

The

MILWAUKEE MAGAZINE

APRIL, 1927

TO PROGRESS
THE
**CHICAGO
MILWAUKEE
AND ST. PAUL**
RAILWAY
ELECTRIFIED

Before you buy a used car from a friend—

Send for

THIS FREE BOOK!



Pledge to the Public on Used Car Sales

- 1 Every used car is conspicuously marked with its price in plain figures, and that price, just as the price of our new cars, is rigidly maintained.
- 2 All Studebaker automobiles which are sold as **CERTIFIED CARS** have been properly reconditioned, and carry a 30-day guarantee for replacement of defective parts and free service on adjustments.
- 3 Every purchaser of a used car may drive it for five days, and then, if not satisfied for any reason, turn it back and apply the money paid as a credit on the purchase of any other car in stock—new or used. (It is assumed that the car has not been damaged in the meantime.)

To the Public: We pledge adherence to the above policy in selling used cars.

Your Studebaker Dealer

IF you were about to buy a used car from a friend, would you know how to determine its fair market price? Do you know why some dealers mark their prices in code instead of plain figures? Do you know how to tell what year any used car was built?

You will find the answer to these questions and many others that any buyer of a used car should know in this free book, "How to Judge a Used Car." It tells you what to look for and what to avoid in purchasing a used car. It is based on the long experience of experts in buying used cars for Studebaker dealers—their sound, practical advice may be the means of saving you time and money. Send for it at once!

Studebaker is only too glad to help you get the greatest value in a used car for your investment. Because Studebaker dealers believe in this policy, they have adopted this famous Pledge. Wherever you see this Pledge displayed you can buy a Certified Studebaker with absolute assurance that it is worth what the dealer asks and will do what he says.

THE STUDEBAKER CORPORATION OF AMERICA
Department L64, South Bend, Indiana
Please send my copy of valuable free booklet, "How to Judge a Used Car."

Name

Street

Town.....State.....

Mail this coupon for your copy
of "How to Judge a Used Car" 

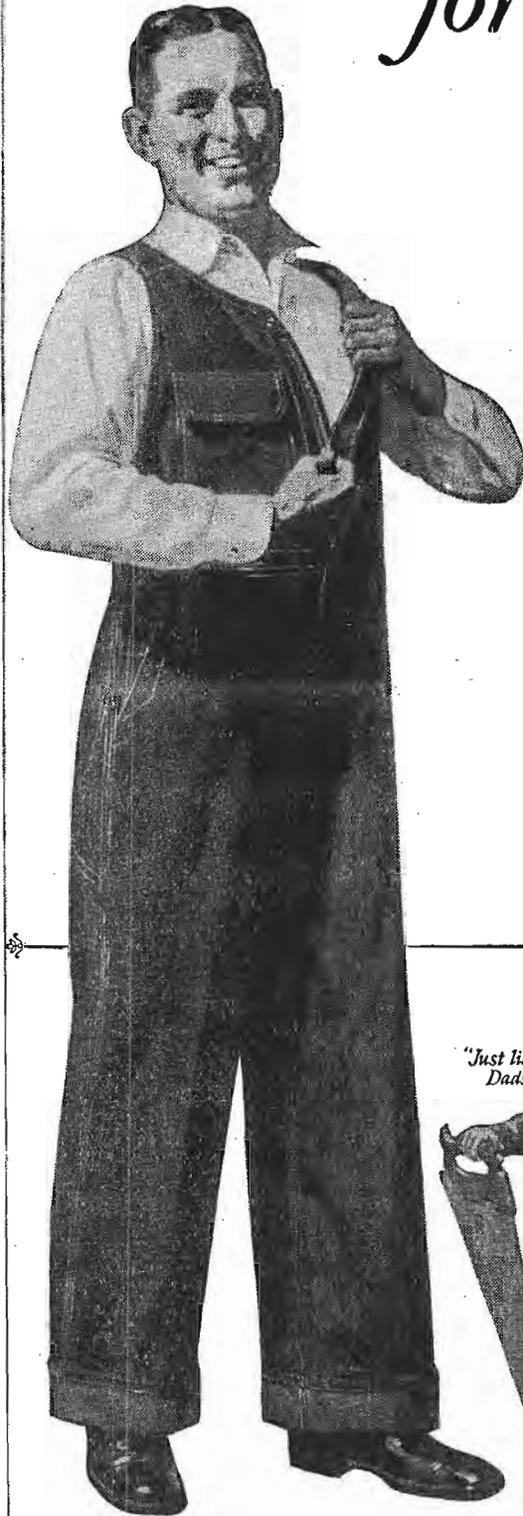
S T U D E B A K E R

\$1,000 for a NAME

for Lee Buttonless

Union-Alls, Overalls Play Suits

Presto . . . it's open!
Presto . . . it's closed!

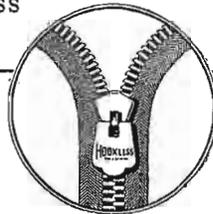


ONCE more Lee leads the world in improving work clothing. Think of it . . . no more worrying buttons. One pull and it's fastened better than buttons ever could fasten it. A timesaver . . . repair saver.

The Lee Hookless Fastener is the greatest improvement ever made in work and play clothing. It is combined with the superior long wear Lee fabrics introduced last year. The Hookless

Fastener will not jam, rust or break and launders with perfect safety. It can be had in Lee Union-Alls, Overalls and Play Suits. The same garments available with buttons also.

Ask your dealer to show you the new Lee Buttonless Union-Alls, Overalls and Play Suits. Inspect them . . . try them on . . . pull the Hookless Fastener up and down. Then enter the \$1,000 cash prize contest.



"Just like Dads"



\$1,000 in Cash Prizes!

First Prize \$250
Second Prize 125
Third Prize 75
Fourth Prize 50

One Hundred Prizes of \$5 Each

Rules —

1. These prizes will be given for the best names received for Lee Buttonless Work and Play Garments, together with reasons for the name, written in not more than 25 words. Any number of names may be submitted but each name must be accompanied with reasons.
2. All names with accompanying reasons must be written on a Lee Official Entry Blank. Entry blanks can be secured from any dealer in your town handling Lee Union-Alls, Overalls or Play Suits. There are Lee dealers in nearly every city and town in the United States.
3. You can get many valuable suggestions for a name by carefully inspecting the Lee Buttonless garments at any Lee store and by talking to any man or boy who wears Lee garments.
4. Send your entries to Prize Department 139 The H. D. Lee Merc. Company, Kansas City, Mo. No entries returned.
5. In the event of a tie for any prize offered, a prize identical in all respects with that tied for will be awarded to each tying contestant.
6. Contest opens March 1st and closes June 1st, 1927. Anyone may compete except Lee employees and their families.



T H E H . D . L E E M E R C . C O M P A N Y

Factories: Kansas City, Mo., Trenton, N. J., Minneapolis, Minn., South Bend, Ind., San Francisco, Cal.

FALK Castings

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

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

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

The Falk Corporation
Milwaukee 4 Wisconsin

CONTENTS

	Page
The Proposed G.N.—N.P. Merger	H. E. Byram..... 3
Glimpses of The Superior Division	E. A. Lalk..... 5
The Romance of Titles	W. D. Severance..... 8
Help Wanted	9
Some Friendly Invaders	9
Walter J. Thiele—Fred Rummel	10
The Olympian Train	E. S. McConnell..... 11
Sports	12
The Bureau of Safety	13
Recollections of a Station Agent	14
Charles M. Jones	14
A Trainload of Milwaukee Tractors	15
The Alfalfa and Sweet Clover Special	15
Holler First	Jim Hum..... 15
Prevent Live Stock Claims	16
The Gallatin Gateway Inn	17
C. M. & St. P. Ry. Women's Club	18
At Home	Hazel M. Merrill..... 22
Special Commendation	24
On the Steel Trail	25



Join Our Insurance Club— and increase the value of your insurance savings

1—While your money with which you are to pay your premiums is accumulating, it is also drawing interest.

2—Premiums which are paid annually cost less than premiums paid semiannually or quarterly.

Save one-twelfth of your total premiums each month in our Insurance Savings Club.

First Wisconsin National Bank
Milwaukee

Capital and Surplus Ten Million Dollars



The Proposed G. N.-N. P. Merger,

Its Effect on The Milwaukee System Discussed by Mr. H. E. Byram

In a Talk at the Spokane Chamber of Commerce, March 1st.

IN the first place I want to say that this is a friendly discussion. Messrs. Budd and Donnelly, who represent the northern lines, are my friends and we are conducting this discussion in a frank and good natured manner, and we hope it will continue.

Now, in the first place, the receivers of the Milwaukee road are not opposed to unification or grouping of railroads. On the contrary, we are strongly in favor of it. We do not think it is possible for the railroad situation of this country, especially the question of rate regulations and the equalization or equal distribution of returns from its regulations, to be carried out successfully and the rate situation in this country stabilized except by the unification of the transportation act of 1920, to which I will refer later on.

I do not think there is any other way to distribute the returns from a given rate level so that it will equally support all the railroads and be adequate to maintain them in efficient condition, and at the same time be reasonable from the standpoint of the public, except by the consolidation of all the railroads into groups. So that whatever rate level prevails, all the railroads must be grouped so that one part of the group will not necessarily be more prosperous or have greater returns from a given rate level than the other parts of the same system.

The Milwaukee situation—the situation of the receivers in this matter is, somewhat peculiar, because the receivers are the custodians of this property. The old company which formerly owned it has ceased to control it and has no jurisdiction over the property at the present time. It is now in the hands of the court and the receivers acting for the court are handling it and looking out for its welfare, endeavoring to maintain its efficiency and to keep up its service satisfactorily to the public.

The receivership is nearing an end. The court has approved the sale of the property and the sale has been confirmed, but there remain some steps to be taken such as the approval by the interstate commerce commission for the issuance of the securities that are necessary to carry out the plan or reorganization which the court has approved. There is also some litigation pending by a group of security

holders who are in disagreement with the reorganization managers and the plan which has been approved by the court. The problem involving the Milwaukee railroad is entirely in the Northwestern region of this country—in the territory it occupies in the northwest. The problem of grouping of railroads in the central west, where the large part of our mileage is located, is no problem at all.

