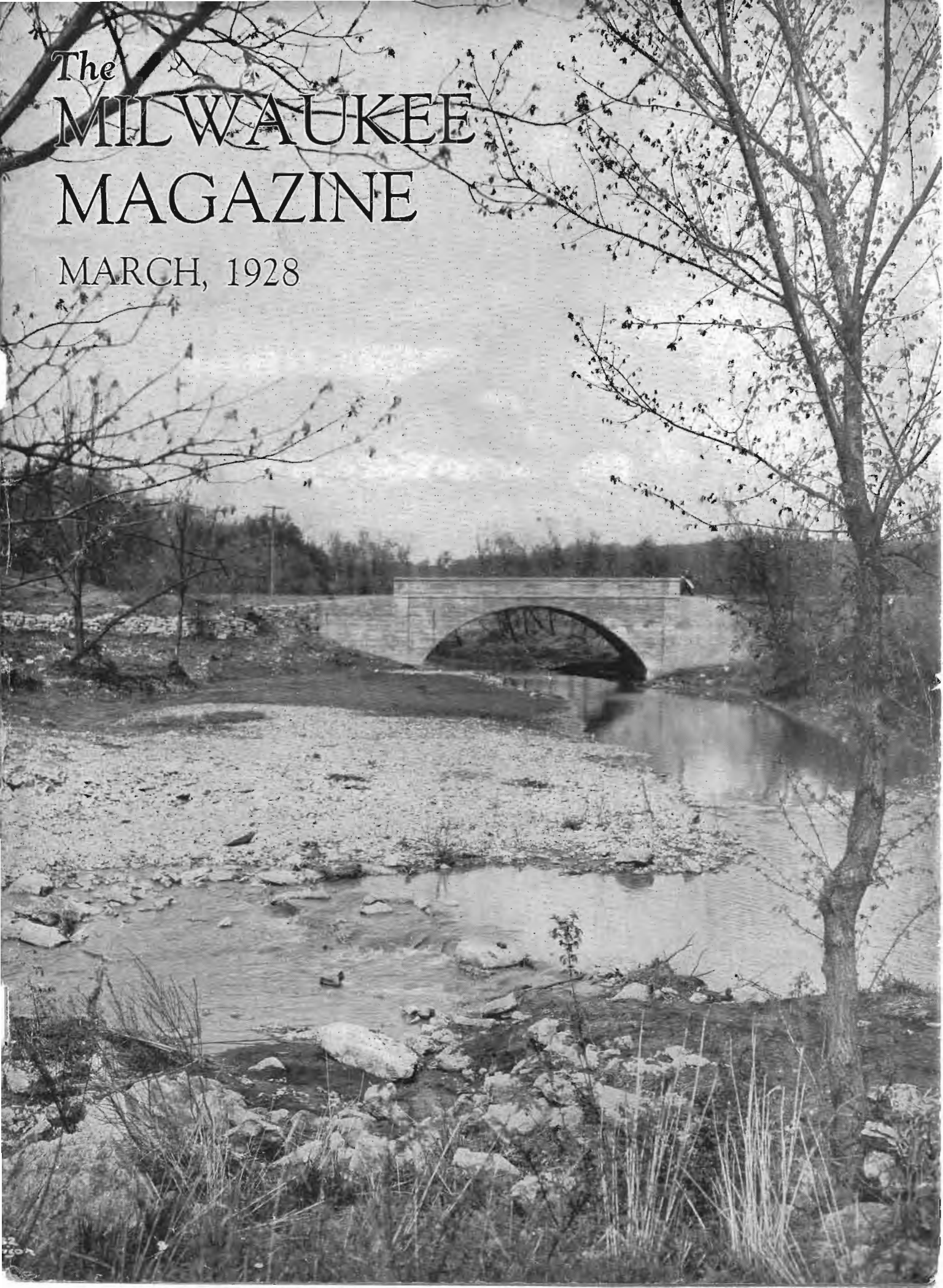
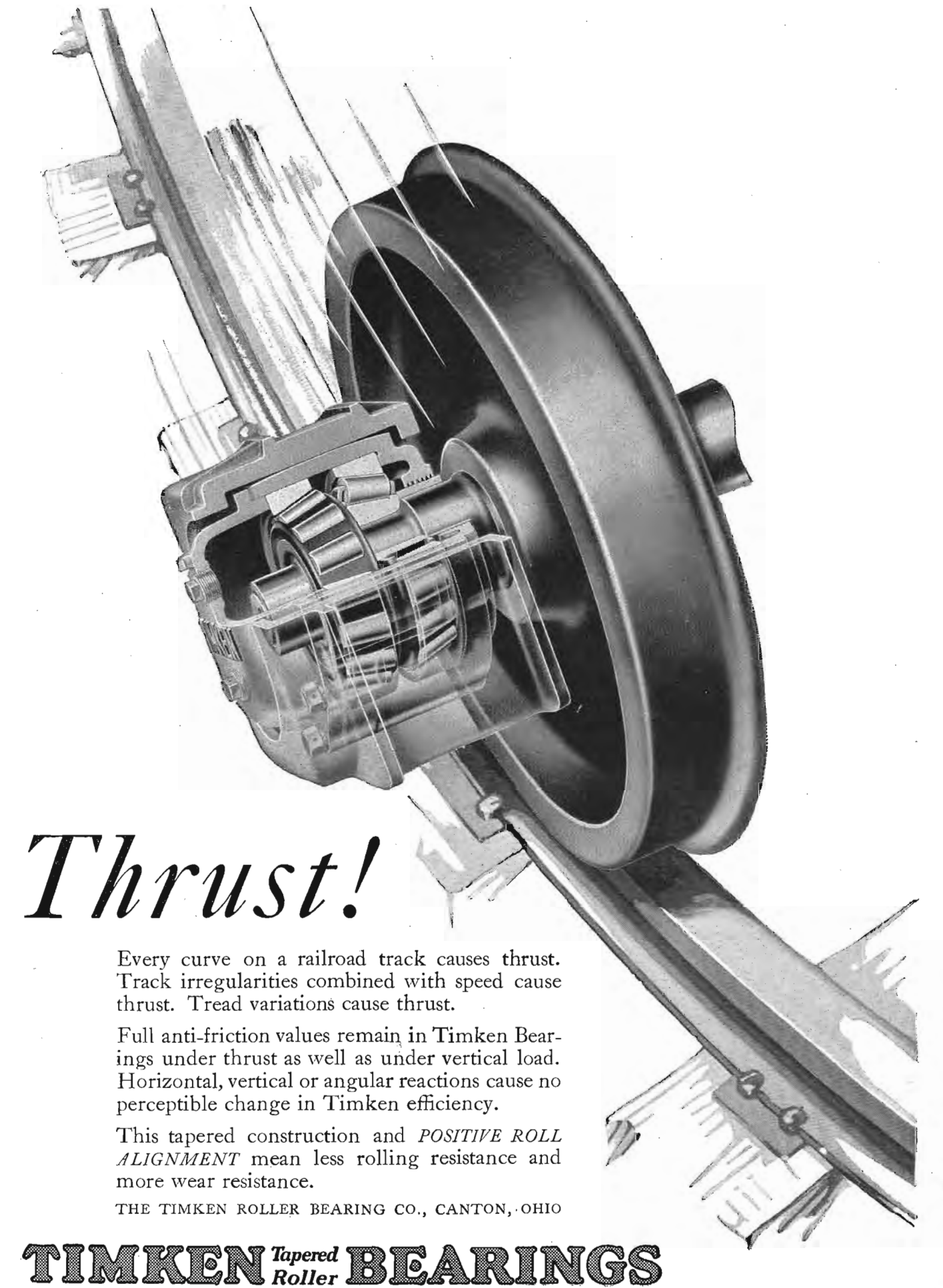


The
MILWAUKEE
MAGAZINE

MARCH, 1928





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Smoke Abatement

J. E. Bjorkham, Asst. Supt. of Motive Power

ONE of the most important problems, in fact, a serious problem confronting the bituminous coal burning industry is the problem of smoke abatement. The question is an economic issue of major importance because it does not only embrace the particular industry or community directly affected, but the coal producing regions serving the territory involved, and may spell industrial progress or retardation. We all admit that dense black smoke is a nuisance and toward the elimination of which we must all lend our aid, but we cannot deny the fact that where there is smoke there is usually to be found industrial prosperity, and when there is no smoke, the contrary usually is true.

In order that the desired result may be accomplished in the matter of smoke abatement, education on the subject is a very vital factor, and I say this from practical experience after having spent thirty years in various capacities in the steam engineering field on both land and sea. While at first it may appear to be a simple matter to avoid offensive smoke from a locomotive or a power house boiler, we find that the problem is sufficiently complicated to cause many to proceed on entirely wrong theories. The reason for this, as I see it however, is frequently because thorough consideration has not been given to the principles of combustion before some action has been taken towards smoke elimination. Please bear in mind that "smoke painting" or the "white-washing" of smoke, and actual prevention of smoke are two different things,—one entirely wrong, the other a procedure along proper scientific lines—and still it is surprising to find how many neglect the problem of preventing the formation of smoke as far as it can be prevented, and are entirely contented with "smoke painting." The latter is merely camouflage as, while the smoke may not appear black when leaving the stack, or chimney, the fact remains that the offensive smoke has the means of proper methods the actual formation of smoke has been prevented due to improved combustion and a fairly clear stack is the result. In this connection I might mention that the terms "smoke burning" or "smoke consumption" are misnomers, because smoke already formed, cannot be burned or consumed. In order to get the desired result, the smoke must be prevented from forming.

When we think of smoke abatement, we usually think of the fireman on the

locomotive because, particularly after he has been in service a sufficient period to be classed as an experienced fireman, we look to him to fire the locomotive in a manner that no reasonable causes for complaints be forthcoming. The engineer, while he must be relied upon to educate the new fireman with the assistance rendered by Traveling Engineers, Traveling Firemen, Fuel Supervisors and Smoke Inspectors, and of course must assume his share of the responsibility, is usually occupied with many other duties, and cannot always be expected to watch the stack. The fireman, on the other hand, should experience no difficulty in maintaining the fire in such a condition that no objectionable smoke be emitted. Given the proper equipment with which to do the work, he should be called upon to do his work properly. It is true that there are cases when the combination of maintaining maximum steam pressure and also guard against smoke violation is somewhat difficult, particularly when an engine is called upon to all of a sudden deliver maximum effort without first giving the fireman an opportunity to get the fire well started, but such cases are in the minority, and even in such cases a careful fireman can do wonders in guarding against black smoke.

We all know that the only power available in a locomotive is the energy derived from the coal pile, and of course we also know that the only manner in which the energy stored in the coal can be released for useful work, is to burn the coal and the process of doing so is commonly termed combustion.

Combustion is a subject that should be studied carefully by a locomotive fireman in the early period of his career, as it is a very vital factor in the art of burning fuel. By a fair knowledge of the subject and by applying that knowledge, not only can he do his job of firing better, getting a better economical result out of a given amount of fuel, but he can also do his job with less physical labor. Perfect combustion is difficult to attain in a locomotive firebox, but through careful studies of the various elements entering into the matter of combustion when building the locomotive, coupled with skillful firing fairly good results are attained. Locomotive builders in recent years have given more thought to economy in fuel in designing new engines and converting old ones than any other feature and we must admit that they have accomplished considerable in that respect.

Economy in fuel consumption means a slower rate of firing which in itself is an aid in reduction of black smoke.

Without going into any technical terms in the matter related to combustion, we all know that in order to properly burn coal, a sufficient amount of air must be admitted into the firebox, or furnace, as the case may be, some of which should be admitted to the top of the fuel bed.

In great many cases, it is impractical, or at least difficult, to regulate the fire so carefully as to secure a proper supply of air through the grates, although this of course would be highly desirable. With locomotives, for instance where the demand for steam and the intensity of the draft are very irregular, it is usually very difficult to insure a sufficient supply of air through the grates under all the varied conditions incident to locomotive operation to bring about fairly satisfactory combustion, and therefore steps are usually taken to provide means for an additional air supply to enter the firebox above the fuel bed. With this arrangement, and particularly with the engine working at a fair rate, and with the locomotive equipped with a brick arch, this lengthening the flame-way considerably, there should be no difficulty in firing at the necessary rate to maintain the needed steam pressure, and at the same time avoid black smoke, providing ordinary care is exercised by the fireman.

The greatest difficulty in avoiding offensive smoke is usually on switch and transfer engines, due to the very nature of their work, and on road engines starting out of the initial terminal, particularly if a hard pull has to be contended with before the fireman has had an opportunity to get the fire well started. Under such circumstances it is usually necessary to depend on the blower and so-called "smoke-burners" which, as previously mentioned, are not "smoke burners" but instead smoke preventers through the means of which additional air is admitted into the firebox, causing the combustible matters escaping from the coal to ignite and burn instead of escaping through the smoke stack in the nature of black smoke which is fuel only partly burned.

The method employed is usually a number of so-called combustion tubes located in the side sheets of the firebox and through which a steam jet causes a flow of air to enter the firebox above the burning coals. Which in most instances the arrangement is rather crude

and too much steam is used, the principle is right and no doubt can be considerably improved upon without much expense. In this connection it should be borne in mind that there are no properties in the steam which aid combustion, the steam jet is merely the mechanical means of causing the air to be drawn into the firebox. It is true, of course, that inasmuch as steam is nothing but water, and water contains a certain amount of oxygen, there is a small amount of oxygen present in the steam, but not of sufficient quantity to be considered of any value as an agent aiding combustion. When steam is admitted into the firebox, it is decomposed by the heat into its constituents, hydrogen and oxygen. This process, however, absorbs as much heat as possibly can be developed by the combustion of the hydrogen thus formed, and thus it follows that very little gain in that respect can be accomplished by the mere introduction of steam. On the other hand there is always the possibility that the introduction of steam through its decomposition caused a reduction in temperature to the detriment of proper combustion. The practice of injecting several steam jets into a firebox without these steam jets inducing an air current to follow, is merely "smoke painting" and an expensive practice. In this connection it would perhaps be well to mention that it requires approximately 320 lbs of coal per hour to furnish steam for a $\frac{3}{8}$ " pipe with the steam constantly flowing at 190 lbs. pressure. This is a very important item to keep in mind when blowers are working, sometimes unnecessarily, and blowers usually have a greater steam supply than that flowing through a $\frac{3}{8}$ " pipe, in fact either a $\frac{3}{4}$ " or 1" pipe is usually employed.

As an illustration of how smoke will form due to an inadequate air supply, let us picture an ordinary kerosene lamp with its usual glass chimney. As long as the wick is not turned up too far, a bright clear flame is burning, but if turned up too far, increasing the flame beyond the ability or capacity of the chimney in admitting oxygen to the flame, it will burn with a dull flame letting off considerable smoke. Likewise, if we, while the flame is burning bright and smokeless, with our hand cover some of the air openings in the burner, thus shutting off some of the oxygen supply, we will find immediately that the bright flame will change to a dull red and considerable smoking will take place.

A sufficiently high firebox temperature is also a necessary factor in aiding combustion, and thus reasonably guard against objectionable smoke. The air entering the firebox above the fuel bed should enter in several small jets instead of one or two large ones. The firebox door, if open, will usually serve the purpose, but is an expensive and unsatisfactory practice as through this method air is admitted in too large a quantity, and thus causes an excessive fuel consumption, as well as being detrimental to the firebox and flues.

Two of the most essential, but at the same time very simple rules to remember, are:

First: That gases that have been cooled below the temperature of ignition, cannot be burned merely by furnishing a supply of air.

Second: That when the gases are supplied with air, they can be burned if their temperature is raised to the igniting point. A temperature of at least 1800 degrees Fahrenheit is essential to insure fairly satisfactory results. This temperature can be judged by a bright red color of the fire. Bright orange or white heat with a temperature of 2100 degrees and 2350 degrees Fahrenheit respectively are of course to be preferred, while a dull red color with a temperature of approximately 1500 degrees Fahrenheit is too low to prevent a lot of unburned gases from escaping through the smoke stack.

In order that we may fully appreciate the necessity of a sufficient air supply, let us stop for a moment and consider what takes place in the firebox as the coal is burned. By reason of the exhaust from the cylinders or the action of the blower creating a vacuum in the smoke box, air is rushing towards the smoke box to replace the vacuum, or in other words, to fill the empty space, and this air in turn comes from the fire box to where it has reached through the grates and a small portion through the combustion tubes and the openings in the fire door. As the air rises through the grates and the firebed, the oxygen combines with the carbon from the coal in the proportions of two parts of oxygen to one part of carbon and as long as the supply of air is sufficient and well distributed to cause a proper mixture, a bright fairly smokeless fire is the result. Should conditions be such however that there is enough coal in the fuel bed to prevent sufficient oxygen from reaching it and thus not furnishing the proper proportions to mix with the carbon, incomplete combustion with resultant dull fire and the emission of smoke will be the result.

The same principle is involved in burning the volatiles of the coal. When the coal is heated, the volatiles are driven off in a gaseous form somewhat in the nature of vapors and the air admitted above the fuel bed aids materially in their proper combustion. From the above it is plainly seen that temperature and air are the two factors that are responsible for proper combustion and one is as important as the other. We all know that if coal is thrown into the firebox while the engine is standing still and with the blower not working, large volumes of smoke will escape from the stack and this because of no draft being created, very little oxygen can enter the firebox. Then, if the blower is turned on, unless the amount of coal placed into the firebox is out of proper proportions, the smoke will clear up, because, due to the creation of the draft, oxygen is drawn through the grates to mix with the carbon in the coal as well as the volatiles. Should the draft created by the blower be insufficient to draw enough air through the fuel bed to insure satisfactory result, the aid of the so-called "smoke burner" should then be invoked by means of which ad-

ditional air will enter above the fuel bed.

The process of combustion is very simple and nothing mysterious. If too much coal is thrown into the firebox so that the volume of oxygen entering same is inadequate to furnish the proper proportions to insure the correct mixture, there can be only one result, and that is dense black smoke and waste of fuel and both should be guarded against. In this connection, we should not overlook the very important fact that careful firing not only aids in the prevention of dense black smoke, but it is a most important factor entering into the question of fuel economy.

The boilers usually giving the most trouble in the matter of smoke violations are the vertical type boilers usually employed on cranes of various kinds that are to be found in a railroad terminal. On account of the very short flame-way possible with this type of boiler, the gases escape before given sufficient time to burn thoroughly. The best method of guarding against objectionable smoke from this type of boiler is the method of injecting several small air jets towards the center of the firebox, thus insuring abundant oxygen, as a rule not otherwise available in the fireboxes of this type of boilers.

In the matter of stationary power plants, the question of smoke elimination can more readily be regulated than it is possible on locomotives or cranes, as with the former the question of limitations is not as pronounced as with the latter. Like with the locomotives, the load of course largely enters into the problem, but with the proper stack capacity and the proper brick work with baffles properly placed, ordinary care on the part of the fireman should cause a fairly clean stack. As in the case of locomotives, carelessness too often is the direct cause of the trouble.

In order to accomplish good results, however, good tools must be furnished the man who makes or prevents the smoke—the fireman. We must always bear in mind, however, that the solution of the problem depends more on intelligent work on the part of the fireman, than any device that can be put at his disposal. It is necessary that the grates be thoroughly clean so as to permit, as far as possible, an unrestricted flow of air to enter the firebed and without which the fireman is placed at a decided disadvantage. In addition the ashpan should be so constructed that sufficient air is always available. The grate shaker rigging should be so maintained that the grates may be shaken whenever necessary so as to cause the dead ash, blocking the entrance of the air into the firebox, to be removed. The brick arch should be properly maintained and cleaned at regular intervals, the latter also being true with the flues. In addition the front end appliances should be properly adjusted so as to insure a good steaming engine, and with a good steaming engine at his disposal, the fireman should experience very little difficulty in so firing the locomotive that complaints should be the exception instead of a rule.

The proper method of firing at all times is of course to put into the firebox at each fire only a sufficient amount of coal that will insure proper combustion. By following such a practice a clean fire can be maintained without any difficulty, and in addition an economical use of the fuel is the result. The most wasteful method of firing is, of course, to throw into the firebox large quantities of fuel at one time, usually accompanied by the safety valves opening, and too much water being put into the boiler which in turn causes too much time to elapse before next fire is needed, with the result that the firebox temperature has been lowered considerably, and as a result black smoke will follow. If, when within the terminal limits where smoke ordinances usually govern, the firemen will fire

carefully and the engineer co-operate in operating the engine in a manner consistent with conditions, with a conservative use of the blower, ordinarily there ought not to be much trouble from smoke and should occasion demand the use of the so-called "smoke burners" for a short time, those are always available.

In conclusion, permit me to voice the opinion that the question of smoke abatement is not a one-sided issue. It is instead one of vital concern to the railroad companies, the employees and the community. The railroads are of vital importance to every large community, and more particularly so to communities where large terminals are located, because the payroll at such terminals are of vital concern to its prosperity.



Crew of New Superior Division Train No. 10 on First Trip: L. to R. Engineer J. Parkinson; Fireman, Art Lynn; Brakeman, Fred Carrick; Flagman, Chas. Bersie; Baggage-man, Jack Deneen; Traveling Engineer, W. H. Hart; Conductor, Fred Arneet; Assistant Roadmaster, Neil Schumaker.

Railway Office Economy

By W. A. Court, Clerk, Freight Station, Tacoma, Washington

IN the past few years a lot of meetings have been held on each Division of the great railway systems, and a great many ideas have been expressed by employees attending these meetings through which the management has saved a considerable amount of money by preventing the damage to goods which have been offered for shipment over the railway. But there is another way in which a greater amount of money can be saved for the management by each and every telegraph operator, clerk, station agent, conductor, and in fact all employees who use stationery.

One sheet of common writing paper does not look like very much, as a matter of fact that single sheet of writing paper did cost but very little, but when you think of the 65,000 employees of which about 40,000 use railway stationery, and if each one of them spoils and destroys a single sheet of paper each day of the year a total of approximately 13,000,000 sheets of paper would be wasted costing about \$16,000. Think of it! The above figures are for ordinary cheap medium

weight paper, size 8½ x 11. Printed forms cost a great deal more and there are as much or more printed forms wasted or thrown away each and every day as there is plain paper.

Do not make extra copies of waybills, expense bills, etc., unless absolutely necessary.

When you accidentally spoil a form, do not throw it away, save it for scratch paper.

When old tariffs are to be discarded tear off the unprinted leaves and use them for scratch paper and the rest of the tariff can be sent to the Store Department to be used for either packing fragile articles or be sold for waste paper.

Do not throw away carbon paper as long as it is still fit for use and will make legible copies. There are many times when a carbon paper will not make a satisfactory copy when used for a time on one certain form, but when used with another form where the unused spots of the carbon can be utilized it can be used for some little time longer, which means a considerable saving over the entire system.

Do not use sealing envelopes when a repeater envelope can be used. Then repeater envelopes are still in good condition but all spaces for addresses

have been used do not throw it into the waste basket, pick up your eraser and erase one or more of the address spaces that may happen to be written with pencil; if you haven't time to do this just lay it aside for the office boy to erase in his spare time.

Do not throw away a typewriter ribbon while it will still make legible copies. Oil typewriters regularly and keep them covered when not in use, dust is grit and assists in wearing out the small bearings in the machine which means expensive overhaul and repair jobs.

Do not throw away bits of twine that can be used in tying up mail or used otherwise.

These are but a few of the things that can be done to save money for the management by the careful use of stationery.

I have heard it said by an employee of the C&NW Ry., that that railway spent more for paper in one calendar year than it did for new steel rail. One of the Milwaukee employees would not think of throwing a steel rail away that is still serviceable, so let us practice the same thing with the railway's stationery.

The Old Milwaukee Railroad

To me there is one division

On the old Milwaukee Railroad
Where I love to hear the engines puff
As they haul their heavy load.

I love to watch the yellow cars
As they go rolling by
And when they leave for the old home town
They always make me sigh.

I love to watch their gleaming lights
'Til they go around the bend
And I know that they are carrying
All the letters that I send.

What glad tidings of joy they bring
What messages of pain
They always keep a-going
In sunshine and in rain.

And when far from loved ones
I sometimes have to roam
I love to see those yellow cars
For I know they'll take me home.

And now my labor's ended
Yet my song remains unsung
For as I glance at the clock
I see it's nearly time for No. One.

I hear its tuneful whistle,
Again I hear its merry chime
And then looking at my watch,
I say,—"she's right on, time."

Nobody Home

Student: What's the matter? Were you injured in practice?

Limper: No. I went to sit down on a campus bench last night and it was a shadow.
—Chicago Phoenix.

Socially Engaged

Miss Family Tree: "Did your ancestors come over on the Mayflower?"

Miss Mak-ur-own: "No, they had a luncheon engagement with the King, so they could not get away."

—Red Cat.

Signals and Signaling

Edmond S. McConnell

(Continued from February Magazine)

AN improvement in semaphore signals was made when the three position signals operating in the upper quadrant was devised. The three position semaphore eliminated the necessity for a separate distant signal, for the third position indicating caution serves to warn the engineer that the next signal will probably indicate stop. As before the horizontal position indicates stop, but the blade in a vertical position indicates proceed, while the blade inclined upward at forty-five degrees, i.e., midway between the horizontal and vertical positions indicates caution. A three position lower quadrant semaphore is used on some roads, but the upper quadrant signal is considered superior for it can be seen and read at a greater distance. As used on The Milwaukee, upper quadrant three position semaphore blades are painted red with a white stripe near the outer end, which is blunt in all cases. Upper quadrant semaphores are in the majority on The Milwaukee, both for interlocking and block signals and when used as automatic block signals are distinguished by the circular number plate midway on the mast. In addition to their use as three position signals, upper quadrant semaphores are used to a considerable extent as two position signals in only the horizontal and vertical positions as home and distant signals for manual block, automatic block, and interlocking signals. When used as automatic block signals, upper quadrant semaphores normally indicate proceed, for the effect of gravity will cause the blade to fall to the stop position if there is an interruption in the electrical circuits or an accident to the signal mechanism. When used as manual block, staff block, or interlocking signals, the normal indication is stop.

The blades of semaphore signals are about four feet long and the blades which govern are displayed to the right of the signal mast as seen from an approaching train. The reverse side of semaphore blades is painted black or white with a black stripe, and some of the older signals display a purple light to the rear to indicate that the light is burning.

Color light signals consist of three lights behind a red, a green, and a white lens located in a vertical row against a black background. Only one lens is illuminated at a time and the indications are stop, caution, and proceed respectively, in accordance with the standard code of color signals. Color light signals are used for the automatic block system on the electrified divisions through the mountains, and like other automatic block signals are distinguished by a circular number plate. Color light signals are also used to a very limited extent as interlocking signals, and when so used are distinguished by a small red marker

light on the right hand side of the signal post.

At interlocking plants, two and occasionally three red semaphore blades are to be seen mounted on the same mast or one above another on the same signal bridge; occasionally two banks of color lights are placed on the same mast. When this occurs the upper blade or bank of color lights govern the primary high speed route, while the lower blade of lights govern secondary routes in the order of their relative importance. When the route is lined up for the main track and the upper blade indicates caution or proceed, the lower blades are set in the horizontal position, but if an approaching train is to take a secondary route or the siding one of the lower blades gives the caution indication, which in this case means "proceed at slow speed." A double bank of color lights has the same significance as a double blade signals. The approach for a staff block is a two blade upper quadrant semaphore, the upper blade giving the three usual indications; with the lower blade in the caution position and the upper blade horizontal it indicates "take siding."

Dwarf or low semaphore signals are used principally to govern back-up or reverse movements on main tracks within the limits of an interlocking plant. Since such movements are always taken at slow speed, dwarf signals having a much shorter range are used. Dwarf signals give two (occasionally three) indications and are constructed to operate in either upper or lower quadrants. Four light, four aspect, position light dwarf signals operated from the interlocking towers are used to govern the station tracks of the new Chicago Union Station.

The aspects and indications of fixed signals have been quite well explained in the foregoing pages but the tabulation herewith will serve to coordinate for easy reference the various day and night aspects and corresponding indications of the block and interlocking signals that are used on the main line route.

The twenty-two hundred mile route of the Coast Line is divided into eleven operating divisions ranging from 85 to 340 miles in length. The tabulation shows the various division terminals, mileage, type of block signals used, and other relevant information.

Although alternating current automatic block semaphore signals are used on the first three divisions out of Chicago, an explanation of the manual block system should come first, for it is the simplest and forms the basis from which the automatic block system has been developed. The manual block system is used on the Aberdeen, Trans-Missouri, and Musselshell Divisions which are single track divisions, and on a small single track portion of the

Hastings and Dakota Division. A manual block system is the one in which the signals governing the spacing of trains are operated by hand, the blocks usually being the distance between regular stations which are located in the neighborhood of five to fifteen miles apart. The signals are given by semaphore signals called train order boards which stand in front of the station. One blade of the signal governs train movements in one direction and the other blade those in the opposite direction, the blade which governs being displayed to the right of the signal mast as seen from an approaching train.

The normal aspect of manual block signals is stop and when an operator desires to admit an approaching train to a block, he communicates with the operator at the other end of that block by telegraph or telephone, now almost exclusively the latter, and clears or holds the train in accordance with definite rules which are a part of the Standard Code. Two position upper quadrant semaphore signals are used to a large extent, but a few three position home and distant signals are also used. The day and night indications conform to the schedule given in the table that a manual block signal showing the caution indication has the specific meaning of "proceed with caution prepared to stop short of train or obstruction" and is known as a permissive signal.

An elaboration of the manual block system which is widely used in England, but to a very limited extent in America, is the controlled-manual block system. In this system the signals are operated manually as before, but are so controlled electrically that the signal at a station cannot be cleared without the aid of the operator at an adjacent station. If the operator at X desires to clear his signal for an approaching train to pass into a block, he must communicate with the operator at Y at the other end of that block requesting him to assist in releasing the lock on the signal mechanism at X. If the operator at Y knows that all preceding trains have left the block (and that no opposing trains have entered, if on single track) he complies with the request, after which the operator at X may clear his signal.

The staff block system used between Haugan and Avery on the thirty-eight mile section across the Bitter Root Mountains which includes several long tunnels, is one form of the controlled manual block system, whereby the possession by the engineer of a short metal rod or staff controlling the block is the tangible evidence of his permission to occupy the block. The staff block system is particularly applicable to dangerous places such as tunnels or drawbridges on single track, for it provides the highest degree of safety which has even been devised. The staff blocks are about five miles in length and two staff machines exactly alike are provided for each block, one located in the station at each end of the block.

The two machines are electrically connected by means of wires so that they are interdependent in operation. The engineer of a train about to enter the block is given a staff and no train is allowed to proceed until the engineer has a staff. Only one staff can be taken out of either staff machine at one time and when one is out, both machines are automatically locked until the staff is restored to one or the other of them. The engineer must obtain a new staff at the beginning of each block and deliver it at the end of that same block. The staffs are made of steel rod about three-quarters of an inch in diameter and about six inches long, so cut by annular grooves that those used in one block will not fit the machine of the adjacent blocks. Thus the staff is really the "key" to the staff machine and to the block, and possession of the "key" a guarantee of exclusive occupancy of the block.

Manually operated semaphore sig-

both directions thus affording protection for opposing as well as following trains. Regardless of whether it be single or double track or of the type of signals used, the basic principle of automatic block signalling is the closed or continuous track circuit.

Automatic block signals are located in the neighborhood of one or two miles apart; this distance is the length of the block and may include one or more insulated track sections. The subject of automatic block signalling is rather complex but the basic principle, the track circuit, is comparatively simple. Current from a battery or other low voltage source is fed into the insulated section at one end and makes a complete closed circuit through the rails and the coil of the relay at the other end. The small current which flows is just sufficient to hold the armature of the relay closed, which in turn completes the local circuit of the signal, holding the signal in the proceed po-

would cause its motor to pull it to the vertical position. Color light signals function in very much the same manner as semaphore signals, for the opening and closing of relays actuated by the track circuits cause the proper red, green, or white light to be illuminated, indicating stop, caution, or proceed, respectively.

For direct current signals a primary cell battery impresses about 0.7 volts on the insulated track sections which have a maximum length of about 3000 or 3500 feet. The signal motors are ten volt direct current machines and the signal lights are largely oil burning.

For alternating current block signals a 4400 volt, single phase power line which is fed from appropriate power sources parallels the track. The maximum length of insulated sections is about 8000 feet, and about twelve volts is impressed on the sections through small step-down transformers from the power line. The local cir-

SEMAPHORE ASPECTS AND INDICATIONS

	Style of Signal	Day Aspect	Night Aspect	Indication
Semaphore Signals	(1. Lower quadrant two position home signal	Blade Horizontal Blade Inclined Downward	Red Light White Light	Stop Proceed
	(2. Lower quadrant two position distant signal	Blade Horizontal Blade Inclined Downward	Green Light White Light	Approach home signal with caution Proceed
	(3. Upper quadrant signal used as two position home signal	Blade Horizontal Blade Vertical	Red Light White Light	Stop Proceed
	(4. Upper quadrant signal used as two position distant signal	Blade Inclined Upward Blade Vertical	Green Light White Light	Approach home signal with caution Proceed
	(5. Upper quadrant three position signal	Blade Horizontal Blade Inclined Upward Blade Vertical	Red Light Green Light White Light	Stop Approach next signal prepared to stop Proceed
Dwarf Signals	(6. Lower quadrant dwarf signal	Blade Horizontal Blade Inclined Downward	Red Light White Light	Stop Proceed at slow speed
	(7. Upper quadrant dwarf signal	Blade Horizontal Blade Inclined Upward	Red Light Green Light	Stop Proceed at slow speed
Color Light Signals	(8. Three color light signal	Red Light Green Light White Light	Red Light Green Light White Light	Stop Approach next signal prepared to stop Proceed

nals are used in connection with the staff system. Home staff signals are two position signals giving the indications stop and proceed. Approach signals are three position upper quadrant signals giving the three usual indications with the upper blade; the lower blade in the caution position with the upper blade at stop indicates "take siding."

The purpose of automatic block signals is to provide automatically by the trains themselves such a space interval between trains moving over the same route as will insure safety and efficiency of operation. Three position upper quadrant alternating current semaphore signals are used on the Chicago and Milwaukee, LaCrosse, and River Divisions, which are double track divisions.

Three position upper quadrant direct current semaphore signals are used on the Hastings and Dakota and the Idaho Divisions, the former being double track and the latter single track. Three indication color light signals are used on the Rocky Mountain, Missoula and Coast Divisions, which are single track electrified divisions. On double track the signals are arranged for normal train movement on the right hand track, while on single track the signals are arranged for train movement in

sition. As soon as the train shown in the next block crosses the insulated track joints, the track current flowing to the relay is short circuited through the steel wheels and axles of the train. This causes the armature of the relay to open the local circuit, permitting the semaphore blade to fall to the horizontal or stop position. As soon as the train passes beyond the insulated joints, track current again flows to the relay causing it to pick up its armature, thus closing the local circuit and causing the electric motor mechanism of the signal to pull the blade back to the clear (or caution) position.

If this were a two position home signal it would indicate clear, and the distant signal operated from the same local circuit but located some distance preceding the home signal would likewise indicate clear; however, the distant signal on the same mast which repeats the indication of the signal for the next block would stand at caution. If this were a three position signal, the passing of the train into the next block would cause the semaphore blade to go to the caution position, and after the train had passed into the second block beyond the one illustrated, the closing of an auxiliary relay connected by wires with the initial signal

cuts and signal motors are designed for 110 volts, and to a large extent the signals are electrically lighted. On the electrified divisions the 4400 volt power line is supplied from the sub-stations which supply the propulsion current. Color light signals take a twenty-four watt, six volt lamp, but a small fifty-five volt pilot lamp gives the indication in case the regular lamp fails. Alternating current signals are a necessity for the electrified divisions, for otherwise the propulsion current would interfere with the track signal circuits. Where insulated rail joints for the block system are required on the electrified divisions, what are called impedance bonds are used to carry the propulsion (direct) current. The impedance bond acts as a sort of valve which allows direct current to flow freely, but shuts off the flow of (alternating) signal current.

In many aspects automatic block signals are superior to manual block signals, particularly because they not only indicate the presence of a train in the block, but also stand at danger to indicate a broken rail, open switch or other dangerous condition which would open or short circuit the track current.

