmy. Good luck to you.

Illinois Division

M. J. S.

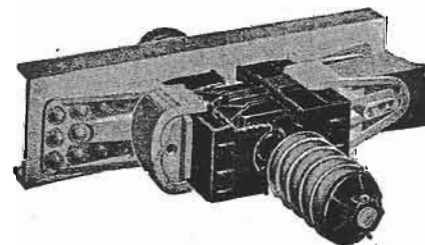
THROUGH the Medium of the Employees Magazine, Conductor King Brown wishes to extend thanks, and express his appreciation of the kindness and courtesies shown him during his recent seige of illness. The thoughtfulness of his fellow-workers is greatly appreciated by Conductor Brown.

Sympathy is extended to Mrs. Grant Lawrence from many Illinois Division employees account the death of Engineer Lawrence which occurred at Savanna Jan. 30th, following a short illness of uremic poisoning. Engineer Lawrence entered the employ of the company Dec. 1, 1887, and has been a faithful engineer on the Illinois Division for over 25 years. He also served as Grievance man for the engineers for a number of years. He was a member of the Masonic Order and Order of Railway Engineers. Funeral services were held at the Presbyterian Church at Savanna Friday, Feb. 4th, with interment in the Savanna cemetery. The funeral was largely attended by friends and co-workers. A special train carrying 60 railroad employees from Chicago and Elgin and Davis Junction attended the last rites. Engineer Lawrence was held in high esteem and will be missed from his post and circle of railroad associations.

Engineer C. J. Wall must surely have a sweet tooth now if never before, after the Candy Special of 40 cars of Babe Ruth Bars which he engineered from Chicago to Savanna on their way to the Coast.

Fireman Nind was relieved at Kirkland recently account the serious illness of his wife

CARDWELL FRICTION DRAFT GEAR



**UNION DRAFT
GEAR COMPANY**
CHICAGO OFFICE M'CORMICK BLDG.
CANADIAN OFFICE TRANSPORTATION
BUILDING MONTREAL

The World Comes To Your Window

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

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

Do this consistently, and watch your commissions grow!

Ticket Department

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

and Brakeman Lewis James helped out the situation by firing the engine from Kirkland to Savanna. Engineer Born says Mr. James did a good job of firing for him.

Mark Nash, son of Engineer M. J. Nash left for Lyon Mountain, New York, to accept a position of Mining Engineer with an Iron and Ore Company. Mark recently graduated from the Wisconsin School of Mines at Plateville, Wis.

Conductor Wm. Huston is again on duty after an absence of some time account illness.

MECHANICAL DEPARTMENT NEWS

Don spent the week end in Chicago not so long ago and says he sure had a real time, but we can't get much out of him about it though. You know you must report to headquarters all the details of the events of each week-end.

Former Illinois Division Engineer John S. Price visited a few minutes in our office the other day. We are always glad to see our old timers, so come again.

Bill wishes Harold had given him that cigar on the baby and paid off the 25c bet he owed him before he left for Sioux City, as Bill does not know just what steps to take to collect it, now that Harold has departed from our fair city. You should not allow any credit Bill.

Doris Blake sure has to take second place in "Advice to the Lovelorn," as we have the original advisers in our midst. Yes, it is Bill and Ben, and I want to tell you they sure have the dope on it all. Too bad both boys are married. Bill can't expect to get any cigars on any weddings around this office when they discourage us so on married life. They say a word to the wise is sufficient and we girls are absorbing it all. Bill says he has lost 48 pounds since he was married and now the poor fellow only weighs 220. Ben is an old, bent-over man from dodging rolling pins.

Some of the gang in the office received some nice valentines today and they wish to take this means of thanking Dan, Bill, Ben and Francis for being so thoughtful.

Guess our "Fiery Haired Steno" didn't get enough sand under her rails—she's still slipping. This time, it's a big heart-shaped box of candy. We're not saying a WORD.

As it was in the beginning, is now and ever shall be—

SAVANNA YARD ITEMS

Miss Jewel McGrail Chief Caller Savanna Yard is under the care of a physician. She was under the impression that she was coming down with the Barber's Itch, but it proved to be a swollen gland and now she believes it may be the mumps or ring-worm!

Daniel Kennedy, Jr., switching in Savanna Yard has been making several trips a week to Clinton, Iowa. Understand he is looking after a widow and family. More power to you Daniel, who knows but what you may be going into the Lion's Den.