But up in this country, where our railroad is new and only partly finished in its development, its strength has not yet been fully developed strategically or financially, and its traffic-procuring resources are somewhat limited, having been interrupted by the war and its consequences, we feel that there is an important phase of this situation affecting the Milwaukee railroad and also the territory which it is designed to serve, which ought to have consideration.

No other trunk lines are likely to be built up here, in the first place. The situation for the building of important lines of railroad is not encouraging at the present time in this section. Therefore, we feel that whatever development of traffic facilities are necessary for the welfare of this country and for its growth and development, must be done by the railroads that are already here.

Therefore, we feel it is important from the standpoint of the public, as well as our own, that the grouping of these railroads should be so arranged that the balance of strength, strategic and geographical location, should be preserved more nearly than will be possible by the unification of those two railroads, and the Milwaukee not being included in either one of them.

This country is not by any means developed. The population and the needs of the country for additional transportation facilities are going to grow immensely, and we must look forward not only to tomorrow, next year and the year after, but 10, 15 or 20 years, and 50 years ahead, indeed.

A railroad once located in a territory is there forever, and whatever its duties are, whatever its functions are in promoting and providing suitable transportation facilities for the country it occupies, are important to be taken care of at the present time, with a broad future outlook with which it should be considered.

We say, on our side of it, that there are other groupings, which I will mention later on, which will produce equal economies and equal reduced expenses, and which will preserve the same equal balance of the railroad situation in the northwest as will be possible by these two great properties being united or combined, without consideration for the situation of the Milwaukee and its individual territory.

The relations between those two railroads have existed as they are for nearly 27 years, so there doesn't seem to be any great hurry about putting them together for this immediate situation.

You will remember in 1900 the same proposition was presented in the shape of the Northern Securities company, when there was an attempt made to combine those two railroads, and through them the Burlington; which is the same proposition as is now before us, and which would involve the creation of a transportation group involving something like 27,000 miles, including the Burlington and its subsidiaries. At that time it was decided that it was unlawful for such a combination to be carried through, and the Northern Securities company was dissolved.

Now, the opposition to the grouping of those railroads together at that time was undoubtedly accentuated by the fact that there was no other railroad in this section of the country but those two. The Milwaukee had not made its appearance. This road came along about 10 years later.

And it seems to us that perhaps the fact that the Milwaukee is now here, occupying this territory, and at many points affording the protection of competitive activities, may be a reason why some portions of this territory are so complacent about this proposed unification which we think is not the correct way to carry it out.

In addition to this our position is in line with the provisions of the transportation act of 1920 and supported by the interstate commerce commission's tentative plan prepared by W. Z. Ripley.

Now the interstate commerce commission, under the provisions of this act, employed Professor W. Z. Ripley, a railway expert of great ability and well known throughout the United States, who is a member of the faculty of Harvard university, to prepare a

plan under which the railroads of this country could be grouped together to carry out the provisions of the transportation act.

After studying the subject for a year or more, he presented a plan which was tentatively approved by the interstate commerce commission; and as it relates to the situation in the northwest, this is what Professor Ripley has to say:

"Not otherwise, thus, than in its direct relationship to the fundamental principles of the new act can the significance of the particular consolidation provisions be understood.

"And it is because of this causal relationship that the act further prescribes that no mergers which are not in accordance with this plan, as thus adopted, may lawfully take place."

The act also provides that when a plan is adopted, which is supposed to be comprehensive and include all the railroads of the United States—when that plan has been adopted by the commission, any proposals to merge must be in conformity with that plan and no other.

Professor Ripley says further:

"The dynamic aspect of consolidation must also be kept in mind. The purpose being to promote a more evenly balanced competition, especially by means of equalization of opportunity in originating traffic as well as in its interchange and delivery, it is conceivable that congestion may be in a measure relieved by this plan."

That is an important feature of it and applies to our situation peculiarly.

Congestion has not been a serious problem for the railroads of the northwest for several years. We hope it never will be, but our experience of the past indicates that when congestion does occur it is serious to the best interests of the people. Therefore, it ought to be avoided if any grouping of railroads might lead to it.

Professor Ripley says:

"The growth of business in future years must accrue largely to existing stems."

He organizes these railroads and groups them in this way: The Great Northern and the Milwaukee; the Burlington and the Northern Pacific; the Chicago & Northwestern and the Union Pacific.

By "stems" he refers to the main lines reaching the Pacific coast which are by his program attached to large mileages of railways grouped in the middle west. The Burlington has a large mileage in that section which would be grouped with the Northern Pacific; the Milwaukee has a large mileage in that section which would be, under the plan, grouped with the Great Northern; the Chicago & Northwestern has a large mileage which would be grouped with the Union Pacific.

In that way the whole northwestern system of railroads would be comprehensively blocked out and preserve an equality of situation, and, as he says, an equalization of opportunity in originating traffic which would be comparatively equal in all respects.

He says further:

"Sound public policy demands that this growth should be so distributed

as to avoid blockades and embargoes on the strong roads, while the weak ones are coincidentally drifting toward starvation.

"To insure a larger proportion of the increment to the weaker roads, by rendering them more capable of efficient service, is the idea.

"The purpose of the legislation being not to guarantee an income but to afford an equality of opportunity to earn it, was intended to be promoted by this means."

That is what we are contending for—an equality of opportunity.

In chapter 5, devoted to the western transcontinental region, Professor Ripley has this to say:

"At present the Great Northern and Northern Pacific are allied through their joint ownership of the Burlington."

One of their contentions is that because of that alliance, they should be continued to be associated together.

"The choice of the two systems under the requirements in the statute, of a combination of weak and strong, points to a rearrangement of these properties.

"For, to leave the Great Northern and the Northern Pacific together would combine two strong roads against the St. Paul, which is the weakest of the three."

These are quotations from his report:

"The only possible solution, therefore, under a two-system scheme is to couple with the St. Paul whichever one of the other two is the more complementary to it, for the statute also directs that complementary rather than competitive roads shall, whenever possible, be put together.

"There is another aspect of the two-system plan presented by the situation east of the Twin cities.

"But, as to the situation west of St. Paul, it is obvious that the plan for two northern transcontinental lines calls for determination, whether the Great Northern or the Northern Pacific is the better fitted to merger with the St. Paul.

"The simplest solution for the northwest, therefore, apparently forced by the express terms of the statute and in order to minimize existing corporate disruption, is to elect the alternative of two rather than three transcontinental systems through the Twin cities.

"And this choice, as already manifested, involves a divorce of the Great Northern and the Northern Pacific; and the alliance of one or the other, whichever is the more complementary thereto, to the St. Paul system.

"This might conceivably strengthen the Chicago, Milwaukee & St. Paul, as contemplated by the statute, both for operation and traffic, so that there would result throughout the northwestern sector of the country competition on more nearly equal terms between two first-class systems; and, coincidentally, as between the northwestern and the middle group of transcontinental lines, it would also be productive of more evenly balanced rivalry."

All of this is quoted from Professor Ripley's report.

Now our situation is that Professor Ripley's argument should be given consideration in this matter, as we think no doubt it will be, by the interstate commerce commission. In fact, it has already been so considered.

At the time this question came up in 1921 I was asked by the interstate commerce commission to express my views as representing the Milwaukee road, which was not then in receivership, and I testified that, in my opinion, the Milwaukee would be a valuable associate for either one of those two lines.

There were different advantages between each of them that should be considered, but, in my opinion, the suggestion of Professor Ripley that one or the other should be associated with the Milwaukee was the correct solution and the only solution that would bring a properly balanced condition of the railroad situation in the northwest.

* * * * *

The Milwaukee road is in favor of the principle of unification, but is convinced that the proposed merger of those lines is not in the public interest, because—

First: It is not comprehensive, either as to railroads or as to territory served or to be served.

Second: It would create and preserve unbalanced competition as between carriers, contrary to the principles of the transportation act of 1920.

Third: It would prevent or prejudice further necessary unifications.

Fourth: The economies promised by the advocates of the Hill lines merger could be realized in equal or greater measure by other possible unifications.

The argument put forth as to the interests of the public in this situation is the economy in operation which could be developed by these conditions, and which we have pointed out could be equally accomplished by other groupings, and those economies might at the same time be passed on to the public by reason of lack of necessity of railroads asking for increased rates to produce a satisfactory return.

Or, on the other hand, the possibility of some rate reductions as a result of those economies. We maintain that that argument applies just as well to the group we have suggested, and it has the other advantage of preserving the balance of competition in this section that we think it needs for possible future growth and development.

Fifth: It does not recognize the basis of unification contained in the interstate commerce commission's tentative plan and made public in I. C. C. docket 12,964.

Sixth: It is in violent opposition to the consolidation plan proposed for the railroads of the northwest by Professor William Z. Ripley the economist of Harvard university employed by the interstate commerce commission to develop a fair and impartial plan of railroad consolidation.

Seventh: While called a plan of unification, it is in all essential aspects an unauthorized consolidation.

The Milwaukee railroad in this situation is not pleading for any special

consideration outside of the consideration they ought to receive as one of the transportation systems of the northwest, and upon which a large section of this country depends for its protection, as far as competition is concerned, and for its development of resources which we expect will be required in the future.

When we emerge from the receivership we will be a strong railroad financially; we will be and are now a strong railroad physically. We do not like to contemplate a grouping of the

railroads of this section in such a way that it will restrict the development originally planned by this railroad when it built its extension to the Pacific coast, and which we think would be restricted if this unification should go through.

As I said before, the relations that exist at the present time are competitive between the Northern Pacific, the Great Northern and the Milwaukee in this section. There is real competition between those first two railroads, although they are the joint owners of the

Burlington and as to their association with the Burlington, they are not unified as far as competition is concerned, so that we now have in this northern section of the northwest competition between three fairly equally balanced railroad groups.