SUMMARY OF BLOCK SIGNAL EQUIPMENT

Division	Eastern Terminal	Western Terminal	Main Line Mileage	Types of Signals	Remarks
1. Chicago & Milwaukee (C&M)	Chicago	Milwaukee	85.0	Three position upper quadrant alternating current automatic block semaphore signals.	Double Track
2. LaCrosse (LAX)	Milwaukee	LaCrosse	196.0	Same as C&M Division	Double Track
3. River	LaCrosse	Minneapolis	140.5	Same as C&M Division	Double Track
4. Hastings & Dakota (H&D)	Minneapolis	Aberdeen	285.6	Three position upper quadrant direct current automatic block semaphore signals, except between Glencoe and Ortonville where manual block semaphore signals are used.	Double Track except for three short sections of single track.
5. Aberdeen	Aberdeen	Mobridge	98.2	Manual block semaphore signals, largely three position upper quadrant, but some two positions lower quadrant home and distant signals are used.	Single Track
6. Trans-Missouri (Trans-Mo.)	Mobridge	Marmarth	190.1	Same as Aberdeen Division	Single Track
7. Musselshell	Marmarth	Harlowton	340.5	Same as Trans-Mo. Division	Single Track
8. Rocky Mountain (R.M.)	Harlowton	Deer Lodge	227.4	Three indication alternating current automatic block color light signals.	Single Track Electrified
9. Missoula	Deer Lodge	Avery	211.3	Same as Rocky Mountain Division, except between Haugan and Avery where staff block semaphore signals are used.	Single Track Electrified
10. Idaho	Avery	Othello	226.5	Three position upper quadrant direct current automatic block semaphore signals.	Single Track
11. Coast	Othello	Tacoma	207.5	Three indication alternating current automatic block color light signals.	Single Track Electrified
BLOCK SIGNAL MILEAGE:					
Automatic Block Semaphore	Mileage		Percent	SINGLE TRACK, DOUBLE TRACK, & ELECTRIFIED MILEAGE:	
Automatic Block Color Light	805.7		36.5		Mileage
Manual Block Semaphore	608.3		27.5	64.0%	Percent
Staff Block Semaphore	756.7		34.3		
	37.9		1.7		
Totals	2208.6		100.0%	Electrified	Totals 2208.6 646.2 100.0% 29.2%

Manual block signals are absolute in their meaning and when the indication is "stop" it means "stop and stay" unless given written permission by the signalman to proceed. Where automatic block signals are used for protecting train movements in one direction only, as on double track, the stop indication is permissive in its meaning, indicating "stop, then proceed expecting to find a preceding train, open switch, or broken rail." On single track where opposing train movements on the same track are involved, a train may only proceed after assurance that no opposing train is approaching. This is the broad distinction between absolute and permissive signal systems.

As block signals are used to govern the movement of following or opposing trains over the same route, interlocking signals are used to govern the movement of trains over conflicting routes. Wherever a line is equipped with block signals, interlocking signals are generally used to protect conflicting routes, and one of the most common places for an interlocking plant is where two sets of tracks cross at grade.

Two sets of signals are required, home and distant signals. The home signal is the controlling one, absolute in its meaning and must not be passed until the proper indication is given. Distant signals serve to repeat the indication of home signals far enough in advance to permit the engineer to bring his train to a stop before reaching the home signal. In addition to signals, derails form a necessary part of an interlocking installation. A derail is a

device for throwing an engine or car from the rail and its presence is a guarantee that the train shall stop before reaching the crossing should the route not be lined up to receive it.

The normal position of all interlocking signals is stop and of all derails open. When a train movement over the crossing is desired, the interlocking tower operator first closes the two derails in the track, then he clears the home signal on the side from which the train is approaching, and finally he clears the distant signal on that side. When a derail on one track is reversed, (i.e., closed) it locks the derails on the conflicting tracks at normal, (i.e., open). When the derails are reversed, the home signals for the same track may then be reversed, and this movement locks the derails reversed. The distant signal is then unlocked and may be reversed, locking the home signal at clear (reversed). The levers in the tower must be operated in this order,

Originally all interlocking devices were operated by means of the manual levers in the tower, which were mechanically connected by means of cables and rods to the signals and derails, but in recent years interlocking plants have come to be power operated with the all-electric and electro-pneumatic types predominating. With power interlocking other refinements have been added, and now it is quite common to find, mounted in front of the operating levers, a miniature track model with colored lights marking the passage of trains through the limits of the interlocking plants. The operating levers

are very small and merely serve for the mechanical interlocking of the machine and to make the proper electrical contacts to actuate the various switches, derails, locks and signals.

Interlocking plants along the route of the **Olympian** are designated by a number preceded by a primary letter. The number indicates the mileage from the east end of the division and the letter is the division symbol which is prefixed to the numbers designating bridge and similar track structures. Thus Tower E-122 is an interlocking plant on the Hastings and Dakota Division and located 122 miles west of Minneapolis.

Power interlocking has made the huge modern terminal stations possible for without the rapidity and safety with which the hundreds of switches and signals can be handled by means of power interlocking it would be almost impossible to manage several hundred train movements each day on a comparatively small number of station and approach tracks. Splendid examples of modern electro-pneumatic interlocking plants are found at the new Chicago Union Station where one tower on the Jackson Boulevard side governs train movement on fourteen station tracks and six approach tracks, and a similar plant on the Adams Street side governs ten station tracks, and a similar plant on the Adams Street side governs ten station tracks and four approach tracks.

(Concluded Next Month)

OUR NEWLY ELECTED EXECUTIVES



W. W. K. Sparrow, Vice President in Charge of Finance and Accounting



J. T. Gillick, Vice President in Charge of Operation



H. B. Earling, Vice President in Charge of Coast Terminals



T. W. Burtness, Secretary



H. E. Pierpont, Vice President in Charge of Traffic



R. J. Marony, Vice President in Charge of New York Affairs



Walter V. Wilson, Comptroller



John Dickey, Treasurer

Of the Vice Presidents above, Mr. Sparrow came to the Milwaukee R. R. in 1918 and is already well known. Mr. Marony has always been a New York Executive. The other three are veterans in the Service.

Messrs. Burtness and Wilson occupied the same positions previous to Receivership. Mr. Dickey was elected Treasurer on the passing of Mr. Loomis, and was re-elected by the new Company.

THE MILWAUKEE MAGAZINE

Union Station Building
Chicago

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

CARPENTER KENDALL, Editor
Libertyville, Illinois

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Edward Everett Hale once said "Together" is one of the most inspiring words in the English language; 'Coming together' is the beginning; 'Keeping together' is progress, and 'Working together' is success."

THE MILWAUKEE RAILROAD WOMEN'S CLUB A SUMMARY OF ACTIVITIES FOR YEAR 1927 AS COMPARED WITH YEARS 1925 AND 1926.

Membership as of December 31, 1927.....	9,181			
Membership as of December 31, 1926.....	6,380			
Membership as of December 31, 1925.....	5,057			
Membership at time organized (July, 1924).....	27			
Total Receipts (raised by members in various ways, dues and donations).....	\$36,624.88	Year 1927	Year 1926	Year 1925
Total Disbursements.....	\$27,235.94	\$20,354.49	\$17,908.64	\$74,888.01
Expended for Relief and Mutual Benefit, and for flowers and fruit for the sick.....	\$ 9,838.78	\$ 7,365.57	\$ 4,544.74	\$21,749.09
Number of Calls Made on the sick and sorrowing.....	7,341	2,914	681	10,936
Cards and Letters of Sympathy sent.....	1,783	1,437	514	3,734
Balance on Hand December 31, 1927.....				\$21,625.46

*Covers 1926 and 1927 only.

Innumerable gifts of clothing, food, bedding, furniture, etc., have been made which did not require an expenditure from the funds of the Club. Our members, in many instances where fires have destroyed all household possessions, have collected enough furniture to refurnish entire homes. They have sewed clothing for the families of employees, have gone into homes, cared for the sick, taken warm meals to them, taken care of children at the time of sickness and sorrow in the homes, taken patients to their doctors for treatment regularly, and in every way that there was an opportunity to do so rendered assistance.

We have furnished food, fuel, and clothing, supplied doctors and nurses for the sick, paid hospital bills, also for operations and other medical attention; paid taxes insurance premiums, rents, interest on mortgages; taken care of funeral and burial expenses; through our Scholarship Fund made it possible for children to continue in school by assuming expenses that the parents were unable to take care of.

We have come in contact with hundreds of cases where those concerned

had seemingly given up all hope of a way out of their difficulties, and in more than one instance have been the means of restoring to health and a life of usefulness persons who had been pronounced incurable, by an operation which was performed sight was brought to a baby who had been born blind and would have remained so had it not been for the interest taken by one of our chapters.

Classes in various studies have been conducted. An interchangeable circulating library has also been established between chapters, many hundreds of books being in circulation. Our members have also done much socially to bring people of The Milwaukee Family together. They have also taken part in many worthy civic enterprises.

Notice to Employees in Milwaukee District

IT is the intention to organize a brass band, consisting of employees and employees' sons, who are talented.

If interested in the organization of

this band, kindly get in touch with Mr. Charles J. Nelson, % Mail Room, Union Depot, Milwaukee, stating what instrument you play, your address, and phone number.

You will receive notice of meeting later.

C. J. Nelson

The Puget Sound Pioneers' Club

The Puget Sound Pioneers Club desire to announce that Tacoma has been chosen for the 1928 Meeting, the date of which will be given later.

The Club Vice Presidents who are authorized to receive Club Dues are: J. S. Kressel, Mobridge; E. L. Dunlap, Miles City; J. Q. Rawls, Lewistown; Wm. Cosgrave, Deer Lodge; C. S. Daniels, Deer Lodge; W. C. Jones, Spokane; H. R. Calehan, Tacoma.

Mr. J. E. Brady, of Tacoma, is Chairman of the Entertainment Committee for the next meeting, plans for which will be announced at a later date. It is hoped to make the 1928 gathering one of the best that the Club has held and a large attendance is looked for.

Our Magazine

Dear Editor:—

I HOPE that what I am attempting to write will not be understood as critical, but as a reminder that we should not overlook the fact that our magazine, "The Milwaukee Magazine," gives us a mighty good medium for an exchange of ideas and creating interest in our work and among ourselves as employees. To create further interest in our magazine and our work, I submit the following suggestions. They may be nothing new or untried and maybe I should call them as reminders to try again.

We note that some divisions have a good write up every month while some divisions have nothing at all. Employees on divisions which have no correspondent should get busy and persuade someone, preferably at a terminal on their division to act as correspondent, then every one do their part toward supplying the news for the correspondent. Naturally we look first for news from our division or some other division that we are familiar with.

I am sure we would like to read more contributions of items that would be instructive not only to employees in several departments but in every department. A contribution from an employee in one department that would be intended for other employees in the same department or line of work. For example: I believe I could name several Station Agents on our division who could write such items if they were disposed to do so. They may have a method of doing their work faster and more efficiently which might be practical and helpful to other Agents and at the same time meet the approval of their officials. If you have a system or any idea that saves time and needless effort, tell us about it even though you may think it is nothing new. Could we visit every Agent along the line we might pick up quite a number of ideas that would help us and this applies to every department. We cannot do this conveniently so why not use our magazine?

We have read many lines of poetry. Maybe some of you poetry writers could give us a little prose in the way of an after-dinner story. Possibly some of you old-timers have had experiences in your railroad days that would make a good plot for a story. A story that would be at least more interesting to us than some of the stories we read to our Editor, for the two best stories to be published in the August number or later number of The Milwaukee Magazine.

Let's see if all of us can get together along the lines I have suggested. Just at present this is all I have to offer in the way of a contribution and I am not certain that our Editor will accept this offer. I haven't had much experience as a Station Agent and would like to hear from older heads first. That is one reason why I have attempted to write this. Here's hoping some of you old heads will start something.

Yours truly,
Dad Keys, Jr.



Recent Clearing of Snow from Bass Lake Yard by Clamshell Bucket and Jordan Spreader

DURING the last days of the year there was a very heavy fall of snow in and around Minneapolis which necessitated some mechanical means to remove it more efficiently than the ordinary methods.

At Bass Lake Yard at Jordan Spreader was used to push the snow from six tracks on one side onto the 7th track, and then from the 8th to the 13th track onto this 7th track. A train was then spotted for loading and a locomotive crane using a clamshell bucket onto which had been fitted two 5/8-in. boiler plates, greatly enlarging the bucket's capacity, quickly lifted this accumulation of snow into cars

and the whole yard was cleared in much quicker time than is usual, with a saving of at least 50 men, and cars loaded to a capacity which could not have been accomplished by shoveling from the ground by hand.

The work was done under the supervision of Foreman "Jim" Hayes, who is always on the job when there's strenuous work to be done.

Vinegar Bill and the Emigrant Goat

Hark to the tale of Vinegar Bill
A railroad conductor of wisdom and skill,
Who ran his train smoothly and never was rough,
And was full to the gills with the rule-book stuff.

He'd sit at his desk as the miles flew by,
And figure his overtime—wise old guy;
For Bill was a worker fast and keen,
And overtime brought in the good "long-green."

He'd look out the window and his bright eye would spot
The sparks as they flew from a journal hot;
And a brake-beam down would just give him a laugh,
When a little delay might mean "time and a half."

One day as they snorted and rolled o'er the track,
A draw bar pulled out and came down with a "whack,"
And a couple of loads took a notion that day
To spill themselves over the whole right-of-way.

Now one of these loads was an Emigrant car,
Billed through from the east to some western point, far;
Loaded with moveables too numerous to note,
Including one man and one Emigrant goat.

When the crew hustled up to the scene of the smash,
They found chickens and pigs balled up in a hash,
By the man on the ground the goat stood quite still,
"I must look at the rule-book," says Vinegar Bill.

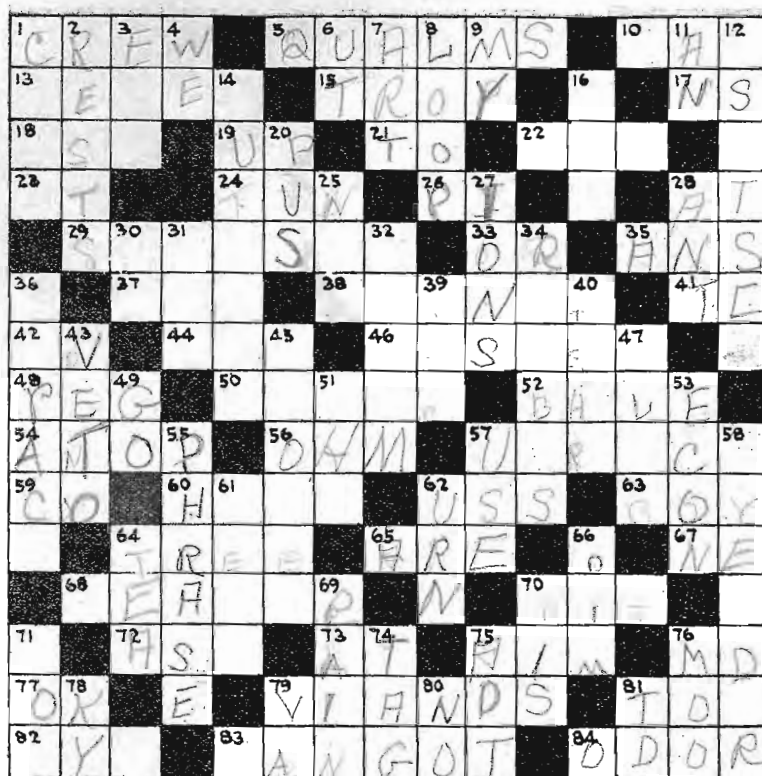
He walked 'round the wreckage to give it a view,
And pulled out his rule-book to see what to do,
Then bent over the Emigrant to give him a glance,
When the goat socked him, smack, in the seat of his pants.

And Bill sailed away while the crew laughed like fools,
And the Emigrant goat ate up Bill's book of rules;
Then he went Democratic, and when Bill hit the ground,
The goat got him again on the second rebound.

The crew yelled out, "Flag him Bill, keep yourself cool,
He's swallowed your book so he'll sure know the rule,"
But Bill thought some different and did a "vamoose,"
Just legged it hot-foot for the lousy caboose.

Then the Emigrant man waking up from his nap,
Tied the Emigrant goat with an Emigrant strap,
And the wrecking crew came out and cleaned up the mess,
And got Bill back home in eight hours, or less.

When his time-slip went in, I am right here to state,
That it called for twelve hours when he'd only worked eight;
But attached to the slip was the following note,
"I claim time and a half for amusing the goat."



Cross Word Puzzle

By W. D. Severance Chief Clerk,
Portland Office

Horizontal

1. A gang of workmen
5. Feelings of sickness
10. A large vessel
13. A small three masted vessel
15. Jewelers systems of weights
17. Nova-Scotia (ab.)
18. A white linen vestment
19. Opposed to down
21. Toward
22. A diving bird
23. God of midday sun
24. A large cask
26. 3,1416
28. Close to
29. Abnormal dryness of skin
32. Else
35. Answer (ab.)
37. South African antelope
38. Interlaces
41. Pettitum (ab.)
42. Lehigh
44. A Shoshonean Indian
46. A chemical compound
48. A cribbage term
50. A germ
52. A standard measure
54. Above
56. Unit of electrical resistance
57. Take to pieces
59. Company (ab.)
60. Prefix meaning "beneath"
62. United States Senate (ab.)
63. A male child
64. A woody plant
65. Part of "to be"
67. New England (ab.)
68. A trader
70. A morsel
72. A serpent
73. Close to
75. Endeavor
76. Doctor of medicine (ab.)
77. To sign as correct
79. Vietnals
81. A digit

82. Secondary
83. A quantity, as of silk
84. Smell

Vertical

1. An absolute monarch
2. Base
3. To recede
4. Plural of "P"
6. Utah (ab.)
7. Dexterity
8. Bight
9. Possessive pronoun
11. One or any
12. A South African fly (ab.)
14. An automobile part (ab.)
16. To press for payment
20. Secretion from inflamed tissues
25. Egg of a louse
27. Electrified particles
28. An enema
30. For instance
31. Renew (phonetic spelling)
32. Congregate
34. Controls
36. Sheeplike remnant of South America
39. Anger
40. To break suddenly
43. Refuse approval to
45. An epic poem
47. Defensive armor
49. Depart
51. Exclamation of astonishment
53. Economy (ab.)
55. Clance
57. Employ
58. A mixer
61. A sharp, shrill cry
62. A receptacle
64. A beverage
68. Dark
69. Shower
70. Twice
71. A large antelope
74. A label
75. American District-Telegraph (ab.)
76. To low like a cow
78. Kentucky (ab.)
79. Virginia (ab.)
80. Negative
81. The Delaware (ab.)

Baseball as Tony Saw It

I GO down to some place wheres a beega board fence. One guy back of da leetle hole he maka plenta mon. I go up, aska wots go on inside. He tella me da baseball game. I aska how mucha cost. He say seexa bits. I geeva da seexa bits and go in dat place. Was some beega long seet for seet down and some beega high chicken wire. On da other side some high board fence wot tella beega words Fatima chewing gum and Speermint cigarettes.

One guy he come out wot has gotta da boxing glove on one hand and da dog muzzle on da face. I aska da fella setta by me whosa dat one. He tella me da catch.

Some other guy come out, just gotta da big boxing glove, but no gotta da dog muzzle. I aska fella seeta by me, whosa dat one? He tella me da peetch. Well, dat dere peetch I no like. He gotta some round leetle thing wots hard lika da rock. He take one hand—spit on—turna da arm around and throw like shoota straight for da catch.

But dat catch, he very smarta guy, he usa da boxing glove for stop and juse throw back like hes no mad. But dat peetch, he mad. He spit on again—wind um up—and throw lika hell, and da catch juse throw lika heesa no wanna fight.

Den was some guy come out wat heesa all dress up. He tink was Sunday or hoos gonna someplace, I dunno. I aska da fella seeta by me whosa dat guy? He say holla mooses wota matter you no know deesa game? I tink dat guy hees mad too, I dunno. Anyway, he tella me deesa one umpire man. Well, dat dere umpire and da peetch, he talk leetle bit, I tink maybe hees come down both fighta da catch, but I no standa for dat, I jumpa dat chicken wire and helpa dat guy.

Den one guy come out, gotta da beega longa sticks. He swinga da sticks, throws some at da little boy den takes ona da sticks and stand up front da catch. Dat peetch, heesa mad lika hell. He spit on da ball—wind um up—wipa da pants and throw like hell. Dat guy pusha da stick, da ball giva da crack and holy mooses, hees gonna way off, den he droppa da stick and run like hell. He run tree, four deerferent ways so I tink he dunno whicha way hees goin. Justa before he come where he start, da biga da bum he fall down. Da umpire guy run over, yella safe! Safe, hell, dat fool he almosta broke hees neck. I tink—dem guys craze in da head so I go home.

DODODEO.

Wing Sandalled

Edna Clare Nesral.

The landscape lay banded in moonlight and black.

The old gold moon preened, a dragon above me,

And little green grasses climbed at my feet

Like a dusky maiden trying to love me.

The city that sheltered a million people

Had suddenly quieted off to sleep,

An illuminate magic haunted a steeple,

And little wings grew on my sandalled feet.

Blow high! Blow low! Wind in the grasses.

Blow high, blow far, wind through the trees!

Blow loud and high, fetterless fearless,

And bear me away to the fathomless seas,

And sweep me up like a petrel, a sea gull,

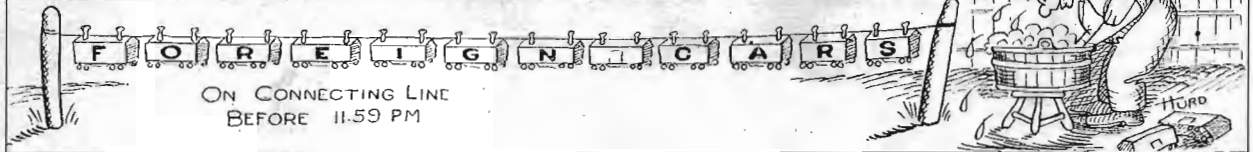
Ahigh up over the seething tide,

For there is a star ensconsed in the heavens

Tonight I have promised to sit beside.

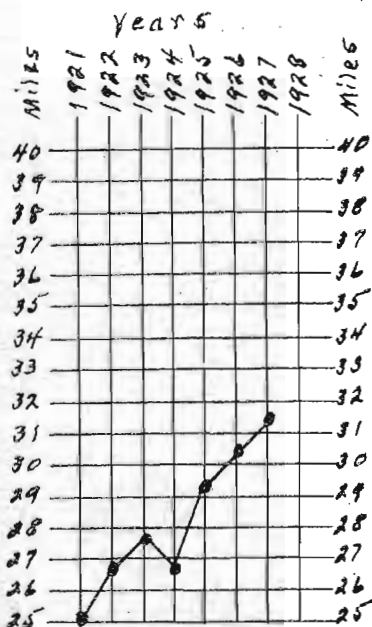
Turn this Puzzle to an Angle of 45 Degrees and See What You Can See.

HELP WANTED!



A Brief Review of 1927

While we fell far short of the goal (40 miles) in our "Average Miles Per Car Per Day" in 1927, the chart below shows the average in 1927 was 31.4 compared with 30.4 in 1926 and 29.3 in 1925. Of course, we are disappointed, but not discouraged inasmuch as the 1926 performance was improved 1 mile per car per day and since 1921 when the operation of the CTH&SE was included there has been with one exception (1924) a steady improvement each year:



The goal of 40 miles is by no means impossible by a careful observance of some of the suggestions that appeared in this column November 1927. What could be more satisfying than to have the new Company go over the top this year?

There has been more interest in and more concerted effort to reduce our "Car Hire" bill the past year than ever before, yet the results shown below indicate our net debit (money paid out in excess of that received) increased over the preceding year \$1,588,522.13:

TOTAL "CAR HIRE."				
	Due Other Companies	Due C M St P & P	Debit	Credit
1927	\$11,238,758.17	\$7,386,120.53	\$3,852,637.64	
1926	10,538,853.34	8,274,737.83	2,264,115.51	
Increase	\$ 699,904.83		\$1,588,522.13	
Decrease		\$ 888,617.30		

There were certain unavoidable circumstances that entered into the large increase in "Car Hire" debit last year which are not expected during the

coming year and with normal conditions this year it should be possible to make the \$1,000,000.00 reduction in the "Car Hire" bill that we have set out to accomplish.

It will, however, mean close attention to each movement in the handling of each unit of equipment, specializing on the elimination of every avoidable delay that occurs in the handling of the individual car to see that each car is utilized to the fullest advantage and "earns its keep."

Increasing the "Average Miles Per Car Per Day" and reducing "Per Diem" usually go hand in hand and every move made to improve in either item is reflected favorably in the other.

Forty miles per car per day and a million dollar reduction in Per Diem is a man's size job, but we're out of Receivership now, Let's go to it!!

Question No. 33

Northern Pacific at Spokane occasionally loads car at the White Pine Sash Company, industry on their track, and delivers car to us for switching to the Wendorf & Rogers Lumber Company, industry on the Milwaukee, to finish loading. The car is then delivered to the G N for line haul. Should we reclaim against the N P of the G N for number of days car is on our line in intermediate switch? Is the N P allowed reclaim from the G N on reswitch?

Answer to Spokane

The movement from N P to our Line is switch to switch movement, not subject to reclaim. The movement from our Line to G N is switch movement to line haul, subject to pick up reclaim. The N P would not be entitled to any reclaim from the G N under the circumstances.

Question No. 34

Road "A" delivers a foreign car to Road "B" in switch service. After car is unloaded, it is appropriated by Road "C" and moved out over that line. Road "C" subsequently returns the car to Road "B" which line in turn returns the car empty to Road "A" in home route. Within 48 hours after receiving the car from road "B", Road "A" notified Road "B" that the car

that the car actually routes home via road "A" (Road "C" is tenant of road "B").

Answer to Milwaukee

Road "A" is not entitled to per diem reclaim, there being no railroad error involved in the return of car by road "B" to road "A".

Question No. 35

What is Per Diem?

Answer

The payment made between railroads, members of the Per Diem Rules Agreement of the American Railway Association, to the owner of the car for the use of freight equipment. The present rate, which has been in effect for many years, is \$1.00 per car per day (per diem) based on calendar days. Per Diem Rule 2 provides that days shall be reckoned by subtracting the date of receipt from the date of delivery. The day of receipt shall be disregarded and payment made for day of delivery. A road receiving and delivering a car on the same date shall not pay per diem for that day.

Question No. 36

What is meant by "cross-haul of empty equipment"?

Answer

Equipment of the same class, size, condition, etc., moving in opposite directions at the same time. For example, if La Crosse Division were sending grain box to Minneapolis and at the same time River Division were sending grain box to Milwaukee, that would be considered a cross-haul. If, however, La Crosse Division were sending flour box to Minneapolis and River Division sending grain box to Milwaukee, it would not be considered a cross-haul, due to the different classification of the cars as result of their physical condition.



Springville, Iowa, Section and Station Force

CLAIM PREVENTION

Claim Payments By Causes

THE total claim payments for the year 1927, as compared to 1926, increased \$27,340.42. The chart below divides the freight claim payments by causes.

The outstanding figure is Unlocated Damage and Rough Handling, which accounts for 51% of all claim payments.

The next item which accounts for payments slightly in excess of \$143,000.00, is lost freight. This item covers Loss of Entire Package and also covers the loss of Other Than Entire Package, such as losses from bulk carloads of coal and grain.

It is highly important that we all give serious consideration and attention to the question of Rough Handling and Unlocated Damage, as these two items go hand in hand. More careful switching of cars in the terminals and more careful supervision at the time cars are loaded, will bring this account down to a reasonable basis, and we feel sure that with the co-operation and personal interest of all of our loyal employees, Unlocated Damage and Rough Handling can be cut in half.

operation in an effort to bring about a very material reduction in our claim payments for the year 1928. Some of the ways in which everyone can help are as follows:

Make thorough inspection of all cars previous to placement for loading, particularly as to condition of floors, sides and roof.

Inspect shipments of live stock previous to loading in an attempt to locate any crippled or slow animals, making proper notation on billing of any exceptions discovered.

See that proper partitions are installed in all mixed loads of live stock.

See that grain doors are properly installed and that there is no evidence of leak after loading is completed.

See that prompt repairs are made to cars set out short of destination account mechanical defects, particularly perishable freight.

Inspect carload shipments of furniture, household goods, machinery, etc., previous to signing for same with view to ascertaining whether properly stowed and braced.

Be present, if possible, when doors are opened on inbound carload shipments, with

the view to ascertaining exact condition at that time.

If damage found due to defective equipment, arrange for mechanical inspection after unloading is completed.

See that all doors and other openings are properly sealed after loading is completed.

ABOVE ALL, KEEP A COMPLETE RECORD OF ALL TRANSACTIONS AND UNUSUAL INCIDENTS COMING TO YOUR ATTENTION.

Agents and other employees whose duties require them to make inspection of damaged shipments should so word their reports covering that the Claim Prevention Bureau will be able to handle with the shippers or others responsible for the damage in such a way as to prevent a recurrence.

We believe that while rough handling is oftentimes assigned as the cause of damage, a more complete inspection would have developed that it was due to lack of care on the part of the shipper or loader in bracing or insufficient or wrong dimension nails

CLAIM PAYMENTS BY CAUSES — 1926 AND 1927

	1926	1927	Increase	Decrease
Loss—Entire Package.....	\$ 76,034.57	\$ 72,260.45	.....	\$ 3,774.12
Loss—Other than Entire Package.....	71,980.18	60,937.05	.....	11,043.13
Unlocated Damage.....	183,473.43	278,172.63	\$94,699.20	.....
Rough Handling.....	309,716.34	236,499.88	.....	73,216.46
Improper Handling, Etc.....	2,250.39	5,641.75	3,382.36	.....
Defective Equipment.....	54,837.53	68,623.07	13,785.54	.....
Improper Refrigeration or Ventilation.....	10,245.58	7,765.11	.....	2,480.47
Freezing or Heater Failure.....	18,305.64	14,238.68	.....	4,066.76
Delay.....	83,627.58	91,156.68	7,529.10	.....
Robbery—Entire Package.....	21,760.77	20,163.05	.....	1,597.72
Robbery—Other.....	18,465.00	10,947.10	.....	7,517.81
Concealed Loss.....	5,135.60	7,263.27	2,127.58	.....
Concealed Damage.....	37,650.85	56,932.47	19,281.62	.....
Wreck.....	69,881.91	62,260.74	.....	7,621.17
Error of Employee.....	18,773.28	16,675.94	.....	2,097.34
Total Claim Payments.....	\$982,197.74*	\$1,009,538.16	\$27,340.42	.....

* Does not include Federal Debit of 1920 in the sum of \$53,321.97.
Chicago, Illinois.
February 16, 1928.

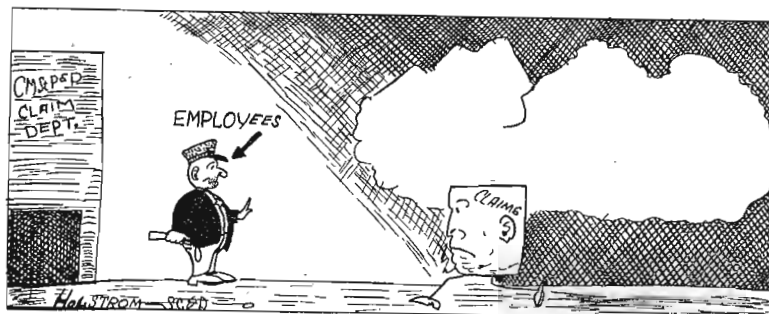
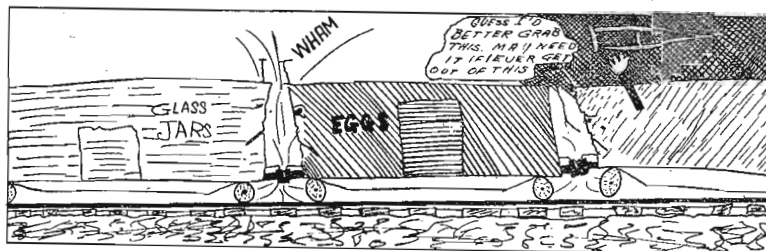
Carload Damage

OUR claim payments for the year 1927 indicate that we paid out a total of \$759,855.00 to cover damage occurring to carload shipments only, this representing an increase of \$45,072.00 as compared with the previous year.

An analysis of the figures so far available indicate increases in claim payments covering shipments of fresh meats and packing house products, butter, cheese, lard, etc., live stock, flour and other mill products, sugar, stoves, furnaces, etc., automobiles and coal and coke. In addition to these increases, our payments covering carload shipments of new furniture, agricultural implements, grain and fresh fruits and vegetables, while showing decreases as compared with the year 1926, are still entirely too high.

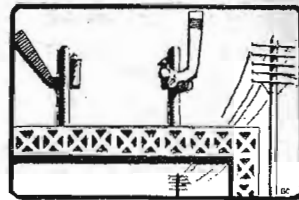
While the causes for this damage are numerous, we find that defective equipment, delay and rough handling (including unlocated damage) are the principal offenders and all show an increase over the previous year.

We are appealing to each and every employee having to do with the handling of carload freight, and this takes in practically everyone on the railroad, for his utmost co-





BUREAU OF SAFETY



Safety First as Viewed by the Locomotive Engineer

By John Labelle, Engineer Kansas City Division

ALONG about the year 1912 the increasing number of railroad accidents with the resultant loss of life and limb became so alarming that the railroads instituted a Safety First movement. It's success was so apparent from the start that industries generally took up the work and insurance companies offered premiums in the form of rate reductions to those risks accepting and installing modern safety devices. Today SAFETY FIRST has become a world-wide slogan and what has been accomplished in this good work is little short of miraculous. There is room for a lot more of this good work and a few experiences of my own impell me to suggest a few aids in cutting down the number of accidents.

In the work of the locomotive engineer there is not only an occasional thrill, but let me say also a scare, and the ever increasing number of automobiles has made the scares outnumber the thrills by quite a margin. I don't mean to convey that engineers are faint-hearted creatures;—the occupation itself requires men of strength and courage, more so perhaps, than in any other field of endeavor. If you have been through a bad collision you know what I mean when I use the word "scare". In driving my own automobile on days of rest, I have many times come upon grade crossings without ample warning. I am sure all locomotive engineers will welcome anything that will have a tendency to increase the safety of the operations in their daily runs, as the safety first movement surely does.

The locomotive engineer can assist greatly by sounding his whistle at all designated places and at other places where, in his judgment, it should be done. He should see that the bell is used at all places where the need is indicated, and he should properly reduce the speed of his train where required, even at the cost of a few minutes delay. The trainmen and flagmen can help by properly flagging all crossings. It seems to me that warning signs of uniform type should be placed along highways not less than 400 feet from the crossing. The more uniform these signs, and the more conspicuously placed, the sooner the traveling public will learn to recognize them, as they have learned to recognize and respect the city arterial highway stop signs.

There can be no doubt that the proper solution to the grade crossing danger is the elevation or lowering of tracks, but the cost is enormous and the completion of the work already

started too far distant to be of much help in this generation. Meanwhile, we must use the aids at hand, principally WATCHFULNESS and COMMON SENSE.

Railroad Managers, Employees and Public—Let's all pull together to eliminate most if not all of these horrible grade crossing accidents, so destructive to life and limb. The biggest need is our whole-hearted co-operation with each other. LESS HASTE AND MORE REASON!

When Reasonable Consideration May Promote Safety

By Charles H. Lattimer, Wausau, Wis.

AS I am not hearing of accidents or experiencing serious hazards in the performance of my duties, and as things seem to be going on in an orderly fashion on my Division, I take it as a sign that our local officers with their departments, are functioning in the interest of Safety in a satisfactory manner, so I think some form of adequate appreciation for this may further promote Safety to greater degree.

Safety is not always just simple practice; often it is based upon the ability to make quick decisions, especially in train and engine movement, but help from outside of this movement may be afforded in simple manner, with great safety value, in the form of consideration for the ones in direct contact with prevailing conditions and difficult situations.

For this reason I wish to depict just a part of what enters into an Engineer's duties, who is handling the long, heavy freight trains, especially as on this Division, in single track territory, on obscured curves, and while descending grades.

Our heavy duty locomotives of today are equivalent to a large power plant; one, however, that is in motion while employed, without a fixed foundation, and compelled to carry its fuel and water supply with it, its management and operation under a continuous variety of conditions, is presented problems that must be met instantly. This situation calls for the best that is in the man in charge of this kind of a machine.

Some of the freight trains down our way, puts the Engineer from 80 to 100 cars from the Conductor, who theoretically shares his responsibility, but who is so completely out of touch with him that emergencies are met and passed before there can be a consultation; so far the success of his duties the Engineer must have the faculty for anticipating necessities and visualizing local situations and yards before he arrives in them, for in those things which require instant action he must

have experience and this particular kind of mental vision. While all this is going on he must be sure about the water level in the boiler, the time shown by his watch;—in fact, he must know that his watch is wound and running, the schedule of superior trains, the point at which he will meet opposing trains, the possibility of a flag—all this enters into the duties of the Engineer during the trip.

The careful Engineer is always alarmed to see Brakemen, or other persons concerned in the movement of trains, taking unnecessary chances, such as kicking draw bars in position to make couplings, whereby a slight slip might cause the loss of a foot. I do not know of any Engineer on the Kansas City Division but who would rather slack the engine ahead and back all day, rather than see a Brakeman lose his foot in a case of this kind.