It has been authoritatively announced that our young switchman Lyness Morse was united in holy wedlock several weeks ago. Understand that his father-in-law made him a wedding present of an auto and he is learning to run it by walking up and down the boulevard with his ball and chain. Lyness says the only party he will attend from here on will be his own funeral party.

Our Round, C. Wilson, has again resumed training for his expected bout with Knockout Smith. The odds are two to one on Smith. Charlie may foul them and beat down his ancient foe.

Dr. Frank Benbow, former Chief Caller, was a visitor in our establishment the past month. Dr. Benbow is located at Downers

Grove having opened a dental office there. Frank says he is an expert on false teeth and guarantees his work.

General Yardmaster Chipman attended the Elks Banquet at Clinton Feb. 2nd. Resolutions were drawn up by that worthy body that in the future Mr. Chipman would be obliged to purchase two tickets for such an occasion.

On Friday, Jan. 28th, occurred the death of Davis Barry, Sr., father of Chief Clerk J. F. Barry. Mr. Barry was 81 years of age and his body was interred in Mt. Carmel Cemetery at Chicago, Monday, Jan. 31st. Chief Clerk and Mrs. Barry attended the funeral.

Some men are born great, some attain greatness and others live on Dewhurst Street. If you have any doubts about this, ask "Laird Castle" the Mellon Food baby.

The Traveling Switchtender E. Kurth has been making merry trips recently to Dubuque. He says he goes up there to see his step-father. I wonder if his step-father is a nurse?

Peter Sorenson, switchman, is telling the boys a funny tale. He left here sometime ago for Minneapolis but landed in Soo City. His compass was out of order, he says. He has been reading the "Tale of Two Cities."

Harry Bahne, Assistant Yardmaster, is improving steadily, a fact his many friends will be pleased to learn.

Mr. Chris Jensen is thinking of getting hitched up and buy a house in our city. He says climbing the hill is getting his wind and he cannot afford to keep such late hours and do his work the next day.

Chas. Welch, Operator, (Whatsa matter) Savanna Yard, celebrated the annual event Wednesday, Feb. 9th, of bringing in a scuttle of coal. The stenographer went to the coal shed and brought in a hod full of coal and as soon as he sat the bucket down on the floor, Charley picked it up and took it into his office, putting the coal in the stove. Charley threw out his chest proudly and the stenographer patted Charley on the back for said effort.

Mrs. Chas. Hartford, wife of Chief Caller Hartford, Savanna Yard, is convalescing nicely after her operation in St. Francis Hospital, Freeport, Ill.

SAVANNA RAIL MILL NEWS

The Rail Mill resumed operation the first of February after being shut down for a month for expensive repairs and slight alterations in machinery.

Riley Hanna has returned from a month's vacation spent in the sunny climate of Oklahoma.

Llewelyn J. is driving a new Chevrolet Coach purchased to enjoy the weather in luxury.

Harvey Ross had the misfortune to badly sprain his ankle while loading grain doors.

William Roggendorf who was seriously ill for several weeks has improved and is now at his old place about the Mill.

Mr. J. T. Kelly GSK of Milwaukee Shops spent a few hours with us a few days ago. He was accompanied by Mr. F. S. Peck the general DSK of the same place.

The question going the rounds among the men of the Rail Mill is what hit Frank Turner and gave him a nice eye as he appeared at work with a few days ago, surely no person can hit that hard.

Florans, the Sheba of the Rail Mill appeared at work with a nice shiner above her eye one morning some time ago which she said was acquired in a coasting accident, but some have their doubts, although she has always been considered a truthful person.

SAVANNA FREIGHT HOUSE ITEMS

Oh, folks, come on over and see Nelle

Nolan's black eye. We all feel very sorry that it happened at this particular time as she has been in conference with cupid for the past two weeks; never-the-less she has promised to give us something more definite about the glad tidings in the next issue.

In checking over the personal expense accounts at this station we find that Mr. Hoffman had his hair cut on Nov. 24th and a second time on Feb. 2nd.

DAVENPORT NEWS

We wish to extend our sympathy to Anna Murphy OS&D Clerk, whose mother passed away Feb. 11th. Death was due to injuries received by a fall on the ice one month ago.

Car Clerk Ryan is still working out at the YMCA Gym. Don't give up Ernie.

Claim Clerk Schultz spent last Sunday in Chicago with (?). Can't someone tell us who?

Chief Clerk Tathwell has been enjoying his new radio which he received from his son as a present.