But, if this unification should go through there would be a domination by the group of two in a way that we think would be detrimental, not only to the interests of the Milwaukee railroad, but to the northwest section of this country also.

Glimpses of the Superior Division

E. A. Lalk

THE Superior Division nicknamed, "The Wooden Shoe Division," is one of the largest, from point of mileage, of the great System, and yet is perhaps the least familiar to the majority of our employes, lying as it does, removed from the main line of travel east and west. At the same time this Division is one of the most interesting as well as profitable from the standpoint of traffic and diversity of industry tributary thereto.

From North Milwaukee, its southern terminus, it extends due north crossing the Wisconsin State Line near Pembine into the Upper Peninsula of Michigan. It reaches its northern terminus, Ontonagon, on the shore of Lake Superior. Connection is made with the Copper Range Ry. at McKeever, the DSS&A at Champion and the E&LS at Channing. In this stretch of territory there is a variation of growing season from 110 to 170 days with attending variation of the kind and quantity of crops raised. The Apple trees are in bloom three weeks earlier in the southern than in the northern district, and, the average temperature is nine degrees colder at Channing than at North Milwaukee. The northern part is in the same latitude as Montreal and the winters are very similar. The summer is delightfully cool making it the ideal summer resort country.

Boarding a train at the Union Station Milwaukee and passing through the northern terminals of the city the Division is reached at North Milwaukee. As the train speeds northward we are struck by the peculiar appearance of the landscape. The country, generally speaking, is of a moraine formation, dotted here and there with drumlins created by deposits of glacial drift which in years past encroached upon this section of the country. The indication of the passage of these great ice barriers can be plainly seen at several points. The deposit of this glacial drift has changed the course of many streams by damming them, and produced lakes and swamp lands. At Cedarburg a district ridge of hard limestone is visible. This ridge extends north and south along the eastern side of Green Bay, the Fox River Valley and Lake Winnebago. It is known to the lime manufacturers as "The Niagara Lime-

stone Ridge." Along this ridge and adjacent to the railroad at Cedarburg and a number of other points, large lime kilns are located which develop a very substantial tonnage of kiln wood or forest refuse.

This section of the country as far north as Green Bay is ideally adapted to the raising of peas and many pea canneries are located here. Canned peas and seed peas are shipped all over the country; in fact, this section furnishes a goodly portion of the peas packed in the State of Wisconsin and a good percentage of the crop of the entire country, Wisconsin furnishing 50% of the entire pea pack of the United States.

As we roll northward fertile fields can be seen on both sides of the train; splendid Holstein cattle graze contentedly in abundant fodder; prosperous looking farms with large barns and silos are numerous; here and there along the concrete highways may be seen milk receiving stations, creameries and cheese factories. Wisconsin boasts 3000 cheese factories most of which are near Lake Michigan, and the Superior Division probably handles more cheese than any strip of railroad in the world.

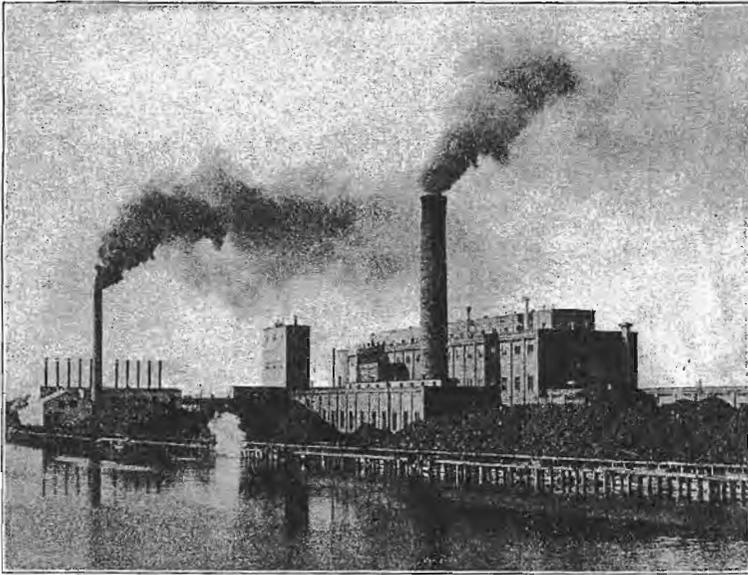
As the train draws into Plymouth large cold storage and cheese warehouses can be seen from the car window. Plymouth, which is the cheese market of the country and sets the price of this commodity, is conceded to be the largest shipping point for cream cheese in America. Our line serves the cheese warehouses and shipping sheds. Our tonnage in cheese out of Plymouth runs into the millions of pounds a month. Cheese handling is not the only industry in Plymouth. Plymouth has a very pretentious phonograph factory and radio cabinet works together with a rattan furniture factory.

Leaving Plymouth we pass by numerous gravel pits which supply Milwaukee and the State with sand and gravel for concrete roads and building purposes. At Elkhart Lake is a lake of the same name around which is located one of the finest summer resorts in the State of Wisconsin. As a matter of fact, it has a national reputation. At Kiel is located a Furniture Co., which manufactures high grade furniture. Kiel parlor furniture can be

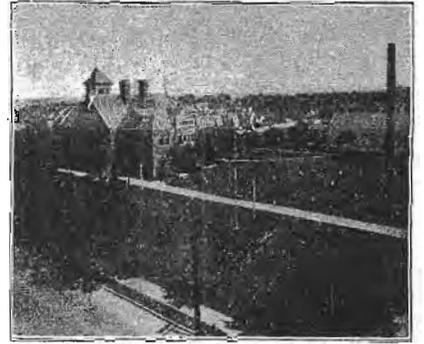
found in homes where taste and refinement prevail. As the train draws out to the northern limits of Kiel a sign can be seen from the window, of a Wooden Shoe Co., an industry emblematic of the cheese and butter industry. As we go on further north through the wonderful farm country we pass through New Holstein where is located a large gasoline engine factory and other industries. At Chilton is a very large plant manufacturing condensed milk.

We arrive at Hilbert Jct. where a branch line leaves the main line and serves the cities of Menasha, Appleton and Neenah, located at the foot of Lake Winnebago and on the Fox River. As these are three very interesting cities our time will be well spent in a trip over this branch. Leaving Hilbert Jct. we go west through Sherwood from which town a short branch runs south to the village of Hill Cliff where are located many summer resort colonies. Lake Winnebago figures largely in the early history of America. It, together with the Fox River, formed one of the early waterways over which explorers and settlers wound their way toward the interior of the country many years before other settlements were ever begun. Lake Winnebago is a beautiful sheet of water between two ranges of hills and the largest lake wholly within the State of Wisconsin. It is 28 miles long, 11 miles wide and covers an area of 215 square miles. The lake remains at about the mean level the waters being regulated by the flow of the Fox River.

Arriving at the twin cities of Neenah and Menasha we are impressed by their beauty; well kept parks, wide streets and boulevards lined with beautiful trees in the residential districts, fronting upon which are many palatial homes. Although these towns are old in years they are modern in every way. Years ago Menasha was one of the large flour milling cities of the country; in fact, the roller process of grinding flour was invented in Neenah. The change in farming from the growing of small grains to the development of the dairy and cheese industries, caused the passing of the grain industry. Where grain and flour formerly moved over the railroads, now the agricultural products of the State move in the form



**Menominee River Sugar Company
Menominee, Mich.**



High School. Menominee, Mich.



High School, Iron Mountain, Mich.



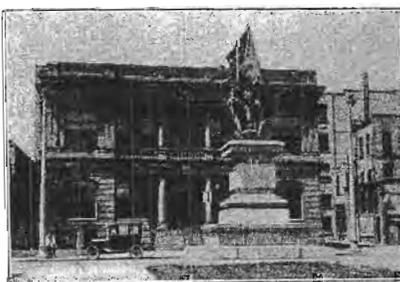
Airplane Picture Above Iron Mountain, Mich.



**Von Platen-Fox Lumber Yards
Iron Mountain, Mich.**



On the Lake Shore, Menominee, Mich.



Appleton City Hall and Library



Appleton Water Power and Power Plant



Coal Docks, Menominee, Mich...

of cheese, butter and milk; and while the State itself has prospered the railroad tonnage has declined. The milling operations at Neenah and Menasha have long since given way to the manufacture of paper, paper products, stoves, woolen goods, veneered doors, paper mill machinery and wooden ware. Here is the plant of one of the largest Woodenware Companies in the country, drawing its raw material from the State of Wisconsin and the Pacific Coast. Our company is well located as far as trackage is concerned in these towns, serving most of the large industries.

Crossing over to Appleton we find the largest of these three cities, whose principal industry is the manufacture of paper, pulp, machinery and felt screens. Appleton is located upon a high bluff overlooking the Fox River and is a very beautiful city. Our railroad is located in the valley and serves some of the largest paper mills in that section. Appleton is the home of Lawrence College which ranks well among the leading colleges of the country.

Returning to Hilbert Jct. and proceeding north through Forest Jct. where we are crossed by the C&NW Ry., passing through the towns of Askeaton and Greenleaf where are located lime kilns and from where is shipped a large tonnage of hay, we arrive at the town of De Pere.

De Pere was first settled by the French and one of the earliest missions in the United States was established here. The Chamber of Commerce of De Pere has been very active lately in the development of their water transportation and harbor. De Pere has a large paper mill, foundry and other activities.

Leaving De Pere it is but a short run to Green Bay through Wiswell where is located the State Reformatory one of the most beautiful spots in Wisconsin. The Reformatory stands upon a slight rise of ground in the center of a beautiful and well kept park. Green Bay transports one many years back in the pages of history, for Green Bay is one of the oldest towns in the United States. It was first reached by Jean Nicolet, a Frenchman, in 1634 and afterwards by Father Marquette in 1673. In fact Wisconsin was reached by the white men fifty years before Philadelphia was founded; a peculiar fact indeed, so far in the interior of the continent and before settlement of the coast was made. This of course is chargeable to the waterway system of the St. Lawrence River and the Great Lakes. The development of Wisconsin and particularly this section is well exemplified in the motto of the state, "Forward." Green Bay situated as it is at the mouth of the Fox River and at the foot of Green Bay formed an important point for the passage of French missionaries and traders down the Fox River, through Lake Winnebago and across the portage about a mile and a half, near the present town of Portage, to the Wisconsin River, and for a hundred and fifty years the traffic of this section moved through this route. English influence in Green Bay was not felt until after the French and Indian War in 1763, and the real development of the country did not come until the inrush

of settlers from New England and New York between the years 1840 and 1850. Its people and buildings still show French characteristics.