Engineers can do a great deal toward eliminating crossing accidents by complying with instructions in Mr. Gillick's circular designating the manner in which crossing whistle signals should be sounded;—at any time, if in doubt as to whether approaching vehicles have heard crossing signal, it is always good policy to sound the signal the second time.

Engineers can do a great deal toward making safe conditions by running slowly thru yards and around stations where there is possibility of accidents; also can caution Fireman against any unsafe practices noted, which would be liable to cause injury to a Fireman.

In conclusion, not only Enginemen, but all others concerned in the movement of trains, or conducting the business of a railroad, should be all eyes and ears while on duty, not only to avoid injury to themselves, but to make conditions safe for others.

Complete Novelette

Automobile.

Fool.

Railroad Crossing

Corpse.

WATCH YOUR STEP

Written by Mr. A. M. Rogers, Engineer on the Madison Division, is well worth the reading.

DURING the stress of war time, when the order of the day was "Get Up and Hustle," and nearly everything was subordinated to the expediency of victory, the two phrases "Safety First" and "Watch Your Step", were very popular. The difference between these two phases is the difference between precaution and vigilance. The one expresses a determination, the other an admonition. The one means warding against danger at some future

time, the other means look out NOW, whether in performance of duty or in the pursuit of pleasure.

When a railroad installs gates at a grade crossing, we might say that it is an application of the principle of "Safety First." When an autoist brings his car under control at an ungarded crossing and looks in both directions he is heeding the admonition to "Watch Your Step."

Less than two score years ago railroading was considered a very hazardous calling. Today it is about the safest of the great industrial institutions. Imagine the life of a brakeman thirty years ago, running over the top of a train composed of forty box cars and coal racks coupled with links which left about two feet of slack between the cars! In running over this kind of a train, hand-braking it, danger was always imminent by reason of the engine taking up this slack about the time the leap was made from one car to another. The younger generation of railroaders cannot imagine what a peril to life and limb braking was. The cars, of course were not large compared with those of today, but there were no air brakes, automatic couplers and other safety devices, and in a wreck they piled up like an ant hill. Think of railroading today without air brakes, automatic couplers, block signals, switch towers, and other innovations which all tend to safeguard life and limb! And yet these improvements developed from an experimental stage within the memory of men hardly past middle age.

For a number of years after the railroads began to install air brakes, the cars that were with and without air were so mixed that the air was rendered almost useless. If a few cars with air could be switched next to the engine, it helped a great deal. And this applied to the installation of the yoke coupler. Coupling a link to a yoke coupler was a dangerous job.

In those days there were any number of flagmen with one arm. They were mostly brakemen who had lost an arm coupling cars. Of course, a dangerous situation that cannot be foreseen cannot be hedged with safety appliances. There is where "Watch Your Step" is supposed to be applied.

Now, there is something peculiar about laws, and creeds, the observance of which society deems necessary to maintain the right standard of conduct, morality and virtue. Every man thinks that he does not need them himself, but that they are meant to guide the other fellow. Now; that appears to be just the trouble with "Safety First" and "Watch Your Step" signs. Most people appear to think that those signs are meant for people less perspicacious than themselves. They think that they are far seeing enough to disregard them and avoid danger, while their fellow beings can not. Who has not seen a man in a perilous position, or made a dangerous step, and trembled for his safety? And yet he would do the same thing himself with the utmost self-confidence, although his own capability is no greater than the other fellow's.

In the frenzied hustle of these strenu-

ous times, if every man would get the idea that every rule, warning sign, or caution was meant for HIM personally, and not for the OTHER FELLOW, many accidents could be avoided.

Safety First

MR. J. E. Daniels, Engineer on the Northern Montana Division sent in the following article on Safety First.

From our different positions we regard Safety First from various angles. What appears safety in some cases, to us, often is a violation of Safety First Principles.

In my observance of Safety First, it seems that co-operation of all employees is the essential feature of protection, and of making Safety First a success. We are obligated to use the utmost care at all times in performing our duties, and to observe every rule applying to Safety.

If each employee would constitute himself a personal Safety Committee for himself and other employees, it would be a big stride in making Safety First more effective. Older employees should exercise a guardianship over new employees, and caution them of the dangers existing in or about their work, and discourage unsafe practices.

Six hours out of eight thousand seven hundred and sixty hours each year is all we are asked to attend Safety First Meetings, and it seems that the suggestions offered at these meetings have brought forth fruit of a bumper field in the remedies that have been affected. A word of warning spoken at the Safety First Meetings from an authoritative source, to persistent violators of Safety First principles, as a corrective measure, would carry more weight than at any other time.

The public is hard to educate in Safety First at highway crossings. If it were possible for them to exercise the same care and safety measure that they assume about trains at stations, and in boarding and leaving trains, fewer accidents would result. If it were possible for the autoists to spend a few minutes in an engine cab when another autoist is making a race for a crossing, I feel it would be a complete cure.

Mr. James L. Crawford, Engineer on the Dubuque Division, expresses some very good ideas on Safety First:

Safety First should be one of the most important subjects before the American people today. It should be taught in our schools and broadcasted from our Radio Stations. According to an article in one of the latest issues of our daily paper, 90,000 people were killed and injured last year in automobile accidents. Something terrible to think about! Investigations show that 75% of the deaths could have been avoided by practicing a little SAFETY FIRST.

We recently had a fire prevention week. How about a Safety First week? We would be sure to get good results. Safety First on the railroad is just what we make it! We preach it—why not practice it? If everyone employed on

the railroad were to appoint himself a committee of one to practice Safety First, the results would be astounding. Our rules and laws governing the operation of trains are as safe as can be made possible. All they require is that each of us do our duty. Then, accidents would almost be eliminated. The railroads have gone to tremendous expense installing Safety First devices, just to avoid accidents. We surely should appreciate it and help the good cause along. The whistle should be sounded and the bell kept ringing when approaching all highway crossings. I sometimes think if by sounding the whistle or ringing the bell we may save a life, or prevent injury to someone, this surely is a mighty little effort for us to use. The whistle should also be sounded approaching curves, and particularly so if you happen to be on an irregular train, or traveling at a high rate of speed, for it is a difficult matter to keep the section men posted as to the time of trains. The electric headlight has been a God-send to the engine men, while it has cost the railroad company a vast sum. They have been more than compensated, for the light has prevented wrecks, collisions, and derailments.

We have many other safety devices installed on a locomotive that have given such good returns for Safety, and all the railroad companies need now is co-operation from each and every one of us. We should be willing to go along with them and make this Safety First a 100% movement.

We are only brakemen
Working for our pay
And in this funny boxcar
We eat and sleep each day.

We read about the cattlemen
That live away out west;
Who think it is the only life—
But not what we love best.

We accommodate each cattleman
And do the favors he may ask
To try and make him feel "at home"
Long as his journey lasts.

So please read the lines below,
It's all that I can say
Of being clean in this caboose
Where we live from day to day.

Please do not spit upon the floor,
Or make a dirty mess,
And we will always honor you
As one of our many guests.

Please do not get offended at
The four lines you just read,
But think of what this is to us—
A HOME—as I have said.

The above was posted in several cabooses carrying stock attendants and it surely had a good, friendly effect. Sanitary conditions today are figured as one of the greatest assets to SAFETY FIRST and our employees are willing to broadcast its great importance to those who are compelled to ride for many miles in the "Little Red Caboose Behind the Train." It is the brakeman's home and the brakeman who composed the above had naught but the kindest feeling for the drover who he asks to treat the Brakeman's Home as he would his own parlor. SAFETY FIRST, LAST AND ALL THE TIME.

—Guy E. Sampson.

Current Railroad Topics

Freight Rates and the Price of Bread

Out of 8½ Cents Paid for Average Pound Loaf of Bread, Carriers Receive Only Six-Tenths of One Cent

THE American family pays an average of 8½ cents for a pound loaf of bread, of which the railroads and other transportation agencies, which carry the wheat and flour into this loaf, receive but six-tenths of one cent.

These are the findings of the Federal Trade Commission in a report on the bread and flour industry of the country, submitted to the United States Senate on January 11.

"The investigation," says the Federal Trade Commission in its report, "discloses that agencies taking part in the production and distribution of bread, from wheat field to the home of consumer, received approximately the following shares of a total of 8.55 cents paid by the American family for every pound of bread it consumed:

Farmer	1.15 cents
Miller	0.41 cents
Baker	5.11 cents
Grocer	1.28 cents
Railroads and other handlers	0.60 cents
Total per pound	8.55 cents

It is noteworthy that if the entire transportation charge were added to the amount which the farmer receives, the total would be only 1.75 cents.

The Federal Trade Commission's report discloses that the price which the consumer pays for a loaf of bread depends more upon the method of distribution and manufacture than upon any other item. Directing attention to the competition which exists in the sale of bread between the wholesale, house-to-house, and chain store bakery systems of distribution, the Commission compared the financial results as follows:

"The prices paid by the consumer for bread through these channels for the years 1923 to 1925 were approximately as follows per pound: Wholesale—including 1.21 cents for retail grocer's margin, 8.636 cents; house-to-house, 8.933 cents; chain store bakeries, 6.030 cents.

"These figures, however, involve several qualifications. The price through the wholesale system includes credit and delivery service to consumers on perhaps sixty per cent of the bread sold by the retail store. The house-to-house price includes limited credit to many consumers, in addition to weekly credit on an extensive scale allowed by drivers. The chain-store price is 'cash and carry.'"

The following is taken from a review of railway operations in the year 1927 prepared by the American Railway Association:

"BY adequate expeditious and dependable service, the railroads have made a contribution to the indus-

tries of this country in 1927 amounting to hundreds of millions of dollars. This contribution has taken the form of savings to manufacturers and distributors, as the result of smaller inventories, quicker turn-overs and a generally increased freedom of credit, all of which have effected economies in the several processes of production and distribution."

"The year 1927 has seen a decline compared with 1926 in both the traffic carried by the railroads and also their earnings but despite that fact, a new high record in operating efficiency has been attained. The outstanding operating records follow:

1. "Condition of both freight cars and locomotives best ever reported.
2. "Fewer trains and locomotives in proportion to the amount of traffic carried, were required in 1927 than ever before.
3. "The average load per train, including freight and equipment but excluding locomotive and tender,

was the highest ever reported, having been three per cent greater in the first ten months of 1927 than in the same period last year.

4. "The average daily movement per freight car was the highest ever attained, having amounted to 34.7 miles in October. For the first ten months the average was 30.7 miles, also a record for any similar period.

5. "Freight trains were moved faster over a complete journey than ever before, the average speed between terminals having been 12.3 miles per hour.

6. "Due to improvements in locomotives as well as the increase in their tractive power together with the increase in the capacity of freight cars, the average load per train and the distance carried per train hour, exceeded all previous records.

7. "Freight traffic in 1927 was handled with the greatest conservation of fuel ever reported, coal consumption per thousand gross ton miles having been 129 pounds.

8. "Coal consumption per passenger train car mile was the lowest ever reported.

9. "Most intensive use of passenger locomotives on record."

Standing Evidence

A leading clothing manufacturer tells us that the women are not wearing petticoats and bloomers as much as in former times.

The figures show,

—Auto Brik.

Freight Rates and the Price of Corn

In Four-Year Period, Rates Were Practically Stable, Whereas Prices of Corn Fluctuated Constantly

NO definite relationship exists between freight rates and fluctuations in prices paid to farmers for corn, according to a study just completed by the Bureau of Railway Economics. On the contrary, the study, which covers the four crop years ending with that of 1926-27, shows that at points having the same freight rate to a primary market, the prices paid to farmers for corn not only differed considerably but showed no uniformity even in their differences.

The general stability of freight rates on corn is shown by the fact that out of 260 freight rates from various points to principal primary markets, only 21 changes occurred during the four years covered by the study. Of these changes, all of which were in the nature of minor adjustments, 16 were decreases and only 5 were increases.

Transportation Cost Not the Governing Factor of Prices

"During this same period, however, the prices of corn fluctuated from week to week, from month to month, and from year to year," the Bureau explains. "This marked contrast warrants the conclusion that the transportation cost was not the cause of the ever changing price situation, but that other factors, singly or in combination, were responsible. Some of the price determining factors in the marketing of corn are: The time of marketing, the quality of the corn, the available supply, and the demand for corn."

Large Production—Small Export

Despite the fact that the corn crop takes the lead both in acreage and value of the many agricultural crops produced in the United States, a smaller amount is exported as grain and in the form of manufactured products amounting only to approximately 1.5 per cent of production. About 83.5 per cent of the total corn crop of the United States is consumed on farms in the area where grown. The remaining 16.5 per cent moves from farms and enters the various channels of trade, principally by rail. The aggregate amount of corn fed to live stock both on and off farms represents 85.5 per cent of the total crop.

The United States, according to the study, produces about 63 per cent of the world production of corn. Argentina is second with approximately six per cent. Every state in the Union produces corn, but 66 per cent of the total corn crop of this country comes from the so-called "corn belt" which comprises of Iowa, Illinois, Nebraska, Missouri, Indiana, Minnesota, Ohio, Kansas and South Dakota.



Section Foreman, B. J. Jenkins and Relief Agent L. G. Ireland, Springfield, Ia.

SPORTS

Milwaukee Road Bowlers Tournament

March 31st to April 15th, 1928
Madison, Wis.

Come on, Milwaukee Road Bowlers, we are waiting for you to arrive and smash the old maple.

The alleys on which we are holding the Tournament are on a par with any in the country.

The all-events medal donated by the alley-keepers is on display at the alleys, and is sure a pipkin. There will also be a Brunswick Balke Collender Co. Mineralite Ball presented to the bowler rolling high single game during the Tournament.

From the way the entries have been coming in, it would appear that this will be the largest Tournament, and naturally a good prize list will result. We are endeavoring to give the average bowler a chance to come in on the prizes; and are, therefore, offering good-fellowship as well as regular prizes. So get your arm in shape so that you may bring home some of the bacon.

Send to J. F. Conlin, Secretary, 441 W. Dayton St., Madison, Wis., for entry blanks.

Chicago League Notes

THE only sensational bowling of note the past month was the bowling of the Ticket Auditors, Feb. 14th, when these keggers knocked 2873 pins into the pits. Gavin lead the pack with a 609; Gumz, 586; Tobin, 526; Kusch, the weak sister, was second with 593, and the Old Reliable, Krumrei, had 559. They compiled games of 893, 943 and 1037, the latter game being good for second high team game.

Belter says "here is another news item. I just rolled 116."

Have all you bowling fans sent your entry to Madison? If not, get busy. J. F. Conlin is waiting for them. A nice \$30 Gold Medal is waiting for the winner of the All Events. We want Chicago to support the Tournament 100 per cent.

The Comptrollers finally climbed out of the cellar by winning two from the Records while the Officers were dropping three to the Asst. Comptroller.

Chuck Albright says the Aud. of Inv. and Jt. Fac. Acct. has the hard buck team of the league, everyone is hot and how when they shoot them. Well, Chuck, it won't always be like this.

Two Milwaukee teams will be represented at the National Tournament at Kansas City, March 31st. Here's hoping the boys bring home a nice slice of the prize money.

Some more double century marks: Gavin, 609; Krumrei, 646. 602; Faus, 642, 600; Albright, 608; Lange, 603; Specht, 637, 620, and Peterson, 629.

How about a sweepstakes to wind up the season. Won't be long now before some of the boys will pack

Standing of Interline Bowling League Week Ending January 27, 1928

Teams	Won	Lost	High	Average
Gerties	27	21	1823	566
Outlaws	26	22	1861	551
Gladiators	25	23	1794	556
Warriors	18	30	1827	572

Individual Average

Player	Games	High	Average
Malczynski	48	217	165
Bartels	45	197	163
Wayrowski	48	212	162
Oakley	45	228	160
Orlowski	48	202	160
Duffy	48	201	147
Stevens	48	186	145
Ludwig	48	192	144
Hoffman	18	189	143
Drews	45	198	140
Biolas	48	191	139
Patock	48	195	139
Neuzil	48	184	125
Steurmer	48	191	119
Malmstrom	45	159	112
Arneson	48	166	105

HIGH TEAM AVERAGE—THREE GAMES

Outlaws, 619.

HIGH SINGLE GAME

Gerties, 672.

HIGH INDIVIDUAL AVERAGE—THREE GAMES

Oakley (Boys), 189.

Steurmer (Girl), 160.

HIGH SINGLE GAME

Oakley (Boys), 228.

Steurmer (Girl), 191.

Standing of C. M. St. P. & P. R. R. Ladies Bowling League Week Ending February 13, 1928

Teams	Won	Lost	Per Cent	High	Average
Computing No. 1	51	3	.944	488	400.40
Car Accountant	41	13	.759	453	391.5
Typing	34	20	.626	467	352.32
Ticket Auditor	21	33	.388	433	310.16
Computing No. 2	19	35	.367	386	307.31
Freight Auditor No. 1	19	35	.367	406	294.2
Freight Auditor No. 2	16	38	.296	385	300.20
Aud. of Expenditure	15	39	.277	400	290

Individual Average

Player and Club	Games	High	Average
1. E. Albright, Comp. No. 1	54	235	145.23
2. J. McDonald, Comp. No. 1	54	206	144.3
3. V. Kulston, Car Accountant	54	196	135.50
4. G. Narjes, Car Accountant	54	190	132.18
5. M. Porten, Typing	51	204	131.48
6. M. Maney, Frt. Auditor No. 2	51	177	115.19
7. M. Prestin, Typing	51	160	112.32
8. M. Freitag, Ticket Auditor	54	160	111.50
9. C. Lakowsky, Comp. No. 1	54	156	111.13
10. E. Reck, Comp. No. 2	54	150	109.40
11. M. Drebes, Frt. Aud. No. 1	54	164	108.32
12. E. Ryan, Typing	48	203	107.25
13. G. Dorr, Comp. No. 2	54	154	102.42
14. L. Teske, Frt. Aud. No. 1	54	155	102.22
15. C. Barber, Ticket Auditor	39	148	100.28
16. M. Teske, Frt. Aud. No. 2	54	153	99.13
17. A. Schulz, Aud. of Exp.	48	161	96.44
18. D. Beam, Comp. No. 2	54	138	95.4

HIGH TEAM AVERAGE—THREE GAMES

Comp. No. 1, 1387.

2nd Car. Acct., 1324.

HIGH SINGLE GAME

Comp. No. 1, 488.

2nd Typing, 467.

HIGH INDIVIDUAL AVERAGE—THREE GAMES

E. Albright, 535.

2nd J. McDonald, 491.

HIGH SINGLE GAME

E. Albright, 235.

2nd J. McDonald, 206.

Standing of Chgo., Milw., St. P. & Pacific R. R. Bowling League Week Ending February 14, 1928

Teams	Won	Lost	High	Average
Ticket Auditor	45	21	1037	885.50
Asst. Comptroller	41	28	969	865.5
Car Accountant	36	30	1040	858.10
Records	31	35	945	838.46
Aud. Investment	30	39	1023	870.24
Freight Auditor	29	37	967	843.16
Comptroller	28	38	1040	835.50
Officers	24	36	955	832.39

Individual Average

Player and Club	Games	High	Average
1. Lange, Asst. Compt.	51	266	189.14
2. Albright, Aud. Invest.	69	244	186.52
3. Faus, Comptroller	69	267	186.38
4. Treskett, Car Acct.	66	234	185.55
5. Krumrei, Tick. Auditor	66	238	185.33
6. Grumz, Tick. Auditor	69	255	182.32
7. Gavin, Tick. Auditor	66	220	182.30
8. Dale, F. Records	63	237	182.22
9. Mohr, Asst. Compt.	69	225	180.43
10. Gentz, Frt. Auditor	66	238	179.44
11. Dale, J. Aud. Invest.	36	255	178.18
12. Schell, Aud. Invest.	63	228	178
13. Ramsey, Car Acct.	69	235	174.47
14. Peterson, Frt. Auditor	69	238	174.11
15. Tobin, Tick. Auditor	69	223	173.63
16. Specht, Asst. Compt.	63	239	172.58
17. Peters, Officers	57	236	172.55
18. Hegardt, Frt. Auditor	65	221	172.18
19. Hettinger, Car Accountant	66	234	171.36
20. O'Shea, Comptroller	63	223	171.7

HIGH TEAM AVERAGE—THREE GAMES
 Ticket Auditor, 2873. Asst. Compt., 2849. Records, 2807.
HIGH SINGLE GAME
 Car Acct.—Comptroller, 1040. Tick. Auditor, 1037.
HIGH INDIVIDUAL AVERAGE—THREE GAMES
 Lange, 687. Faus, 665.
HIGH SINGLE GAME
 Faus, 267. Lange, 266.

their shoes and bags and bid the season adieu.

We understand the Milwaukee Road will be represented with five or six teams at St. Louis, Mo., for the National Railway Tournament.

On to Madison. Make it a big one this year. Visit the four lakes city.

In all probability, the oldest Bowl-

ing League on the Milwaukee is boasted of by the Interline Bureau of the Freight Auditor's office in Chicago.

The League is comprised of four teams, each team consisting of three men and one girl. Games are rolled every Friday at 5:15 P. M.

Standings at the end of the 16th week will be found in another column.

The Milwaukee R. R. Women's Club

The Milwaukee Railroad Women's Club

ALL Club members are requested to take note of the change in the name of The Women's Club. The title of the railroad having been changed from Chicago, Milwaukee & St. Paul Railway to the Chicago, Milwaukee, St. Paul & Pacific Railroad, it was necessary to change the Club name in conformity therewith. As "The Milwaukee Railroad" is the generally accepted pseudonym for the entire System, it was voted to give that title to the Women's Club instead of adopting the longer and less pliable title.

LIST OF CHAPTERS

Aberdeen, S. D.
 Austin, Minn.
 Beloit, Wis.
 Bensenville, Ill.
 Black Hills (Rapid City, S. D.)
 Butte, Mont.
 Cedar Rapids, Iowa.
 Channing, Mich.
 Chicago Fullerton Avenue Unit.
 Chicago Union Station Unit.
 Council Bluffs, Iowa.
 Deer Lodge, Mont.
 Des Moines, Iowa.
 Dubuque, Iowa.
 Green Bay, Wis.
 Harlowton, Mont.
 Janesville, Wis.
 Jasonville, Ind.
 Kansas City, Mo.
 La Crosse, Wis.
 Ladd, Ill.
 Lewistown, Mont.
 Madison, Wis.
 Marlon, Iowa.
 Marmarth, N. D.
 Marquette, Iowa.
 Mason City, Iowa.
 Milbank, S. D.
 Miles City, Mont.
 Milwaukee, Wis.
 Mitchell, S. D.
 Mobridge, S. D.
 Montevideo, Minn.
 Murdo Mackenzie, S. D.
 Ottumwa, Iowa.
 Perry, Iowa.
 Portage, Wis.
 St. Maries, Ida.
 Sanborn, Iowa.
 Savanna, Ill.
 Seattle, Wash.
 Sioux City, Iowa.
 Sioux Falls, S. D.
 Spokane, Wash.
 Tacoma, Wash.
 Terre Haute, Ind.
 Three Forks, Mont.
 Tomah, Wis.
 Twin City (Minneapolis and St. Paul)
 Wausau, Wis.

Aberdeen Chapter

Mrs. A. J. Anderson, Historian

NOW that we are beginning the New Year, I hope that I, in the capacity of Historian, succeeding Mrs. Hiddleston, will be able to

at least partially keep up the good work she has begun.

Let us all make a New Year resolution to make our Club night a thing to look forward to and all of us, especially our delinquent members, turn out to all the meetings.

The regular meeting of the Aberdeen Chapter was held January first, at which time the following new officers were installed:

President, Mrs. P. H. Nee
 First Vice Pres., Mrs. L. Montague
 Second Vice Pres., Mrs. F. L. Richards
 Secretary, Mrs. E. W. Hopp
 Treasurer, Mrs. R. P. Kauppi
 Corresponding Secy., Mrs. R. G. Hoefs
 Historian, Mrs. A. J. Anderson

The election had been held December 1st and on December 14th a card party and dance was held in the K. P. Hall. Refreshments were served.

At our December bazaar and food sale we did very well, making \$78.85, which pleased us all.

At the last meeting we decided to enlarge our Club rooms. This will be much better for the organization and the women all feel it will be nice to have that much needed additional room.

Des Moines Chapter

THE Des Moines Chapter of the Milwaukee Women's Club held their regular meeting in the club rooms Friday December 30th, about fifteen members being present.

After election of officers and reports of committees, refreshments were served. One table of cards was played.

The following officers were elected for the year 1928:

President, Mrs. F. W. Price
 1st Vice President, Mrs. W. L. Finnicum
 2nd Vice President, Mrs. L. L. McGovern
 Secretary, Miss Marion Elliott
 Treasurer, Mrs. C. L. Pound
 Historian, Miss Maude French.

The campaign for new members resulted in securing 125 contributing members and 48 voting members.

On the evening of January 7th a dinner was served in the club rooms by the losing side to the winning side in the campaign for new members. The sides were captained by Mrs. E. W. Webb and Mrs. L. L. McGovern, the former's side being the winning side. About thirty members and their families were present at the dinner which was pronounced by

all to be a fine one. Conductor W. L. Finnicum led the list with the largest number of new members having secured 67. (We are now confident we will receive the \$25.00).

A benefit card party is scheduled for the evening of January 21st.

On the evening of December 23rd the Women's Club gave a Christmas party for the children of Milwaukee employees. Santa Claus, in the person of Engineer John Allison, arrived at the Union Station on a Milwaukee engine about 7:30 PM. After a speech to the children by Santa Claus everyone went over to the club rooms where a tree loaded with candy, nuts, apples, etc. had been erected. An interesting program was given by several children after which Santa Claus distributed the gifts from the tree. Everyone both children and grown-ups, had a fine time and hope Santa will pay them another visit next year.

Deer Lodge Chapter

Mrs. Arthur J. Buchen

THE Deer Lodge Chapter brought its 1927 activities to a fitting close, with a very happy Xmas party Dec. 31.

Our delightful Club House was decorated with festive Holiday colors. A beautifully decorated Xmas tree glistened with tinsel and colored lights, casting a glow of good cheer and happy fellowship.

A mound of gayly wrapped Xmas packages at foot of tree, caused much excitement and merriment when distributed.

A fitting program of yuletide music, readings and dancing was prepared by Mrs. McAvoy as chairman.

Choice refreshments were served at late hour, everyone voting it a very splendid evening.

To much praise cannot be given our President Mrs. Sears for directing such a successful year of splendid achievements. The acts of charity, and good cheer, are too many to itemize. Our treasury has been enlarged so we are prepared to meet emergencies. Our membership has grown steadily. Mrs. E. O. Waldron has been outstanding in bringing in new members at every meeting, and her efforts are appreciated.

Our Club House is now fully equipped so we can take care of any form of entertainment which makes it much more convenient for all chairmen of refreshment or entertainment.

A new corps of officers are taking up the duties for coming year, to accomplish much good, to build to even a greater success, the work outlined for us. Thru necessity of an erring brother, or a needy sister. Anyone can criticize, it takes grit and courage to build. Never fail to visualize your work as part of a great program of world service and betterment. Your success or your failure helps to increase or to lessen the sum of human happiness. "Time to do well! time to live better give up that grudge, answer that letter, speak that kind word, to sweeten a sorrow. Do that kind deed you would leave 'till tomorrow."

Terre Haute Chapter

Mrs. Flossie Waggoner, Historian

THE regular business meeting of the Milwaukee Women's Club was held in the Club House, on January 12th.

Mrs. E. L. Kenney, President, opened the meeting by having everyone repeat the club motto. We were pleased to receive \$1.00

from Mr. J. T. Gillick, as a Contributing Member of our Chapter. A letter from Mrs. Byram, thanking us for our support, was read, also other correspondence from the General Offices. Our Treasurer's report was made and we are pleased to state we have a balance on hand, for the year 1928 of \$63.73.

Our President named the Chairmen of Committee as follows:

Constitution and By-Laws Mrs. C. W. Pearce
Ways and Means Mrs. O. G. McCurdy
Mutual Benefit Mrs. W. R. Barnes
House and Purchasing Mrs. T. H. Lentz
Social and Program Mrs. W. W. Griffith
Auditing Mrs. T. I. Colwell

One way of earning money was discussed, which was to rent our club house for bridge and other parties.

We think our Club House is fine, but we are badly in need of cooking utensils and dishes. Mrs. Cogswell presented us with a large coffee pot and Mrs. O. G. McCurdy donated a sewing machine. We now have a Baldwin piano, which aids us very much in entertaining.

We are planning for a pot-luck supper, on February 3rd, having the contributing members as guests. After the supper, cards and other entertainment will be enjoyed.

Channing Chapter

Mrs. John Kramer, Historian

THE regular meeting of Channing Chapter was held Tuesday evening Jan. 17.

The meeting was opened with Club Motto and Song, and was largely attended. A brand new member was among our attendance and we expect to have several more at our next regular meeting.

First Vice President Mrs. Worthing has left for Rochester, Minn. We missed her at our last meeting, and hope she will be back with us soon and feeling fine again.

The Rod and Gun Club has asked to serve them with a Banquet Jan. 31. The Club seeing the opportunity of making a few dollars accepted. They are also planning a public card party Feb. 1.

A letter of thanks and appreciation was read by the chairman of the Sunshine Committee for a basket of fruit sent to a sick husband of a worthy member.

The hostesses of the evening entertained the members with a few games of cards. Mrs. Jess. Hale receiving the prize. A lunch was served and enjoyable time was had by all.

Dubuque Chapter

Mrs. H. E. Bock

ON December 16th Dubuque Chapter held its last meeting of the year and the third Christmas Party.

At 6:30 a Potluck Supper was served to over a hundred members and their families. All kinds of good things to eat and decorations of the Christmas Season created the atmosphere and assured the success of the party.

After supper our President, Mrs. E. A. Meyer, presided over the business meeting. Following the routine of business Mrs. Meyer commended the retiring officers for their work during the year just ending and called upon each officer and chairman for a few remarks. Mrs. V. K. Clark, Chairman of the Sunshine Committee, about the most important committee, included a brief review of the welfare work of the Chapter during the year and which showed Five Hundred and Twenty-five calls, One Hundred and Sixty-five cards sent out and approximately Five Hundred and Sixty Dollars spent in relief work. Mrs.

W. F. Keefe of the Ways and Means Committee reviewed the work of that Committee in sponsoring dances, card parties, rummage sale, movie, magazine sales, etc. in making money with which to carry on our work.

Officers for 1928 and chairmen of standing committees were then introduced: Mrs. E. A. Meyer Pres., Mrs. F. E. Leonard, 1st V. Pres., Mrs. O. Wellman, 2nd V. Pres., Mrs. C. E. Kinney, Recording Sec'y., Mrs. John Letscher, Corresponding Sec'y., Mrs. W. O. Wright, Treas., and Miss Olive Romig, Historian. Mrs. T. P. Jones, Chairman of the Membership Committee, Mrs. J. E. Grice of the Sunshine Committee, Mrs. M. Hall of the Program Committee, Mrs. A. Bensch of the Social Committee, Mrs. A. Bock of the House and Furnishing Committee and Mrs. W. F. Keefe of the General Committee.

Then the men, who were our guests for the evening, were called upon for short talks as were our out-of-town guests, Mr. and Mrs. R. H. Kearney and Mrs. Rose Harvey of La Crosse, Wis.

The grand climax of the evening was the "Kitchen Symphony" presented by fifteen ladies under the direction of Mrs. E. G. Kieseles and Mrs. E. A. Meyer as Manager. They were all quite splendid in uniforms composed of gray knickers, dark coats decorated with bars of silver teaspoons in place of the usual gold braid, white shirtwaists with snappy black bow ties and very impressive, tall, snug fitting hats made of paper bags. Mrs. Kieseles' coat was of light gray and she wore a white fur Drum Major's hat, chin strap "n'everything" and she handled her baton like a veteran.

It would take too much space to tell about the musical instruments they carried but which included frying pans, coffee mill, washboard, tub, dishpan, collapsible hatrack, etc. Each member presented some specialty, either a joke song, or pantomime and Mrs. Whelan and Mrs. Kieseles gave solo dances. In addition to "chorus" singing there was singing by the entire company led by the "Symphony." The songs were composed by the ladies and sung to the tune of familiar airs. Miss Georgina Rafferty played the accompaniments for the entire performance. It was about two hours of music and fun and everyone enjoyed it immensely. The following Monday evening the performance was repeated for the pleasure of the patients of Sunnycrest Sanitarium.

Milwaukee Chapter

Mrs. Marie Callahan, Historian

AT the regular meeting of the Milwaukee Chapter held at the Club Rooms in the Union Depot the following officers were installed: President, Mrs. J. D. Wightman; First Vice President, Mrs. E. A. Lalk; Second Vice President, Mrs. Ida Staus, Recording Secretary, Miss Elsie Pritzlaff; Corresponding Secretary, Mrs. Ida Zimmerman; Treasurer, Mrs. M. F. Mason; Historian, Mrs. Marie Callahan.

Mr. J. C. Prien, General Agent Passenger Department graciously acted as installing officer, assisted by Miss Estelle Gumz. We were honored to have present on the evening of the installation Mrs. Lydia Byram, President General and Miss Etta Lindskog, Corresponding Secretary-General of Chicago.

Mrs. Byram gave a very interesting talk on the work of the Women's Club.

Mrs. Dixon rendered several vocal solos and a delightful luncheon was served after the meeting.

The arrangements have been completed for

the Annual Card Party and Dance to be held at the Milwaukee Auditorium, Feb. 18th. As our former parties were successful it is expected this years party will also be a success. The Milwaukee Chapter is organizing a bowling club and members wishing to enjoy this form of recreation are invited to join.

Fullerton Avenue Unit Chicago Chapter

Elsa M. Augustin, Historian

SATURDAY, February 11, brought forth another splendid assembly to our second 1928 monthly meetings.

After our usual tasty luncheon our President, Mrs. W. W. K. Sparrow, called the meeting to order and almost 100 members were present to respond to the sound of her gavel.

This Unit is growing by leaps and bounds and at this meeting many new members joined to swell our ranks, so we are really heeding the call of our President-General, Mrs. H. E. Byram, for a Membership Drive. From the Computing Bureau, we added 30 new and renewed members and that seemed almost a challenge to all other members and departments to get behind the good work and make for a 100 per cent membership. Have you done your bit and endeavored to bring in at least one new member?

There is no doubt that we will all become very beautiful singers, if, as we hope, our programs continue to include some of these delightful songs that seem to bring out so much enthusiasm.

The program of the day was a series of book reviews by Mrs. Dynes, and it goes almost without saying that she certainly held her audience and everyone was loath to have her finish. Furthermore, we are sure that our Librarian will be kept busy loaning out the books which we heard reviewed so interestingly.

The next meeting will be March 10, and this is just a reminder to keep this date open. Everyone is finding our meetings so interesting that our attendance is increasing immensely and the program this date will be of still another type, but we assure you equally as interesting as the previous ones.

Union Station Unit

Mabel M. Costello, Historian

ON February 7, 1928, we gave our first Dinner Party, which was held in the Conference Room, Union Station, Chicago. About ninety members attended and everyone enjoyed the affair so much that arrangements have been made for another dinner party on Tuesday, March 6, 1928, in our new Club Room, No. 340 Union Station.

After dinner the business meeting was held and reports were made by the Committee Chairman. Miss Merrill reported on our Club Room, which is to be ready for the next meeting. Mrs. Dolan reported on the Welfare Work being done by the Union Station Unit, the calls she had made and asked that a member in each office advise her of any case of sickness or need so that a call may be made or the case taken care of. Mrs. Morrison is making a drive for members and expects to get everyone eligible in the Union Station to join.

Then, we had our "Home Talent" program, which consisted of vocal, piano and violin selections. Mrs. Dynes then surprised some of our members by reading poems to them. To Miss Schoyer she read "Victuals" and to Miss Graves "Wanderlust"; she also read several other poems and some time we hope she will favor us with a whole evening of readings or a book review.

Ottumwa Chapter

Mrs. J. V. Tuomey, Historian

AT the annual election of officers for the year 1928 the following were elected:

President, Mrs. W. C. Givens; 1st Vice-Pres., Mrs. M. Reynolds; 2nd Vice-Pres., Mrs. John Evans; Treasurer, Mrs. H. L. Cogswell; Corr. Secretary, Mrs. H. F. Gibson; Rec. Secretary, Mrs. R. E. Dove; Historian, Mrs. J. V. Tuomey.

Reports of the various committees were read, the welfare work for the year amounting to \$431.26.

\$35.55 for flowers and 250 calls, in cases of sickness and death, as reported by the Sunshine Committee.

On Jan. 31st Mrs. M. P. Hamon assisted by Mrs. H. F. Gibson, Mrs. Wm. Neary and Mrs. H. R. Howard gave a bridge luncheon for members and friends, thereby adding twenty five dollars to the clubs fund, these luncheons have proved very popular. These ladies are to sponsor a bridge tournament after Easter.