Cashier Linehan seems to be getting over his cold. There has been some doubt as to whether it is the cold that has been troubling him, or is it married life Jack?

Yardmaster Parks and Louisfied (at Nahant) have a busy time of it to keep things going on time owing to the increase in cars and trains moving at this time. Roundhouse Foreman Kressin is also on his toes getting engines out on time in order not to cause delay.

A Division Safety First Meeting was held at the Times Auditorium Monday evening, February 7th, with the following present: E. W. Lollis, W. M. Thurber, I. J. Flanagan, A. Mallum, G. H. Hull, P. L. Mullen, H. E. Sittler, R. J. O'Connor, C. Gradt, R. G. Heck, Mr. Cobb of the Dist. Safety First Com., and about 50 local employes from various classes of service. The matter of Safety First was discussed thoroughly and the meeting enjoyed.

Abstract Clerk Albright will have to be more careful as to how he spends his noon hours or he may lose 99 per cent of his freedom.

Switchman Dan Lawler is back at work again after being absent, due to illness.

Switchman Vern Mason also has returned to duty being away account injury.

Engine Foreman Gail Tomlinson is on a 90 day leave of absence, and is spending the time at Jacksonville, Fla.

The International Milling Co., has started to fill their new storage tank which has a capacity of 400 cars of wheat, which has increased our switching at this time.

The Local Freight Office Force would like to know the sender of the beautiful valentine received—so they could extend their thanks.

Aromas from the Cereal City

Ray

YARD Clerk Frank Pirkel is back on the job after being absent for two weeks due to illness.

Anyone seeking information with reference to the billing or rating of sheep should be referred to Asst. Rate Clerk Verdine Rawson. He knows all about them now.

The new hotel building seems to be a very interesting sight to Demurrage Clerk Thos. Feiereisen. He usually spends his noon hour watching the men at work. Keep your eyes on the building, Tom.

While switching in the yards on Feb. 9th, Fred Hanson suffered an injury to his arm which required amputation at St. Luke's Hospital where he was taken after the accident.

Marion Robb, formerly of the Store Dept. at Marion is the latest addition to the force at the freight office. Welcome to our ranks.

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Stevodore John McCall is the proud father of a new Ford. He does not drive the new car to work for fear that the freight handlers will get it all finger marked.

Rate Clerk E. Burk has an exceptionally good radio. He can hear stations that are not even broadcasting. The other day he received the news through his loud speaker of a bank robbery that there would be in a near-by town next week.

Henry Duede passed away at his home on January 27th, after a brief illness. He was employed as Section man around Cedar Rapids for the past six years and was a faithful and persistent worker. Our sympathy is extended to his wife and family.

Dubuque Division

E. L. S.

IT seems good to see Conductor John Welsh on the main line again on No. 33 and No. 38, after having been on the Preston line for about six months. C. M. Merwin is taking the Preston line run temporarily.

Extra Operator N. A. Irons started work on the I. & D. Division as an extra operator February 1st, due to light work on the Dubuque Division.

Agent W. E. Robertson, of Bernard, will take a 30-day leave of absence March 1st to visit relatives in Wisconsin, also do a little fishing (weather permitting).

Inspector E. J. Sullivan, of Mason City, was in Dubuque Tuesday, February 15th.

Mr. E. Z. Hermansader, of Minneapolis, formerly Division Master Mechanic at Dubuque shops, stopped at Dubuque recently. He now holds the position of Supervisor of Lubrication, Lines East and West.

Agent G. A. Childe is back at his post at Mabel, Minn., after having spent several months in California. We presume it will take him quite a while to get accustomed to the cold weather of Minnesota after being so comfortably warm in California for some time.

Wm. Teague, who has been in Texas for the past 60 days, arrived in Chicago on the 18th, and after visiting with old friends there and also at Rockford, will resume work as Second Trick Operator at Turkey River about Feb. 20th.

Agent Sturm of Clayton, C. W. Petters of Guttentberg, E. W. Christ of Turkey River, A. F. Mullane of No. Buena Vista, attended the Claim Prevention Meeting at Dubuque Shop in January.

Engineer Wm. Hilton expects to take a trip to Florida and will be absent for about two months.

Chief Carpenter Tornes is contemplating a trip to Miami, Fla., on business.

Agent M. J. Thompson of Spring Grove, we understand, was on the sick list for a few days the latter part of January.