The story goes that the life of the Dauphin of France was spared during the French Revolution and he found sanctuary in the wilds of Green Bay, where he lived and died. Some years ago the papers carried long articles about this romantic story connecting it with the death of a certain recluse there. I cite this to indicate the strong French influence that prevades that section of the country.

The Fox River is a unique stream having eight sets of rapids between Green Bay and Lake Winnebago, a distance of 35 miles. Most of these have been developed into water power and the traveller is rarely out of sight of a paper mill. Navigation of this stream is made possible by means of locks and a considerable traffic in coal moves to the south. Engineers have tried to make this combination of waterways navigable to the Mississippi but have been unsuccessful so far because of the ever shifting sandbars in the Wisconsin River.

The city of Green Bay is divided by the Fox River and a series of bridges connects the two parts. It is a thriving community, the principal industry being the manufacture of paper and lumber. A number of large wholesale houses are located here making it quite a jobbing center. Extensive docks are located here distributing a large tonnage of coal. The streets are lined with fine looking retail business houses. At this point we have connection with the Green Bay & Western R. R. East of Green Bay in Door County are large cherry and apple orchards and in the spring of the year we are surely reminded of blossom time in Normandy. West of Green Bay large quantities of potatoes and cabbage are grown. We are very favorably located from a railroad standpoint in Green Bay, reaching almost all of the larger industries with our own rails. Green Bay is a Division headquarters for our railroad. Here are located our shops, Division Superintendent, Division Freight and Passenger Agent, and Dispatchers.

Leaving the next morning our journey takes us again further to the north. Just out of Green Bay we pass through the cabbage country, Cormier and Tremble. Potatoes and other vegetables are raised in quantities from Sobieski to Wausaukee on this Division. Canning factories and potato warehouses are in evidence. Arriving at Oconto Jct. a change of cars is made for Oconto, which is about eleven miles east. We have now arrived at the timber country. On either side of the track for miles second growth timber can be seen—the place where Santa Claus gets part of his Christmas trees.

Oconto is a beautiful lumbering and typical northern Wisconsin town, its streets lined with trees. It is located upon the Oconto River, a river replete with woodman folk lore and dear to the heart of all log sailors. It is claimed that the first Christian Science church was erected at Oconto and the building still stands.

Returning to the main line we proceed ever north through the small towns that are nestled on the edge of the woods. Arriving at Crivitz we again change trains for a twenty mile run to the twin cities of Marinette and Menominee, the principal cities in northern Wisconsin and Michigan. Passing through Bagley Jct. we must pause for an instant to give attention to the native mosquito which is the most aggressive and successful worker of any of his breed in the country and so hard boiled that he can live on the smoke of Adam's Standard tobacco, and his numbers are as the sands of the sea. (A delightful place to spend your summer vacation.)

Arriving at Marinette and Menominee we are in the heart of the lumbering activity of the State of Wisconsin. These two cities, though friendly rivals, have managed to maintain their individualities and are prosperous communities. Lumbering, paper and furniture manufacturing, machinery and jobbing interests are the principal industries.

At Menominee you are right upon the open Lake Michigan, although it has a good harbor. If space would permit I would like to describe to you the cities themselves, to tell you about the old land marks here and the stories of the early logging days, of the outstanding figures of the community, like Isaac Stephenson and others, the beautiful homes, gardens and parks along the lake shore, of our splendid rail facilities serving the principal industries and the activities in our work of handling traffic, but we must go on.

Returning to the main line at Crivitz we continue our journey toward Lake Superior. As we proceed the woods become thicker and settlements less frequent. Only about one quarter of this region is improved and only eight to ten per cent is used for farming purposes. Adjacent to Amberg are deposits of red granite and large boulders are seen on either side of the track. These stones are used for monumental purposes. Passing many logging spurs and loading platforms for pulp wood, on and through Arbutus, a small village which reminds us of the beautiful spring flower after which it is named, on towards the northern highlands, once a mountain region but whose ancient peaks have long since been worn down until only their bases remain varying from 200 to 1000 feet in height. We are now rapidly approaching the iron country and as we run into Iron Mountain the derricks of some of the principal iron mines of this region can be seen from the windows of the cars.

At Iron Mountain is located an automobile body part plant and the establishment of this huge industry has brought prosperity to the city and its rapid growth is evident on all sides. Its streets are lined with people and it has the hustle and bustle of a city many times its size. We have a very large tonnage of iron ore, logs, lumber and body parts out of this city.

As we leave Iron Mountain our train passes over an old mine cave many feet in depth and year by year large

quantities of dirt must be added to this fill as the cave slowly settles. As we ride north, on either side cross roads lend a peculiar coloring to the landscape. These roads are surfaced with mine rock from the iron mines, which is a deep red. The dust from these roads settles upon the trees and after a rain the streams run as with blood. It is a country so different from what the average person is accustomed to that it is hard to believe we are only a matter of three hundred miles from the city of Chicago. The country is growing wilder and the woods more dense.

Arriving at Channing, the junction for the Ontonagon line, our train moves to the northwest. We are now in the heart of the iron country of Wisconsin. At Kelso Jct. a branch runs to Iron River a distance of 34 miles. This branch snakes and turns from ravine to ledge, here and there moving way out of line to avoid some danger of mine caves. At Crystal Falls there are many iron mines and also at Iron River. During the season of navigation long ore trains wind their way to the ore docks at Escanaba, and this during open navigation is business all in itself and something foreign and different from the average style of railroading.

Some time in the future I shall try to write you more about this more than interesting operation.

We leave the train at Ontonagon for a few hours, giving us a chance to walk along the shore of Lake Superior and visit the paper mill. Upon return of the train from White Pine, a logging center, our return journey is commenced. At McKeever connection is made with the Copper Range R. R. This road serves the famous copper mines of the Upper Peninsula of Michigan, those at Calumet, Houghton, Hancock and Lake Linden. The ore is mined and smelted, coming to us in various forms through McKeever Jct.

Returning to Channing we shall have a few hours time to visit the blue iron ore mine at Republic and a stop at Champion where connection is made with the DSS&A Ry. After a hurried trip we again arrive at Channing for a ride on an ore train over the E&LS Ry. to the ore docks at Escanaba. It is some sight, these massive docks with the smoking locomotives pushing long strings of loaded ore cars up the incline to the dock where the ore is dumped into pockets there to await transportation by ore carrying steamers to the iron producing cities of the Great Lakes.

The city of Escanaba is odd inasmuch as practically the entire town is located upon one long street extending up from the lake. Some town and some long street. A hurried return to Channing to board our sleeper for the south leaves me with the thought that I have shown you only in part the interesting features of this delightful Division. The picture however, is sufficiently drawn to indicate to you the major activity and the traffic handled upon the Superior Division about which so little is known by the average employee of this Company.

The Romance of Titles

W. D. Severance

In the following narrative the words in capital letters are stations on the MILWAUKEE as shown in current time tables, and the story was written by the chief clerk in General Agent Mathern's office, Portland, Ore.

OTHELLO and LUTHER were married to VIVIAN and WINIFRED during a ROUNDUP staged by Mr. RINGLING out in WYOMING. It was a joint wedding held at DAWN just before SUNSET in the INTERIOR of the GARRISON on the SUMMIT of a HIGH ROCK under a BUSH near the FOUNTAIN.

OTHELLO wore a PANAMA and JERSEY and LUTHER wore a FEDORA and McINTOSH with a CAR-NATION in its buttonhole, while VIVIAN, who had AUBURN hair, held a LEMMON in one hand and an ORANGE in the other. Her LAVENDER gown was made by a TANNER out of a GREENLEAF and was certainly MAJESTIC. WINIFRED however looked like the DICKENS: Her skirt was made of STRAW from GRASS RANGE and in her hair she wore a CHERRY while in one hand she carried a LILY and in the other a TOMAHAWK.

OTHELLO was complaining about his JERSEY bothering his IVES when a BARBER named MURPHY took out his INGERSOLL and in the GRAMMER of a COMANCHE announced the ceremony would begin. WELCOME my children he said. Don't TREMBLE; have FAITH in the MYSTIC BALSAM of OMEGA. You can't play RUGBY in RUNNING WATER nor you KENT play GOLF on a GLACIER. But you can get a PICKETT made from OAKWOOD and fish for PICKERING in TIMBUCTOO.

PROMISE me you will become SETTLERS in the WALDORF; each day you will eat a POUND of STURGEON and take a BATH in COL-OGNE; you will also eat RYE bread, GRAHAM crackers, VIENNA sausage, DILL pickles, PLUMB pudding, SARDINA sandwiches and if you're FONDA JAVA, then drink JAMAICA not omitting your dessert of LIMA bean pie.

The SURPRISE of the HULL PARADE was when a WOODMAN from MANHATTAN came down the LANE on the GALLUP riding a CAMPBELL and playing a CALLIOPE. He was a RUFF RIDER and appeared to have been drinking WHITE ROCK or LITHIA or something like that; STILLWATER maybe. He used to be with BARNUM and had with him 8 BEAVER, 4 BUF-FALO, 2 MOOSE, an EAGLE and a TIGER, about SIXTEEN in all.

As he drove his PACKARD into the ARENA he tried to DODGE the WARDEN but the latter had a HAWKEYE and recognized him right away by a HICKEY on his ARROW-HEAD. The WOODMAN said, "GOSHEN, to think I came MILES to attend this POTLATCH and then had to TRIPP and meet my WATER-LOO." The MARSHALL said, "be

GOODNOW you're a FREEMAN no longer and I must take you back to PERSIA and LOCKE you up.