The regular social meeting on Jan 27th, in the form of a surprise party, was given for our President who was presented with two lovely gifts in appreciation for her work the past year. Each member was privileged to bring a guest to partake of the co-operative luncheon served and also to hear Mr. Flausburg of the Iowa Steam Laundry who gave a very interesting talk, afterward making a donation of twenty-five cents for each person present, writing a check for twenty dollars. Everyone was very happy and invited Mr. Flausburg to "come again."

The following are the chairmen appointed for the new year: Ways and Means, Mrs. Thos. Kemp; Sunshine, Mrs. H. F. Gibson; Social, Mrs. M. P. Hannon; Welfare, Mrs. M. Reynolds; Membership, Mrs. John Evans;

Harlowton Chapter

Mrs. H. P. Schultz, Historian

HARLOWTON Chapter held its election of officers Monday, Dec. 5, 1927. The following officers being elected: Mrs. J. R. Beatson, President; Mrs. A. E. Hoops, 1st vice president; Mrs. Harry Wheaton, 2nd vice president; Mrs. Hazel Buckley, Recording Secretary; Mrs. A. E. Kellum, Treasurer; Mrs. Phil Leahy, Corresponding Secretary; Mrs. H. P. Shultz, Historian.

We have the promise of a new club house this spring. The members are looking forward with pleasure to the new quarters as the building we now occupy is too small for the membership of the club.

An Art club has been organized among the club members. The members have made card table covers and lamp shades for the club house. We are expecting many things from this Art club with which to "doll up" our club house.

Harlowton Chapter has received a shipment of furniture such as chairs and rugs, also dishes. These being much needed articles.

The Ways and Means committee, Mrs. H. M. Hogl as chairman, are planning a card party for March. They are going to raffle a Five Dollar Gold piece.

The Welfare committee has been kept quite busy these days calling on our sick members as Old Man Flu has been visiting us again.

Mason City Chapter

Mrs. H. G. Crow, Historian

THE Mason City Chapter held its regular monthly meeting in the Club room February second.

During the business session, Mrs. W. L. Gaffney, Membership Chairman reported seventy-five paid members for 1928.

Mrs. P. A. Gallagher, Chairman of the House and Purchasing committee called attention to the new leather davenport and sewing machine which had been added to the furnishings of the Club room. She also announced that her committee would sponsor an Old Time Dance sometime before Lent to help pay for these articles.

Mrs. Guy Davis chairman of the Mutual Benefit committee gave a brief report of three cases which were taking a great deal of work and time of the committee.

Mrs. W. F. Ingraham told of the splendid work of the orchestra under the direction of Mr. Paul Patschall.

On January tenth, the Club had as their guests Mrs. H. E. Byram, Mrs. E. F. Rummel and Miss Etta Lindskog of Chicago. In the afternoon a tea was given in their honor at which time all the friends of the club as well as members were invited.

In the evening a regular meeting of the club was held. After the reading of the annual reports of the various committees, Mrs. Byram gave a very inspiring talk. Mrs. Rummel and Miss Lindskog also brought words of greeting to the Club. The Club room was packed to overflowing and everyone enjoyed the opportunity afforded to become better acquainted with the general officers.

The second annual dance of this Chapter was held February third in the K. C. Hall. It was a huge success financially as well as socially for \$75 was added to the treasury. Credit for this affair is due to Mrs. Frank Ulrick, Mrs. W. H. Ross and Mrs. J. Leibold. Messrs. R. Minton and Fligers Bohen assisted as floor managers and Messrs. W. H. Ross and W. L. Gaffney had charge of the Cleak room.

St. Maries Chapter

Mrs. Chas. Conley, Historian

MRS. H. Vogel entertained St. Maries Chapter at her home on Monday Jan. 16th.

Twenty-two ladies were in attendance. The meeting was presided over by Mrs. Leonard President.

Mrs. E. J. Casebeer was appointed as chairman of the Good Cheer and Relief Committee, to be assisted by Mrs. J. R. Mannock, Mrs. R. Darst and Mrs. T. May. Mrs. J. R. Moffatt who was Chairman of the above committee resigned, also Mrs. O. L. Simms, as it was impossible for them to continue.

Mrs. A. Blond was appointed to serve on the Ways and Means Committee taking the place of Mrs. H. H. Stewart who left to make her home in Tacoma.

Mrs. C. Shewnack, Chairman of the Membership reported as having 100 members to commence the year with.

Mrs. J. P. Downey, Chairman of the Ways and Means reported 200 tickets have been printed for the dance to be given Feb. 13th at the Elk's Temple.

Visits were made on the sick, also flowers sent. Gifts were also given for a new babe. We are delighted to report our club house is being put in shape, which is certainly going to be enjoyed.

Lunch was served by Mrs. Vogel.

Three Forks Chapter

Mrs. Thomas Young, Historian

THE regular monthly meeting of the Three Forks Chapter was held Jan. 10 at the

Milwaukee club rooms with a good number of the members present, our President Mrs. Coffin presiding.

The committee of the past year gave their reports, including the Secretary's and Treasurer's reports. The report from the December party was given and after all bills paid, the balance for the treasurer was \$61.

Mrs. W. T. O'Ragan and her helpers are to be congratulated upon the results of their work for the year, and the success of the parties given under their management.

Through the courtesy of one of the members of our club we have the use of a piano in the club rooms now. It is tuned and we are prepared for some pleasing musical programs from our members in the near future.

We voted to send Mrs. Haugen, wife of a C. M. St. Paul & Pacific employe in Three Forks, who is a patient at Galen Springs, a bouquet of flowers; as our members would be unable to call.

We received a letter of thanks from the young lady to whom, last month, we loaned fifty dollars to assist her in college work and after her report of the expenses for which the money was used we decided, upon her request, to make another loan of \$50., to be paid back with regular interest.

After other business matters were disposed of our President announced her committees to act for the coming year.

Constitution, Mmes. W. H. Thompson, Brackney, and Decco. Ways and Means; Mmes. J. T. Butler, McDonald and Torgrimson. Mutual Benefit; Mmes. Crockett, Wheeler and Asher. Membership, Mmes. Hudson, Tibbs and Wilcox. House and Purchasing, Mmes. Joe Gordon, Thos. LaFever, Pete Pogreba. Social Committee, Mmes. Dave Burrell, Bennett and Miss Gladys Sickmiller. Program, Mmes. Shaddock, Homer Jenkins and Rector. Auditing, Mrs. Dick Griffith, Mrs. Irvine and Mrs. Roy Davies. These ladies are to be assisted by members of the club during the year when called upon.

After the adjournment of the meeting the ladies were invited to remain for tea which was served by Past President, Mrs. Kolhase and President Mrs. Coffin assisted by her staff of officers.

A good number have entered the club for the year of 1928 and our next meeting Feb. 7th, will have special features of entertainment; and a good attendance is expected.

We have been promised the attendance of some guests from out of town. There is a paper of special interest to be read.

LaCrosse Chapter

Mrs. Paul K. Mahoney, Historian

THE LaCrosse Chapter held its first meeting of the year Thursday evening January fifth. The work of the new year was begun in the best of spirits. The officers elected and re-elected were shown a glad welcome. The officers for the ensuing year are as follows: Mrs. H. J. Bullock, president; Mrs. Elsie Rogowski, Secretary; Mrs. Max Schultz, Corresponding Secretary; Mrs. R. B. Keavney, Treasurer; Mrs. Redlin, Ways and Means; Mrs. R. A. Taylor, House and Purchase; Mrs. Paul K. Mahoney, Historian. The annual bazaar and luncheon met with great success, the amount of money taken in was in excess of three hundred dollars, which money will be used for the benefit of needy families of employees of the Chicago, Milwaukee, St. Paul & Pacific Railroad, that come under the LaCrosse Chapter.

Friday evening January twentieth a card party was held in the club rooms, five-hundred and bridge were played to the extent of ten games, after which the guests were served a light lunch and the prizes were awarded.

LaCrosse Chapter holds its regular monthly business meeting on the first Thursday of each month in the club rooms on the second floor of the passenger station. All visiting members are cordially invited to attend.

Miles City Chapter

Mrs. Charles James, Historian

OUR regular monthly meeting was held in the Club Rooms Friday, January 27. Mrs. Thomas Brown, President, presided.

Other news officers for the year 1928 are: Mrs. Geo. Kygan, Vice-President; Mrs. E. B. Walters, Rec. Secretary; Mrs. D. McGrath, Corres. Secretary; Mrs. Barry Glen, Treasurer; Mrs. Charles James, Historian.

Plans were made for a card party to be given, Thursday eve, Feb. 2. It will be held in the club house, and we hope to have a good crowd.

We are very proud of the addition to our club house in the form of a new kitchen. We wish to thank those who made it possible for us to have it built.

The Club offered the use of their Club rooms to the Lady Auxiliaries of the Trainmen, Fireman, and Machinists for their meetings. They were very much pleased with our offer, and wrote us notes of thanks.

A lovely program was furnished by the Entertainment Committee, Mrs. Chas. Lincoln, Chairman.

A playlet by girls of the English Trinity Lutheran Church, "How the Story Grew." The cast was, Helen Rawlings, Ruth Keene, Edith Cotton, Alma Jahn, Laura Tonn, Hilda Nergard, Lucile Flanze and Mildred Swartz. A reading by Lucille Flanze; a reading by Hilda Nergard; piano solo by Edith Cotton.

After the program lovely refreshments were served by the retiring officers.

Council Bluffs Chapter

IT HAS been some time since our chapter has had a letter in the magazine, but presume it is better to be "late than never."

On Dec. 23rd we had our Christmas party, which was well attended. Bags of candy, nuts and popcorn were distributed, which had been made the day previous at the home of Mrs. Herman Jensen. Musical numbers and recitations were given by the children of the employees, also a one act playlet given by four young men from the roundhouse, which was fine.

At our December meeting, election of officers was held with the following result: President, Mrs. Edw. Lee; 1st V. P., Mrs. Frank Colburn; 2nd V. P., Mrs. B. A. Olson; Recording Secretary, Mrs. E. VanHorn; Corres. Secretary, Mrs. E. Lillis; Treasurer, Mrs. Herman Jensen; Historian, Mrs. M. Gallagher.

Mrs. Van Horn resigned at our January meeting, and Mrs. S. E. Hollingsworth was appointed to fill the vacancy.

Our January meeting was well attended. After all reports had been read, plans were made for a dance and card party to be held Feb. 10th. During the social hour, delicious refreshments were served by Mrs. Briggie, Michael Kelly, Dicks, Bucksman and Wehrhahn.

Our chapter is so pleased to have one of its members, Mrs. M. Learning, be the fortunate one in winning the Paige Sedan, and to show her appreciation, Mrs. Learning donated

\$10.00 to our Club. Many thanks, Mrs. Learning.

Mr. and Mrs. Gallagher are in Mississippi in the hope of benefitting Mr. Gallagher's health.

Our dance and card party was held Feb. 10th at Hafer's hall. It was our first dance, and we were so well pleased that we are planning on giving another one. We are much indebted to Mr. Law and Mrs. Hugh McLean for the large number of tickets they sold. All the prizes for the card party were donated by our merchants, excepting the door prize, which was donated by Mrs. Learning.

Our meeting days are always held the last Thursday of each month at the Eagles Hall. All members are kindly asked to come.

Black Hills Chapter

FEELING that Black Hills Chapter had passed a very successful year in getting organized and obtaining 84 members, celebrated its first anniversary in the Y. W. C. A. rooms, with a Get Together party of some fifty members of our Milwaukee family. Dinner was served at 6:30 at one large table, decorated with a large birthday cake bearing one candle and a miniature Milwaukee train running on a track around it. Of course there were several wrecks before the meal was finished, but each time it was soon repaired and put back into service. With engineers, firemen, conductors and brakemen, roadmaster and section men present the task was not difficult. The room was decorated in Christmas colors and a large Christmas tree stood at the head of the table. After dinner we were favored with a fine program consisting of several duets by two of Rapid City's leading singers and some clever selections sung by several of our own Milwaukee men, accompanied by Rudolph Beckmann on the piano. The Chairman called upon several of the gentlemen present to make short talks, which of course, were quite complimentary to the work of our Chapter and to the Club in general. Those responding were Messrs. Stanley Core, E. E. Smith, Thos. Hickson, C. Yount, Fred Diehl and R. Beckmann. We also obtained five contributing members through these talks. The Chapter presented the retiring President with a beautiful wall vase as a token of appreciation of her efforts during the past year. The presentation address was made by Mrs. E. E. Smith, Social Chairman, who complimented Mrs. Hickson on never having been absent from a meeting, on her loyalty and untiring efforts in getting us organized, bringing us through the first year and placing us on a solid foundation to carry on the good work.

We now have a permanent meeting place, which the Company, through Mr. Ingraham's efforts, has provided for us; and we now feel that we can get to work in earnest and accomplish some real good.

The officers for the coming year are: Mrs. James Johnson, President; Mrs. Stanley Core, 1st V. P.; Mrs. Frank Clark, 2nd V. P.; Mrs. Carl Zieckrick, Secretary; Mrs. C. Yount, Treasurer; Mrs. E. Smith, Social Chairman; Mrs. R. D. Beckmann, Ways and Means; Mrs. Fred Diehl, Welfare and Relief; Mrs. R. Hall, Membership.

Tacoma Chapter

Mrs. J. N. Strassman, Historian

THE first regular meeting of the new year was held at the Women's Club House, January 30.

After a delightful luncheon the meeting was called to order by our President Mrs. Pyette, and all joined in singing "America."

A short interesting talk on Near East Relief was given by Dr. E. Guy Talbott of Pasadena.

It was decided to discontinue the 15c luncheon charge and pay only the set-up fee of 5c as required by the Club House Association and to have the Sunshine drill in the meetings.

The report of the Sunshine Committee included five hospital visits and two members reported ill. We hope they will soon recover and be with us.

The Benevolent Committee reported that the small daughter of an employee had the misfortune to have a leg broken in an auto accident and suggested that the Club send the child a doll, which Miss Morrison offered to donate.

A roll of the members present was made up and voted to be sent to Mrs. Rossiter.

The subject of another social evening was favorably endorsed by the ladies present so it was decided to hold a Valentine party at the Club House Wednesday evening, February 15, with cards, dancing and light refreshments and to charge the nominal entrance fee of 25c.

Mrs. Levin read the report of the Christmas Committee which showed that \$41.50 was contributed in money by our members besides the canned goods and other groceries, and that she had \$27.13 to turn to the Treasurer.

Treasurer reported \$160.74 on hand.

The Secretary was instructed to write the Governing Board and ask them to consider holding their next get-together meeting on the coast as it is felt that these meetings are a great inspiration to officers and members and not many of the western chapters can take advantage of them when they are always held at the eastern terminal.

The Committees appointed by our President to act for the current year were read as follows:

Advisory Board: Mrs. Geo. A. Loomis, Chairman; Benevolent: Mrs. C. Schulta, Chairman; Program: Mrs. Harry Micklethwait, Chairman; Membership: Mrs. A. D. Browning, Chairman; Refreshment: Mrs. Ben Hubbard, Chairman; Auditing: Mrs. R. R. Gardner, Chairman; Ways and Means: Mrs. Geo. Freestone, Chairman; Telephone: Mrs. W. Evans, Chairman; House and Purchasing: Mrs. A. J. Kroha, Chairman; Social: Mrs. J. A. Wright, Chairman; Sunshine: Mrs. Hugh McMillan, Chairman.

Tomah Chapter

Mrs. Henry Thom, Historian

ON Friday night January 27, the Railroad Women's Club held their annual dance at the Armory. It proved a great success and was well attended. Everyone reported a good time.

On Wednesday evening February 1, there was a regular meeting held at the Community room of the public library with a good attendance.

The proposition of raising funds to erect a memorial for the Milwaukee boys having served in the World War, was presented at the meeting and favorable action was taken thereon.

At this time the club has one hundred and five contributing members.

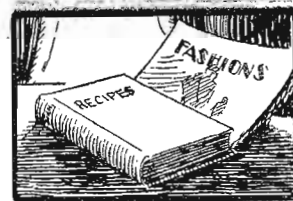
The club members have been active in helping the needy. Several calls for assistance have been promptly cared for.

The meeting closed with singing. The next meeting will be held March 7.

(Continued on page 47)



AT HOME



Paul and Pauline, 11 Mos. Old. Children of Agent G. F. Rediske, Slayton, Mont.



"Sandy", 9 Mos. Old. Granddaughter of Engineer Thomas H. Kemp, Ottumwa, Iowa. Daughter of F. B. Kemp, Long Beach, Calif.

The New Hemline

OUR friend Bettina writes from Paris to The Chicago Tribune that "a locality of great unrest in clothes is the hemline"; and she further says that "the task of anchoring the bottom of the skirt in any special spot will be just about as easy as getting women to remain in one fixed mood for six months at a time." Only two points, it appears, are forbidden in locating this hemline, and they are just at the knees and just below the calf. That leaves your choice just below the knee and at the ankles, the latter for the dance frock which has a knee length skirt of taffeta covered with lace flouncing that reaches to the ankle. One model has appeared with an ankle length skirt of taffeta, taffeta bodice, and all, but it isn't very chic, and no great vogue is predicted for it. The lace droop below the silken knee length skirt is not objectionable if one wants to seem to add inches to her height, but in the main the chic short skirt, whether of lace or taffeta, or combined, will be chosen by the smartly dressed American girl.

The Easter outfits are the ones most troubling just now, but if you choose the Ensemble costume, you will be strictly in it. Some of those coming into notice these early Lenten days, show navy blue serge, homespun in shades of grey and beige and tweeds of grey, beige, brown, blue and green mixtures for the three-quarter length coat and skirt, with soft crepes in lovely harmonizing colors for blouse

and coat lining. Also, an entire frock and coat lining is shown of printed crepe with a coat of homespun or tweed in a harmonizing color.

The two piece gown continues in high favor, despite the dictum of some of the modistes to the contrary. One charming sports model is described by our special correspondent. "One of the best sports model, and one equally good for office and street wear, is of satin crepe banded with the reverse or dull side.

The skirt has a cluster of side pleats on one side, the rest of the skirt being tight and plain. A band of the dull crepe finishes the bottom, and the skirt is knee length. The blouse is quite long, finished at the bottom with a band of the dull crepe. From the left shoulder seam come two dull bands running down the side front to the natural waist line, where they turn abruptly and cross to the right side, the outer band becoming the lower on the crossing. The bands turn down again on the right side and run down within a few inches of the bottom of the blouse, where they again turn across. The inside band stops at a line even with the outer band on the upper left side. The other band continues around to the side seam and at this point long ties extend from each side across the back, where they may be tied, or they may come around again to the front and tie wherever the fancy of milady suggests. Inside the banding across the bottom of the front there is an oblong panel of the dull crepe on which a colorful motif is embroidered. The model shown had a little flower pot with a gay flowering plant. The neck is V shaped and collarless.

This model can, of course, be made in two materials—skirt of wool georgette and blouse of crepe, and navy blue is in highest favor this Spring."

The counters are piled with printed silks and printed crepes, while tub silks are beginning to peep out to entice you with the thought of summer days. There is nothing prettier or more practical than these washable silks, for they really do wash and come out of the laundry as fresh as the daintiest gingham.

The new voiles are beautiful beyond belief, and certainly for summer wear nothing is more delightfully cool, and they have the advantage of not mussing as some of the silken confections do.

The Easter Bride

The weeks that are coming on now will be busy ones for the Easter brides, and there are wonderful things for her to choose from for her trousseau. First, the wedding gown, if for a formal wedding, of course, remains the traditional white crepe, satin or taffeta with a court train or not, according to fancy. With the train, of

course, goes the long enveloping, filmy tulle veil, but with the short bridal gown, a veil is optional, but if chosen, it reaches, of course, only to the knee line.

Nothing could be tastier for the going-away gown than an ensemble of navy blue homespun coat, and skirt, blouse and coat lining of navy and white striped crepe. Close fitting hat of navy suizette bound and banded in self color, with a gayly colored flat motif at the side. Shoes of beige suede and hose to match.

The bride should have two or three smart sports outfits which may be achieved with comparatively little expense; a dance frock of taffeta and silk lace in matching color is a practical feature of a trousseau and an afternoon gown of printed georgette is a good choice for more formal affairs.

Household Helps

Clean the marble top of your new davenport table with Fullers earth or French chalk. Soap will discolor marble.

To remove coffee spots from silk, sponge immediately with clear warm water and rub dry with a circling motion.

Shake your wet fur coat vigorously, dry in a cool place and do not brush until quite dry.

If a bandage sticks to a wound, soak it with peroxide. This serves the double purpose of releasing the bandage and cleansing the wound.

Wipe your bathroom fixtures often with a woolen cloth dipped in ammonia or gasoline. This prevents rust as well as keeping them shiny.

Savanna Chapter

Nell Nolan, Historian

REGULAR meeting of the Savanna Chapter was held in the Lydia T. Byram Community House on the evening of February 13th. The meeting was called to order by our President, Mrs. Chas. Seitzburg, and regular business followed.

Report of Ways and Means Committee showed \$47.58 taken in during January. Also had a successful card party during that month.

Report of Mutual Benefit Work during January indicated the following:

Total donations (2)	\$24.50
Gifts of flowers and fruit (20)	39.00
Total calls made account sickness, death and other reasons	111
Number cards and letters of sympathy, etc.	33
Relief work done in January amounted to	\$43.79
Dues Paid During January—	
Contributing	\$71.25
Voting	22.00

Total \$93.25

After the business meeting, cards and refreshments were enjoyed.

Good Things to Eat

Swedish Bread. Dissolve one yeast cake in one half cup of scalded milk which has been cooled until luke warm. When dissolved, add one half cup of flour. Beat thoroughly and let rise. When light add two cups of scalded and cooled milk and four and one half cups of flour. Mix thoroughly and let rise again, then add one half cup of melted butter; two thirds cup of sugar; one fourth teaspoon salt; one egg, well beaten and one and one half cups of flour. Toss on a floured board and knead, using approximately one half cup of flour in the process. Cover and let rise again. Shape as tea braid or tea ring.

Swedish Tea Ring. One third Swedish Bread Mixture and shape in a long roll. Put on floured board and roll as thin as possible. Spread with melted butter, sprinkle with sugar and cinnamon, or chopped blanched almonds. Roll like jelly roll, cut a piece from each end and join ends to form a ring. Cover, let rise, brush over with yolk of egg slightly beaten and sprinkle with finely chopped almonds.

Uses for Stale Bread. Be sure to save all pieces of stale bread, for their uses are many. Puddings, griddle cakes, scalloped dishes and omelets are made with soft stale bread, crumbed. Remnants of bread from which crusts have not been cut may be dried in the oven, then rolled or sifted. These are used for crumbing croquettes, oysters, cutlets, fish, meat, etc.

Cheese Biscuits. Sift two and one half teaspoons of baking powder with one cup of flour, one half teaspoon salt. Work in with the fingers one tablespoon of butter and lard, mixed. Moisten with one half cup of milk or equal parts of milk and water. Add one half cup of grated cheese. Roll out, cut and bake in hot oven. Nice with a dinner salad; or with afternoon tea.

English Veal and Ham Pie. Remove the meat from a knuckle of veal. Cover the bone with cold water, add one slice of onion, one piece of carrot, piece of bay leaf, sprig of parsley, twelve peppercorns, two teaspoons of salt. Boil five minutes, then let simmer until tender. Remove the meat and reduce the stock to two cups. Put one half pound slice of lean, raw ham in frying pan, cover with lukewarm water and let stand on back of stove one hour. Brown four tablespoons of flour in four tablespoons of butter, add stock, then veal and ham cut in cubes. Let simmer half an hour and add two dozen oysters. Place in serving dish, cover with a puff paste which has been previously baked, and serve.

Hashed Brown Potatoes. Three or four slices of fat salt pork, cut in cubes and fried until crisp. Remove the pieces and add two cups of finely chopped cold boiled potatoes, seasoning of salt and pepper. Mix thoroughly with the salt pork fat and fry three minutes, stirring constantly to prevent burning. Reduce fire and let stand to brown. Fold as an omelet and turn on hot platter.

The Patterns

Send 12c in silver or stamps for our **UP-TO-DATE SPRING AND SUMMER 1928 BOOK OF FASHIONS.** Address The Milwaukee Magazine, Care Beauty Pattern Co., 11-13 Sterling Place, Brooklyn, N. Y.

6047. Ladies' Dress—Cut in 6 Sizes: 34, 36, 38, 40, 42 and 44 inches bust measure. A 38 inch size requires $3\frac{3}{4}$ yards of 39 inch material together with one yard of contrasting material. The width of the Dress at the lower edge is 51 inches. Price 12c.

6068. Child's Play Suit—Cut in 5 Sizes: 1, 2, 3, 4 and 5 years. A 3 year size requires $1\frac{1}{4}$ yard of 36 inch material together with $4\frac{1}{4}$ yards of narrow bias binding, if made as illustrated. Price 12c.

6055. Misses' Dress—Cut in 3 Sizes: 16, 18 and 20 years. A 16 year size requires $\frac{1}{4}$ yard of 27 inch lining, $3\frac{3}{4}$ yards of figured material 35 inches wide and $\frac{3}{4}$ yard of contrasting material 35 inches wide for facing on vestee, cuffs, and underfacing on cascade. The width of the Dress at the lower edge is $1\frac{1}{2}$ yard. Price 12c.

5921. Ladies' Dress—Cut in 8 Sizes: 38, 40, 42, 44, 46, 48, 50 and 52 inches bust measure. A 44 inch size requires $3\frac{3}{4}$ yards of 40 inch material together with $\frac{1}{2}$ yard of contrasting material. The width of the Dress at the lower edge is $1\frac{1}{2}$ yard. Price 12c.

6061. Girls' Dress—Cut in 4 Sizes: 8, 10, 12 and 14 years. A 12 year size requires $2\frac{3}{4}$ yards of 39 inch material together with $\frac{3}{8}$ yard of contrasting material for facing on collar, cuffs and belt, cut lengthwise. Price 12c.

5865. Ladies' Morning Frock—Cut in 4 Sizes: Small, 34-36; Medium, 38-40; Large, 42-44; Extra Large, 46-48 inches bust measure. A Medium size requires $2\frac{3}{4}$ yards of 38 inch material together with $\frac{1}{2}$ yard of contrasting material. The width of the Dress at the lower edge is $1\frac{1}{2}$ yard. 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.

6060. Ladies' Night Dress—Cut in 4 Sizes: Small, 34-36; Medium, 38-40; Large, 42-44; Extra Large, 46-48 inches bust measure. A Medium size requires $3\frac{3}{4}$ yards of 39 inch material. To trim as illustrated requires $2\frac{1}{2}$ yards of insertion and 4 yards of edging. Price 12c.

6074. Ladies' Blouse—Cut in 6 Sizes: 34, 36, 38, 40, 42 and 44 inches bust measure. A 38 inch size requires $2\frac{1}{2}$ yards of 39 inch material if made with the sash end. If made without the sash end $2\frac{3}{4}$ yards will be required. To line sash end with contrasting material will require $\frac{1}{8}$ yard. Price 12c.

Sioux Falls Chapter

Mrs. R. W. Riewert, Historian

OUR regular meeting was held in the Club House Jan. 10th. at which time it was decided to hold another dance. The proceeds to help replenish our treasury after having paid the Doctor and Hospital bills of one of our members who had passed away.

The dance was held in the Passenger Station Jan. 20th and was very well attended.

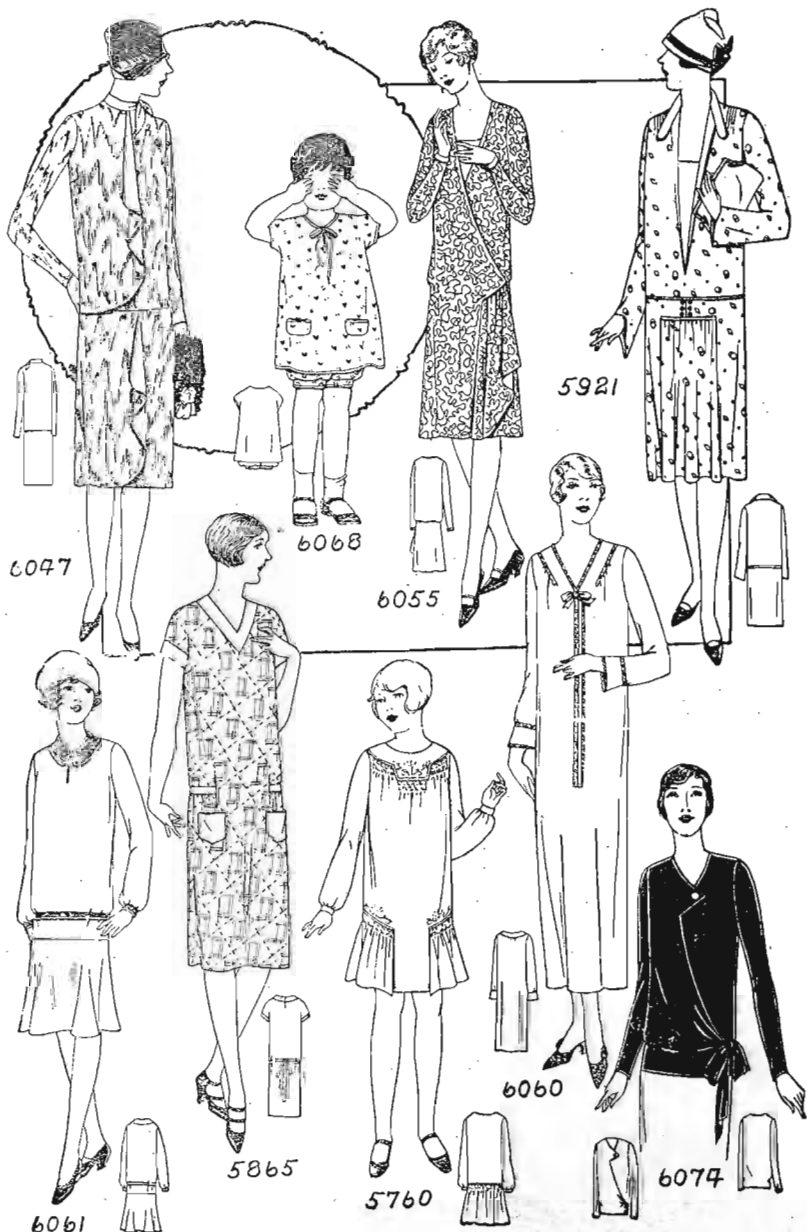
A farewell party for Mrs. Lenore Neilson was also held in the Passenger Station Tuesday evening, Jan. 31st. Mrs. Neilson is leaving for Rapid City, S. D. for an extended vacation. She was presented with a nice gift in appreciation of all the work she had done for the Club.

Hard to Believe

Mistress: "If you want eggs to keep well they must be laid in a cool place."

Maid: "Fancy hens thinking of that."

—C. N. Semophore.



SPECIAL COMMENDATION

Among Our Business Getters

G. P. F.

RATE Clerk J. P. Dickey at Galewood secured a carload movement from Chicago to Kansas City. This car was secured in face of instructions for competitive line routing. It was nice work. Mr. Dickey in the month of December, also secured 38 LCL shipments that had originally been billed via competing lines. Another loyal employe who is consistent in his efforts to increase the revenues of the railroad.

Warehouse Foreman Harry Burns at Kansas City continues in the favor of a heavy shipper of eggs in that territory; and in the month of December secured routing on three carloads of this high-class business to Chicago.

The following Receiving Clerks at Union Street Station, Chicago, secured diversions in the month of December as follows:

A. Browder—3 shipments
Charles Johnson—2 shipments
J. A. Wagner—2 shipments
R. Reiner—3 shipments
F. Wendland—1 shipment
J. Harvatt—1 shipment
L. Murphy—11 shipments
R. Norcross—10 shipments
G. Priebe—2 shipments.

These gentlemen permit little or nothing to get by them.

Ray McGrath at Milwaukee turned in two long haul carloads just recently. Ray is always on the job.

Frank Wallace, Yard Clerk at Milwaukee, turned in a nice long haul carload to Minneapolis. One of many for Frank.

Joe Spende, Yard Clerk in the Grand Ave. District at Milwaukee, got Terre Haute Division routing on a carload for Peoria. Come again, Joe.

We hear some nice things about Conductor J. C. Gudden, on the C&M Division. Not long ago he learned of a prospective passenger, living at a non-agency station, and going to Portland, Ore. Mr. Gudden visited the prospect's home, helped him map-out route, quoted rates, and made himself so generally useful that the party simply had to use the Milwaukee Road. Mr. Gudden handles the business of the Railroad like any good business man would handle his own.

Switchman L. C. Evans at Cedar Rapids brought us a passenger going to a point in California. This is the first time we recall hearing from Mr. Evans, but hope it won't be the last.

Yard Clerk Raymond Benthun in the Fowler St. District at Milwaukee turned in a carload for Bedford, Ind. Let us hear from you again, Mr. Benthun.

Mr. W. B. Dixon, General Passenger Agent, writes us under date of January 7th as follows:

"The following employes have interested themselves in securing passenger business for our line, and we wish to commend them for their interest and assistance:

Mr. Dragseth, Section Foreman at Wolsey, S. D.

Mr. Wm. Mertz, Office of Car Department, Aberdeen, S. D.

Mr. W. R. Cregier, Accountant, Sleeping & Dining Car Department, Chicago, Ill.

Mr. Wesley Nehf, Office of Freight Auditor, Chicago, Ill.

Mr. W. Goudy, Office of Local Storekeeper, Madison, S. Dakota.

Mr. W. H. Woodhouse, Local Baggage Agent, Mason City, Ia.

Lieutenant Wolff, Police Department, Chicago, Ill.

Mr. Peter Smith, Conductor, SC&D Division, Madison, S. Dakota."

WE AGAIN hear that Ray Benthun, Yard Clerk at Milwaukee, is soliciting freight, and in the month of January he secured long haul via our Terre Haute Division on a car destined Louisville, Ky.

Glad to mention that Mr. F. J. Bauer, Roadmaster's Clerk at Dubuque secured a passenger from that point to Kansas City. This passenger had come into Dubuque from Kansas City over a competing line.

The following receiving clerks at Union Street, Chicago, during the month of January secured diversions of business that had been routed via competing lines:

R. Norcross	14 shipments
R. Reiner	4 shipments
F. Wendland	2 shipments
L. Murphy	2 shipments
J. A. Wagner	3 shipments
G. Priebe	2 shipments

We hope they can do more of it, and also that our fellows at other stations will get into the game.

In the month of January Mr. J. P. Dickey, Rate Clerk at Galewood, secured diversions on a total of 41 LCL shipments for long haul points, with a total weight of 40225 lbs.

The Passenger Department tells us that Mr. E. J. McGuire, in the Claim Department at Minneapolis, furnished information that resulted in the sale of two round trip tickets to California. We are glad to hear from the Claim Department, and hope more of their employes will get into the business of helping the revenues of the railroad.

Yardmaster W. A. French in the Reed St. District at Milwaukee is credited with securing six carloads to the east via the Terre Haute Division. It is pleasing to everyone that Mr. French continues his activities to increase the revenues of the railroad.

We take pleasure in mentioning again that Warehouse Foreman Harry Burns continues to secure carload egg business from Kansas City to Chicago. Agent Fesler gives Mr. Burns credit for securing the routing on five more carloads.

Madison Division Brakeman E. O. Jeffrey spoke to a passenger on his train No. 11, January 30th, found that the party was going to spend a few days at Madison, and then proceed to Minneapolis over a competing line. Mr. Jeffrey's activities resulted in securing this business for the Milwaukee Road.

Switch Foreman Henry Tewes, at Minneapolis, in the month of January secured two nice long haul carloads from industries that

he serves. Mr. Tewes went after these cars when he found they had been routed over competing line, and he was able to show the shippers that the service he was performing for them entitled our road to the revenue. Come again, Mr. Tewes.

Our Ticket Agent at Elgin, Mr. W. C. Head, reports that he receives numerous tips of prospective passengers from Engineer George Zell, and with Mr. Zell's further assistance is generally able to sell the prospect. Mr. Head would like to have all you Illinois Division fellows post him on any prospective business, and he promises to get after it in quick time.

Not long ago Mr. and Mrs. A. E. Jameson of Ashland, Wis., came into Madison over the C. & N. W., destination Gays Mills. The C. & N. W. arrival was late Madison, so the two passengers employed a taxi over to our depot arriving there just after our No. 32 for Gays Mills departed. Mr. and Mrs. Jameson, it appears, had some urgent business at Gays Mills, and took the chance of re-employing the taxi to overtake No. 33 at some point west of Madison. Our depot passenger agent, Mr. Carl F. Dahnke heard about it; he saw Chief Dispatcher F. A. Maxwell, and Mr. Maxwell, of ready wit, telegraphed Middleton, the first station west, to hold No. 33 so that Mr. and Mrs. Jameson overtook the train at that point with only a slight delay on the schedule. Arriving at Gays Mills, Mr. Jameson wrote Chief Dispatcher Maxwell, and we take pleasure in quoting from his letter the following: "We figured we could overtake this train at Middleton or Cross Plains. Some employe, apparently sensed our intention, and informed the train dispatcher's office, for when we arrived at Middleton, after a thrilling ride at breakneck speed over icy road, No. 433 in charge of Conductor Homewood and Brakeman Dyer was waiting for us. I take this means, on behalf of my wife and myself, to extend to you our deepest appreciation for the efficiency, courtesy, and service extended to us in traveling on your road."