H. G. Chandler, Special Apprentice in Division Master Mechanic's office, Dubuque, is to be transferred to special work in Mr. Bilty's office at Milwaukee. We are glad to see him advancing.

Re-examination classes were held on this Division by Trainmaster Bagnell and J. M. Oxley for three days, Feb. 4th, 5th and 7th.

We are sorry to see some of our Store Department friends leave, owing to change in handling material by that department which will require less help at Dubuque Shops.

Mr. E. A. Meyer, superintendent, and some of the Dubuque Division employees, attended the dance at the opening of the La Crosse new passenger depot during February.

There was quite a representation of male sustaining members of the C. M. & St. P. Women's Club present at regular meeting, Friday, February 18th, at Eagles Hall. Besides

a good supper, there was a social time afterwards consisting of contests and games. Ask the Superintendent and Trainmaster who the champion "cake eater" is.

Your correspondent solicits news items. Send them to the Superintendent's office, Dubuque.

Idaho Division

R. C. P.

Quite a few of the boys have been on the sick list the last two weeks. Brakeman Jack Webb had to hurry to a Spokane hospital from the Warden line run. Brakeman H. W. Terrian had to be relieved on 263 at Warden and come to Spokane for medical attention. Conductor Jack Downey, St. Maries, when about to leave on the Elk River local, found himself so weak with the "flu" that he couldn't take his run out.

Roadmasters C. R. Strong, R. W. Gallagher and O. Bakke have been confined to their homes with the "flu."

Mrs. F. B. Beal, wife of Dispatcher Beal, is making an extended visit in the east.

Agent and Mrs. J. H. Vassey have returned from their trip to various southwestern states.

John, 8 year old son of Car Inspector John Hergert, St. Maries, while sliding off the river dike, went too far out on the thin ice and was drowned February 5th at 10 o'clock. His body was recovered 24 hours later. The division employees extend their sympathy to the bereaved parents.

Harold McGarvey, station clerk, St. Maries, fell when going to work, injuring his knee seriously. He is confined to his home at present.

Operator Fred Morrow, Othello, bunched the job Saturday noon on account of the "flu."

Car Foreman A. A. Strand, of St. Maries, received notice through his brother, Axel, General Car Foreman at Deer Lodge, that their mother has passed away at Olso, Norway.

The recent rains caused a serious washout at Revere. On account of the frozen condition of the ground, the water ran off into Pine Creek, flooding same and as a result one bridge and a considerable length of a twenty-five foot fill suffered.

Chief Clerk J. T. O'Reilly is getting all worked up over the coming of baseball season. Bill was manager of the Union Station nine last year and they won the pennant in the Sunset league of Spokane. He hopes to repeat this year. If we can get the dope from Billy on last year's performance, will slip it to you in the next issue.

Madge Murphy had the "flu." She's at work again, as good as new.

Agent Wilkening, Marengo, doesn't like to see No. 17 on time out of Spokane. On the rare occasions that they are late, he and Mrs. Wilkening run up to the "Garden," Spokane, on No. 16, whirl around a few times and return on 17.

Mr. and Mrs. Fred Carlson, married last June, are still living together in spite of Fred's mean disposition.

Storehelper J. C. Morgan has been running the Spokane Store department during the absence of the regular storekeeper, W. V. Caswell, Jr., account severe illness.

Grievance: Storekeeper Geo. Finney says the company should furnish hip boots for storehelpers to wear while loading MT oil barrels in the stock cars as furnished by the Yardmaster. Maybe.

Yes, the golf season is almost upon us. Oh, boy, let's go.

We don't know which we would rather have most, Miss Perry's smile or Miss Lee's singing. One thing about it, you could not hear the smile.

Per-fex-ion

Auto Black

makes any small car look better, last longer and worth more. A few hours work and your car will look like new. Clip this ad now and send with \$2 for 1 qt. Auto Black, 1 pt. Top Dressing, Sandpaper and Brush.

THE

THRESHER VARNISH CO.

Manufacturers

Dayton, Ohio

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Compliments of

VON PLATEN-FOX CO.

Manufacturers of

LUMBER & FUEL

IRON MOUNTAIN, MICH.

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Compliments of

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Lawrence, Massachusetts

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Originators of

McCABE METHOD

of

COLD FLANGING

Electric



Castings

Steel

WEHR STEEL COMPANY

MILWAUKEE

WISCONSIN

If you want to start a real argument, tell Car Repairman Barrett there aint no such animal as evolution.