After the marriage ceremony each LADD gave his THELMA a RUBY ring, a MAZDA lamp, THREE FORKS and a NEWCOMB. Then hired a CARPENTER and built them a NEWHOUSE in a NEWTOWN in LOVELAND near the LONE ROCK in LOST CREEK which empties from LONG LAKE and the boys went back to school, one to HARVARD and the other to YALE.

If I could RUSSELL a CORONA I would write MOORE about the JOLLEY things along the Milwaukee but this is written on an UNDERWOOD that IONE and as I have given you a FAIRVIEW, I trust I will win the one CYLINDER AGAWAM for being the CHAMPION LYRE.

CONFERENCE!

Composed by Walter McFarland with apologies to Henry Wadsworth Longfellow

The shades of night were falling fast
When 'round the hearing room there
passed,

The word so fraught with pain and
woe,

That strong men's hearts are turned
to dough—

CONFERENCE.

Oh, saddest word of tongue or pen,
That brings a groan from busy men,
Alas that Noah Webster took
That word and put it in his book—

CONFERENCE.

In case of doubt, lead trumps they say,
So for our ace of trumps make way;
And when things reach their very
worst,

We call that aid to safety first—
CONFERENCE.

L'ENVOI

No doubt when troubles here are o'er,
And we knock at St. Peter's door,
He'll tell us to go down below,
Where we'll find all our friends I
know—

in CONFERENCE

Affectionately dedicated to Carriers' Attorneys in Docket No. 17000, Part 2—Western Trunk Line Class Rates, by their myrmidons.



HELP WANTED

IN railroading, as well as in the business world, the trend of the times is toward closer cooperation between employes as well as between the various departments through a clearer understanding of each others problems and difficulties.

Unquestionably, the railroads today are more efficiently operated than they ever have been, largely the result of the greater interest employes take in their daily duties and better understanding of how their work co-ordinates with that of their fellow employes.

Increasing our knowledge of the detail of the business in which we are engaged, inevitably results in greater efficiency, and frequently makes one realize how little we really do know about the objective and necessity for many of the ordinary reports that we see or compile every day.

It is the intention to discuss in this column each month, some report, Car Service or Per Diem Rule, or other subjects of general interest pertaining to Transportation and also to provide a "Question and Answer" column in which so far as space permits will be printed, questions and answers of general application or interest. In addition to those of general information sought within a reasonable time, which might not be possible due to lack of space, each question will be answered by personal letter to the employe making the inquiry.

Questions should be addressed to — —

Mr. J. L. Brown,
General Supt. of Transportation,
Box No. 25,
Union Passenger Station,
Chicago, Ills.

It is our hope that this page may open the way for each employe to satisfy his desire for advancement and bring about general discussions and suggestions that may be helpful to all and improve the efficient operation of our railroad.



Some Friendly Invaders

The above party are members of the Australian Industrial Delegation sent to this country by the Australian Government to study the latest developments in industry and labor, in the United States. The party arrived in Seattle from Victoria, B. C., on March 6th and left on The Olympian the following morning for Spokane, Minneapolis, St. Paul, Madison, Wis., Milwaukee, Chicago and many points, east. They expect to spend three months in the States and the matters to receive their particular attention are methods making for greater efficiency in plant and personnel, hours of labor, conditions of work, wages, piecework, efficiency of workmen and output, power, standardization, mass production and

automatic machinery, costing, apprenticeship, child labor, management and supervision, relations between employer and employe, profit-sharing, social welfare, statistical methods, technical education, etc.

Dubuque Shops Jingles

Oosie

MASTER Mechanic M. P. Hannon, who has been on Dubuque Division for the past six years has been transferred to the Kansas City Division and Mr. R. C. Hempstead, Master Mechanic of that Division comes to the Dubuque Division.

On March 1st the Supervisors at Dubuque Shops and on the Division presented Mr. Hannon with a beautiful white gold watch.

A banquet was also given in Mr. Hannon's honor,

We welcome you—Mr. Hempstead,
And we hope you'll like us all;
We're not so very persnickity—
So you should have no grief a-tall.

Ed K (morning after the farewell party)
Tom, what did your wife say to you when you got home last night. Tom—Oh nothing at all, I was going to have those two front teeth pulled anyway.

"Alibi" Herman B is on a rampage again
The balls and the alley are no good
And the pins—won't topple when
They're hit by a forceful bowler."
So sez this king of men.

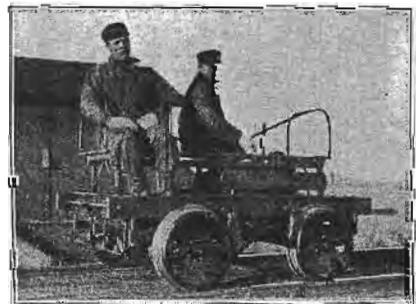
New Boss—What reason have you for thinking you should be retained as steno?

Ye Scribe—Sir, I can do something no one else can do—read my own handwriting.

The following all-star team has been picked to represent Dubuque Shops League at the Milwaukee employes bowling tournament to be held at Chicago on Apr. 3rd—Sully, Frick, Wieland, Graff, Kasper and Ney. These boys will compete in the doubles, singles and all events.

Roy and Eddy down there in Savanna
We all say hello to you;
We miss you—is stating it mildly
Egad, forsooth, me lads, adieu!

The Minstrel Show went over the top
They made big money, you bet
Those two Jew Boys were surely a scream
Some folks are laughing yet.
(Where next, boys?)



Section Foreman, M. W. Mefford, Farson, Iowa, with new Motor Car put in service, January 5th.

THE MILWAUKEE MAGAZINE

Union Station Building
Chicago

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

CARPENTER KENDALL, Editor
Libertyville, Illinois

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

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

Walter J. Thiele

The entire personnel of this organization was inexpressibly shocked to learn of the sudden passing of Mr. Walter J. Thiele, General Superintendent of the Middle District, who died at his home in Milwaukee following a heart attack that lasted but a few hours; and previous to which he had been in his usual health.

Mr. Thiele was in his fifty-fourth year. He was born in Burlington, Wisconsin and grew up in Wauwatosa, where his father Professor G. Thiele, was connected with the Ev. Lutheran Theological Seminary. He entered the railway service thirty-eight years ago, as telegraph operator at Wauwatosa. He went from that place to occupy the same position on the River Division, and was promoted successively to positions as:—

Dispatcher, River and C. V. Divisions; at Milwaukee and Minneapolis. Chief Dispatcher, Dubuque Division; Train Master, Chicago and Montevideo. Superintendent, River and I & M Divisions. General Superintendent of the Middle District since 1920.

He is survived by his widow, four sons, Gilbert M., of Milwaukee, Stanley of Minneapolis; Scott, of Monterey, Calif.; Robert of Milwaukee and one daughter, Catherine, who is a student at the University of Minnesota. To this family bereft of a beloved husband and father, the sorrowing condolence of an entire railroad is offered.

Such is the written record of a man of whom words are inadequate

to express the nobility of his character and his lovable personality. He was a modest, unassuming, true Christian gentleman. His ideals were high and he held to them throughout his successful career. That he made friends everywhere was attested by the general grief manifested at his passing. He was beloved by his associates on the railroad and admired and respected by the patrons of the company with whom his duties as an official brought him in contact; and his friends were numbered by those with whom he had any acquaintance whatsoever.

The funeral was attended by a great outpouring of Milwaukee officials and employees and business men. The pallbearers were the division superintendents who had worked under Mr. Thiele, and were: F. E. Devlin, O. H. Frick, H. F. Gibson, J. A. MacDonald, N. P. Thurber and D. W. Kelly.

Honorary pallbearers were: Messrs. J. T. Gillick, D. C. Curtis, T. W. Burtness, W. D. Carrick, L. K. Silcox, C. G. Juneau, W. H. Penfield, C. H. Buford, W. S. Cooper, C. S. Christoffer, E. W. Lollis, C. L. Whiting, H. J. Killilea, E. A. Lalk, J. C. Prien, J. H. Foster and L. T. Johnston.

Burial was made in Milwaukee.

Mr. Thiele's going has left a memory in the hearts of his friends and associates that will be cherished, as that of a loyal, upright and good man. A man whose life record will be an inspiration to those who are to assume the mantle which has now fallen from his shoulders.

He will indeed be greatly missed.

Fred Rummel

On February 27th, at his home in Milwaukee, occurred the death of Mr. Fred Rummel, veteran of the Milwaukee, and for many years the Shop Teamster at Milwaukee Shops. Mr. Rummel was past eighty years of age, and for several years has been on the retired list, but in the old days there was no more familiar figure about the railroad precincts of Milwaukee than Fred Rummel. He was the father of Mr. E. F. Rummel, General Superintendent of this company at Butte, Montana, who with two sisters survives the aged father. Mr. Rummel died at the home of one of his daughters, having recently made his home with her, after spending several years with the other daughter in New York. The sympathy of all the railroad friends

is extended through The Magazine to the bereaved family.

Card of Thanks

Friends in Time of Need

Roses, Carnations, Forget-me-nots, and Lillies, are all very pretty and fragrant and a comfort for the sick; also a bouquet, consisting of a check of \$264.00 made up by Friends, is surely to be appreciated. I wish to express my appreciation and want to thank all my Friends and Fellow Workers on the Madison Division, who so generously gave to this purse in my time of suffering and need.

Yours respectfully,
Mr. and Mrs. Aug. Enders

NOTICE

Members of the Puget Sound Pioneers Club

The 1927 Annual Meeting of the Puget Sound Pioneers Club will be held in Butte, Montana, date to be announced later.

Members are advised that dues are now payable, and may be paid to the Vice-President of the division on which the member is located, or may be forwarded directly to L. S. Cunningham, Secretary-Treasurer, 1405 East 56th Street, Seattle, Washington.

Des Moines Division Items

Frenchy

CITY Passenger Agent C. A. Bestor has been appointed Traveling Passenger Agent, and is succeeded by C. C. Carnes from Excelsior Springs, Mo. Mr. Ray Jones has been appointed Chief Clerk to Mr. H. W. Warren who will soon take possession of his new city ticket office at 5th and Locust Streets.