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

Dubuque Division brakeman J. J. McCauley while inspecting his train on February 10th, discovered a broken arch bar under one of the cars and car was set out for repairs.

Porter Frank Stanley, on train No. 20, December 13th, 1927 found a purse containing a sum of money after passengers had left the train. He promptly turned the property into the office of the Superintendent of Sleeping and Dining Cars, so that when the owner reported his loss, the purse was on hand for delivery without any delay whatever.

Roy Minton discovered brake beam dragging under carload of logs just as train 94 was pulling out of the Yards. He succeeded in getting signal to the train crew and train was stopped, avoiding a probable derailment.

Terre Haute Division section foreman R.

(Continued on Page 47)

ON THE STEEL TRAIL

Iowa Division

Ruby Eckman

MISS Katherine Howe, daughter of engineer W. B. Howe who has been taking a commercial and business course at the University in Des Moines, since completing her high school work has just been appointed private secretary to Priscilla Wayne, one of the special writers for the Des Moines Register. The position is an especially fine one for a student just out of college.

Charles Kinner, agent at Ferguson took a few days lay off in February and came out to Perry to visit among old friends and acquaintances.

W. H. Robinson, agent Collins is back in the harness after a several weeks enforced layoff while he was recovering from an operation. W. J. Black was in charge of the station during his absence.

Division Master Mechanic W. N. Foster was on the program for a talk at the annual banquet of the Perry Community club Jan. 24th. Several other officials had been invited to the affair but other engagements prevented them attending. "W N F" made a good talk, and it wasn't all "Shop" either.

Chief Dispatcher C. B. Elder of Beloit was down on the Iowa and Soo City divisions the latter part of January. Chester's mother lives at Perry and a brother is a dispatcher in the Sioux City office and he was making short calls on them.

The Agricultural Exhibit car which was on the Iowa division the first of February drew an especially big crowd at Perry, as A. S. White, a former Perry man is in charge. Bert was in the water supply department on the Iowa division for a long time before going to South Dakota. He was in the real estate business in South Dakota, for some time, only recently having returned to company service as a colonization agent. He is a big booster for the Dakotas, Montana and Washington and if he meets up with anyone with money to buy land, his talk should convince them that they should buy along The Milwaukee's right of way.

Alberta Joyce is the name which fireman Frank Breesee and wife give to their seven pound daughter, born on January 23rd.

Switchman Edward Fitzgerald has been in Minneapolis for a couple weeks on account of an operation.

Harley Woods who has been firing on the Iowa division for about five years and Merle Christensen who has been on the list the same length of time have completed their examinations on the book of rules and as they had previously passed the mechanical examinations they are now full fledged engineers. All they need now is a little more seniority so they can sit on the right side of the cab.

The storage coal which was unloaded at Perry last spring has all been reloaded and the clam shells engaged in the work moved to Sioux City and Prairie du Chien. Clam shell engineers Stuver and Hayes were in charge of the work.

Mrs. Anna Lavell mother of switchman Edward Lavell died at the home of a daughter in California in January. This makes the third death in the family in a very few months. The father, Edward Lavell for many years an employe of the company died after a long illness, his son William was killed and the death of the wife and mother takes the third from the family circle.

Lon Springer of the water supply department on the Iowa division laid off a few days the latter part of January to go to Cornell, Ill. to visit his mother.

Bert Cline an engineer on the Iowa division has found just what a woman's work in the home includes. Bert's wife was sick for a week and he laid off to be nurse, nurse maid, cook, d. s. washer, and the various other things about the house.

Engineer M. J. Hildrith has been laid up in Perry for several weeks as the result of an accident. He was going to his room after coming to Perry on 108 when he was struck by an automobile and thrown to the pavement. The car struck his leg in such a manner as to break a bone in his foot.

Engineer James Donahue laid off the middle of February to take a trip to Cuba to visit engineer Jack Ahern, and also his niece.

Machinist Jesse South's friends had a good laugh at his expense. The residents of Perry had been bothered for several weeks by night prowlers. Jesse's neighborhood had been visited so he got a gun which he loaded and kept under his pillow. One night he thought he heard some one in the room and when he called to them to throw up their hands and the object he suspected as being a man didn't move he let go with a shot. When he turned on the light, he found that he had sent a bullet through his wife's fur coat which had been hanging on the closet door.

Train dispatcher Harry Buswell's little girl who has been sick for several weeks has recovered and has returned to school. Audry had a long siege of illness.

Mrs. Nancy Johns, mother of Conductor Arthur Cate's wife died at the home of a daughter in Des Moines the latter part of January. Burial was made at Maxwell where the family had lived for a long time.

The Iowa division correspondent has been compiling the list of fathers and sons employed on the Iowa division or on the Iowa and other divisions also and already has made a list which totals three thousand six hundred and twenty seven years. If the names of all do not appear in this issue, it is because the editor does not have room for them all and they will appear later with the rest of the list when it is ready. If there is any other division which makes a better showing, we will take second place very gracefully. The Iowa division employes are faithful to the job.

Iowa Division Fathers and Sons

MORGAN J. Hildrith engineer 42 years service, Iowa division, son Mason Hildrith in Store Department 10 years.

W. B. Howe, engineer Iowa division forty-six and one half years service. Son Harold,

machinist helper Perry twenty years service.

John McCurdy section foreman, forty-three years service in track department on Iowa division. Son John in train service Iowa division twenty-six years service.

W. H. Brown, conductor Iowa division nineteen years service, son Harold, Machinist helper five years.

Ralph Van Horne conductor Iowa division twenty-two year, son Charles caller two and one half years.

E. G. Keenan conductor Iowa division twenty-eight years, son Forest caller one and one half years.

Joe M. Reel conductor Iowa division thirty-five years, son Francis, brakeman one and one half years.

D. T. Reel conductor Iowa division thirty-eight years, son Raymond train service seven years.

P. H. Doud in Sioux City freight house thirty-one years has son George Doud conductor Iowa division twenty-seven years and grandson Claude Doud train service Iowa division four and one half years.

J. F. Briggles Passenger conductor Iowa Division forty years son Fred R. Biggle conductor Iowa division fifteen years.

Frank Becker Section foreman Melbourne has sixteen years service, son Raymond section foreman thirteen years, Iowa division and son Claude Section laborer twelve years Iowa division.

Ben Zimmerman, section foreman West Iowa division eight years has son Joe B in track department two years.

N. Theulen section foreman West Iowa division twenty-eight years has two sons John and Charles with eight and seven years in track service.

Gus Natzel in track department on West Iowa division has thirty-four years service, his sons Arthur and Frank in the same department have twenty-six and twenty-one years service.

Mr. Learning in track department West Iowa, has fourteen years service with two sons in same department, Vincent with ten years service and John with four years service.

C. Ackley in track department on West Iowa division has twenty-eight years service and his son Dan has ten years service.

James Cherwinker in Track department on the K C division has twenty-six years service, one son Harley has twenty-one years service at Cone, on the K C divn. another son Fay has twelve years in track department and is located at Gladwin on the K C division while his third son J. A. Cherwinker is Road Master on the West Iowa division with twenty-six years service.

Passenger conductor A. J. Fuller with thirty-eight years service on the Iowa division has two sons W. J. with twenty-two years service and H. J. with seventeen years service, both conductors on the Iowa division.

Nick Slater who is employed in the round house at Perry has forty-five years service. His son J. P. has thirty-six years service and is a conductor while his sons Peter and George in the car department at Perry have seventeen and fifteen years service.

(Continued on page 45)

Rail Rumbblings from St. Paul

Allen

NOT having a wedding or death to report we shall use this space to give you the story of an ambitious country boys first visit to the city, in the form of a letter, back home, to his girl friend.

Dear Josephine:

Mybe you think I got lost in this big town, but I didn't. Just didn't want to write to you till I had some news and you know you always teased me about my spelling anyway. But I want to show you that spelling don't make the man and don't you think my spelling is geting beter Josephine?

The 1st thing that atracks your atenchun in a big town is the high bildings and maybe that accounts for the sore neck i got now. They have a log cabin in this town somewhere but I haven't seen it yet but I hear a lot of people talking about the Pioneer Building. They say they got elevators in that building but you can't fool me they couldn't get an elevator in a log cabin I know what an elevator is havn't we got one down by the rail-road depot in our town.

These city guys aint going to get ahead of me. I started to go to college last night and the professor told me a bright young man like me ought to graduate and be a good barber in for or five months and what do you think Josie they let men go there and get their hair cut for nothing but I'm paying to do the work for nothing. I'll send you my deploma when I get it.

They have lots of shows in this town the people here call them movies. But I don't know why they call them that they are always in the same place these show houses. Tonite I am going to one of them and see a show I think the name of the show is Norma Scissors in the Cut Up.

They have lots of dances here. Lots of us young people go out to the coliseum to dance. Now I always thought the colisum was in Rome cause I read that in your gography but you can see that printers makes mistakes too and you learn a lot when you travel around like me. You get the facts.

I would like to get a job days cause I only go to college nights and my money aint lasting any to good. It costs me 25 sents a night at the hotel I dont know the name of the hotel but sonic of the fellars call it the flop house. I would like to get a job with a big railroad then I could ride home free. If I dont get a railroad job pretty soon I dont know when I'll be home. So yisterday noon i went down and stood in front of a railroad office and the fellars were coming out to eat. I heard one of them say, "No I didn't get a pay check this payday somebody stepped on it." Now that fellow was in hard luck i suppose it just happened that the fellar who stepped on it had big nails in his boots and that tore the check all up. I heard another fellar say he got a plaster on his check but I cant explain that I always thought you had to go to court to get a courtplaster. I said to one of the fellars say neibor do you know where I can get a job? I told him i didn't object to work and lots of it. He said, "Go right in that door I just came out of." So I went in.

The 1st thing that atracked my atenchun was a room with a big cage around it. No there weren't any hirds or bears in this cage there were men in there counting money and so forth. This must be the railroad companys bank. I says to myself if I dont get a job here maybe the GN rr or the NP rr can use

WIN \$3000.00!

To advertise our product we are going to give over \$6000.00 in prizes. Have already given away thousands of dollars. Virginia Umbarger won \$1445.00, Effie Swearingen, \$1500.00. Louis Siltberg, \$2000.00, and others. Addresses on request. Now you can win \$3000.00.

Can You Find the Twins?

No, it's not as easy as it looks because two, and only two of the hats on the girls pictured to the right are exactly alike. Find them—mark them—send your answer today. 350 big costly prizes will be given and duplicate prizes will be paid in case of ties to those tying. Costs you nothing, now, later, or ever. All who answer can share in cash prizes. Everybody rewarded. Send answer—learn how to get this prize.



New Ford Sedan (Model A) Given for Promptness

or \$500.00 in cash if you prefer, making total first prize you can win \$3000.00. Send no money—just find the twin heads. Answer today!



We'll Get Prompt Delivery for You!

The new Model A Ford Sedan that the world has been waiting for. A speed of 55 to 65 miles an hour. Standard gear shift, four wheel brakes, shock absorbers. Ford's crowning achievement! This is your opportunity to be among the first to drive this new Model A Ford Sedan.

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Nearest in the City
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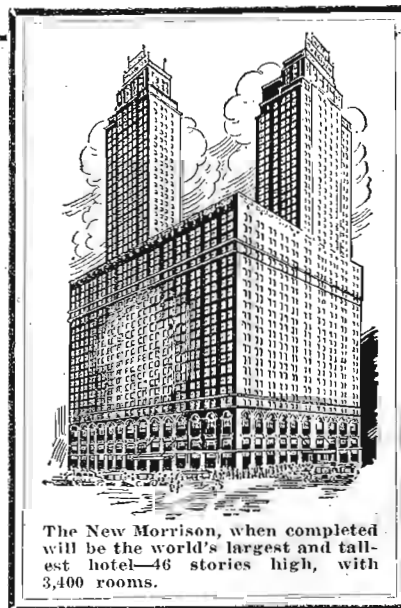
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MORRISON HOTEL

Corner Madison and Clark Streets
1944 Rooms, \$2.50 Up

—all outside, with bath, running ice water, telephone, bedhead lamp, and Servidor—assuring absolute privacy. A housekeeper on each floor. Garage service for all guests.

Write or Wire for Reservations



me cause I read they are trying to join hands and they will probably need a lot of help then.

Well Josie I will let you know in the next letter how I come out. I am feeling fine but a little tired you know seven days of this city life makes one weak write soon to your old friend.

Josh

P. S. Just adress me Mr. Josh Slicker
Saint paul minesota and I'll get it alright.



Our Gang

General Office

Vila.

ALL ABOARD! Buffalo—Niagara Falls! We planned a big party to the Falls to see them in their wintry splendor, but when we were all set to go, there were just a jolly four, the Misses Ann Olsen, Loretta Kuhn, Vera Snapp, and Hazel Merrill. The rest of the bunch were missed by all. We took the 5:00 P. M. New York Central train, arriving in Buffalo 7:10 A. M., and by the way, we lost an hour, so that when the porter called us, we thought we were getting up in the middle of the night.

We had the pleasure of calling at the C. M. St. P. & P. office in Buffalo and meeting the genial Mr. Trumper and office force.

Ten-fifty found us on the interurban enroute to the Falls. The sun refused to shine, so there was just a little damper on our "spirits." However, we did enjoy the Gorge Trip at the Falls, and two of the girls took the Spanish Sightseeing Car across the river. Two did not—I am not saying who or why, even though I know you would like to know. The trip through the large power plant proved interesting and instructive—and the guide—well. Guess everyone familiar with Niagara knows about Louis' Restaurant—such good eats! Fast Freight Potatoes—salad—and everything. Understand some of the girls had salad and some had none, but that is all right—yas sah! After this hearty repast, we took a stroll around Goat Island—Honeymooners—not so many as in June, but they were there, nevertheless—yes indeed! About this time, one of the girls with a leaky galosh had wet feet, so we went to a picture show—got warm, dry, and rested, and incidentally saw a good show. By the way—do they have subways in Niagara Falls, I wonder—ask the girls. Also ask the girls about the Butcher Shop Candy.

When we came out of the show, we were delighted to find that it was dark and time to see the Falls lighted—and such a gorgeous sight. When we finally arrived at Buffalo about 10:30 P. M., partook of a light lunch, it is ready to retire we were.

Sunday A. M., the sun shining bright—no damper on our enthusiasm now. We rushed madly over to the Falls, and then com-

menced the ohing and ahing—the frozen spray on trees, grass, and shrubbery transformed it into a veritable fairyland, and the rainbows were much in evidence. What are the Falls without the rainbows.

Then to Louis' again for a wonderful turkey dinner—salad and everything—and we all had some.

Forgot to mention the numerous hands of Bridge we sandwiched in between jumps.

Nine P. M. found us comfortably seated in the Pullman ready for home. Might mention the fact that we all felt it best to have breakfast on the diner Monday A. M., before coming to work—thus the hasty exit from the train about five minutes after pulling in. Galoshes in hand instead of feet, and what is that mysterious looking bundle I see one of the girls carrying? The end of a perfect trip. Oh, yes—we had a good cashier—cash, but not carry. She did not spend so much of our money—accounts all balanced 'n everythin'.

Miss Florence Anderson, of the General Manager's office, has recently enjoyed a trip to Miami. Winter vacations seem to be the vogue.

Miss Luella Hook, of Grays Lake, Ill., and Milton Bennett, Fox Lake, Ill., were married Saturday, Jan. 21. Mr. Bennett is employed in the Purchasing Department.

Seven pound baby girl born Jan. 23, to Mr. and Mrs. H. C. Youngs, of the Purchasing Department.

Understand the boys at Mayfair are getting an early start on their spring housecleaning. Donations of lace curtains are in order.

FLORENCE ANDERSON just left on a trip to Florida. Wonder if it's strictly a vacation trip—or is there a new vocation?

Speaking of being colorful—did you ever notice all the redheads or "strawberry blondes" in our office?

Will Konertz,
Edith Carlson,
Florence O'Boyle,
Curt Tonies.

Mrs. Peterson is anxiously awaiting the arrival of spring which will bring the horses back to the Chicago tracks. Of course, they are running now at Tia Juana and New Orleans—but it takes winnings so long to get up here from the far south.

Since Martin won the smoking set via the punch board route, he has added smoking to his one or two other vices (?) All the boys quit buying matches and are anxiously awaiting the first "sick spell" in hopes that the lucky one will be given the lighter. No luck as Martin plays with the lighter more than he smokes. However, he will smoke any GIVEN amount of cigarettes.

It won't be long before we see Curt in the famous "Sam 'N Henry" act on the stage—The Grays Lake Minstrel show. We have a regular "Sam 'N Henry" in our office. Three guesses, who are they?

Laura to Ticket Clerk: "What time does the next train leave for Oskaloosa?"

Ticket Clerk: "At 3:30."

Laura: "Make it 3:15 and I'll take it."

I & D Division

M. E. R.

S. OTTO SECORY, Assistant Division Accountant, I&D, who is on sick leave, spent one day in Mason City recently. Otto is looking fine and says that he is feeling much better, but feels that he will be compelled to spend some little time yet at Oakdale Sanitarium, where he has been located for a little over a year. Everybody was glad to see Otto and we hope that he will be well sooner than he anticipates.

The division offices at Mason City were recently bedecked with gay posters announcing an old time dance in the Women's Club Room. The artist should be commended for her work, as well as the successful turnout to the dance. The artist? Why, Mrs. Stasia Harding, DMM's stenographer.

Miss Mary Gen Braheny, stenographer in the Superintendent's Office, had the misfortune to fall recently, slightly injuring her just recovered knee and her dignity as well, because it all occurred on a rainy day during the noon hour rush on a main street. She says the very worst part of it was that it spoiled a perfectly new pair of two dollar hose.

You probably all thought that Superintendent Ingraham received several new hats for Christmas. The matter of the fact is, he is a grandfather again, and this time it is grandson. Do not believe that he is satisfied that he has a hat most suitable for the occasion, yet. Mr. Ingraham and family spent a Sunday at Sioux City recently with the new arrival.

Mr. G. P. Hodges, our Division Master Mechanic, who has been confined to the Park Hospital at Mason City since before Thanksgiving Day, is reported to be recovering nicely, but as yet is not allowed visitors.

Mr. Herman Quandahl, Interchange Clerk, Mason City, underwent several operations during the month of February at the Park Hospital, and although he has been seriously ill and still very weak, we have learned that he is on the gain and hope that he will be with us soon.

Roadmaster Henry Gasper, who was compelled to spend several weeks in a hospital during the month of January, is up and around again and says that he is feeling much better.

Roadmaster C. A. Montgomery, who has also been ill for some time, says that he is feeling some better and is able to get out for a short time on real nice days.

Elmer Moll, Car Secretary, failed to appear at the office on the morning of February 15th and we later learned that he is nursing the mumps. Elmer is an all-around athlete and it was rather a shock to find that he was complaining of any ill. Trust he will have the mumps in a light form and be back on the job soon.

Julius Wiele, Trainmaster Beerman's stenographer, was also on the sick list the early part of the year.

Mrs. Marion Schultz, Roadmaster's Clerk, was confined to her home during the month of February. We sincerely hope that she will enjoy a speedy recovery.

Mr. M. A. Bost was appointed Division Engineer, I&D Division, February 1st, 1928, with headquarters at Mason City. Mr. H. G. Crow, Assistant Engineer, was transferred to Minneapolis, and will move his family there soon after the close of the school year. We are all very sorry to have the "Crows" leave us and hope they will like Minneapolis as well as we liked to have them at Mason City. Miss Violet Moran has been employed as stenographer in Mr. Bost's office.

It has been asked—"Who does Ruth Scott call Angel?"

Ruth received a Western Union Valentine, which seemed to please her very much. Looks rather serious.

Miss Marie Fiala, Ass't Timekeeper, Mechanical Department, Mason City, writes that she is enjoying her vacation in California.

Mr. and Mrs. M. M. Burns of Sanborn, Iowa, are spending the winter in Los Angeles. Mr. Burns is an I&D Conductor.

Clifford Smith, Track and B&B Timekeeper, was away from the office several days in February, account serious illness of his

father, who underwent an operation at Rochester, Minn.

When a certain group of girls were reading the SM Division notes in the February number of this magazine, their breath was fairly taken for an instant, until reading on it was discovered that A. Piper was still in circulation.

It is feared that Mabel Buchanan, Clerk in the Car Department at Mason City, bears watching—strange men calling her "Mable." We won't have it.

It is assumed that F. H. Dickhoff, Yardmaster, and Carl Dunavan, Chief Yard Clerk, have their rods and reels in readiness in case of an early Spring.

It was reported that F. H. Dickhoff, Yardmaster, took off on February 1st, so that he would be on hand the 2nd to shoot the groundhog, in case there was any danger of him seeing his shadow. The last report was—the groundhog was killed.

Miss Mary Gen Braheny and Mrs. Marie E. Randall, Stenographers, Superintendent's Office, purchased wool hose and warm mittens for the Ski Tournament at Canton, S. D., and to their dismay the tournament was postponed account "no snow," hence no need for the warm garments and it is presumed that they were exchanged for something lighter.

C. E. Mutschler, Chief Clerk, Superintendent's Office, spends every other week-end at Dubuque, Iowa, with his family, who are spending the winter there with Mrs. Mutschler's mother, who has been ill for the past several years.

H&D Division

Maude Hamlin,

IN spite of the fact that old Mr. Groundhog distinctly saw his shadow on Feb. 2nd, we have been having some fine weather, for which we are truly grateful, after the siege of cold weather we had in January.

It keeps the forces around the yards at the different stations busy draining water from switches, crossings, etc., but that is better than shoveling snow with the indicator at zero and below.

Mr. J. T. Kelly, General storekeeper, and Mr. G. T. Richards, district storekeeper of Minneapolis were pleasant callers at our office January 20th. We are always glad to welcome these gentlemen and hope they come out our way again soon.

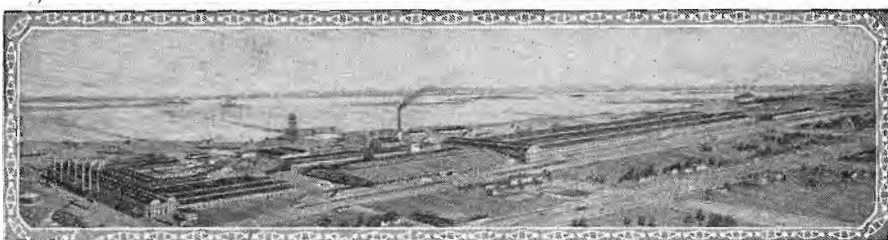
A Safety first meeting was held at Montevideo on Jan. 16th and there was a splendid attendance—Rudy said he counted over sixty noses and the suggestions were equally as numerous.

Extra Gang Foreman Hazeltine and wife took a trip to Wisconsin to visit Mr. Hazeltine's mother, the work in the yard being taken care of by our trusty relief foreman, Gust Carlson. However Gust was ready to go back on the farm when the regular foreman showed up, says he is sort of car-shy since being on the farm so long.

"Dad" Raymond is sojourning in California—his annual custom, and is being relieved on his run by Oscar Norman. This changes things all around—Albert Johnson is the captain on Nos. 1 and 4, and Conductor Barrett is running No. 21 and 22 now.

Conductor Jake Hammer and wife have left to enjoy a trip to Oregon and California, to be gone about two months.

Our venerable roadmaster, O. P. Ronning was laid up a day or so the first of the month, which is the first time he hasn't answered roll call at the office for goodness knows



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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

when. However, he is about again, altho not feeling quite up to Hoyle yet, he says.

It seems that there was some sort of a convention down in sunny Florida, and a bunch of the boys attended, among them being Ed. Waldman, Engr. Caton, Steve Brophy and others. The trip down was immensely successful, but might have ended up differently for Ed Waldman, had not Steve been in a friendly mood, as Ed disturbed Steve when he was tete-tete with a very dear friend in the drawing room—or was it the observation car? Anyway, Ed found the ladder at last, and got to bed and to sleep, and Steve was left to enjoy his nocturnal affair-de-amore. To resume—seems that one of the boys had a hard time locating some of his wearing apparel the next morning, and you'd never believe if I told you where he found them—or it—but for further information ask Steve Brophy.

Later on, at the Convention, which to be more explicit, was a two-weeks party of the B&E Development, whatever that is, Steve Brophy cut up some curious capers. The last seen of him before the return trip, he was going up the court-house steps in company with a lady, and shortly afterwards, they both showed up at the station, together with the best man and the other witness, and the lady on Steve's arm was carrying a huge bouquet of bride's roses, and Steve had a rather important document tied up with a string, bulging from his coat pocket—Now just draw your own conclusions folks—and if it isn't true this time, Steve says he is going back so on and make it honest-to-goodness true.

Charley Caton by the way collected enough curios while down there to start a museum—ask him to let you see some of them—they're good.

Engr. J. F. Harrington's wife passed away after a lingering illness, on Jan. 27th. Our sympathy to Mr. Harrington at this time.

Art Bonniwell and C. Teigh are merry widowers now, their wives having gone to Los Angeles to spend a few weeks.

Engr. E. H. Foss will be presented with a 40 ycr. badge as Engr. on the CM&ST.P railroad, on Monday, Feb. 13th. There will be many of his old friends present to congratulate him on his 40th anniversary.

Mr. John Oxley was a pleasant caller at Montevideo the middle of January. He didn't stay long this time, just between trains.

Mr. Waller, Divn. Frt. and Pass. Agt. of Aberdeen was another caller at Montevideo a short time ago.

Engr. James O'Meara and family are visiting in sunny California this month. Bring back a few oranges to us Jim, they're pretty high around here.

Fireman Chas. Jung has the sympathy of all in the loss of his wife, who passed away at the Montevideo Hospital on Jan. 12th after an illness of several months.

One of our B&B carpenters, Knute Iverson, is confined to the house for a spell, owing to having slipped and hurt his ankle a short time ago, during the icy weather we had.

"Red" Middlebrook, formerly on the Main Line, is now resting up on the Farmington Line, and Tickner is taking a whirl at the Main line himself for a spell. We'll miss Red up here in the office, breezing in every once in a while.

We now have a couple of dandy stationery and filing cabinets built in the Ass't. Supt's. office at Monte. JEA says they look just like a couple of pipe organs—OPR says they have the same action as a snow fence to keep the wind off of DCW, and Mr. Hills says they look like—but that is another story.

Madison Division

Art Batty is back at work after a trip through the Middle West touring with the Wisconsin University Haresfoot Club. The slogan—"All our girls are men and every one a lady" has a fascination for the Passenger men.

Wm. Dee, Engineer has returned from a hurried trip to Los Angeles where he was called account of death of a sister.

FIRST SIGNS OF SPRING.

Charley Agner nearly out of onions.
Bill Kline starting to count flower seed.
George Whalen fixing starter on Ford (One of the old ones).
Fred Liegeois' rubbers on hat shelf.
Clarence Chapman talking about vacation.
Cap Payne training for that broad smile.
Art Brown getting ready for golf.

Jake Witz is helping the section foreman—He was seen counting ties between Steuben and Wauzeka—Jake was busy shopping and the work train slipped out of town.

The Charles Ray Pronold and baby story on No. 22 at Walworth was a tragi-comedy. Lady passenger boarded train, escort with baby failed to reach train before it started and baby handed to Pronold, Ray stopped train and discharged lady. The outcome was that Pronold had baby "Unattached" and train stopped at Hebron Tower where baby left with Towerman where it later joined its mother. Such a mixup.

Henry Young, Yardmaster Janesville has returned from a visit with relatives at Galveston—Henry don't go often but when he does he goes.

At this writing we understand Engr. Wilkinson, Brodhead Line is off account of sickness. Hope it is only temporary.

Supt. Macdonald is now an enthusiastic radio fan and possessor of a fine new radio recently installed by Chief Timekeeper Chapman.

Frank Lemanski gave Berdella a traveling bag for Xmas. Berdella has been studying time tables since. Why not make it California "Berdella" that's where they usually go.

Cap Payne has authority for a new Woman's Club at Madison and Winnie Fox is asking for dollars for the women—It aint right.

They say the Madison Division will get about 60 miles of heavier steel West of Madison this season. Fine for the old Prairie.

DON'T WEAR A TRUSS

BE COMFORTABLE—

Wear the Brooks Appliance, the modern scientific invention which gives rupture sufferers immediate relief. It has no obnoxious springs or pads. Automatic Air Cushions bind and draw together the broken parts. No salves or plasters. Durable. Cheap. Sent on trial to prove its worth. Beware of imitations. Never sold in stores nor by agents. Every appliance made to special order and sent direct from Marshall. Full information and booklet sent free in plain, sealed envelope.



MR. C. E. BROOKS

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

\$30 a week EXTRA!



All Wool \$23.75 Tailored to Measure

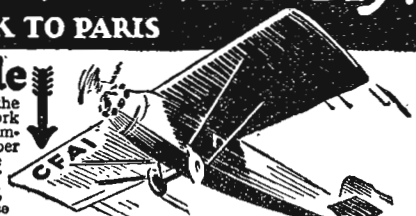
Is your pay check big enough for all the things you need? Can you afford a few luxuries? ... If you are a mechanic, salesman or clerk, if you work for a living and don't make it, get in touch with me and I'll tell you how other men LIKE YOU have solved the problem. If you are willing to work, if you can furnish a character reference or two, we will set you up as our representative and equip you to meet and beat all competition in men's clothing. One sale a day means \$30.00 a week—extra! "\$100 a week" says O. W. Martin "I never made over \$50.00 a week until I took up selling Fairbanks clothes in spare time. The work is easy. No high-pressure salesmanship—the \$23.75 price gets 'em. I am selling full time now and make \$100 a week. YOU CAN TOO!"

SALESMEN WANTED! We prefer full-time, experienced tailoring salesmen, of course. But you can start on part time and what you don't know we'll teach you. We are established 40 years, and are one of the largest concerns in the field. We offer real \$35.00 all-wool suits and overcoats, tailored to individual measure for only \$23.75. BIG COMMISSIONS, paid daily. Sample outfit, salesmanship training, advertising helps, all furnished free. Write today, telling us all about your past experience—your age—present occupation. Full details of our offer will be sent to you—free. Fairbanks Tailoring Co., Dept. 249 Wabansia Ave. at Oakley Blvd., Chicago

How Far Did LINDY Fly? FROM NEW YORK TO PARIS

Solve this Puzzle

The letters on the wing of this plane show the number of miles Lindbergh flew from New York to Paris. The letters in the alphabet are numbered—A is 1, B is 2, etc. Put down the number represented by each letter (C F A I) in the order they appear and you will have the number of miles Lindbergh flew from New York to Paris. Can you work it out? Send your answer today—no obligation or cost to you now, later, or ever. Be wise



AND WIN BUICK or 4 Cars Given

I am going to give this beautiful new 1928 four door Buick Sedan, also a 1928 Nash Sedan also a 1928 Essex Sedan, also a 1928 Chevrolet Sedan—four cars and a large list of additional costly prizes—over \$5000.00. Cars will be delivered free to winners by nearest auto dealers. I have already given over fifty new automobiles to advertise our business and now YOU can get this new Buick Sedan or cash if you wish. You can win it. It costs nothing to try. First prize winner can have Buick or cash value of car (\$1295.00) and

\$505.00 EXTRA For Promptness!

Be prompt—just figure out what number each letter on the wing of the plane represents. Put them down in order shown. Mail me your answer with your name and address. That's all. Send no money. No obligation. All who answer can share in cash and prizes. In case of ties duplicate prizes given. Everybody rewarded. Hurry! \$505.00 cash extra for promptness.

T. W. Kelly, Mgr., Dept. 421

500 No. Dearborn St., Chicago, Ill.



Chicago Terminals

Guy Sampson

FEBRUARY 2nd was a beautiful day and everyone predicted that the groundhog went back for another six weeks. Well, up to the time we have to send in our items for March issue we can say that the old fellow no doubt would have been much warmer out in the sun than he is huddled up in a hole in the ground. Regular California weather in Chicago and vicinity. But the ice man never presents as large a bill as the coal man, so we should worry.

LOST, STRAYED OR STOLEN—One engineer known as Walter Jackson has not been seen around Bensenville for about three months and all are anxious to know what has become of the gentleman. Some are of the opinion that he is pattering after the ground hog and crawled in for the winter while others think perhaps he may have went to Minneapolis looking for one of the old Mallet type engines for which he always showed a great preference. If any one sees said Walter they should write, phone or telegraph Goldie Webber, who is the boss at the Bensenville round house.

Yard Master Reeger recently got the laugh on a certain engine crew in Galewood yards. After the crew had worked with an engine for about two hours Reeger had occasion to get up into the engine cab and the first thing he saw was a brand new \$2.00 bill lying down in front of the engineer. The crew had also seen it but supposed it was a worthless tobacco certificate and had let it lay unmolested till the eagle eyed yard master grabbed it off and never even said "Thanks, Boys." Every one thought they had the laugh on the crew but the engineer says that the Bible says "Unto him that hath shall be given and him that hath not shall be taken away even that which he hath." So why should a poor engineer or fireman expect to pick up money on the deck when a yard master was anywhere around.

James Turney of the Galewood roundhouse forces was accidentally burned by steam and will be laid up for some time.

J. Bright, store room keeper at Galewood, has returned to work after a few weeks' vacation.

Born to Engineer Wm. Milligan and wife, January 22nd, a baby girl. Mother and daughter fine and dandy and papa Wm. all smiles as the cigars went around among his many friends and co-workers.

Ill. Div. Engineer Leslie Tett, while working in the stock pool in the Terminal, had a very narrow escape. While in the stock yards district he went back over the tank to take a look at the water in the tank and as the engine was passing under one of the concrete overhead bridges at the time he was struck on the head by the structure and thrown into the coal tank unconscious. On this trip he was firing the engine for Engineer Ross Wheat. Mr. Wheat saw the torch fall and stopped at once and they assisted Mr. Tett off the engine and hurried him to the Washington Boulevard Hospital. At first the doctors feared the accident would prove fatal, but within a few hours hopes were given to his family and the following morning the good news was heralded throughout the terminal that he had passed the danger point. His many friends rejoice with his relatives that he is now improving so rapidly.

Switchman Abner Snell is still very low at his home in Franklin Park.

The latest recruit from our ranks to enter the pugilistic field is Mr. Earl White, caller at the Bensenville round house. And is he going some and TIOW. In his first appearance he made a wonderful showing against

a boxer who had been in the game some little time and in his second bout he was proclaimed the winner by the judges. The boys all are keeping their eyes on Earl and are ready to give Tunney and Dempsey a little advice about keeping in shape a few years more till Earl gets going strong enough to meet them.

The Bensenville Chapter Club No. 3 of the Women's Club put on a Valentine party in their Club Rooms February 14th, and it was a success as usual. About 75 attended and enjoyed themselves. Nine boys and girls of the High School Band played several selections. Miss Marion Schmidt also played several selections on the violin, accompanied by Mrs. Dr. Oakes at the piano. Bunco and "500" were played and then a delicious luncheon served. The Club is going strong and a number of such parties are being planned for the future. A great many of the men have signed up for membership in the club as contributing members and it is hoped that all the rest will follow suit as the Welfare Committee in No. 3 is a busy bunch and every cent contributed by the men finds its way to the home of some unfortunate co-worker.

Since the change of name of our R. R. it became necessary to change the sign on the Womans Club House. Now wasn't that just the nicest way in the world to get the sign repainted. And it sure looks fine. When the landscape artists get through with the grounds and all the flowers are in bloom we will try and give our readers a picture of this wonderful Club House in the Magazine. But the photo won't give you any idea of what friendly gatherings take place there. To know this you would have to visit one of them.

Hurrah, it pays to advertise. Last month, we mentioned the plain facts about NOT GETTIN' NEWS and low and behold, some of our old comrades came right at us with a few items of interest. Hope our editor finds room for them all.

"Jack" Hanscom, chief clerk in Mr. C. L. Emerson's office, and wife, accompanied by our "Silver Toned" operator, Marie Mueller, and husband, are to spend a week or so in New Orleans attending the Mardi Gras which we know will be very enjoyable.

Cleo Duffey, chief clerk at Galewood round house, rather surprised us all by getting married December 1st. While it may seem a little late for congratulations, our very best wishes to them both.

We welcome back Howard Keys, boiler foreman at Western Avenue, who has been on the sick list for some time.