Who said that Storehelper Morgan could not raise a mustache? All you got to do is get him between the light and see for yourself.

John Guest knows the name of the best radio made, but will only divulge it upon urgent request.

The roundhouse forces sure miss the old library and it is to be assumed that they will wash their faces in the horse trough from now on.

Who said Jack Wickland does not like salted peanuts?

We have been advised that Machinist Helper Sheridan is contemplating joining the WCTU. More power to you, Harry.

Machinist Latham is developing into a radio expert. He ought to. He has tried four of them and the last is always the best. He loves 'em and leaves 'em.

Pipe Fitter Frank Wilson is in the hospital at St. Maries with a badly sprained knee. We hope for his early recovery.

Clark Bogartus is now firing boilers on the graveyard shift at the roundhouse.

Will someone kindly settle the argument between Blacksmith Johnson and Machinist Latham as to which has the best loud speaker?

Othello Car Department

Car forces are being kept busy now equipping bunk cars for work service on Coast Division for spring road work. Indications are for an early start this year.

The Old Time Dance given here recently brought about the fact that Wrecking Foreman Meisenburg could not tell whether Inspector Crider was doing a fox trot or the rye waltz. Who can tell him?

The "flu" and trips to Warden has kept Car Clerk busy checking absent time slips lately. Crider says that the said trips to Warden keep him busy checking up his bankroll.

We all feel sorry for Lawrence Mann, as his sprained knee has kept him away from the school house for the past week or so. "Lawry" takes the optimistic side and expects to resume class visits as per usual in a few days.

We understand that Barrett's "Webster's Dictionary Class" has been discontinued, due to the fact that J. W. May has proof that the old Egyptian beliefs on the trans-migration of souls has been dead since Tennessee was admitted as a state in the Union. The cigars were on Scotty Urquhart.

Anyone having a new clue on radio operating, please send all information to Car Foreman Guest.

Understand Yardmaster Whalen is staying round home pretty close of late. Must be figuring on a chance of going to the Car-

men's Ball the 26th.

Sleeping Car Conductor reports Passenger Conductor Gallagher getting anxious for the new cars to be put on 15 and 16, as his new suit is all set for the occasion.

Yard Condr. D. C. Clark attended the Trainmen legislative board meeting at Seattle last week.

Yard Condr. Greer spent a few days in Spokane. No report as to his doings.

Engr. John Berg is regularly assigned to Warden line run, Harvey Stull to Yard motor.

Yard Condr. Williams spent a few days at Malden. Was down looking over Pine Creek while it was frozen over to see what he could learn about ice.

Contractor Kruger and Crew is putting up the ice at Othello this year. Mr. Kruger has been in the ice business for the past 30 years and sure knows his stuff when it comes to handling ice.

P. F. L. Andy Hays has been suffering from chills contracted from doing his regular ice duties. Andy states he would be OK if it was just heater he had.

Clerk Jack Cole bumped Pat Baumont at Malden. Pat bumping Jaeger at Othello, thought perhaps Jack would come back to Othello, but as the freight and passenger business fell off, guess Jack could not make a good comparative statement.

Opr. Brown has been relieving Opr. Morrow the past few days.

Extra Agent P. H. Murnane is holding down the Agency at Metaline Falls until such time as regular man is put on the job.

Condr. Schurch was called East recently by the death of his father in Minneapolis. He has the sympathy of the entire Idaho Division.

Conductor Fewkes had Schurch's car while he was off.

Miss Olive Hudson has given up her assignment as Clerk at Ione, Wash., and will displace at some other point. Miss Mabel Viets has taken the Clerkship there temporarily.

Section Foreman John Johnson's wife has returned from a visit to California where she placed her daughter in a nurses' training school. John says he has all the batching he needs for a long time.

Operator Geo. Thornton's son, Paul, has recovered from his recent operation in Spokane and is gaining strength every day.

Rumor has it that one of the Clerks at Spirit Lake is about to jump over the broom-stick, but we won't believe it till we know it's Gospel truth?

S. M. West Notes

L. H. Palmer:

WE had another good Safety First meeting at Madison on February 8th. The attendance was good, among those present be-

ing Agent George Wright and his clerk, who drove over from Howard.

At this meeting, our attention was called to the good record of the Madison roundhouse. A total of 481 days without an accident is a record Mr. McCaughey is to be complimented on.

Mr. H. S. Rowland, traveling engineer on the S. C. & D. division, was in Madison recently. He rode the Ski Tournament from Flandreau to Canton and return.