Mrs. Vira Stowell Kolash has accepted the position of stenographer to Mr. C. E. Hilliker, D. F. & P. A.

Mrs. C. L. Pound has been on the sick list but is reported recovering at the present time.

Train Rules Examiner P. L. Rupp and Assistant Master Mechanic J. P. Lutze spent several days on the Des Moines Division recently examining train and enginemmen.

Mr. Herbert Jacobs has been appointed Chief Clerk in Mr. Hilliker's office.

Mrs. C. H. Embick has been quite ill for almost a month but is now improving. Miss Jean McGinnis was laid up for several days account illness but is now back on the job. Mrs. Joe Pope has been quite ill but is much better now.

Mr. Vic Hansen has been appointed Chief Carpenter on the Des Moines and West Iowa Divisions succeeding Mr. E. E. Clothier.

Assistant Chief Carpenter E. Collings and wife recently celebrated their golden wedding anniversary. They report a fine time on this occasion.

Earl Hartshorn was laid up with an attack of rheumatism for several days but is recovering so we understand. He was relieved by R. E. Davis.

Leslie M. Gifford has been relieving Vonnie White who has been introducing his bride to her new relatives at Rockwell City and Churdan.

W. C. Moody and wife visited relatives in Albia a few days recently.

H. M. Bellman has been relieving Conductor Frank Price on 91 and 92 the latter relieving Nick McGrath, who is still enjoying the bathing (and bathing beauties) in the sunny south.

The Olympian Train

By Edmond S. McConnell

Mr. McConnell's story of *The Olympian Trail* being completed, he now will tell us something of the famous train which lends its name to the scenic route it traverses. His story is from the viewpoint of an employe telling its wonders to a prospective patron.

—EDITOR

VERY few people have any adequate conception of the magnitude of the railway organization working behind the scenes that is required to make the **Olympian** and a thousand other trains, both passenger and freight, a vivid actuality. Somehow we are prone to associate only ticket agents, trainmen, engineers, and their kind with the whole realm of railroad transportation. They are the men with whom the traveling public comes in contact, and to the traveling public they represent the railroad. But there are countless others, and in this chapter we should like to bring out a realization and a measure of appreciation of the immensity of the organization behind the **Olympian**.

Among the fifty thousand and more employes of the "Milwaukee" scattered over more than eleven thousand miles of railroad in a dozen states, very nearly every calling in life is represented, from the reconnaissance and construction engineer who lays out the line, the financier who organizes the thousands of investors to build the road, through every profession and craft, down to the humble section laborer whose daily work maintains the permanent way in its perfect condition.

Perhaps the simplest plan would be to review the army of railway employes who have to do with the building and maintenance of the **Olympian's** trail, the actual operation of the train itself, the maintenance of cars and locomotives, and a thousand other things which in one way or other are connected with the railroad, and with the **Olympian** in particular.

If one is a seasoned traveler perhaps he walks into the New York ticket office and says to the clerk in charge: "Make me up a ticket to Seattle with a lower through. I'll take the X & Z to Chicago and the **Olympian** from there to the Coast. I'll leave Wednesday and I want a day in Chicago and a day in Butte. Have my trunk called for tomorrow to go through to Seattle and I'll drop in later in the day for the tickets." In a matter of a few moments the clerk has given all the necessary information and the traveler is on his way, fully confident that every detail, ticket, berth reservation, baggage, even hotel reservations if desired, will be arranged for you.

Or perhaps one is an inexperienced traveler, but with a vague idea of a vacation trip to the Pacific Northwest. He calls the "Milwaukee" representative in his home city by telephone and explains that he is taking a vacation trip in the Northwest; he would like to spend about a

month, but that the expense must be within four hundred dollars. Where can one go for the amount mentioned, and how can he make the necessary arrangements? A reassuring voice informs him that he may have a choice of several delightful trips. His name and address are taken, and at one's own convenience a representative of the railroad calls. Several charming itineraries are presented, and he explains in detail the particular advantages of each. One is informed of the names and rates of various hotels and resorts, and the things to see and do in the places mentioned.

These are but casual examples of the service that lies behind a journey on the **Olympian**. But it takes an immense amount of coordinated effort to bring these things about, so let us consider an imaginary journey from Chicago to Puget Sound on the **Olympian**.

Your transportation has previously been arranged. You have asked for a section in the center of the sleeping car next to the observation car, and have been assigned Section 6, Car 51, or perhaps if you are traveling as a family party you have taken a drawing room. As you step from your motor car at the entrance of the Union Station, a uniformed attendant escorts you to your particular car of the **Olympian**. The porter smiles and takes your hand luggage, stowing it away in your section. You enter the observation car and after reading one of the current magazines or writing a farewell letter, you look up to discover that the train is moving through the maze of red and green lights of Chicago terminals and that you are actually on your way to "Wonderland." After a bite of lunch or a soothing cold drink as you slip swiftly through the outlying suburban districts, you go to your berth and by the time the **Olympian** reaches Milwaukee you are soundly asleep.

When your ticket was sold, the diagram clerk marked your reservation as sold on his chart. He watches his charts, and if the demand warrants he calls on the transportation department for another car, and meanwhile informs the trainmaster in order that the proper engine may be assigned for a heavier train. If the demand is particularly heavy the train may be run in two sections.

In another chapter on the sleeping and dining car services we shall give you an idea of the detailed organization of these departments, and of the preparation of the cars for the journey. Since their arrival at Chicago the cars have been thoroughly cleaned, inspected, and repaired: the dining cars have been provisioned for the journey, and when you board the **Olympian** a corps of expert servants are at your beck and call.

Since its last run and before being

attached to your train, the locomotive has been thoroughly reconditioned. On the way to the engine house a stop was made at the coal pocket where the tender was loaded with a fresh supply of fuel and the sand boxes filled. Then a stop was made while the tank was filled with water. At the ash pit the ash pan was emptied and the fire knocked out; perhaps the boiler was blown down preparatory to washing out the accumulated scale and sediment. In the engine house the boiler and fire-box and their auxiliaries were inspected and any needed repairs made. The air brake equipment was tested, and the mechanical parts and running gear carefully gone over for potential defects. After repairs have been made and the lubricators and grease cups filled, the engine is hand wiped and again fired up. As it leaves the engine house the wheels and mechanism below the running boards are washed down with a spray mixture of water, kerosene, and soap under pressure. The engine hostler and his helper take the engine to the station where the road engineer has half an hour or more to satisfy himself that every detail is in perfect condition for the coming run.

In times past it was necessary to change the locomotive at each division point, sending the train on its way with fresh steam as well as with fresh train and engine crew. But now-a-days locomotives have become so reliable that it is customary to send them over several divisions with only a careful inspection and fresh supplies of coal and water. Locomotive runs of from 300 to 600 miles are not uncommon now, and as a rule the **Olympian's** locomotive is changed only five and six times between Chicago and Tacoma. Indeed, on occasion the same locomotive has taken the **Olympian** from Chicago to Mobridge, a distance of more than 800 miles, although as a usual thing the engine is changed twice in that distance.

(This Chapter will be concluded next month)



L. A. Mostrom and Son of Sioux Falls

Above is one of our active business-getters, Mr. L. A. Mostrom of Sioux Falls, with his little four year old son, Harold. Mr. Mostrom is warehouse foreman at Sioux Falls, he has been with company since 1917 and is always a Milwaukee Booster.

SPORTS

CHICAGO LEAGUE STANDING 3-8-27

Pacific Limited	59	13	1059	910
Columbians	41	31	1006	872
Arrows	40	32	1030	896
Pioneer Limited	36	36	1045	868
Olympians	31	41	1009	871
Twin City Spl.	28	44	1014	844
Southwest	27	45	1005	844
Copper Country	26	46	972	835

HIGH TEAM AVERAGE—THREE GAMES

Pacific Limited	3016
Pioneer Limited	2900
Arrows	2885

HIGH TEAM GAME

Pacific Limited	1059
Pioneer Limited	1045
Arrows	1030

INDIVIDUAL AVERAGE

1. Lange	69	256	13590	196-60
2. Krumrei	63	205	12244	194-22
3. Treskett	72	259	13849	192-25
4. Albright	42	258	7890	187-36
5. Ciesinski	72	245	13325	185-5
6. Faus	60	248	12753	184-57
7. Tobin	72	227	13231	183-55
8. Gavin	60	267	12641	183-14
9. Dale	66	262	12102	183-14
10. Deitze	59	244	10760	182-22

HIGH INDIVIDUAL AVERAGE

Lange	688
Ciesinski	668

HIGH INDIVIDUAL GAME

Specht	277
Gavin	267

LEAGUE STANDINGS AND INDIVIDUAL AVERAGES OF MINNEAPOLIS

TEAMS	WON	LOST	PCT.	HIGH	AVG.
Terminals	43	20	683	974	852
Machine Shop	38	25	603	992	853
Boilermakers	36	27	571	1018	852
District Accts.	35	28	556	978	851
O'Briens Tigers	32	31	508	975	847
Store Department	27	30	429	977	816
Superintendents	22	41	349	951	800
Car Department	19	44	302	962	802

INDIVIDUAL AVERAGES

Names	Games	Avg.	Names	Games	Avg.
Hoaglund	9	182	Hunziker	32	171
Behr	63	180	O. Newirth	57	170
C. Johnson	54	180	Siegler	54	170
Jones	63	178	Pickler	63	170
Ekman	60	177	Rachner	60	170
Raal	63	176	Ritter	63	170
Bakke	63	175	Farley	39	170
Hagen	63	173	Hancer	57	170
Nielson	54	172	Wanberg	63	169
Matson	60	172	Lindberg	57	169
H. Collins	57	171	Nelson	63	169
Longely	51	171	Cleath	51	169
W. Johnson	57	171	O'Connell	45	169
McGuire		51		169	

High Team Average—Three Games, O'Briens Tigers	2810
2nd High Team Average—Three Games, Car Department	2804
High Single Game—Boilermakers,	1018
2nd High Single Game—Machine Shop	992
High Individual Average—Three Games, Nielsen	650
2nd High Individual Average—Three Games, Bakke	648
2nd High Single Game, O'Murck	261
2nd High Single Game, "	261

Milwaukee Road Bowlers Gather for Sixth Annual Tournament April 2nd to 10th Inc.