The new President of this great railroad, accompanied by some of the Old Guard who have held down an executive position for several years, gave the Terminals the once over recently and we are advised that he spoke very highly of our operations here.

Glad of it and we hope when he comes again he will not have had occasion to change his opinion.

Just What They Like

Around the Loop

—A 5—

JIM WHALEN likes his evening tea,

Dick Dusaug likes his coffee,

Frank Peifer likes to chew the fat

With dispatchers in Milwaukee,

Don Eldred likes to play the "Sax,"

They say he sure can play it;

Frank Schultz likes to smoke his pipe,

When it is filled with Velvet;

Ed Derrickson likes to fight your case,

You'll never find him laggin'!

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SOLVE THIS PUZZLE

Number the alphabet, "A" is 1, "B" is 2 and so on (18 is the letter "S"). What two words do the numbers in the square make? Figure it out and send solution at once.

ACT QUICK—YOU CANNOT LOSE

If you can solve the puzzle, send answer at once—you may soon be driving a choice of one of these fine autos. You have probably heard of free auto offers, but this one is different. You get prompt action and fair treatment—no long waits—no hard work to do and NO SUBSCRIPTIONS TO SELL! Write today—receive illustrations and descriptions of new Ford, together with full particulars by return mail. You stand to lose nothing and are not obligated in any way. This is a FREE OFFER, and when we say FREE we mean it. Act now if you want one of these cars. Under this new plan every active member positively receives a prize. If you want to get in on this, write us today.

LIBERTY AUTO CLUB Dept. K20 GREENVILLE, PENNA.

Lou Dressell likes to haul the girls
In his auto—"The Green Dragon."
—At Cragin Jct.—

Jack Kemmitt likes the radio
As well as the grass widows;
Steve Lass likes to watch for trains
Out through nice clean windows,
And Shunterman likes to work third trick
When the evening sun is low.

—At B 12—
Paul Peaster likes to hunt for quail
Down in southern Illinois,
And Wasson likes to use the phone
When there isn't any noise;
McNerney likes to receive his check
From Cook County, Illinois.

—At B 17—
Jim Brumfield likes to spar and box,
They say he knocks them funny;
Geo. Campbell likes the second trick,
If it only paid more money,
And Sappington likes the West Side girls
Because they call him "Honey."

—At Bensenville Depot—
Floyd Sullivan likes the agent's work,
He likes to sell the tickets;
While Anderson likes to deal in cats
For Sale—Three dandy kittens.

—At Tower B—
Jacobe likes the first trick here,
He's the youngest extra Ham,
While Perry likes to cook and eat
Like any other man.
"Ye Scribe" he likes to work third trick
In place of Callahan.

—At Tower A—
Carl Laus likes vacation time
To sit in the big rocker,
And Bitz would like to find the guy
Who broke into his locker;
And Stoffel would like to know
The Ham who is the knocker.

—At A 20—
Bill Haak likes the first trick here,
He's always there on time;
Anderson likes the second trick,
They say he likes it fine;
But Hatlendorf's liked the old St. Paul
Since Eighteen Eighty-nine.

—Finis—
So we leave you here and go back home
To Old Pacific Junction,
And hear Bill Shallow tell the gang
"The signals do not function."
E. S. Ralph, Opr.

Milwaukee Shops

H. W. G.

ANOTHER old timer has passed on, Albert Vollendorff Glazier Foreman in the Car Dept. He died at his home up on Chambers street Milwaukee Feb. 6th, 1928. Mr. Vollendorff had been with the Company since 1885 and for the last three or four months was quite feeble and unable to be at his work. Our new President Mr. Scandrett visited the shops Feb. 1st, with Mr. Gillick and Mr. Sparrow.

Veteran Jno. M. Horan was 90 years old Jan 23rd last. His photo with that of his Grand daughter Helen one of the youngest employes shown here. Mr. Horan be it remembered has been in the employ of the Milwaukee Road since 1885, the oldest in service and next to the oldest RR employe in the United States.



John M. Horan and His Granddaughter, Helen

Veteran Engineer Al Klumb who has been laid up for sometime is not as well at this writing.

The hardest bunch to photograph is Jack Waldman up in the store dept and then comes Johnny Czek, Never mind boys we will get you yet.

Those blizzards and big snows recently promised have not showed up yet, still half of Feb. is left, and good old March generally holds its own, so far we don't have to go to California.

Mr. A. G. Hoppe, congratulations if not too late.

The Chicago, Milwaukee, St. Paul & Pacific makes a good looking letter board, so does the red monogram on the side of the tenders being sampled out.

The 35th street viaduct talked of for the last 30 years is being agitated with prospects of a start this season. This will go over the round house and close to the power house and store room.

The Nor Div depress above North Avenue looks like a miniature Panama Canal. This with the wrecking for the Civic Center and widening Cedar and a few other streets makes that part of Milwaukee look like a cyclone.

One shop man loses his pocket book and a good bunch of money, another finds it and turns it over after proof, while three others claim it.

An auto finally did slip over the top of 36th street down the gully knocking some bracing off the viaduct stairs and wrecking the old catamaran.

Quite an accident happened to Fred Scola the attic file clerk the 11th, particulars will show up in the MCB items. Good night.

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

Nora B. Decco

SPRIG hab cub—sounds like the hay fever season around here a bit early, soon as the weather starts to warm up then everyone talks like they had their mouths full of—well watermelon or something. Even the train dispatcher can't make us hear half he says and works on the good old 'Morse' now and then.

We see in the newspapers that the guild of pipe organ pumppers were to hold their con-

vention in Two Dot, Montana, well something always happens so we can get our names in the newspapers even if it is 'also ran.' Honestly though what a pipe organ pumper is—let alone what they would do in Two Dot—well one cant help but wonder you know when you read it right in black and white and don't have anything to do with it yourself either. Probably some of those big sheep ranches around that little city got mixed up with the Lambs Club in New York town and there you are.

Engr. Williams and wife who have been in California have returned home and John has an awful coat of tan from sticking around those bathing beaches. He says his wife spent all his money so they had to come back. They are in Three Forks for the present and living in the Gosnell home while Mr. and Mrs. Gosnell are on the coast for a ten day trip.

Mrs. Fairhursts sister from Spokane is a guest at their home here for a few weeks. Eddie cant work at all now, he has to stay home and play with his small nephew.

Operator Herrington second trick at Sappington is on the sick list and has gone to Butte for treatment. He is relieved by Operator Kimball while he is laying off and we all hope he is soon recovered.

Mrs. Plumb wife of third trick operator at Ringling has returned from Minneapolis where she has been with her small son who has been sick there.

Engr. Echard and wife are enjoying the mild climate and warm water at Excelsior Springs, Mo. and a letter from them says they will be back when they know for sure winter is over, here, which from the way it hangs on will be for some time yet.

A large shipment of elk from the Yellowstone Park, several car loads were sent via the NP to Lombard and over our line by express to Martinsdale during January. They were taken in trucks to the mountains back of that place and understand were placed there for some eastern people who have a club or game preserve near that point. Agent Kay got rich on the express commission so he doesn't have to work any more now.

L. G. Bucklin signal maintainer from the Maudlow district was hurt while working about the middle of Feby. but came into the Three Forks hospital and was able to return to his job in a few days. Signal maintainer Knuteson relieved him while he was off.

Mrs. Dick Griffith wife of Maintainer Griffith stationed here made a trip to Beloit, Kansas early in February. She was there about a week and said there was lots of mud, well they haven't anything on us, when the ice goes out on Main street, and the high hills show their tops once more. Where we are going to put all the mud is more than any one can figure out right now.

Mrs. Sam Romine and small baby daughter who was born in Bozeman about Christmas time, have returned to her home in Ringling. Mrs. Romine lost her husband last summer in a motor car accident near Gold Creek.

Mr. A. E. Barnes has returned from a business and pleasure trip around the state and to Minneapolis and Chicago.

A baby girl arrived in the home of Mr. and Mrs. Joe Mason last of January and Mrs. Mason has gone out to Cardinal after spending a few weeks with her parents here. Congratulations.

Fireman H. Wegner and family have moved to Butte where Mr. Wegner is on one of the Butte Yard helpers.

Mrs. Butler wife of engineer Butler has been on the sick list for a few weeks, she

was at the local hospital for some time but has returned home again now and everyone hopes she will soon be well and out again. Mrs. George Dunkley Mrs. Butlers' sister and also a sister of Engr. Tom Lefever has been here on a short visit but has now returned to her home in Twin Falls, Idaho.

E. H. Mundt who was car foreman here for some time and who had the great misfortune to lose his left arm here last December will move to Deer Lodge shortly where he will be employed there in the car department. We wish them the best of luck in their new home and duties.

Mrs. Torggrimson and small daughter Alice have returned from a two weeks visit to San Francisco where they went to bring Florence home and to make a short visit with Mrs. Torggrimson's sister there who is leaving for Mexico.

Mrs. Emma Driscoll wife of Condr. John Driscoll died here at her home January 31st. She had been ill for a number of years but was always a happy cheerful friend and neighbor and everyone will miss her. The remains were taken to her old home in New York accompanied by Mr. Driscoll and his brother C. D. Driscoll of Livingston. We offer our deepest sympathy to Mr. Driscoll in this loss.

We hear from Galen where Mrs. Haugan has been since middle of December that she is doing as well as could be expected and we trust she will continue to improve.

Mrs. Carr mother of Mrs. Lefever who has been visiting her for a month has returned to her home in Loweth and will remain with the DeLong family while Mrs. Bruce DeLong is at Rochester.

Fullerton Ave. Building

J. T. Griffin

WHY so angry, Edna? Everyone knows. Marie Siegel, Car Accountant's office, was all excited when she reached the office one morning recently. She kept asking everyone if she had turned off the gas that morning. When questioned further Marie admitted she had put on a smoked butt to boil that morning and didn't know whether she had turned off the gas. "Oh, well," the boys said, "don't worry, as you will not be disappointed either way, if you don't have smoked butt you will have *Jell Oh*. How did it turn out, Marie?"

Mrs. Arl. Montgomery entertained Miss Margaret Darfler, Auditor of Expenditure's office, who will be married in February.

R. J. Thorson, who was appointed Chief Clerk in Freight Auditor's office, received the well wishes of his many friends who were very happy to receive the good news of his promotion.

Congratulations to Mr. and Mrs. C. E. Murphy, birth of a baby boy.

Mr. Walter Fendt announces his engagement to Miss Mildred Asmussen.

Frank Caufield (Irish) had corn beef and cabbage at "Steve's" this noon and it was Kosher. What right have the Jewish people got to have corn beef and cabbage?

Kaplanek—Well, Frank, what else can you expect now-a-days with all these "Abie's Irish Roses" running around.

We are all wondering why Eddie Madden, Frt. Auditor's office, walks east on Fullerton Avenue every night after work when he lives southwest of the building. *New Route, Eddie?*

Herman Hoffman, Itasca's Leading Drug-store cowboy, came to work one morning and found a very exciting note in his desk requesting him to call a certain number. Mr. Shultzmeyer complied with the request, taking

a later train home and not until the party who answered the phone told him to go home and eat his supper did Herman know he called the Dog Pound.

We are anxious to know why Norma displays so much interest in the Northwestern University Basketball Team. Who is the big attraction? Won't you let us in on it? Heads you win, Tales we lose.

Ask Harry Havelick about the Franklin Park Air Mail.

Has anyone seen Al. Larson's Mitchell 1908 motor car. We understand reward totalling the vast sum of \$5.00 has been offered towards its recovery.

Grant Miller has saved approximately \$5.00 since the first of the year due to discontinuing the use of plow boy.

There is a booby prize awaiting Miss Dreher at the Fullerton Bowling Alleys. Ask Chas. Lang for it.

Will someone ask Miss Shanesev when she will have the C&NW switching account balanced.

We hope Miss Anderson will some day explain to us the reason for the great number of suitcases which are being carried into and out of Elmwood Park each Sunday morning. What is it, Anna?

Won't somebody tell Walter A. Fendt, Frt. Auditor's Office, where New Orleans is. Walter thinks it's west of Chicago.

Bernice Kennedy, how could you do it and not let a few of your Good Friends in on it? We just heard today that you changed your name on January 21st, and here it is March before we learned we should have been calling you Herold instead of Kennedy. This was all your fault and you will have to take all the consequences. We hope, however, you both will be happy ever after.

Aromas From the Cereal City

Ray

SWITCH Foreman George F. Kerns, who was hit by passenger engine on January 17th, and received a badly bruised side, is recovering rapidly at St. Luke's Hospital.

Yard Clerk Frank Pirkel has sold the Ford and is now walking. Frank expects to use the passenger cars on his long trips this summer.

Swg. Clerk Harold Phillips, Freight Office, has resigned and Vic Zobl advanced to switching desk. H. Schmidt now doing the yard checking.

Swman. Geo. McNabb was off duty several days due to an attack of rheumatism, probably caused by calling so many square dances up at the Moose Hall.

Take off your hat, dust your shoes and present your card as we have moved into our new yard office, everything spic and span. Thanks to the co-operation of all, especially to Chief Carpenter E. McGuire and his men, who have been busy for some time remodeling the old coach and repainting it.

Sioux City & Dakota Division

H. B. Olsen

LEARNING that the sun produces static takes the sunshine out of life for the radio maniac.

One cold and blustry morning as train No. 75 pulled into Sioux Falls and through the dim shadows cast by the street lights a clear but tender voice was heard singing, "Moon, moon, I love your shining light." Something happened—the voice was heard no more. Conductor Calligan alighted from the train and was questioned as to who was singing and why on such a bad morning. The conductor replied that was brakeman Fred Cunnings singing, but he was singing

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If you or any of your relatives or friends are interested, we will gladly mail you our free book, "Piles Cured Without Surgery", and our reference list of cured patients. This book fully describes the McCreary methods of diagnosis and treatment, and tells you exactly what is offered here at a very nominal cost. Write for it today.

THE McCREARY SANITARIUM
151 Elms Blvd., EXCELSIOR SPRINGS, MO.

about his "MOON" car which has given him service for the past ten years and still going strong.

Conductor Brashear layed off two trips on the local so that he might get the old "bus" out and put it in service for the coming season. Unfortunately it seems while driving down Fourth St., Sioux City, those dura "bobbie" signs did not "bob" the right way and Bert went over 'em. Incidentally the next day he inspected the interior of the new police station none the worse off for the little mis-hap.

We are glad to report our old friend Conductor "Buck" Jenkins is able to get around fairly well on a crutch and, is just as happy as he ever was.

Section Foreman R. Thomsen at Ute, Ia., has taken a leave of absence for 90 days and Mr. H. Ross is relieving him.

Mr. M. Fish has been appointed Section Foreman at Arion, Ia., vice Mr. E. Malone, resigned.

Agent G. H. Muetters at Tyndall, S. D., has taken his daughter Lillian to Rochester, Minn., for examination as to the removal of a goitre.

Conductor "Jack" Crews of the Platte, line is getting to be quite an ice king. He is furnishing ice for all the surrounding towns in the vicinity of Running Water. Jack, the first thing we know, you will sever your railroad connections and live off the accumulated wealth from the ice business.

Agent Whitham at Scotland, S. D., has returned from a visit down in Iowa where he visited relatives and old time friends.

Conductor Ed. Delaney on the Running Water line fast trains 406 and 407 took a much needed vacation and spent one week in seeing the sights at Sioux City, Minneapolis, Chicago and La Crosse. Conductor John Rifenbark took charge of the two fast runs mentioned during Ed's absence.

Section Foreman Miller, who has resided at Grant Center for the past 29 years, has accepted the position of Section Foreman at Morningside, Ia., relieving Henry McGrain who has taken the position of Crossing Flagman at Virginia Street, Sioux City.

Section Foreman Chris Olson at Hawarden, Ia., has just purchased a new "Casey Jones" watch. Look out for new records in track work as soon as the frost goes out this spring.

Milwaukee representatives at Chatsworth, Ia., have just about got things in their own hands at that point. Agent E. W. Francesworth has been elected Mayor and Section Foreman Clarence Shriner, Marshall. Here's power to you, boys.

Crossing Flagman Pete Riley, Reid Street at Sioux Falls on account of ill health, has been forced to resign and Jens Mateson is filling the vacancy. Mr. Riley is one of the old time "rails" and it is regretted his health will not permit him to remain in the ranks of the big S. C. & D. family.

Conductor Clarence Rifenbark says when the Company commences to "name" the locomotives instead of "number" them, he suggests the name "PELICAN" be given the 2816 and incidentally should be painted a battleship gray. This suggestion is sanctioned by Conductor Brashear and Bill Eckert.

Engineer Al. Main says he is not really superstitious, but has come to the conclusion that a black dog crossing the track ahead of his engine has something to do with a cylinder-head blowing out the other morning as he was double-heading No. 75 out of Canton. We are glad it was not a black cat, Al.

We regret the loss of the Western Weighing & Inspection Bureau from the Sioux Falls office. The Bureau has made its headquarters in this office for the past 25 or 30 years and Mr. H. H. Hull, has been in charge for 26 years. The headquarters is now maintained at the "Omaha Ry." while, of course, Art Curfman looks after the inspections at the "Milwaukee" as before.

Switchman Fred Brown claims that—
"The nerve to tackle the hardest thing,
With feet that climb and hands that cling,
And a heart that never forgets to sing—
IS PEP."

Switchman Frank Henderson says,
"A friendly smile on an honest face—IS PEP."

Switchman Les Sweeney says, "No you're all hay wire,"
"To meet each thundering knockout blow,
And come back with a laugh, because you know,
You'll get the best of the whole darned show—
IS PEP."

Norman Capwell, City Freight Agent, Sioux City, made a pleasant call at Sioux Falls recently and we were mighty glad to see you, Norm.

The January Safety First meeting, which was held at Sioux Falls, had the usual large attendance with suggestions galore and interesting talks by Supt. F. T. Ruechler and Safety Inspector W. H. Cobb. Miss Laura Seivert, Expense Clerk, rendered some very pleasing violin selections and after the meeting hot coffee and doughnuts were served to the satisfaction of each and every one.

Deer Lodge and West Rocky Mountain Division

M. E. S.

MR. CHAS. TOKLEY, Asst. Div. Accountant in the Superintendent's office, and wife recently returned from a visit in California. Mrs. Tokley had been in California for several months and "Toke" went out to accompany her home. Toke is a regular "gee whizz" at figures, but he miscalculated that time and came home a day early. This means a lot when you have only a week off.

Chief Dispatcher Magette has returned from a trip to Wilson, N. C., where he was called by the death of his brother.

Mrs. Gertrude Kerr has returned to work in the Superintendent's office after an illness of several weeks.

Miss Laura Critzer is in St. Patrick's Hospital at Spokane recovering from a recent operation.

Traveling Engineer Frank McAvoy has just returned from a vacation in California.

Friends of Mr. and Mrs. Wm. T. O'Reilly have received word that they are the proud parents of twins, a boy and a girl, born Saturday, February 4th. Mr. O'Reilly was formerly Chief Clerk in the Superintendent's office at Deer Lodge.

Brakeman and Mrs. A. J. Greer returned last week from an extended visit with relatives in Seattle.

Mrs. Pearl Jones, of the Chief Dispatcher's office, has returned from Spokane, where she and Mr. Jones went to attend the funeral of Mr. Jones' mother.

The employees of the Superintendent's office enjoyed a sleigh ride the night of February 4th, after which they were served with a delicious dinner. The remainder of the evening was spent in games and radio.

Operator and Mrs. Ralph Coon of Alberton are spending their vacation in California.

The Milwaukee Women's Club gave a public card party January 27th, which was well attended and very much enjoyed by all.

Mr. Norman Stephenson and wife are visiting Engineer D. V. Stephenson and wife. Norman Stephenson was formerly a brakeman on the Missoula Division. He is now owner of a large grocery store at Escanaba, Mich. They are all spending a few days in Seattle and other Coast cities.

Mr. H. E. Arnold, General Chairman of the B. L. F. & E., is in Seattle attending the regular business meeting.

Mr. H. P. Lovely is spending a few days at Minot, N. D., visiting with friends.

Mr. J. A. Jones of Avery is in Seattle attending the business meeting of the officers of the B. L. F. & E.

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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.

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Condr. Geo. Snell, wife and son George have gone to California for a visit. George is bound he is going to get a room near Hollywood while Mrs. Snell visits her sister. Looks like a controversy, but I'm betting on Mrs. Snell.

Floyd McGuire, Machinist Apprentice at Deer Lodge, has gone to Los Angeles to be with his mother, who is seriously ill.

LaCrosse and Northern Division Items

Eileen

ON November 1st, 1927, a remote control system was installed between Tunnel City and Raymore, a stretch of single track two and seven-tenths miles in length. This system is new and very efficient and handled by the Operator at Tunnel City. From his office he controls the switch at Raymore. It is all electric and works fine and replaces the old staff system so long in vogue.

Switchman Kickapoo Sampson of Bensonville yards flopped in' on us the other day, turned around a couple of times then flopped right out again. Can't say what his mission was, but expect to hear all about it later.

When the mercury stands above freezing and the Portage Freight House crew has a day off, some of them take a whirl at ice fishing. Prior to the trip there is much planning (and hoping) and after the trip the fish stories have to be spread about—so really these excursions require a bit of time. Harry Weber and "Sam" Schieffelbein have been pretty chesty lately. Know why? No? Then let us tell you—confidentially, of course. We hear they caught twelve of the fish out of Long Lake. We hear that Harry tried to dive for the thirteenth but forgot the ice was between him and the water. Thanks to the ice the minnows stayed where they could be picked up and returned to the pail from which they had been spilled.

The idle day after New Year afforded some others a chance to see what they could do in the line of the piscatorial art. Paul Roker, who could give Ike Walton a few pointers, says that his legs were too short so the other fellows beat him to the hole when the flag went up. Desire was whetted by the report of a 26 pound fish, which Roker thought was a pickeral. No, he didn't catch it, but he heard about it from a friend who did. Paul went after the mate but returned without it. It developed, however, that the "pickeral" was a carp.

Geo. Spicer has returned to his duties as cashier at the Portage freight house after an extended absence on sick leave. Everybody is glad to see him back.

Miss Agness Mattke of the Superintendent's office has been ill for a few weeks. Everyone in the Superintendent's office joins with her friends in wishing her a speedy recovery.

Seen the new platform at Columbus freight house? No? Then you should take a trip over the LaCrosse Division. The sidewalks have also been renewed so that it looks very fine now.

We are very sorry to chronicle the death of one of our esteemed Section Foremen, Adolph Anderson, of Granville. On January 13th he sent his section crew home early while he went to North Milwaukee to inspect a car for which he was a prospective buyer. Returning home, he was struck by an auto. The driver failed to stop and left Mr. Anderson lying on the pavement where he was found the next morning. When he was taken to the morgue, the only means of identification on his person was a letter written by the Roadmaster. Funeral was conducted at Milwaukee on January 17th. Several of the Section Foremen acted as pall bearers. Mr. Anderson has been employed by the Milwaukee Road for about six years; having spent most of the time on extra gang work, but for the last year he has been on the Northern Division where he did excellent work and kept the section at Granville up to a very high standard at all times.

Roadmaster Ogden has a new love. Now don't get excited—it's only a 1928 Casey Jones Inspection car, but it sure is a dandy.

R. C. Blakeslie of Milwaukee spent Tuesday, January 17th, at Horicon installing new telegraph instruments. The instruments are now neatly encased in a glass box away from dust and protected from improper handling. This creates a deep problem for the Operators—what shall they put on the shelf that formerly held the telegraph instruments? Who can offer some suggestions?

We regret to learn of the death of Miles J. Pluck at Horicon, at the age of 62 years. He was formerly employed in Railroad Service as a Brakeman on the Markesan Line and also on the Superior Division, but of late, he has been conducting the depot restaurant at Horicon. It is in this capacity that he has become widely known to a host of railroad men on the Northern and surrounding Divisions as well as to the traveling public. His passing is keenly felt for his hospitality and generosity were known to all and many a lonely "Rail" was comforted on Christmas Day by a friendly greeting, a nice slice of Christmas goose and piece of pie at Milo's.

On January 23rd Louis J. Steinmetz, Baggage man at Tomah, noticed flat wheels on Train 63 and promptly notified the proper parties so the matter could be given attention before serious trouble developed. Glad to

note interest and thoughtfulness in observing and reporting matters of this kind.

A lady traveling on No. 5 recently had her wrist badly wrenched and was suffering greatly when a young lady offered to help her. She applied hot and cold packs until the pain abated and the lady could be given other medical attention. We learned later that this girl was a nurse from Mayo Brothers. Think this is an instance of real helpfulness and thoughtfulness.

Ever hear tell of B. K. Office? Well, it's a little office located near Black River Bridge. We surmise that accounts for the name B. K. From this office trains are dispatched over La Crosse Bridge. Three dispatchers handle this work, viz, Tim Welch, Bert Bullock and Curt Alleman, all of them very competent men. An average of sixty trains are dispatched across this bridge every twenty-four hours.

A visit to the repair track at La Crosse showed a very neat and well kept place. No old material laying around and everything spick and span—and up to date. Henry Ford has nothing on us. It's a real pleasure to watch the men work on our fully equipped steam derrick. The boarding and sleeping cars that go with the derrick are models. We are very proud of them.

This is the true story of the Bowling match between the Superintendent's office force and the Dispatcher's office force (at least some of it is true).

A while back one of the boys from the Supt's. office was in the Dispatcher's office and heard some of the Dispatchers and Operators talking in big numbers. He thought they were talking about car numbers and engine numbers, but later found out they were talking about their individual bowling averages. When they saw the representative of the Superintendent's office they challenged the Superintendent's office force with the understanding that they would bowl three games on three different nights, the losers to pay for the bowling and the loser of two or more of the three games to pay for a feed for the other team. As soon as the news was carried to the rest of the Superintendent's force, they accepted the challenge because they knew if the Dispatchers could bowl 900 with their outfit, the Supt's. force could knock them for a 1000 without trouble.

Following was the line-up for the Dispatcher's office force: AMK; FLV, a 300 bowler; JHJ, a 250 bowler; AJF, a 225 bowler; and CWC. The Superintendent's team consisted of CFM; DAG; EHS; PLI and EE.

On the night of the first massacre, the Dispatchers rolled into the Bowling Alley with their individual bowling balls, bowling shoes,



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PEACE OF MIND AND A PAY CHECK
WHEN EARNINGS FROM YOUR OCCU-
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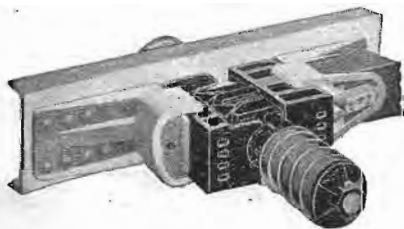
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bowling shirts and other accessories. Their appearance gave us quite a scare—in fact, it was so impressive that CFM immediately framed a suitable alibi in case we were beaten and chose as his alibi, that he had a sore finger. After confirming the arrangements for the match, the game started. I am not going to burden you with the details of the first game. Suffice it to say that the Superintendent's office trimmed them easily by about 100 pins for the three games despite Miller's sore finger.

After the first defeat, the Dispatchers strengthened their team by substituting WJH for JHJ and EMS for CWC, and after doing this, they insisted that we spot them 50 pins per game, which we did.

On the night of the second massacre, they came down with a team consisting of AMK, FLV, AJF, WJH, and EMS to take on the original Superintendent's office team. They also brought with them Trainmaster Dodds for their sixth man as there was some talk about the five men in the Superintendent's office taking on six men and bowling them even, but they elected to take a spot of 150 pins and bowl five men against five men. They also brought with them Roy Young. It is still a mystery to us why they brought him along, but we know it was for no good purpose. They probably figured that two more hours with him would completely wreck us, but if they figured this way they were in error, for the second game also resulted in a rout for the Dispatcher's office, they being beaten by a total of about 200 pins.

The loss of this second game, in addition to costing them for the bowling, cost them a feed (We are still waiting for it, however). Some of the Superintendent's office force evidently believe in being safe for they are making individual settlements for the feed with the individual members of the Dispatcher's force.

Hope I can tell you all about the third game next month, if the board of arbitration functions in the meantime.

Hear that OHF and RCD are developing into star bowlers. 'Fraid they will be joining the Major League Teams soon.

Kansas City Division

C. W. G.

A RECORD of 91 years of service with the Milwaukee is that of Engineer F. E. Orvis and his father, A. G. Orvis. Mr. A. G. Orvis was engineer on the Prairie du Chien Division for 43 years, started in 1857 and was on one passenger run for 35 years between Madison, Prairie du Chien and McGregor. He was injured in a railroad accident, which necessitated his retiring from the service, and his death occurred nine years later from injuries sustained in the accident. His son, F. E. Orvis, Engineer on Kansas City Division, became affiliated with the Milwaukee Railroad in 1880, was set up as an engineer in 1888 and has been in continuous service since. He is now in passenger service between Davenport and Ottumwa, Iowa. Mr. Orvis has in his possession a bound volume of the first year's publication of the Engineers' Journal, published in 1867 at Detroit, when the B. of L. E. was first organized.

Although somewhat early in the year, vacations have already started in the Superintendent's Office. Elizabeth Evans, Comptometer operator, was in the sunny South for two weeks, having visited with relatives at Fort Worth, Texas. Geoffrey Stickler, Maintenance Timekeeper, spent his two weeks' vacation in Chicago.

The Milwaukee "Dude," due to arrive in Chillicothe, Mo., at 7:12 P. M., was held up

for an hour recently between Braymer and Ludlow, Mo.,—not by hands—but by two Missouri mules, and Engineer Sweeney, Conductor Bert Bagley and Brakeman Joe Carroll are nursing bruises today as a result of their tussle with the long-eared gentleman. The "Dude," with Col. John F. Sweeney, veteran engineer, at the throttle, and Conductor Bert Bagley collecting tickets, left Kansas City at 3:50 and whizzed along on regular schedule without incident until within a point of three miles south of Ludlow, when Col. Sweeney espied two mules on the track. Thinking to frighten the mules off the track and right of way, Col. Sweeney turned the headlight on full glare and commenced to whistle. The light and the screech of the engine had the opposite effect on the mules and they sped down the track in front of the approaching train. Whether the animals became too confused, as they do in fire, to leave the track, or whether it was the perversity of the hybrid breed, the train crew will never know, but the more the engineer tried to scare them off the track the more determined they seemed to be to stay on and the train had to crawl along behind them for eleven miles. They probably would have trotted into Chillicothe with the train creeping along behind, to suit their pace, if it had not been for the Grand River trestle. They fell through and lay on the track with their legs dangling down between the ties. The train was brought to a stand-still, the crew and men passengers got off to remove the mules from the trestle. While they worked and strained and tugged to release the animals the women and children looked on and applauded. But there are more ways than one to remove a mule from a railroad trestle, the same as there is in doing anything else, and the "right way" is the "best way," as they soon found out. On extricating the first mule the men made the mistake of freeing his hind feet first. No sooner were they released than Mr. Mule began to kick—as only a mule can kick—and one of his hoofs landed in the pit of Engineer Sweeney's stomach, while others felt the pressure of his wicked hoofs to the extent of several black and blue spots. The men, having profited by their first experience, released the second mule's fore-feet first. Persons waiting at the station on that particular night to meet relatives and friends wondered why the "Dude" was so late when it was reported out of Braymer on time. This is perhaps one of the "whys" for those words "Hee-haw Missouri" in the Missouri song.

Notes from the Local Freight Office, Tacoma

IT would be a grievous oversight if we did not refer to the outstanding social event of the past winter in Milwaukee circles at Tacoma, even if we are somewhat belated in reporting it. The event in question is none other than the marriage of our own Miss Sophie Hansen to Mr. William Abbott of Seward, Alaska, which took place on December 10th, at the bride's home, Tacoma. Only a few friends and relatives witnessed the ceremony, but a very large circle of friends united in wishing a long and happy married life and all good fortune to Miss Sophie, who during her years of service at the Docks and later at the Local Office, had endeared herself to all with whom she came in contact by her charm of manner and unfailing courtesy and kindness. While Mr. Alleman, our genial Agent, never had a more faithful and efficient employe on his staff than Miss Sophie. The Milwaukee family expressed its good wishes by a splendid wedding present. The happy couple went on a brief wedding journey

to various points in Oregon and recently left for Alaska, where the bride will doubtless soon be as popular as she was here. Our best wishes go with her to the far North.

Ray Powells, our elongated Claim Clerk, has taken leave of absence in order to try out a very flattering position which has been offered to him, as manager of the magnificent new Masonic Building recently dedicated here. We wish him all possible success and feel quite sure that he will make good in this new sphere of activity.

During Ray Powells' absence from the Claim Desk our good friend, Fay Clover, Assistant Cashier, will wrestle with the many problems confronting the claim job. Fay has had some previous experience in relieving on that position. However well he may like his new duties there is one of them about which he is none too enthusiastic; it is getting up at 4:30 in the morning every few days to come into town and inspect the unloading of a train of hogs about 6:00 A. M. Fay is getting so he dislikes the mere mention of pork.

Bob Shipley, Chief Yard Clerk on the third track, felt the need of more regular hours and more opportunity to sleep, so he bid in the position as Assistant Cashier temporarily vacated by Fay Clover and now collects freight bills with his usual geniality. There was a time when we were justified in referring to Bob as "handsome and rotund," but we are now compelled to discard the latter epithet, for Bob grew weary of the fun poked at his well-rounded figure and by a persistent and strictly enforced diet he has now reduced his figure to its former boyish slimness, so that we may now well describe him as "handsome and graceful."

Ray Fink, demurrage clerk, was recently off duty for some time, a victim of the mousles, which, however, did not impair his looks permanently. On his return to duty he displaced Miss Willa Lindsey and is now wrestling with all manner of coal reports and statistical matter.

Miss Willa Lindsey, who shares with Miss Frieda Marty the distinction of being the only girls in the Local Office, is again acting as Assistant Bill Clerk.

Emmett Maloney, Chief Bill Clerk, is receiving sincere congratulations from his numerous friends on the advent of his first baby, a fine seven-pound boy, who was born Wednesday, February 1st. Mother and child are doing well.

Prent Bement, who was assisting the agent at Port Angeles for several months, returned to Tacoma as the man whom he was relieving had returned to duty. He is just now doing some extremely dusty work on old records for the Superintendent's Office.

Kenneth Alleman is doing messenger duty for a short time, rather than seek an assignment away from home. It is of course very commendable in a young man to be attached to his home and we shall therefore make no further inquiry into any other reasons which may keep him here, but we betray no confidence by telling our readers that Kennie has very few evenings at home. This society life is so exacting.

Miss Margaret Alleman, youngest daughter of Mr. Alleman, has won high honors by being elected Grand Adviser of the Rainbow Girls for the State of Washington. The position will entail considerable travel for her as she has to visit the various local organizations of the order throughout the state. We offer our congratulations on the well-deserved honor conferred on Miss Margaret.

Squeaks from the C. & M. Div. H. E. W.

COND. Dodge has resumed work after being laid for some time with an injured hand.

Fireman Strehlow would like to have some information in regard to seniority. He thought he could displace Judge Fritz of the Circuit Court. At least he wanted to get up on the Judge's bench when called on the witness stand.

The trainmaster maintains that part of the Flagman's duties on No. 22 include playing nurse to babies enroute.

Condr. I. W. Rohde has left on an extended tour of the west. Expects to be gone until the birds return.

Anyone knowing of men wishing for positions as freight brakemen please send them to the trainmaster's office as all the freight men are going to purchase uniforms and go braking on passenger this summer.

Condr. C. E. (Gopher) Davidson is back running one of the time freights after several years furlough.

Our sympathy is extended to Condr. Blaine whose family is quarantined with diphtheria and also to Condr. Louis Jensen whose Mother has been ill for some time.

Condr. Russ is back in harness again on No. 91 and 92.

Could you claim Spring was here just because you saw one gopher.

We are all pleased to hear that our old friend and superior officer D. E. Rossiter has been appointed General Superintendent with offices at Butte, Montana.

Engineer Indra has taken a job on one of the fast boys as he says he became tired of riding slow.

More business means more crews. Be a Booster.

Let us all get together and try to reduce the frightful loss of life and suffering caused by grade crossing accidents by preachnig, acting and thinking Safety First.

No doubt those of us who are in train service and see and know the dangers attendant upon crossing a railroad at grade can impress it upon those we meet in our every day travels.

I believe most of you will agree with me that the majority of accidents are caused by Ignorance and not Carelessness. Ignorance of the speed at which trains travel compared with the speed of the average motorist.

Ask any automobile owner or driver these questions and judge from the answers you receive.

If you see a passenger train approaching a crossing at a distance of a half mile, running at the usual speed at which our trains travel, how long do you think it will take it to reach the crossing? The usual answer is: I don't know, with a shrug of the shoulders. Then ask them this: If you are about a quarter mile from the crossing traveling about thirty-five miles an hour how long will it take you?

The answer to this is usually: About a minute.