Our division also handled another Special train during the past month. The Alfalfa Special, sponsored by the State College, ran from Woonsocket to Bristol. Stops were made at Howard, Madison, Lake Preston, Bryant and Bradley. Mr. Van Dyke, Mr. Austin, Mr. Bantley, Mr. Larkoski and Mr. Carnarius were among the division officials that accompanied them.

Mr. Earl Jefferson, fuel supervisor, was in Madison recently.

It has been reported that Wm. Clarke, Section Foreman at Fedora, is passing out the cigars on a new baby.

At Iona Lake, our Agent, Mr. George Lieser, has been located since February 19, 1890—thirty-eight years. This is quite a long while for a man to be stationed at one place, but there is quite a coincidence in that our Section Foreman at Iona Lake, Mr. Fred Peterson, has also been in service at that station for even a longer period of time, since June 17, 1889. There may be other stations where one employe has served a longer number of years, but it is a singular occurrence that two employes should work together for so long a time.

J. C. Whalen, agent at Bryant, is laying off on account of the sickness of his mother at Winona.

George Turner is taking a trip to the coast this month.

F. G. Barr, agent at Okabena, had the misfortune to strain his shoulder, but he stuck to the job, in spite of his handicap.

It has been reported that H. G. Gregerson has been offered a position as coach on the basket ball team next year.

R. Helser, relief agent, suffered from a severe attack of the whooping cough, but is back on the job again.

Dan Lawler, passenger conductor between Madison and Bristol, has been off for a few days on account of sickness. Wm. Tyler has been taking his run.

"Prevention of waste equals dollars in the Treasury. If everyone of the Railway's employees would be interested enough to prevent waste wherever possible, the saving in a year's time would be tremendous."

Railroad Men:

Starting Resistance Reduced $\frac{7}{8}$ ths

Far heavier trains can now be smoothly started with present motive power. Car journals equipped with Timken Tapered Roller Bearings make it possible by eliminating seven-eighths of the former starting resistance. Fuel and power are saved. Locomotives, draft gear, wheels, rails, and roadbed escape destructive starting effects.

The highly frictionless, perfectly enclosed Timken-equipped journals run for months between inspections, without hot box dangers.

Many other operating, maintenance, and depreciation charges are reduced by using Timken Bearings. That is why they loom as an inevitable railroad improvement. On the Chicago, Milwaukee and St. Paul, Timken economies are already being effected.

This entire subject has long had the benefit of Timken research and development. The resultant data, together with any desired engineering counsel, are at the disposal of every railroad. A request makes available all the talent responsible for the successful railroad anti-friction bearings.

THE TIMKEN ROLLER BEARING CO., CANTON, OHIO

The Pioneer of Pioneers

The Chicago, Milwaukee & St. Paul Railway was the Pioneer line between Chicago and St. Paul-Minneapolis.

This distinction, fixed by date, is maintained by service. The Chicago, Milwaukee & St. Paul is **STILL** the **FIRST** line between Chicago and St. Paul-Minneapolis.

It was the Pioneer line to double track between Chicago and St. Paul-Minneapolis.

It was the Pioneer line to operate all-steel trains between Chicago and St. Paul-Minneapolis.

It was the Pioneer line to operate sleeping cars with "Longer—Higher—Wider" berths.

It was the Pioneer line in the operation of electric lighted and steam heated trains between Chicago and St. Paul-Minneapolis.

It is the **ONLY** line owning **ALL EQUIPMENT**, including sleeping cars, and employing **ALL ATTENDANTS** on **ALL TRAINS**.

It is the line selected by the United States Government for its Fast Mail trains between Chicago and the Twin Cities.

It is the line operating the world-renowned **PIONEER LIMITED**,

and thirteen other first-class daily trains between Chicago and St. Paul-Minneapolis.

It is the line with the celebrated and unequalled dining car service—including the famous **PIONEER LIMITED DINNER**.

It is the line that links scenery with service, traversing the beautiful Lake Region of Wisconsin and skirting for 140 miles the banks of the picturesque Mississippi River between Chicago and St. Paul-Minneapolis.

It is the **PIONEER** and **ONLY** line to operate over its own rails for the entire distance between Chicago and St. Paul—Spokane, Seattle—Tacoma.

It is the **PIONEER** and **ONLY** line operating its trains through the Western mountains on *electric* power—smooth, swift, smokeless, sootless, silent, powerful and sure.



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