AT the present writing nearly all arrangements have been made for the convenience of our fellow bowlers and we wish all of you luck in your endeavor to become the champions for the year 1927.

The prospects look very bright for another record breaking entry. Milwaukee is supporting the Tournament very strongly, as well as Green Bay, Twin Cities, Madison, Dubuque, Janesville and many other cities. There are a large number of places however that have never rolled in our Annual Tournament and we wish to say that if not represented this year get busy and start a league for next year then come to the Annual Affair. There is no reason why this gathering cannot

be made one of the greatest sport events of all railroads in the United States. We have a good start lets keep growing.

Next month we will try to publish the results of the Tournament and give you some detail of how good or bad the boys bowled.

Chicago League Notes

FELIX Specht (not the Felix of the comic strips) rolled the highest individual game of the season Mar. 8 getting a nice count of 277; thats a lotta wood. Felix started in with two spares then nine strikes in a row getting a nine count on his last ball. Nice work Felix the boys will have to shoot some wood to knock that off.

The three individual leaders, Lange, Krumrei and Treskett have been giving the pins some terrific poundings lately. The averages are the best maintained by any individuals in the history of our league. Looks like the boys are getting better and better every day.

Just a glimpse at the team averages show that the teams are also averaging higher than ever before. This is a real indication of the development of our bowlers in the past few years and shows that the boys are really interested.

Dubuque we missed your league standings last month. Why not make it a monthly job to send in your standings and a few comments wouldn't go so bad either.

Just to show that the boys are getting in trim for the Sixth Annual Conflab April 2 to 10, 1927: Lange 636-601, Gentz 608, Specht 614, Gutfahr 613, Krumrei 644, Dietze 600, Treskett 620, Schell 643, Walch 640, Knoll 640. Not so bad.

We must bestow another honor upon our Gutter Ball artist, Feller, by giving him the steam roller honor this month 115. O'Shea however says that Mike cannot have all the honor so has asked us to publish his score of 119.

Bill Hettinger says he is going to create a rule to have the king pin taken off the first alley or else move it. We think Bill that some of the bowlers would back you, however maybe a little practice would bring back the batting eye.

Congenial Tommy Gavin came down the other night all dressed up in his Sundays finest. Tommy said he had the day off but we could not learn the occasion. Believe me Tommy is a real looker when all dolled up. Look out girls.

Six teams from Chicago will take in the Annual American Ry. Bowling Tournament to be held at Cleveland during April. The boys are scheduled to bowl the 9th and 10th. Hope you all get in the money and bring back one of the first place medals.

This looks like another record Pioneer Limited 746.

It wont be long now. How about next year?



"SAFETY FIRST"

THIS is a subject which covers considerable territory, as much has been written about it, and it has been discussed from every angle. It is a problem that requires constant thought and attention.

The need of "Safety First" is more than a local urge, it is a national issue, and to effectively cope with this situation it must be understood that we know Safety First, and inform ourselves regarding the best standards developed in other shops where conditions are similar.

One of the most important features in the Safety First movement is the new employe. In all industries the new men are the ones who are liable to be injured most frequently. Statistics show that accident rates for men in the employ of a Company for less than six months, or a year, are much higher than for employes having longer service.

Accidents to new employees are due largely to lack of familiarity with the hazards and working conditions. Another factor is nervousness, due to a desire to equal the production or speed of the more experienced workman. Mechanical safeguards may to a certain extent prevent accidents from these causes. The greater number of such accidents, however, occur from causes that are not preventable by guards.

Education and supervision are the only effective methods of attack for such accidents. Each new employe is a potential hazard, and as you multiply them, you multiply the hazards and the possibilities of accidental injuries; therefore, it is very important that special care be taken to teach the beginner. Experience shows that it is advisable to reach the new employe as soon after his employment as possible. If the new man gets off with a bad start and forms unsafe working habits, then he must unlearn all that he has learned wrong. Safe working habits are a big factor in efficiency and with proper training are as easily formed as unsafe ones.

At no time during a man's service does he so consciously and so willingly place himself under the influence and guidance of his foreman, as he does on the first day he comes to work. In the eyes of many workmen the foreman represents the Company. The workman's attitude towards Safety First depends absolutely on the attitude of the foreman. If the foreman is indifferent the men will be likewise, but if he believes in Safety First, and in both words and actions each day convinces the men that he is doing everything in his power to aid in Safety First, they will be with him.

Another cause of accident to the new man is the fact that the foreman takes for granted, or is led to believe, that

the man knows more about his job than is actually the case. New men will try to make the best impression they can, and will not always adhere to the truth about their qualifications, if they believe they can get away with it, and the result may be a serious accident that is costly to the Management, to the man, to his family, or to his fellow employes.

Instructions as they are passed on do not propagate, but they degenerate, therefore, it is necessary to keep eternally teaching and talking and telling Safety First. When this is forgotten an accident is bound to result. Some foremen instruct enthusiastically the first three or four men referred to them, and then tire of the work. They do not like to "do their stuff" over and over again, but to a man who has never heard it, the story is just as interesting as if it had never been told before. The information is new to the man. The story can be told in many different ways for the sake of variety by the instructor. Safety First is not a fad or a frill, as the question of Safety Education is one of keeping eternally at it, and it is necessary to revamp safety instructions from time to time, but accidents are prevented only by a continuous and never ending effort.

By Boilermaker Wm. Elberson
Deer Lodge Shops, Mont.

"SAFETY FIRST"

THROUGH the many years existence of the railroads the slogan of "Safety First" is not only heard from the lips of the officials and workers, but at every railroad crossing and at the entrance to Shops or Gates to train sheds we are reminded to be careful by these two words. But with all of this warning too much stress cannot be laid on what it means to be careful, although the real "Safety First Organization" is comparatively young, statistics will show that it has made a wonderful stride toward the elimination of what might be called unnecessary accidents.

The preservation of human life is one of the largest questions before the entire body of employes of the railroads today, oftentimes the meaning of "Safety First" is only looked at from one side by the employe as in many cases he thinks the only thing for him to do is to look around and find some property defect which is going to put the Railroad Company to expense. Although things of this kind should be brought to the attention of the officials, it is my belief that if each and every employe of the Railroad speaking in plain English cut out unsafe practices it will tend to cutting down the number of personal injuries more than any measures which we may bring up at this time, as we all

know injuries do not just happen; they can all be traced back to some cause and I will say that 75% are caused by carelessness or some unsafe practice, or by some thoughtless person taking a chance.

Some years back many of you will remember the old saying was "You would never make a railroad man if you could not take a chance" but the railroad companies of today do not want these kinds of workmen; they want the man who keeps in his mind he has fellow workmen around him or possibly the lives of women and children are entrusted to him and it is necessary for him to use good judgment and not in any way take unnecessary chances which will endanger the lives of any who are entrusted to him to be carried to their respective destinations over the celebrated "Steel Rail."

So far in this reading, I have only taken up one side of this great question of "Safety First." Let us look at it from another angle, take for example the commercial work outside of the railroad company's. We all know and realize we are living in what is called a "Fast Age" compared with a few years back, and therefore, it is more necessary that we take more precaution and practice methods which will tend toward cutting down the personal injuries, as not only the railroads are speeding up their programs but every other industry has got to do likewise to keep pace with the times and I say "Safety First" does not only apply to the railroads but to every walk of life and the sooner the public have this put to them in a forceful manner the sooner the railroads will be in a position to practice Safety Methods to a better advantage.

Doubtless all of you have heard more than one business man make the statement that he has a business appointment at a certain place at a given time, but instead of starting for his appointment so as to give him a reasonable length of time to get there he will wait until the last minute and then he must drive at an unsafe rate of speed to make his appointment, and if he is lucky, as we call it, to get there without a mishap he is that much ahead, but in this man's hurry he has a railroad crossing to go over just at the time one of the fast passenger trains were due and as the only thing that was on his mind was to make his appointment on time, he did not pay any attention to the danger warning the engineer was trying with all of his might to ring out to him, consequently his car was struck and totally ruined and he was disabled for life. How much better it would have been for this man if he had taken a little more time and have practiced a little "Safety First."

I also remember another incident that I was not an eye witness to, but was on the scene a very few minutes after it happened. A man was driving a team of high spirited horses to town to meet his brother who was coming in on the train that noon and he was trying to get across the track to the depot before the train arrived, and just as his horses got across the track, one of them reared up and the pilot of the engine struck the front wheels of the buggy jerking it loose from the horses without injuring them but the man was instantly killed and badly cut to pieces. This was not very pleasant news for his brother to be greeted with, and if this man had practiced a little "Safety First" he could have carried out his intentions just as well as

if he was a few minutes late, and how much better off his relatives and family would have been.

Such cases as I have just cited to you only go to prove it is not only necessary for the employes to practice Safety First Methods, but it is going to be up to each and everyone of us to not only show the public in general what is meant by "Safety First" but to teach them it is necessary for them to cooperate with us in our great problem and thereby endeavor to eliminate personal injuries and carry out our great program of "Safety First."

Paper written and read by
Charles Pullen
Roundhouse Clerk
Marquette, Ia.

Recollections of a Station Agent

DURING a long period of service involving close contact with the public, there will be incidents and happenings that will be of interest. Station agents and passenger conductors are the men who have the best opportunity of making a study of human nature, and some of the lessons they receive are not so very pleasant. If you are privileged, in your daily work to meet many fine people, it is also your lot to meet some whom you would as soon forget.

I well remember one such party; I was agent and telegrapher at a small country station at B, many years ago. It was a warm summer day and all doors were standing open. A quite strong breeze blowing through the ticket window, and out at the office door and across the main track.