You can see for yourself that a train running sixty miles an hour will consume about the same time. And the result a tie with the train adjudged the winner by the coroner's jury.

"Out Where the West Begins" D. H. A.

MR. A. M. Phelps, freight inspector, was here on Wednesday attending to business matters pertaining to his department.

17 17

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Chicago, Milwaukee & St. Paul
Railroad Company
and its employees are giving
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The World Comes To Your Window

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

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

Do this consistently, and watch your commissions grow!

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The TRAVELERS
INSURANCE COMPANY
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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

Mrs. H. M. Gillick, president of our Milwaukee Women's Club left Monday night for Los Angeles, California, where she will spend two months visiting friends.

A baby boy was born to Mr. and Mrs. G. C. Pilgren on January 17th.

Mr. Ora Miller of Marmarth who was recently promoted to roadmaster on the Trans Missouri Division, has moved his family to Mobridge, and they are now comfortably settled in the roadmaster's house.

Mr. Joe Frundle, agent at Lemmon, S. D. attended the Claim Prevention Meeting at Miles City on February 7th.

Louis H. Larson, who is now under the care of Dr. Willard at Tacoma will undergo an operation at the Milwaukee Railway hospital there. His many friends here hope for a speedy recovery.

A baby girl was born to Mr. and Mrs. Cecil McNeeley on February 9th.

Frank E. Finch, machinist at the local round house, was united in marriage to Mrs. Albina Bernier. Congratulations.

Harry Shields, one of our popular engineers attended the auto show at Minneapolis this week.

Mrs. Gail May, formerly of the Superintendent's office is visiting her parents here. She now makes her home in Chicago.

Mr. H. A. Mosher is now working second trick at the relay office.

I want to apologize to the readers of the magazine for the Trans Missouri notes this month. A three weeks seige at the hospital did not give me much chance to gather up any news items. Also want to take this means of thanking our president and all the members of the Mobridge Chapter of The Milwaukee Railroad Women's Club for the beautiful flowers sent me during my illness at Fairview hospital, Minneapolis. They brought a ray of sunshine into my room, and cheered me a lot.

Iowa (East) Division and Calmar Line

J. T. Raymond

PASSENGER Brakeman Ralph C. Seager and wife have taken a trip to Toronto, Canada, for a visit with Mrs. Seager's parents.

Agent H. E. Carter and wife, of Olin, visited their son in Toledo, Ohio.

Passenger Brakeman E. E. Godwin and wife are taking a trip to Los Angeles and San Francisco, California. They expect to be gone about six weeks.

General Yardmaster A. C. Dimock and force moved into their new office Feb. 13th at Cedar Rapids.

George Ehmer of Chicago is in Marion assisting the Division Accountants install a new system of accounting.

Conductor Phil Shoup, who was off duty for some time due to ill health, has returned to work on the day service train.

Passenger Conductor F. S. Craig was off several trips on account of an infected finger.

Miss Hannah Johnson of the Superintendent's Office visited friends over the weekend in Louisville, Ky.

Division Accountant G. R. Barnoske and wife spent a couple days visiting friends in Sterling, Ill.

The Misses Hannah Johnson, Idelle Fullerton, Nora Lacke and Alice McGuire spent Feb. 22nd in Chicago.

Passenger Conductor John Dignan has resumed work after being off duty for several weeks on account of ill health. He displaced Conductor J. A. Pringle on Nos. 8 and 19

between Marion and Chicago. Mr. Pringle expects to take one of the west end passenger runs.

Brakeman Harry Mills has been off duty for some time due to a badly sprained ankle while switching at Anamosa. Brakeman W. F. Maher is relieving him on Nos. 95 and 96 between Cedar Rapids and Farley.

Agent M. E. Burns of Green Island was off duty several days on account of the illness of Mrs. Burns who was taken to a hospital at Bellevue.

Operator and Mrs. L. E. Brown of Maquoketa have gone to Florida for a several months' vacation. Opr. M. F. Kelly is relieving Mr. Brown during his absence.

President H. A. Scandrett and party passed over the Division on No. 4, January 24th.

Traveling Engineer and Motorcar Inspector C. J. Montgomery went to Hammond, Ind., Feb. 10th, to make some final tests on new motor cars at the factory.

The financial statement of the Milwaukee Employees Pension Association as of Jan. 31, 1928, shows assets of one and one quarter million dollars. We hope every man eligible on the Iowa Division is a member.

Mrs. H. L. Shekelton of Marion went to the Washington Blvd. Hospital, Chicago, about Feb. 1 for treatment and is improving quite satisfactorily.

Operator P. S. Mozeney, 2nd trick Paralta has been off duty for a couple of weeks on account of sickness. Opr. E. F. Clausen relieving.

Engineer and Mrs. L. C. Low have returned to Marion from a six weeks' visit in California.

Mr. and Mrs. Frank Winsor of Miles City, Mont., spent two weeks at Marion visiting relatives.

SM East

M. B. M.

WE ARE glad to report that John Schultz is recovering nicely at St. Olaf's Hospital from his recent accident.

Mrs. A. M. Martinson spent a few days with friends in Montevideo, Minn., the first part of February, 1928.

Engineer Matt Lang was called to Minneapolis February 2nd on account of the serious illness of his wife. Mrs. Lang was visiting with her three sons when she was taken to St. Mary's hospital for treatment.

Mrs. Boutilier of Madison has accepted the position of clerk to General Foreman at Round House office, Austin. Mrs. Bernice Sherman is now the payroll clerk in the Master Mechanic's office.

S. J. Farley is again spending a few weeks in Austin enjoying our wonderful sunshine and regular town.

A recent visitor at St. Clair reports that our Agent George Macomber holds the position of Mayor in that town.

Mrs. W. J. Cambern and Mrs. M. E. Crosby are spending a few weeks in Southern California.

Fireman John Iverson and wife went to Minneapolis for a visit during the latter part of February.

W. E. Colman, Train Baggage man SM Division, and wife are spending a few weeks' vacation in Tampa, Florida, and other points in the south.

The Milwaukee Women's Club is holding another of their very good covered dish suppers at their club rooms today, Feb. 14th. From past experiences we can report a very good time was had by all.

Sympathy is extended to the following on account of death in the family. Mrs. E. W. Winesbury and family for the death of hus-

band and father, and Joseph Klema for the death of wife.

Mr. J. D. Williams went on another little trip all by himself to Minneapolis on February 5th. Mrs. J. D. Williams and son Vance plan on visiting at the Ray Williams' home in Chicago, Ill., in the near future.

Mr. L. Jackson has taken a ninety days' leave of absence from work as first caller Austin yard office and has accepted a position as Switchman. Chester B. Munson is working first trick caller and Erwin Johnson is second trick caller.

Mr. M. J. Ulwelling went to Minneapolis the week end of Feb. 11th. Looks like someone is going to get M. J. as a Valentine.

Harold Scott and Bob McCoy admit basket ball is no "old" man's game and from the many moans and groans heard around the freight office and ticket office the day after the night before, we do not think they are going to try out at this sport very soon again. *Things that never happen:*

1. Ray Hoffman with a big smile on his face.
2. Ev and her Red Flannels and Two Petticoats on.
3. Marcella at home on Saturday evening.
4. Flannery and Margaret at all the dances.
5. Kermit liking a movie.
6. Violet playing about the office.
7. Dwight walking to work.
8. Ron not knowing pay day had arrived.
9. Valentine taking the girls out to lunch.
10. Bradford working at his desk.
11. Doyle sitting out a dance on Monday night.
12. Herman taking a vacation.

Sparks from the East End of the Electrification

Adolph C. Knudsen

Tho' far away and not alone,
My thoughts drift back to Home,
Sweet Home.

Merry news no doubt will be scarce.
But time slides by and soon I'll roam
Back to our little town and Home,
Sweet Home.

SPARKS are coming this month from St. Joseph's Hospital in Deer Lodge, where the correspondent is taking treatment for rheumatism.

Mrs. Thomas Flynn of Ryegate spent several days visiting her daughters, Mrs. S. W. Murphy and Miss Alice Flynn.

Walter Kemp of Deer Lodge called at Harlow one day recently.

J. R. Reagan of the Traffic Department, stopped over enroute to the Wool Growers' Convention at Great Falls.

Stationary Engineer P. H. Carnagher, who has been ill and a patient in the hospital at Miles City, is back on the job again.

R. M. Div. brakeman "Red" Manley is now taking up home missionary work. He makes regular calls at St. Joseph's Hospital, Deer Lodge, and has been known to call on three or four young lady patients during one call. Watch your step, it's leap year.

Mrs. Wm. James of Roundup spent several days visiting in Harlow.

Mrs. M. Carroll who replaced Oscar Peterson as clerk at the roundhouse, has transferred to Mobridge, being replaced here by Miss Margaret McGuire.

Mrs. Harry Green is visiting friends at Miles as these notes are being written.

Car repairer P. A. Johnson journeyed all the way to Lewistown one day, on business.

Mrs. Ralph Carpenter and Mrs. Harvey were hurriedly brought to Lewistown the fore part of the month for appendicitis operations. They have both recovered sufficiently to return home and according to latest reports, are doing nicely.

Other Harlowton "rails" on the sick list during January were the Eckard family; the Walton child and Clifford Moser. All are greatly improved.

We have to record the arrival at the home of Night Warehouse Foreman, G. A. Rasmussen of a brand new daughter. No wonder Gunner wears that happy smile.

We regret to record the death of Raymond Glenn, son of Mr. and Mrs. L. D. Glenn, which occurred January 24th. Death was caused by septic pneumonia after an illness of only a few days. We extend the sympathy of the entire terminal to the bereaved family.

Conductor and Mrs. James O'Neill returned home the latter part of January from a visit of several months with friends in Minneapolis.

Mr. and Mrs. Scott Lewis are visiting their son at Jacksonville, Fla. Scott, for the luva Mike don't let the alligators get you.

West H & D Division Notes

N. M. R.

MR. J. T. KELLY, General Storekeeper of the Milwaukee, and G. T. Richards, District Storekeeper of Minneapolis, were Aberdeen visitors during January.

C. J. M. is the proud possessor of a pair of new eye glasses. Mac says he can see everything now. He was afraid he was missing something when he wore the old ones.

E. L. Grantham, who was formerly solicitor for The Milwaukee R. R. in Aberdeen, suffered a paralytic stroke, Monday, Jan. 23rd, which proved fatal. Mr. Grantham was with the law firm of Soule & Grantham in Rapid City. He was assistant solicitor for this company from 1911 to 1918 when he took over complete charge of the railway's legal affairs in the states of North and South Dakota, resigning in 1926. Mr. Grantham had many friends who have missed his cheery smile and kind word since they left here and who mourn with his two daughters for the loss of father and friend. Burial was made at Riverside where Mrs. Grantham is buried.

Mr. H. O. Hepperle, attorney, spent some time in New York City during January.

Mr. and Mrs. O. L. Lodge spent a few days in Milbank recently visiting friends.

R. P. Kauppi, D. A., made a trip to Minneapolis recently.

Many took advantage of our special round trip rates to Chicago and Minneapolis for the Auto show.

Pa and Ma Tracy spent a couple of days in Minneapolis and vicinity during January visiting friends and relatives.

The early and severe weather that has been experienced during January, although not exactly desirable to most of us, has a compensation in that it has insured a plentiful supply of good ice for the coming season. The heavy harvest of the frozen water has filled the huge ice houses at Aberdeen, which has a capacity of 7,000 tons; the ice houses at Montevideo, Moberg, Marmarth, Miles City and Baker, also several other points west were filled from the lake at Ortonville. All accounting for the ice handled by the H. & D. Division.

Jake Kaul, who left here about three months ago and has been living in Seattle, is back. Dakota is not so bad after all.

Mr. W. J. Beckel from Austin, Minn., has joined the forces of the H. & D. Store Department. Welcome to Aberdeen, Mr. Beckel.

The friends of Mr. Con Devries who recently had an operation at a local hospital, will be glad to hear that he is home again and on the way to recovery.

B. C. Hoen is the new rate clerk at the local freight house. Mr. Hoen comes to Aberdeen from Glencoe, Minn. He is single, girls—now don't crowd. Welcome to Aberdeen, Mr. Hoen.

Leslie Foley was laid up about a week on account of injury received playing basketball. He is a little lame yet, but able to get around. Kinda hard on the girls now Les without you at the dances.

The many friends of Mr. O. A. Amos will be pleased to hear he is a great deal better.

Mr. W. Belitz is the new night round-house foreman. Welcome to the H. & D.

A very large and enthusiastic safety first meeting was held at Aberdeen Feb. 13th.

Mr. Emmett Burke is back with us after being absent some time on account of sickness. Glad to see you around again Mr. Burke.

Mr. Gove and N. M. R. both have colds. Must be from handling so much ice.

Dubuque Shop Jingles

"Oosie"

ERNEST SANDERS, one of the older employees at Dubuque Shops, passed away at his home after an illness of several months; we extend sympathy to his family.

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Baldwin Locomotive Works
PHILADELPHIA

Sympathy also to Timekeeper Frank Frick, whose sister, Stella, passed away after a very brief illness.

Charley K. and Johnny K. are proud papas—hip, hooray! John has called his Charley and Charley called his John—now wasn't that a fair exchange—it was, my word upon.

Amelia is wearing one now! What do you know 'bout that? It's big and bright and sparkly, and pretty as an Easter hat.

Adam invested fifty cents just the other week—he got his money's worth, he says; now, wouldn't that make you squeak?

We understand our Y. M. is contemplating buying one of Henry's new productions. We are glad to hear of your ritziness, Ed, but what about the upkeep, isn't it high?

Herb U's son has commenced to talk—note its first conversation: "Daddy, what am I going to be when I get growed?" "You can have my job, son." "But, Daddy, I want to work." (Here's where I don't get NO more supplies.)

Our new foreman, Mr. King, who arrived home rather late the other evening, said to friend wife: "Can't you guess where I've been?" Wife: "I can, but tell your story." (Was that the night you were sponfaerklung, Fay?)

Two Scotchmen were here last week—shhh, a pair of tights. (They SPENT the day and the evening.)

To our old colleagues scattered hither and thither—GREETINGS!

Our 1928 Slogan: We do not "choose" to move!

Tacoma District Accounting K. K. K.

TALK about visitors lately. In the past month we have entertained such celebrities as Herb Moody of Seattle, Thos. Hughes of Spokane, Joe Strassman of Tacoma and points east, Mr. Huntley of the OW at Portland, Mr. Rangitsh of the NP at Seattle. We must be darned good or else (?) I don't know which, the point is, we had lots of company.

To the folks at Mobridge, Avery and other points in the frozen zone—yes—Frank Opic is still champion gum chewer of the Pacific Coast.

No—Morton hasn't taken any pictures lately. I can't understand it either, with all this beautiful sunshine and so many girls in bathing suits on the beaches, (apologies to California).

Bill (wild) Smith has his "French Puddle Jumper" commonly known as the Viber Eight, out of "Hock" after a hard winter. About two months ago Bill had an argument with a Hudson, the Hudson won and Bill had to find a new mode of transportation between the office and the village that gives the world the raspberry. He made it. I suppose that when Bill passes a Hudson now the Old "Chevy" runs for the brush. You can only fool a car once.

Louie Bay has heard some of these stories about what a life a man can live when he has a car. So now he is fixing up his Overland Special preparing for the summer rush. Yes girls, Louie is single and this is leap year. Louis is smart too, he keeps one leap ahead of them.

Forest C. Mason uses Mason tires. This sounds alright but, if all Masons have as many punctures as these said Mason tires, Forest Mason will look like a sieve everytime he drinks water. Try to match this record, 38 punctures in 26 days.

Since Henry Ford's "Lizzie" grew up to be "Lady Elizabeth" quite a number of the boys are casting their lamps upon her. They tell me that you don't have to put LePages glue in the oil on this model. You know on the old one how you used to have a canvas over the back like a lawn mower, to catch all the hardware that dropped off. Them days are gone forever.

Ann Johnson, Comt. Opr. on Jan. 20th lost her (solid gold) wrist watch, causing considerable excitement in the office, many of the boys being accused of playing an impractical joke on Ann and where should she find it but among the envelopes marked "Chief Timekeeper." That is a good one on G.S.B. too.

Helen Amidon has been bringing a bunch of daisies down to the office every day lately, and every little while she pulls one out of the vase and pulls the petals off and mumbles something, I don't know why, maybe she is going crazy. Sometimes after this operation she has a satisfied grin on her face and other times she looks like she had lost her last friend. The rest of the day she has a far away look in her eyes and keeps mumbling Miles City, Miles City, 1076 long miles Oh! Oh! Oh! I wish anyone who can tell us what all this is about would kindly do so, maybe we can help her.

They were entertaining a distinguished guest when Frank's little boy piped up, "Daddy isn't this roast beef?"

Frank—Yes son, why?

Franks little boy—Well you said you were going to bring an old mutton head home for dinner.

I understand "Little" Willa of the freight house force has a new Chrysler, but I won't believe it until she comes over here and gives me a tour in said "Lemo".

It's all Geo. Pyette can say lately, Well, Well, I wish I had a good one. (Note it caved in one Saturday thereby ruining his Saturday night swim.)

Among those of the office enjoying the winter sports at the mountain recently, were Miss Johnson and Miss Lindquist.

Miss Hall of the Supt's. office entertained recently in honor of Mrs. (Hazel) Allgood of San Francisco who will be remembered as the Compt. Operator who always had a snife for everybody.

We are glad to report that Mrs. Geo. Pyette, wife of "Our Chief" has been elected President of the Milwaukee Women's Club for the year 1928.

Congratulations to Paul Jones of the Car Dept. Note you are wearing a diamond ring. (We didn't know it was customary for the girl to furnish same even though it is Leap Year.) This accounts for the frequent trips to Gig Harbor. Who'll be next?

Miss Harriet Brown, former Car Dept. Clerk at Miles City has been visiting at the home of Helen Amidon. We know you are enjoying our coast country, Harriet.

The Get-Together of the tide flat employees on Jan. 28th was an enjoyable affair. Much credit is due Morton Eshelman and Claude Petersen for their efforts to make this good time possible. Dancing and games furnished the entertainment, after which refreshments were served. "When shall we meet again? Let's make it soon!"

River Division

Margaret Maher

WONDER if anyone missed the River Division items last month? Of course, I know some on the Division read the notes

most diligently. But, you know, Dear Editor, I have been studying my geography ever since, and didn't get enough news for the magazine. Now that I know that California is not in the "Sunny South" I will devote my spare moments gathering information for this wonderful little magazine of ours. I may know my onions, but not my jography.

Sympathy of all the employees is extended to Condr. Wm. Jones in the death of his wife. Mrs. Jones had been ill for about a week and death came rather unexpectedly. Funeral services were held from Holy Rosary Church at Minneapolis.

Engr. J. W. Tiffany and wife and Engr. Maitland, in company with engineers from other divisions, arrived home from Florida, where they spent a most enjoyable two weeks. The party left Minneapolis January 20th and arrived home February 2nd. They spent some time at Venice, Fla. Mr. Tiffany describes Venice as a most beautiful city, a hotel on the American plan, with every convenience and invention. The party were in the strawberry garden and picked berries at 30 cents a quart. The description of St. Augustine, the oldest city of the United States, is so interesting that it makes one long to see this quaint city. The party traveled 3,600 miles by rail and about 700 miles by bus and automobile. From all reports it was a well spent vacation.

I never knew that we had such an enthusiastic politician for our traveling engineer as Mr. Hemsey has proven to be. He is surely putting up a great campaign for our next President and is very anxious to see Barney Googles elected as his organization, "Brotherhood of Billygoats," are one hundred per cent for their client.

The many friends of Condr. A. P. Buckner will be pleased to learn that he has recovered from his serious illness enough to leave the hospital. After a few weeks visiting his sisters in Illinois and after having sufficiently recuperated, he will again return to work on the River Division, where his friends will be glad to see him piloting the Olympian and Pioneer Limited.

Sympathy is extended to Engr. Jerry McGraw and wife and family in the death of their granddaughter, Blanche Gorman, whose death occurred very suddenly. Little Blanche had been sick but a few days with diphtheria when death came to claim its victim.

For some time everyone seemed to be talking to Charlie Carlson and asking him when he was going to take a vacation. Of course, we all would like to see Charlie take a vacation, but then not the way he did. Mr. Carlson was forced to take some time in January to have a conflict with King Flu, but happy to relate, he won after two or three rounds.

You know more than half of the people never appreciate what is around and about them. We people here at Wabasha must have folks come here and tell us about the good things. Isn't it queer? You know Engr. M. Davey had planned to go to California with his wife and then he heard about the Wabasha Passenger train being put on and he said to himself, "Now, why go way out to California and spend all that money when I can enjoy myself just as well right down there at Wabasha?" Oh, wasn't that a compliment? For the people or the climate, I wonder?

Everyone will be glad to know that Condr. Langdon, who had been ill at a hospital in Minneapolis, has recovered and returned to his home. All the employees and the patrons on train 15 have missed Mr. Langdon and are anxiously looking forward to when he will return again.

Haven't had anyone register yet as to their having seen a robin. But then I suppose several have.

Engineer A. C. Hoard made a very pleasant call at Wabasha the forepart of February on business.

District General Car Foreman E. F. Palmer made a trip of inspection at Wabasha. Mr. Palmer is always a welcome caller and his visits prove very beneficial.

Talk about being popular. If anyone happened to be at the Leap Year Dance it surely was demonstrated when Engr. Hilger had four dances booked ahead. And goodness, Dick Thompson was on the whirl all the time.

Des Moines Division Items

Frenchy

WE REGRET to announce the death of Mr. Mike Flanagan, brother of Roadmaster John Flanagan, which occurred on February 3rd at Jesup, Iowa. Funeral was held at Waterloo, Iowa, Feb. 6th. Mr. Flanagan has the sympathy of the entire division in his bereavement.

Mr. and Mrs. Frank Kolash have returned from a several months' stay in the west. Guess they think "Little Old Des Moines" is about as good as any place after all, although they liked the west pretty well in some respects.

Conductor Nick McGrath has returned from several weeks spent in Florida and is back on his old run again. Conductor Price is back on his old job, No. 91 and 92, and can be home once more.

Agent W. W. Key was called to Auburn, Wash., on account of the serious illness of his mother. His many friends on the division are hoping that she will recover her health soon.

Agent M. L. Fitzpatrick is back at work after a southern trip. He was relieved by Paul Calhoun.

Agent G. J. Foxhoven was married early in February to Mrs. Mildred Lanning of Panora. The happy couple have the best wishes of all of Mr. Foxhoven's many railroad friends.

Fireman Charles Conaway has opened a floral shop on Locust St.

Mrs. Florence Ibsen enjoyed a visit from her father and mother, Mr. and Mrs. Chas. Nelson, over the week end of Feb. 11th.

Brakeman Henry Welsh has been having more than his share of trouble lately, having lost his mother during the latter part of January and two weeks later an uncle, his mother's brother. We wish to extend our sympathy to him in his bereavement.

Foreman Chas. Crawford and wife have returned from a few weeks stay in Denver and other western points. They report a fine time.

Seattle General Offices

D. H. B.

MISS ALICE L. FLAGLER, of the Milwaukee Hospital Association, died at Seattle on Saturday, February 11th, following an operation for appendicitis. Her death came as a great shock to her many friends.

She was born in Lime Springs, Iowa. She was with the Hospital Association at Chicago for a number of years, coming to Seattle shortly after hospital service was organized on Lines West. She had been employed in the office of the Chief Surgeon as confidential secretary for seventeen years.

Miss Flagler took an active part in the affairs of the Seattle Business and Professional Women's Club, of which organization she was secretary at the time of her death.

She is survived by a brother who lives in

Spokane and an adopted daughter, Marian.

Miss Charlotte L. Bouldin recently returned from a vacation trip east.

Mrs. James H. Curry is on her way to California.

Mrs. Charles F. Goodman is on a business trip into Colorado.

Mr. H. E. Byram spent a few days in Seattle and Tacoma during the time the NP-GN merger was being considered at Tacoma. Mr. H. B. Earling likewise attended the Tacoma conferences.

We are all quite proud of our Seattle Ocean Dock. A second track has been added on the south side. Our own force has a fine, commodious new office in the addition built on, at the street end of the dock. An equally good office has been provided for the Osaka Shosen Kaisha; also a well appointed waiting-room in which to care for passengers and custom-house inspection of their baggage. An overhead walkway along the eve of the roof on the south side of the dock has been installed so that passengers can reach the waiting-room without going through the warehouse. An oil burning heating plant keeps all of this space very comfortable, and the entire dock has been equipped with automatic sprinklers for fire protection. The extension of the dock to the West, tapering down in width at the outer end, with track along the south side, will be completed within the next week or two. This will not only make a substantial increase in the warehouse space but also will provide berthing space for a second boat. The new steel storage tanks, weigh tanks, boiler-house and oil loading standards constructed on our newly acquired property along Hanford Street some distance south of the Ocean Dock, present a very neat and substantial appearance. These facilities, with connecting pipe lines, will enable us to unload vegetable and wood oils while steamers are discharging their general cargo at the dock.

For the past year the OSK has been handling its business at our Pier 6, Seattle, but this dock was not large enough to take care of the Oriental business, especially when necessary to handle two boats at the dock at once. Pier 6 has now been leased to the McCormick Steamship Company, who are doing a very satisfactory business there.

R & S W Division

Lillian L.

UNDERSTAND George Gayton is so fond of riding on a bus that he will often pay bus fare into Milwaukee to come out on his run on No. 25 rather than deadhead in on No. 8.

Conductor E. A. Martin attended the Mardi Gras in New Orleans the fore part of February.

An 8½ pound daughter, Joan Mary, born to Conductor and Mrs. Joe Helms on February 4th.

Understand Ticket Clerk Hanson, Beloit, was held up and robbed of \$10.85 on the night of Feb. 3rd while parking in Sinitissippi Park, Rockford, after 10:00 P. M. We cannot understand what he would be doing out so late as 10:00 P. M.

Lloyd Rummelthagen was hopping around excitedly one day after lunch (it takes a good deal to excite Lloyd) and when No. 9 pulled in he rushed madly over to the station. We have not as yet been able to find out her name.

One of those cold mornings, with a stiff gale blowing, as Peg Fairchilds came in to collect the mail, Mary said, "Is it still cold out, Peg?" Peg replied, "It's cold, but not still, the wind is blowing pretty hard." All right for you, Peg, but Mary is going to get even with you some fine day.

Conductor and Mrs. D. G. McCarty are spending a couple of months in the west.

After the way Felix Raue has always bragged about his Whippet, we were somewhat surprised to learn that he had succeeded in wrecking same near Ashippun, Wis., by driving over a 20-foot embankment. He pretends it was an accident, but due to the fact that he was alone at the time and came back without a scratch, makes us feel that he wanted a GOOD car and took this means of getting rid of the Whippet. Understand he has been casting glances at the lady Henry made out of Lizzie.

When you have any tickets to sell just hand them over to Alex Helms. We sent down what we considered his share for a party being given by the Woman's Club, which he sold and came back asking for twice as many more, which he also disposed of and then wound up by helping out one of the other fellows with the ones he could not sell.

Want Ad: Will take small electrical jobs as a side line. Can give best of references as have taken care of several emergency jobs at Superintendent's office at Beloit. Address, J. H. Chambers.

Mr. and Mrs. Merrill Burkett left for Tampa, Fla., about Feb. 1st, to visit Mr. Burkett's father, who was at one time an engineer on the R. & S. W.

Why not bet on a good team, Leo, and keep your thirty?

Chief Clerk: "Kenneth have you sent out those almanacs yet?"

Kenneth: "Er——(mumbling something about not having had time)."

Chief Clerk: "Remember, they are for 1928 and you better hurry and get them out so they won't be out of date when they reach their destination."

All apologies to Fireman Thomas E. Gannon for failing to make mention of the 8-pound daughter, Rosemary, born on Sept. 8th.

Mrs. Lillian Wheeler in the Timekeeping Department has been called to Milwaukee several times lately on account of the serious illness of her brother.

Pat Barry has resigned his position as Storekeeper at Beloit and returned to Ohio. We surely miss him around Beloit.

The next time engine 2411 makes a successful trip George Messer is going to lay off and celebrate.

Mrs. Roy Hollenbeck, who has been ill at the Beloit Hospital for some time, has improved so that she was able to be taken to her home. Understand Roy was chief cook and bottle washer during his wife's illness, but it seems to have agreed with him, as he does not show any loss of weight.

Understand Dispatcher Bauer and Ticket Agent Lightfield went out one of those springlike days we have been having lately, intending to play a little golf, but they would not permit them to do so. Considering the size of the tracks they would have to fill up all around the course you can hardly blame them for keeping this pair off the links.

On December 27th, Brakeman Hugo Timmcke was married to Miss Vera Stoddard of Beloit. They left the same day for Milwaukee and the following day took the Columbian for Portland, Ore., where they visited Mr. Timmcke's parents. They also visited friends in Washington and Idaho. Mr. and Mrs. Timmcke express themselves as having had a very delightful trip (everyone does on their honeymoon), and say that everyone going west should travel via the C. M. & St. P. as the entire service is splendid, and that nothing can compare with the electric motors for smooth handling of trains.

At the Cross Roads of the World

Roberta Bair

MR. Scandrett, our new president, and party arrived at Bedford in business cars Milwaukee and Wisconsin and ran a special over the Terre Haute Division February 9th and 10th, making the trip from Bedford to Seymour and north as far as Myron the first day and from Myron to Bensenville the 2nd day. Mr. Scandrett was accompanied by Messrs. Gillick, Halstad, Penfield, Brown, Averitt and the local officials. He looked over the property at Bedford, Latta, Terre Haute, West Clinton and Faithorn and the coal line branches at Latta and West Clinton.

A new five stall addition to the roundhouse and machine shop has been completed at Hulman Street.

Mr. G. Tornes, Gen'l. Supvr. of Bldgs. made a trip over the division last month and was very much impressed with our stone buildings.

At Latta, Indiana, an electrically operated automatically controlled, centrifugal pump has been installed replacing the gasoline engine and dispensing with the pumper.

Miss Eleanor Faris of the Master Mechanic's office, was hostess recently for a delightful Valentine party at her home on South Seventeenth Street. A very delightful program of clever contests and games and the exchange of valentines furnished the entertainment for the evening. High prizes for the contests were presented to Mrs. Flossie Waggoner and Miss Alice Church. The consolation prize was won by Mrs. Agnes Dede.

At the close of the evening a delicious luncheon was served to the guests at a table artistically decorated with valentine colors and emblems. Two tall red tapers in flower holders stood on either side of the centerpiece which was a basket of red tulips.

Dainty place cards bore the names of the guests and the hostess. The guests were: Misses Catherine and Edna Pfeiffer, Jessie and Ethel Dick, Alice Church, Mesdames Martha Skirvin, Agnes Dede and Flossie Waggoner. Regrets were sent by Mrs. Velma Bailey.

Mr. and Mrs. L. S. Amour entertained with a bridge party Thursday evening February 2nd. The guests were: Misses Marie Tuemler, Marie Stwalley, Messrs. Howard Stewart, Nelson Schader and Mr. and Mrs. Tom Walters. Mr. Walters was awarded the first prize. Dainty refreshments were served. Mr. Amour is our Division Accountant and a very talented musician.

Mr. Clawson, night yard master at West Clinton, has been on the sick list and Mr. Kelley, day yard master, had to double over on the night job.

Fred Mancourt, of the Timekeeping Department, has returned to Terre Haute after spending a 2 month leave in Texas and California.

The mines in the West Clinton district loaded about 5,000 cars during January and the billing was about the same, a decrease of about 25% under last year, but hope to go over the top for February.

The West Clinton yard clerks are of the opinion that the only thing that hasn't decreased is the amount of clerical work around the yard office. They claim they are getting bald headed, gray headed and bone headed but are certainly noted for their efficiency. They are not certain that the road could run if some of them should quit. Yard Master Kelley tried it three times and each time he went home, his wife sent him back, so he has about decided to stay.

Mr. Lehman is back on the job at West Clinton since the latter part of January, after getting the Terre Haute freight office back in shape.

Southern Minnesota (West)

Division

G. H. G.

MERLE Fredrick Section Foreman of Lake Preston has been called to Omaha, Nebr. account sister residing there being very sick. All the boys of So. Minn. West hope for her recovery.

Account of sleet and rain at Madison Feb. 5th and 6th large percent of Telegraph wires were reported down or out of order. The Western Union have sent sixteen of their men to Madison to make necessary repairs, and it has been reported that they will construct a new line.

Section Foreman Halvax Severson of Artesian, So. Dak. is taking leave of absence account of sickness. We hope he recovers in due time.

The Safety First Meeting was held in Passenger Depot at Madison on Feb. 7th, and according to reports was one of the best this season. This sure is a fine report, considering the weather conditions that prevailed at that time, as we had rain and sleet for the past two days, making it very sloppy under foot. The official number present was forty six.

R. E. Wood Chief Dispatcher, presented three very good items at the Safety First Meeting, so I am told. Hurrah for Roy, lets hope he continues the good work.

Received report this evening that Don Bradley Section Foreman of Wessington Springs So. Dak has a seven and a half pound baby boy. Hurrah for Don, and another CMSTP& Pac. employee.

Charles Smith and Jimmie Taylor as we call him, arrived here on Train No. 7 Jan. 25th, and departed on Jan. 27th. We were all very glad to see these boys, and they sure look fine, their visit here was very much appreciated by all who know them.

Jerry Tollefson Warehouse Foreman at Madison received minor accident while trucking load of freight on platform. Account of rain and sleet the platform was very slippery Jerry slipped and cut quite a deep gash in his leg, just above the knee. We were rather surprised to see Jerry back on the job the following day, but he stated you can't keep a good man down, and I believe that those who know him, will let it go at that.

Ben Bast our worthy Bill Clerk has been pulling his hair lately, and we have finally found out what it was all about. His electric bill run up to \$15.00 per month instead of \$3.50 which he has generally been paying. Of course we all know that a permanent wave costs \$12.00 and if you intend to dance, some one has to pay the fiddler.

We are advised that Charles Murphy official water man at Madison has a seven pound baby girl. Hurrah for Charles and informed that Charles is very proud of the new arrival.

Illinois Division

M. J. S.

MR. BEELER, General Chairman of the ORC, returned to Milwaukee after holding a well-attended meeting at Savanna at the Milwaukee Women's Club Room February 12th. Meeting opened at 9:30 A. M. and continued until 1:00 P. M. H. H. Fennie, Chief Conductor, presided at the meeting.

After the business session, the members present enjoyed a chicken dinner and smoker at the Losey Cafe. Bernie W. Schmidt and Milburn K. Lynn were received as members into the Order at this meeting.

Deepest sympathy is extended to Engineer's Timekeeper Mrs. Anna Bahne on account the death of her mother, Mrs. Bridget Shurtleff, February 10th, at her home in Savanna, due to a stroke of paralysis. Mrs. Shurtleff was 78 years of age. Funeral services were held Wednesday, February 15th, with interment in the Savanna Cemetery.

Mrs. Ed Booth, wife of B&B Carpenter Booth, who was badly bruised in a recent fall, is gradually improving.

Engr. Sam McCormac and wife of Savanna, who have been seriously ill, are both feeling improved at this writing.

Sympathy is extended to Engineers Frank and Harry Davis and families on account of the death of their father, Thos. A. G. Davis, February 14th, at the home of his daughter, Mrs. Geo. Daly, at Savanna. Mr. Davis was 78 years of age and a veteran employe of the Milwaukee.

Mrs. Elmer Bashaw, wife of B&B Carpenter, was called to Webster, Minn., on account of the sickness of her sister, Mrs. Winnfield James.

Sympathy is extended to Passenger Brake-man R. Y. Sheddin of Elgin on account of the recent death of his wife at Los Angeles, Calif., where Mr. and Mrs. Sheddin were spending the winter months.

Operator H. C. Eldred of Elgin has been assigned third trick at Spaulding while the regular operator is away.

Conductor F. B. Wheeler and wife leave in a few days for California and western points, where they will visit their son for the remainder of the winter.

Operator C. H. Kuntz of Elgin is off duty on account of illness.

Savanna Yard News

AT 4:00 A. M., Monday, January 30th, Switchtender W. Carey and Miss Grace Ireland were married on January 30th. Immediately following the ceremony the bride and groom departed on an extensive wedding tour to Galena and other western points. The cigars Mr. Carey passed out were muchly appreciated, but there did not seem to be enough of them to go around.

Chief Caller Hartford is very sick at the present writing and expects to undergo an operation at the St. Francis Hospital at Freeport for appendicitis.

Switchtender Thos. Castle was off sick the first part of the month.

A new yard office is being erected in Yard C. It is going to be a very fine structure and it will sure be appreciated by all concerned.

A safety first measure of placing rock salt on C Yard lead to melt the ice was started sometime ago. The switchmen greatly approved the action.

An Essex Coach and a gentleman with a Derby hat from Rockford, Ill., in it, has been seen on our streets quite frequently. This is Leap Year, and he is borrowing himself a lot of trouble.

The Assistant Yardmaster's Morris Chair is to be soon sent to the back shops for Heavy Repairs. Mr. Kentner will sure miss its soothing comfort!

Miss Jewel McGrail, Chief Caller, is again figuring on her annual vacation. She does not know whether to go to Canada or Mexico but will decide probably by June.

Operator Chas. Welch has received his schedules from the O.R.T. He is showing everyone the book, proudly points to Rule 13, which states explicitly that the operators will

not be required to wash windows. We know that Charley will not be found guilty of breaking that rule.

Mr. Chas. Wilson, Bill Clerk, Savanna Yard, does not seem to be as well known as he should be, by our local police officers. He was stopped by some officers a few nights ago and was asked by those gentlemen where he was from. Charley is quite put out by this occurrence. They probably did not know Charley on account of him disposing of his aviator's cap. By your hat, they shall know you, Charley?

Relief Bill Clerk George Correll is a very gallant young man. Caller W. Jensen and Mr. Correll are daily customers of our local skating rink. Yes, says he wished his girl did not live so close to the cemetery as it is not a pleasant task for a fellow to take a girl home who resides in such a neighborhood. Business through Savanna Yard is very good. Hope it continues indefinitely.

Savanna Car Department Items

JOHN WEIDMAN, Wrecking Foreman, returned to work after being off duty for a few days on account of sickness.

Wm. Ritenour, Veteran Car Repairer, is recovering nicely from an injury sustained while on duty.

Wm. Speck, Veteran Car Repairer, is off duty on account of sickness.

Joseph Frazier, who was employed as Car Inspector in Savanna Yards for more than forty years, passed away at his home January 20th, after a brief illness.

Mr. Frazier was born and reared in Savanna. He was well liked and highly respected by his co-workers and will be greatly missed by the men, especially those employed on the first shift. The quiet, efficient way in which he went about his duties was often noted and commented upon.

Sympathy is extended through this issue to Mrs. Cora Frazier, widow of deceased, and two daughters, Mrs. Burton Greenleaf of this city, and Mrs. G. W. Fisher of Madison, Wis.

Funeral services were held at the home, 624 Bowen Street, January 24th.

S. C. D. Office

S. E. R.

FRANK Skola joined the great army of married men on Saturday, Feb. 11th, by marrying Miss Pauline Telderer in a beautiful ceremony at St. Boniface Church. Among those from our office who attended were Miss Helen Horan, who was one of the brides-maids, Francis Anzia who acted as best man, S. Filut, Irving Clouse and M. Biller as ushers. The wedding was followed by a breakfast at the bride's home and a reception in the afternoon and evening. The S. C. D. Office was well represented and all reported having a wonderful time.

"Who's Next?"

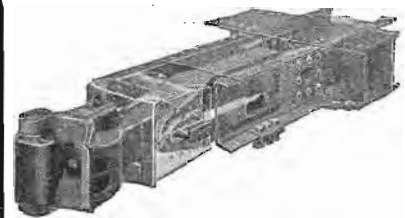
Clifford Cullen missed his weekly trip to Lone Rock to attend Frank's wedding. We saw him asking Frank questions about the arrangements of the wedding. Are you planning to use this information soon, Clifford?

Fred Buettner says he is glad Frank was married on a Saturday instead of any other day because it is quite a job to fill up the water tanks.

The weather so far this winter has been so mild that Irving Clouse, Carl Jaeger, Francis Anzia and Fred Gregory have only missed one or two days from their daily games of horse-shoe.

Eugene Kleiner was at Frank's wedding. Gene looks happy, healthy and wealthy and

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wishes to be remembered to all his friends in the office.

We are sorry to see Frieda Loesen leave us and we hope she will have success in whatever she may undertake.

Clarence Seidler was lost to us in the last layoff and he claims he is going to drive to California in a flivver. We wish him luck.

Gertrude Haas was called to Spokane on account of the death of her sister-in-law.

It certainly looks as if we (the girls) are finally going to get our hot water, at least the tank has finally arrived. We hope we will be able to use it before the hot summer months get here.

Harriette Badger is leaving us for three months to go to Florida. Don't forget us shivering (?) in the cold while you are basking in the sunshine at Palm Beach.

Did you see Billie Gutbrod all decked out in a derby and blue chinchilla overcoat. Wasn't he the shiek though. Bill says the spats and cane and also the blue suit will be coming along next payday. When Bill came decked out like that we knew he had an important date. Where did he go? Way up to Minneapolis. I understand he was quite a knock-out up there. Since this trip the Post Office had to put on another mail carrier on his route to carry all the mail from his many admirers. Bill certainly covered a lot of ground in a day but then we know he is a fast worker.

Did you know we had a dancing instructor right here in our office. Yes sir, Julia gives clog dancing instructions every noon in Mr. Petran's office. Make your appointments early and avoid the rush. From the amount of noise coming from that room, I would say that Mr. Petran will have to get a new floor in his office soon.

Tacoma Shop Notes

"Andy"

J. E. BRADY is now the very proud owner of a brand new Essex automobile—it's painted green of course—and what's more it am de last woid, in gas buggy transportation, and Mr. Brady is very much pleased with its operation.

While we have this automobile subject up for airing, we also want to cast a few reflections in the direction of Mr. G. W. Taylor, who, we understand is in the spot light again, this time, with a new Chrysler. At the time of this publication, our cub reporter has been unable to obtain an interview with Mr. Taylor, to ascertain just how this car compares with the Packard he used to drive, so it will have to suffice that we merely mention the fact at this time, and further details, motives, etc., will be advanced at a later date.

John Maloney has left us high and dry, and has gone to that portion of the map termed California. John has not been feeling well for some time, and he hopes that the change of climate will be of some benefit to him, and so do we.

One of the latest contributions to the scientific world is the "Cheese Cloth Generator" for use in substations. This machine has been invented by a certain party in the Store Department, whose identity we will not divulge at this time.

The tramp-tramp-tramp of Jim Stevenson's pedal extremities while negotiating the stairway under full tonnage has often been mistaken for the big steam hammer in blacksmith shop, or somebody blasting stumps in the neighborhood, so don't be alarmed, if it's a loud and heavy thud, it's Jim.

We have a report that Byron Heward has a fiance, a leap year victim no doubt. It evidently won't be long now, for we under-

stand that he already has her picture on his wrist watch where he may gaze at it when he has time. Cupid's dart hit another bull's-eye.

Joe Smith has been off sick. We have not heard just how he is getting along, but we hope that he will soon be in shipshape again.

Edith Eide has just returned from a flying trip to Deer Lodge, where she visited with her parents and friends.

If there is anything to the old saying that, "No News" is "Good News" then there must be an awful lot of good news around this neck of the woods, that nobody, nowhere, nohow has been able to advance as much as a hint, or even an inkling to the correspondent, as to any happenings, therefore, like a bobbed tail, we are a little short this month, and furthermore, we wish to let it be known, that we will appreciate very much, if any of you birds in the various branches of the Tacoma Shops, will drop a note to "Andy" c-o D. M. M. office, Tacoma, citing any occurrences, news, etc., interesting or otherwise, and it will be treated as strictly confidential until published. What ho!—just as we were lamenting over the lack of news—"in walks dangerous Michael Wakin" who has given us the following choice bits:

Mike says—that Ford married Hudson's daughter Essex and now has the auto industry in the palm of his foot.

Mike says—Haugen has bought a new car, but he hadn't.

Mike says—Leap year is just that, it keeps a feller on the jump.

Mike says—He is going to buy a new car when the new Fords come out.

Mike says—Whiskers is just another one of those hair raising stunts.

Mike says—That Betty got a valentine from uncle as a matter of form.

Wisconsin Valley Division Notes

Lillian

ON account of a derailment at Clifford, Wis. on Feb. 7th Soo Line passenger train No. 7 detoured Heafford Junction to Junction City over our line.

Mrs. A. I. Lathrop was called to Viroqua on account of the illness of her mother.

H. H. Johnston, Conductor is at present at Rochester receiving treatments.

Word was received here of the marriage of Miss Edna Larson to Alpheus Van Norman, which occurred on February 8th at high noon at Santa Barbara, California. A number of very pretty parties were given in Miss Larsen's honor. Miss Margaret McGinley entertained at her home, Mrs. A. I. Lathrop entertained at the Milwaukee Railway Club House, the office employees entertained at the Wausau hotel, and a trousseau tea was given by the Misses Frieda and Mable Melvin. The young couple spent their honeymoon on the Catalina Island and will make their home at Santa Barbara. Congratulations and best wishes for a long and happy wedded life.

The condition of A. E. Griffith who is still at the Memorial Hospital is slightly improved.

Mr. Erdman Smith left for Milwaukee where he will receive medical treatments.

Conductor C. A. Dunn had been off duty and confined to his home on account of illness for sometime.

Machinist Frank Bame has been on the sick list most of the winter, but is improving and hopes to be able to resume his duties as soon as warm weather approaches.

Mr. Charles Whitt Traveling Time Inspector, spent about two weeks in the different offices and as usual records on our division were found to be in first class condition.

A baby daughter was born to Mr. and Mrs. D. Corey, at Detroit, Michigan on February 3rd. The Grand parents, Mr. and Mrs. Ferd. Lehrbas are equally as proud as the parents.

Mr. and Mrs. J. Griffith of Tacoma, Washington, are visiting at the home of Mr. and Mrs. A. E. Griffith. Jim, as he is better known among his friends, is well known among the Valley Division employees having worked at Babcock while Headquarters were at that city and it pleased many to see and shake hands with him.

Mrs. Flix Slomski entertained at the Club House in honor of her birthday on Feb. 1st. Seven Tables of Bridge and Five Hundred were in play.

Miss Margaret O'Brien has accepted the position as Abstract Clerk in the freight department on the first floor.

Mr. and Mrs. F. O'Brien, are the proud parents of a baby girl, Clair Jean, born on Jan. 20th. Deney's old hat wouldn't fit at all.

Mrs. J. W. Held was called to Peoria, Ill. on account of the serious illness of her mother Mr. Held left Thursday evening and will remain until there is some change in the condition of the patient.

Mr. and Mrs. J. P. Horn celebrated their 25th wedding anniversary at Portage on Jan. 22, at the same time that Mrs. Horn's parents Mr. and Mrs. N. Schantz of Portage celebrated their golden wedding jubilee. All of the sons and daughters were present and the reunion was a very happy one.

Mrs. Byron Thiel entertained at a birthday party in her honor of her daughter Barbara's fifth birthday at the Club House. Sixteen little guests were present. Games were played and lunch was served at a table decorated for Valentines day.

Mr. and Mrs. Nile McGinley entertained at a bridge party Wednesday evening, of last week. Mr. R. L. Whitney was an out of town guest and had the rules and regulations at his command—let see, it was 2-2-1. ½ to 5 and shuffle well.

Iowa Division Fathers and Sons

(Continued from page 26)

Carl Ackerman a section foreman on the Middle Iowa division has seventeen years service. His son Alex is a section foreman with thirteen years service, son George is a time keeper with eight years service and son Logan a laborer has two years service.

Charles Lutze has forty years service in the car department at Perry. His son Floyd is an Iowa division engineer with sixteen years service and son Orin is a machinist with sixteen years service.

Ethan Johnson a hostler hepler at Perry has eleven years service, Russell a son an engineer has nine years service, Harvey with the Jordan ditcher has worked ten years and Stanley a machinist helper has three years service.

A. J. Kassell who holds the long distance record on the Iowa division has forty-eight years service, son Charles an agent has twenty-five years service, Bert in the track department has fifteen years service, Andy Jr. in the track department has seventeen years service, George in the track department has sixteen years service and Harry in the track department has fourteen years service.

Frank Fiala a section foreman on Iowa division has twenty-five years service. Son Lawrence an operator has nine years service and son Lester has six years in track department.

Wm. Cummings in yard service at Perry has fourteen years service and his son Francis a conductor has fourteen years service.

John Peterson a hostler at Council Bluffs has worked forty years for the company and John Jr. has worked thirteen years and is labor foreman at Co Bluffs.

George Bell, Car department employe Perry twenty-seven years service and Everett Bell, son car department employe four years service.

R. H. Gilliland agent Melbourne twenty-six years service, son Robert operator Iowa division two years.

Robert E. Fitzgerald operator Iowa division forty-five years service and Edward R. Fitzgerald yard service Perry sixteen years service.

Thomas Broderick Section foreman with forty years service is on the I and D division. Has one son Leo two years in service in track department I and D division and another son John A. with nineteen years service who is a line man at Perry.

James E. Kanealy General Yard Master Perry has twenty-six years service. His sons Donald and Edward are callers at Perry with three and four years service.

A. E. Brooks in train service on Iowa division has fifty-one years service. His son Roy has twenty years service and is a conductor, his son Elmer has twenty years service, is in yard service and his grand son La Verne McLaughlin has nine and one half years service as a caller.

Freeland Holdrige Conductor Iowa division has thirty-six years service and his son Earl an engineer on Iowa division has twenty-three years service.

C. R. Swift Sr. engineer on Coast Division has forty-five years service, his son Charles an engineer on Iowa division has twenty-two years service.

Wm. Thompson, engineer Iowa division twenty-three years, son Lee B and B department one year.

F. L. Hanner, engineer Iowa division thirty-five years, son George B. Hanner, Brakeman on R & S W division has 8 years service.

Carl McLuen engineer, Iowa division thirty-six years service, son Howard McLuen five years service as fireman Iowa division.

Oscar Woods, engineer Iowa division thirty-nine years service, son Harley, engineer Iowa division nine years service.

J. H. Gilligan engineer, Iowa division forty years service. Son Harold in Milwaukee shops four years service.

A. L. Richardson, engineer Iowa division thirty-two years service, son John W. Machinist apprentice three years.

J. J. Brown, engineer 50 years service, son Seymore engineer thirty-eight years, son Frank engineer twenty-five and son Louis carpenter sixteen years, all on the Iowa division at Perry.

Albert Smithson, Brakeman, Iowa division seven and one half years son Walter Smithson, brakeman one year.

John Heinzeleman, Engineer Iowa division, thirty-nine years, son Gerald Heinzeleman, machinist Iowa division twelve years.

O. R. Taylor Conductor, Iowa division thirty-four years, sons Kenneth, clerk five years, Clifford clerk, four years and Merwin clerk two years.

Elmer Brokaw, engineer Iowa division forty-two years, son Roy in train service, Iowa division fourteen years, and son Elmer in round house department Iowa division five years.

V. Hansen, Chief Carpenter, Iowa division in service twenty years, son Donald, in B and B department, Iowa division two years.

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Oscar J. Akins, Operator, Iowa division twenty-one years, son, Oscar J. Akins, Jr. operator Iowa division one and one half years.

E. O. Kinser agent Coon Rapids forty-two years in service, son Clyde Kinser agent Akron, Iowa twenty-five years service.

Thomas L. Howlett operator, Iowa division eleven years, son Loyal Howlett operator Iowa division one year.

O. P. M. Huffman, agent Woodward twenty four years, son Leon A. Huffman operator Oxford Junction eleven years.

J. H. Murphy agent Jamaica, thirty-four years, son Ralph Ticket clerk Perry fifteen years, son Ward, helper Jamaica six years.

M. A. DeVoe agent Bayard thirty-six years service, son Bruce operator Co Bluffs yard six years.

H. C. Gustafson Manning station, thirty-eight years service son F. F. Gustafson agent Kimball, South Dakota twenty-six years service.

N. N. Embree agent Madrid thirty-one years service, son Robert helper six months service.

F. A. Warner agent Cambridge forty-one years service. Son Harold Warner helper ten years service.

C. A. Trask Car foreman Perry, sixteen years service, son Recal car department employe Iowa division three years service.

Wm. Lee, Car department employe Perry, thirty years service, sons Ledlie and Ray in car department Perry four and five years.

Julis C. Hansen a boiler washer at Council Bluffs has three years service. His son O. Hansen a boilermaker helper has worked five years.

Joe Tiernan a section foreman on Iowa division has thirty-one years service with eleven years service for his son Joseph also a foreman.

Joe Vavra, a section foreman on Iowa division has fifteen years service, his son Rudolph an extra gang foreman has worked seven years and Joe L has worked four years as a laborer.

Ross Oleson a machinist at Co Bluffs has worked five years with a son Carl L. a machinist helper with four years service.

John Hasse an agent with thirty-eight years service has a son A. J. Hasse agent with twenty-four years service

Charles Fuleton a section foreman has thirty years service with one son Bruce with seven years service in track department and Lawrence with four years service in track department.

C. F. Wightman, conductor Iowa division twenty-six years, son Ivan switchman Iowa division eight years.

E. E. Banyard, Assistant General Yard Master Perry, twenty-eight years service, son Earnest five years as caller and brakeman.

Henry Little, round house employe Perry twenty-six years, sons Joe and Albert also round house employes seventeen and twenty-one years in service.

Paul Bertsch Machinist helper in Dubuque shops has worked forty years, has a son Albert a machinist at Savanna with eighteen years service and a son Leo at Perry a machinist with twenty-two years service.

Otis Fulhart Drill press operator at Perry has twenty-one years service, his son Frank is a machinist with twelve years service.

David Thomas has twenty-three years service in Perry round house and his son Earnest L. has nineteen years service as trainman and clerk.

Alex Borg Coal shed foreman has thirty years service. His son Arthur is an engineer with twenty-eight years service.

Robert Smith Hostler at the round house at Perry has twenty-eight years service, Hugh the Power plant engineer at Perry has worked

eighteen years and Jay C. a machinist helper has been employed seventeen years.

Edward McGuire, Chief Carpenter at Marion with fifty years to his credit, son J. I. McGuire operator Coon Rapids nine years E. L. operator at Manilla ten years and Alice a clerk at Marion sixteen years.

O. G. Bowman an engineer at Perry has thirty years service and his daughter Alice has one years seniority as a clerk.

P. J. Rogers an agent at Earling has thirty-two years service, his daughter Irene has ten years service and son James five years service all being in the same office.

A. B. Cate conductor thirty-seven years service, has a daughter Mrs. Bernadine Beauvens clerk at Marion, five years service.

Idaho Division

R. C. P.

MRS. T. E. Linahan was called to Tomah, Wis. on account of the death of her mother. Her sister, Mrs. N. H. Lombard, was unable to accompany her due to the serious illness of her son David.

W. W. Black, formerly yardmaster at Deer Lodge, has been transferred to Spokane as Yardmaster and Assistant trainmaster.

Conductor Jack Welch died at St. Lukes Hospital, Spokane, February 9th, a ruptured appendix being the cause.

Travelling engineer, W. T. Emerson, has been elected a director of the Brotherhood Bank, Spokane.

Conductor Jack Downey drew the St. Maries—Elk River passenger run.

It is expected that Wire Chief, F. J. Washburn and the two assistants will move from Malden to Plummer Jct. where the new relay office is being installed about March 1st.

Agent Barrett of Othello made a trade with agent Sever of Usk in positions, the duties at Othello being too strenuous for Mr. Barrett since his recent illness.

We are told that engineer Ed Maxwell was given his first lesson as fireman by conductor Pat Sheridan when Pat was braking ahead years and years ago in Missouri. Funny Ed never told us that.

Agent and Mrs. J. H. Vasey of Manito left recently for a two months stay in Arizona.

Log Scaler, Carl Lillowitz underwent an operation for appendicitis and is well on the way to recovery.

Operator J. F. Percy of Spokane office is being treated at St. Lukes Hospital where he must remain for two months. His illness is not serious.

Car Foreman A. A. Strand of St. Maries, while making repairs to steam connection on train No. 18, February 19th, sustained a serious injury to one of his eyes when a washer flew off striking it. Fear was felt for complete loss of sight to the injured eye but the company specialist, Spokane, will be able to save it.

Miss Marie Freeland of Master Mechanics office purchased a chunk of mining stock about six weeks ago at 6 and is now offered 40 for it. Maybe by the time these lines appear in print?—And then again—, Anyway, she is determined to hang on to it for a while yet.

Bill Emerson had some of the same but lost his nerve and let go at 20.

It would seem thaa engineer Lou Mohr has a regular run between Spokane and Othello taking shop engines down and back. Some engines formerly given service at Spirit Lake are repaired at Othello since the closing of the Lake Shops. Others are taken care of

at St. Maries by changing off with those running in there as they need repairs.

Agent W. W. Cutler and family took a boat trip to California recently. Bill visited Mexico also. Understand he didn't win a very big sum at the races but reports having a heap of fun.

Miss Olive Grobel, daughter of trainmaster and Mrs. E. M. Grobel, was high honor student in the class which graduated recently at the Lewis and Clark High School, Spokane.

Miss Ercell Harrington, daughter of engineer and Mrs. X. E. Harrington was high honor student at North Central High School, Spokane. She will enter the University of Washington.

The Idaho Division is the connecting link between the electrified lines of our Great System. Avery, the eastern terminus, situated in the foothills of the Bitter Root Mountains, is a thriving, bustling metropolis, where the motive power for hauling our trains is changed from electricity to steam. Set like a jewel in the beauty of the surrounding hills, with the North fork of the St. Joe River rushing through its center, it is a mecca for tourists, fishermen and hunters, as well as health seekers. There one may find nature in all its tantalizing beauty and primitiveness, while at Othello, the western terminus—What? You never heard of the place? Well its where we change from steam to electricity again. The little village has never made a strong bid for prominence, its male citizens being content with the art of whittling in front of the general store or pitching horse shoes, but on the map at least it shows this spot as the point where electricity again connects and delivers Milwaukee trains to our Pacific Coast terminals.

Montevideo Chapter

Maude Hamlin, Historian

MEETING in January was held on the 19th, at the Club house, but owing to the extremely cold weather, we did not have as large an attendance as usual.

The welfare chairman reported that we had furnished a ton of coal and groceries for one family, and some clothing for the small children of another.

Our sewing society is taking care of several children, making dresses and other garments for them. The meeting was held Feb. 3 in the afternoon and quite a lot accomplished, a good crowd turning out.

Mrs. Chas. Jung, one of our former members, passed away at the Montevideo hospital on January 12th. The family has our heartfelt sympathy in the loss of the wife and mother. Mrs. Jung left a small daughter three years old, who will make her home with grandparents, Mr. and Mrs. G. Jung. Flowers were sent to the home in token of our sorrow and esteem.

I neglected to make mention of a banquet the Club served on Jan. 10th, for the Kiwanis Club, at the IOOF hall. About thirty people were served, which netted our Club \$15.00. We have taken over the second Tuesday of each month as our day to serve the Kiwanis Club, and plan to serve them in our Club House in March.

The meeting was turned over to Mrs. Lofdahl, who had planned a delightful program—
Trombone solo—Duane Risch
Dance—Naomi Erdahl
Reading—Ione Goetz
Piano duet—Mildred Lofdahl and
Ivern Johnson

Special Commendation

(Continued from page 25)

D. Cole, on December 17th reported finding a piece of flange and reported it as a fresh break. Second 72 was stopped at Greer and a piece of flange was found broken out of a car in that train. The train had gone but a few stations, before the discovery was made, averting a probable derailment.

Idaho Division section foreman Wm. Brown discovered a broken knuckle and wheel on car of gravel, December 27th. Car was set out at Tekoa.

Dubuque Division conductor S. E. Schwartz, Extra 5504, January 3rd, discovered car with a broken wheel. Car was set out.

Section foreman F. Koepp, Calmar, Iowa, discovered a loose wheel on baggage car 638 in train 33, December 19th and reported same promptly so that the defect was remedied before more serious damage had occurred.

K. C. Division conductor E. E. Santaa discovered a broken flange on wheel of car while putting up coal at Washington, January 8th, no doubt averting a serious accident.

Operator C. W. Armstrong at Cheneyville, Ill. discovered a chipped wheel on car of coal in train No. 272, December 17th as train was passing Cheneyville; and telephoned to the elevator man at Greer, who flagged the train and notified the engineer.

Terre Haute Division conductor S. A. Hill, while working at Crown Hill No. 5 Mine, January 18th, discovered broken flange on wheel in train and switched the car out, bringing it back to West Clinton behind the caboose.

Musselshell Division brakeman Frank Spear, T. M. Division train 263, December 30th included ten cars of hogs from Tacoma which had to be fed at Marmarth account of not being time to feed at Miles City within the 36 hours. While hogs were feeding Mr. Spear discovered a burned journal on one of the cars.

K. C. Division brakeman J. D. Green discovered a broken arch bar on empty refrigerator in Train 76 as train was pulling out of West Yard January 16th. Train was stopped and car set out.

Operator W. G. Hanson, Lake City, on December 29th when No. 63's Extra was passing Lake City, discovered a brake beam down in the middle of train and signalled the conductor. Train was stopped and the defect removed.

Terre Haute Division engineer Dwight Armstrong, on pusher returning from Odon, January 27th, stopped at Bedford at 1:15 AM, called the agent and reported a broken rail three fourths of a mile south of Williams.

Crossing flagman John Brest, Washington, Iowa saved the life of a little girl. The child was standing on the Rock Island tracks waiting for a freight train to pass, a branch line train approached, which she did not see. Mr. Brest snatched the child away, barely avoiding being hit himself as he saved the child.

I. & D. Division section foreman Chas. DeKock discovered dragging brake beam under car in train No. 191, on November 17th, as it was passing the section crew near White Lake. He signalled the crew and train was stopped. Terre Haute Division conductor I. H. Guinup, while inspecting train at Myron December 17th, found car with a broken arch bar and had it set out. Operator W. E. Klema, Monona, Iowa discovered car of matches on

fire as train No. 61 pulled by his station, January 14th. Smoke was coming out of the door. Train was stopped and the fire extinguished.

Dubuque Division brakeman John Kelly, No. 72, September 16th, while train was taking water at Guttemberg, found a broken truck on end of one car. The strap of arch bar had broken, letting truck partly way down.

Operator E. J. Foley, Plymouth discovered brake rigging down on car in train No. 74, December 21st, while train was passing his station.

Car Inspector J. L. Gregory found broken angle bars on main track one fourth mile south of Cutmer Hill, Ind., November 18th and reported same in time to avoid a possible derailment.

Operator C. J. Leiser discovered brake beam down under car in T. C. X. January 21st, and signalled the conductor. Train was stopped and the defect removed.

Section foreman W. Mefford, Farson, Iowa, while freight train was pulling through Farson, January 24th discovered a dragging brake beam and immediately signalled the crew. Train was stopped and the defect removed.

Aberdeen Chapter

Mrs. A. J. Anderson, Historian

WE were very pleased to see such a large crowd out to our last meeting, which was held in our Club Rooms on February 2nd.

Mrs. Nee, our President called for reports of standing committees which are as follows:

Constitution and by-laws, Mrs. Wilkinson
Ways and Means, Mrs. Williams
Mutual Benefit, Mrs. Jackson
Membership, Mrs. Zick
House & Purchasing, Mrs. Phelps
Social, Mrs. Burdick
Programme, Mrs. Adams
Auditing, Mrs. Whalen

We were rightfully proud of our Chapter when the Treasurer's report showed we had a swelling amount stored by and the Secretary's report showed a big boost in membership. A round of applause was given Roadmaster A. J. Anderson, who was responsible for twenty-seven members on our new list.

The Ways and Means committee reported there would be a card party, the last of February, the date to be given out later that depending on when the work of enlarging our club rooms would be finished.

A letter from Mrs. Byram was read in relation to a proposed Memorial to all C. M. & St. P. Railroad men who served in the World War. The idea was warmly received by our chapter and a unanimous vote was cast to have the tablet in Union Station, Chicago.

After all business had concluded Mrs. Westrader of Aberdeen Y.W.C.A. gave us a very forceful and pleasing message on Y.W. work and what it means. We are all very grateful to Mrs. Westrader for this new light on an organization so worth while.

The Officers were the hostesses of the evening and provided a lunch that was thoroughly enjoyed.

We are all looking forward to our next meeting and hope there will be an even larger number out next time. We are always glad to have visitors and hope that our new members from out of town will soon be able to come in, and let us make their acquaintance.

Twin City Chapter

Pearl V. Morken, Historian

THE regular monthly meeting of the Twin City Chapter was held Feb. 6, in our new club rooms 1508 E. Lake St. Our hall is a decided improvement over our former meeting place.

Our president Mrs. C. S. Christoffer called the meeting to order followed by Community singing led by Mr. Bantly and accompanied by Mrs. Mueller.

After the routine business was disposed of, several future activities were discussed. Mrs. Lieb then took charge of the program which consisted of a splendid talk by one of our veteran employees. Mr. S. S. Johnston on the early history of the Milwaukee Road in Minnesota.

Mr. Karl Raymond then showed us 'Movies' of winter sports in our Minneapolis parks. They were most entertaining.

Mr. A. A. Kurzejeka turned in a 100% membership in the Bridge and Building Dept. and Mr. Thos. A. Morken 100% in the Freight and Passenger Dept. in the St. Paul Roberts St. Office.

Mrs. G. B. Rook was in charge of the refreshments.

The Club is sponsoring a Valentine Card Party on Feb. 14, in our Depot Club Rooms from 2 till 5 o'clock. Mrs. E. B. Stanley is in charge, she will be assisted by ladies on the board.

The office girls are in charge of our next program and we are looking forward to a delightful evening.

Green Bay Chapter

Mrs. W. E. Bartlett, Historian

GREEN Bay Chapter held its regular meeting in the Club Rooms, Thursday evening, February 2nd with a large attendance. Meeting opened by repeating Club Motto in unison and singing our Booster song. Reports were read by our Secretary and Treasurer on the splendid financial standing of our Chapter. Mrs. C. B. Cheaney, Vice President reported on social afternoon of Chapter held in Club Rooms Jan. 18th. Cards were played and refreshments served. Members assisting were Mrs. Jas. M. Hanahan, Mrs. G. R. Hayden, Mrs. J. T. Dinwoodie, and J. J. Kocha. We were happy to have with us, Mrs. Geo. A. Waldron, Chairman of House Committee, who broke her wrist during the Holidays and is now able to be about. Our contributing member Mr. W. H. Tierney who ever since the day of organization has been a Booster for our Club was confined at home with sickness for the past month and we are glad to say he is well again. Mrs. Ed. T. Redline who was confined at Washington Boulevard Hospital, Chicago has returned home and is on the road to recovery. Green Bay Chapter extends congratulations to Mr. and Mrs. Leo Burns on the arrival of a son, "Lee James."

President Mrs. John F. Dunn together with Board members went to Menominee, Mich. Jan. 26th to interest wives of employes in work of the Women's Club. A fine enrollment was obtained and it was their wish to be affiliated with Green Bay Chapter until such time as they could interest enough members in having a Chapter of their own. Mrs. James Dremla was appointed Chairman of this group. (Watch Marinette and Menom-



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incee grow.) Mrs. Bert Lenz was appointed Chairman of our group at Hilbert Jct. and Mrs. R. C. Crane of Elkhart Lake group which are growing each day. A splendid report was made by our Ways and Means Chairman Mrs. W. H. Hart on dance held in passenger depot Jan. 23rd. This was a big success both financially and socially, everyone getting together in true Railroad spirit. During the intermission "Boost the Milwaukee" was sung by all. Our new Supt. Mr. J. H. Valentine raffled the door prize which was won by Local Agent Mr. M. E. Hastings. We are all waiting for another of Mrs. Hart's parties. Our meeting closed with social hour Mrs. Matt Kennedy, Chairman with following members assisting: Mrs. Arnold McGregor, Mrs. J. A. Walter, Mrs. P. L. Durben, Mrs. Braatz, and Mrs. Ray Clark.

Marion Chapter

Mary Blackledge, Historian

MARION Chapter held its regular meeting in Memorial Hall with Mrs. Vandercook, our new President, presiding. Committees for the year's work were appointed, with the following named as Chairmen: Ways and Means, Mrs. C. LeRoy; Membership, Mrs. F. Hardenbrook; Sunshine, Mrs. Costello; Social, Mrs. Holder; Auditing, Miss Hannah Johnson; Flower, Mrs. J. Brote; Sick, Mrs. Stewart.

A very interesting meeting was held, and plans were made for a series of benefit card party to be held at the Hall on March 17th, followed by a dancing party in the evening, for members and friends.

The Sick Committee, Mrs. Stewart, reported 64 calls and one card sent.

The President appointed a Committee consisting of Mmes. Flannigan, Leming and Hardenbrook to select a suitable site for a Club House.

Mrs. Holdorf then took charge of the Meeting and the following program was given: Piano Duet, Marian Holdorf and Dorothy Schultz; Dance, by Lois Holdorf.

Light refreshments were served, Mrs. Vandercook, Chairman assisted by Mmes. Leming, Blackledge, Taylor, Pringle and Miss Idelle Fullerton.



Portage Chapter

THE Board of Portage Chapter held its first business meeting of the year on January 6th at the home of Mrs. O. H. Frick. Plans for the coming year were made. Following the business meeting a dainty luncheon was served by the hostess.

The regular January meeting was held on January 7th at 2:30 P. M. at the Club House. After the business meeting, refreshments were served and Bridge was played.

The first annual dance and card party given by Portage Chapter was held on Wednesday evening, Feb. 1st at the Armory, and was a wonderful success. There were many people present from the various nearby communities. Music was furnished by the combined orchestras of Rudy Schmidt of Portage and Harry Peterson of Kilbourn. Miss Peterson favored the company with a number of harp solos. Cards were enjoyed by those who did not wish to dance. The lady prize winners at Bridge were: Mrs. C. J. Roob, point prize; Mrs. E. P. Kinane, honor. For gentlemen: E. L. Alderman won the prize for points and Louis Gloeckler the honor prize.

The regular monthly meeting for February was held on the afternoon of the 4th in the attractively decorated Club rooms. Three women were welcomed into the ever growing circle of new members. A number of important matters were discussed, after which Hearts were played. The first prize was won by Mrs. Walter Washburn and Mrs. E. C. Moran received the consolation. Dainty refreshments were served. Among those attending, from out of town were Mrs. George Nellins, Mrs. C. Humphrey and Mrs. M. Hoaklund of Watertown.

Mobridge Chapter

Mildred Richardson, Historian

THE Mobridge Chapter held its first meeting of 1928 at the Club House on Monday evening, January 23rd. There were 95 women present and it was demonstrated that the new addition to our Club House is certainly needed.

The officers for the new year were in their respective places and the meeting was led by our President, Mrs. Gillick. Several matters of business were discussed and the Treasurer's report was read which showed a gratifying amount of funds still left in the treasury

after the Christmas bills were paid. Perhaps the most important subject discussed during the evening, was a "Jigg's dinner" which will be given free of charge to all men employees of the railroad in Mobridge on Saturday, February 4th, in the Club rooms. A large amount of money and food was donated towards this dinner at the meeting and a committee was appointed to meet and receive donations of money at a latter date.

Supt. Gillick and P. C. Morrison gave interesting talks and Jack Charles, who played for the community singing, gave two piano solos. After the meeting, refreshments were served by the Committee.

Our charity work is still going on, a number of families have been provided with food and warm clothing this month. There have been several cases of sickness and death in our midst and flowers have been sent. A membership drive has been launched under the leadership of Mrs. H. L. Benz and from all reports, believe that our last year's mark is to be exceeded by a great deal.

The new addition to our Club House is practically finished and will be ready for use for the "Jigg's dinner." The new part is 20 x 20 and will add materially to the comfort of the meetings as the present room is much too small.

Bensenville Chapter No. 3

Mrs. L. W. Knowles, Historian

THE regular monthly meeting held in our club house. Mrs. DiVall 1st Vice President presiding. The Ways and Means Committee reported a Card Party to be given in the Club House, January 23.

The Membership Committee is sponsoring a Membership Drive. The members have been divided into two sides. Mrs. Lee and Mrs. Bradford the respective Captains. This drive closes March 3rd and the losers are to entertain the winners at a banquet. Great enthusiasm is being shown because each side expects to be entertained.

The Welfare Committee reported one plant sent to a sick party. Several sick calls and that the needy family now being looked after was kept in groceries and the patient cared for in every way. We received a very lovely gift from our honorary member Mr. Tom Watters of Des Moines, Iowa. A package of 1,000 sheets of Club Paper and 500 envelopes to match. Mr. Watters has been very generous in that line and has done practically all our printing gratis. A rising vote of thanks was given to express our thanks and appreciation. Mr. Jefferson's suggestion in regard to a memorial for the railroad boys who gave their all in the great conflict was discussed and our members favor the Mountain-side Memorial.

Mrs. O'Donnell will see that our two signs on the roof of our club house are repainted. Mrs. Oswald, Ass't. Librarian gave a very interesting report on the Library.

Just before adjournment, Mrs. Tonning, in behalf of the members, presented Mrs. DiVall with a lovely corsage. Mrs. DiVall will take the chair due to the fact that Mrs. Valentine has joined her husband at Green Bay, Wis.

Bunco was played after the meeting and Luncheon was served. It being Mrs. DiVall's birthday the Social Committee decorated a cake with candles and everyone had a lovely time.



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