The butter maker from the creamery just across the siding on the opposite side of the station, had dropped in and was sitting by the telegraph table.

It was nearly time for the east bound passenger train and I went to the ticket window to wait on a young woman who asked for a ticket to the town of S, over in Iowa. The fare was nearly five dollars. I had to write the ticket, and to do so turned to the right and sat down at a low desk, and while writing, my back was turned to the butter maker, and of course I could not see what was going on at the ticket window. As soon as I had the ticket filled in I arose and stepped to the window and laid the ticket down in reach of the passenger. She picked it up and as she made no motion toward paying for it, I mentioned it. She said she had laid a five dollar bill on the ticket window counter and the strong air current had pulled it in. She said she thought the man sitting in the office had picked it up as she saw him stoop down.

I hurriedly began a search, and by laying a small piece of paper on the sill could see at once that it would drop down on the floor in front of the window. However, both myself and the butter maker looked everywhere. We looked out in front and clear across the rails, but no money was found. I mentioned to the butter man that the lady thought he had picked up the bill, but he indignantly replied that she had better not say so unless she could prove it. He said he had stooped

and picked up a folder off the floor and was reading it and had not seen any money. What could I think, and what could I do with the time so short? The girl was a stranger to me, but I had known the butter maker for some time and thought he was all right. I could not accuse him at that time. I insisted that as I had not seen any money, I was entitled to pay for the ticket, but the lady refused to pay a cent more. She had a trunk to be checked, so as the only way out that I could think of, I held the check and sent it to the agent at destination under C.O.D. for the amount due on the ticket. I also wrote a note to the agent explaining the case as best I could. I asked the conductor to observe the lady and get any information he could. On a return trip he said he was of the opinion that the lady owed for the ticket as she only laughed when he spoke to her about it.

From neighbors I learned that she was a respectable and hard working girl and there was every reason to believe that she told the truth about the matter.

The agent at destination delivered the trunk, overlooking the C.O.D. and had to hire a livery rig to go out to the farm where the lady stopped. He got the money all right but deducted one dollar for livery, so I was out that amount and was glad to get it settled.

Now as to the solving of the mystery; I never saw the lady again, but the butter maker went wrong, and I became as certain as though I had seen him, that he took that five dollar bill from that poor working girl. He went away soon after and after a few years came back. I could not meet him on the level, and loathed him. How can men get down so low as to do such a thing? That was one of the sad lessons that I had to learn along with my other experiences. Also I was careful after that never to sell tickets before a window where there was a draught without taking precautions.

Our good philosopher, Ralph Waldo Emerson says, "the thief steals from himself and the swindler swindles himself." I believe it is literally true. The lady did no wrong, and if I did wrong it was an error of judgement, but what of the other party? I would not like to stand in his shoes. It seems that only a few, a very few, have the

moral courage to confess and make restitution in after years, but the memory of such a wrong must haunt them to their latest hour.

If this contribution is received kindly, I will write again and tell of another mystery, seemingly a harder one to solve, but which was terminated happily.

STATION AGENT



Charles M. Jones
Engineer River Division

Engineer Jones first commenced service as a fireman on December 13th, 1865. He was promoted to engineer March 14th, 1869, running 49 miles between McGregor and Conover, Iowa. He ran a construction train in connection with the building of the I. & M. Division, from Conover to Adams, to connect with the Minnesota Central, which connection completed the first through line between Minneapolis and Milwaukee. He was also in work train service in connection with the construction of the I. & D. Division out of Calmar, in 1869. He pulled a passenger train on the River Division for over fifty years, and is at present conceded to be the senior engineer in active service on the Milwaukee system; and in fact, thought to be the Dean of Engineers in the United States. He is now on the "Circle" engine at Minneapolis.

Rail Rumbblings from St. Paul *Allen*

AL. Eller passed away suddenly. Mr. Eller was a Yardmaster in the St. Paul yards for many years.

Arthur Peterson for a long time abstract clerk in the local office graduated into the commercial office the first of March. We all wish him the best of luck at his new position.

A big claim prevention meeting was held at the Ryan hotel St. Paul recently. Nearly five hundred attended the day session and about four hundred the banquet in the evening. It was a big success.

Wm. Schafer operator Chestnut street is sure right on the job. He never misses a night to call us when the east bound mdse passes so that we can have a messenger on hand at Robert St. with the first bunch of waybills for the new yard. His phone call each evening is a great help to us and we sure appreciate his kindness.

On March 7th Charles Martineau started on a long trip. He sailed out on the sea of matrimony and we wish him bon voyage.

Now don't forget the sixth annual CM&StP employes bowling tournament at Chicago during April.



A Trainload of Tractors on the Milwaukee

Tractors to the Northwest by the trainload is the story told by the photograph above, which shows a train consisting of twenty-eight cars loaded with

112 McCormick-Deering 15-30 tractors leaving Milwaukee via our line, March 9th. This is said to be the first time that a whole trainload of tractors was

ever shipped from the Milwaukee Works of the International Harvester Company at one time. The cars were bound for Montana and North Dakota points.

The Alfalfa and Sweet Clover Train

DURING the past winter, the South Dakota Crop Improvement Association, a farmers organization of South Dakota were instrumental in putting across the idea of more alfalfa and sweet clover in South Dakota. An Alfalfa and Sweet Clover train was operated between the dates January 23rd and February 5th on the lines of the Milwaukee Railway in eastern South Dakota. Its tour was successful in point of attendance by the farmers at the various stopping places, and in the interest manifested by the farmers.

The South Dakota Association has worked during the seventeen years of its existence in the interest of improvement of the field crops of the State and the dry season of 1926 demonstrated the great value of alfalfa and sweet clover because in many localities it has been the only feed for stock the past winter. Exhibits were placed in the cars furnished jointly by the Milwaukee and the Northwestern railroads,—one having alfalfa and sweet clover exhibits, one showing the different kinds of machinery used in seeding and harvesting and containing the latest and most improved appliances. Information concerning the important points in handling these crops was available and so well was everything prepared and arranged that the subject was easily grasped and understood.

Three stops a day were made and meetings that had been well advertised were held, with a competent speaker for each meeting. An interesting feature of each meeting were the farmers representing the South Dakota Improvement Association who went through the train with the visitors answering questions and telling of their actual experience with these crops.

Representatives of the State College who accompanied the party were enthusiastic over the results of the tour, stating that they had never been asked so many questions or seen so much interest manifested. In the time that the train was touring the Milwaukee lines, over twenty-six thousand people visited the exhibits, Madison S. D. showing the largest number of visitors, with a total of 2556 at that place. Sisseton turned out 1300 for a morning stop and Webster had the largest meeting with 714 in attendance.

The operation of the train and the success in getting out the crowds was due to the hearty cooperation of the Operating Department while the train was on the lines. The division superintendents, station agents and all operating and traffic officers along the line and in Chicago did everything possible to make the investment in this train a profitable one.

One agent's wife, Mrs. Easton of Bradley, S. D. said that so widespread was the interest in that section that she had not heard anything around the town for two weeks but Alfalfa and Sweet Clover. On each division the train was accompanied by the superintendent and some of his staff.

Such cooperation between the railroads, the farmers and the college cannot help but bring about the result of a greater prosperity to the State.

The following officials accompanied the train in their respective districts: General Superintendent C. S. Christoffer, and division superintendents A. J. Elder, W. F. Ingraham, G. A. Vanduyke, P. H. Nee and J. E. Hills. Traffic officials accompanying the train were O. F. Waller, DF&PA, Aberdeen, B. O. Searles, DF&PA, Sioux City and A. G. Bantly, Division Freight Agent, Minneapolis.

HOLLER FIRST

There's an old, be-whiskered saying,
That is ever with us staying,
And that saying is "don't holler till
you are hurt"

But you can bet your bottom dollar,
That if before we'r hurt We'd holler,
There would be many less good men
beneath the dirt.

Among the flashing, bright, machinery
The old reaper sets his scenery,
There are hidden dangers everywhere
you walk
So don't wait till you are mangled,
And in the wreckage tangled,
But holler, while you are able yet to
squawk.

If you see a pipe that's leaking,
Or a boxing that is squeaking,
Or a pile of stock that's ready for a
fall,
Tell somebody, quick, about it,
It may save some one, and wont hurt
you at all.

Always keep your eyes wide-open,
Don't go 'round a-dreaming-mopen,
Be on the lookout for the worst,
If an accident should happen
Don't let it catch you nappin'
Then perhaps you'll get a chance to
holler first.

You are sure with fire playing
When you listen to the saying,
"Don't holler till you" the world
I'll tell,
For the doctors and the nurses,
The florists and the hearses,
Will have a job when it's too late
to yell.

—JIM HUM.



Some fought for the eighth, for the ninth some would die,
 And who wouldn't see right, sure they blackened his eye;
 At last both factions so positive grew,
 That each kept a birthday, so Pat then had two;
 Till Father Mulcahy, who showed them their sins,
 Said no one could have two birthdays but a pair of twins.
 "Says he boys, don't be fightin' for eight and for nine,
 Don't be always dividing, but sometimes combine;
 Combine eight with nine and seventeen is the mark,
 So let that be his birthday, Amen!" said the clerk,
 If he wasn't a twin sure our history will show,
 That at least he is worth two saints such as we know;
 Then they all got blind drunk, which completed their bliss,
 And they've kept up the practice from that day to this.

To the Old Guard

Horatio Oscar Debonnerville Brown
 Lived in a house in the best part of town,
 Ate sterilized food and took baths every day
 And at nine every night he was tucked in the hay;
 He always wore rubbers and breathed through his nose,
 Fearing germs he fought shy of the movies and shows,
 He was fussy 'bout drafts from a window or door
 As he worked in his bank from ninety-three to four;
 He used no tobacco and never drank wine,
 Not once in his life did he go "down the line."
 He worked for an hour at the close of each day
 With the Business Men's class in the Y. M. C. A.,
 But in spite of all that he's not here any more,
 They carved on his monument, "AGE FORTY-FOUR."
 Track Foreman Timothy Michael McGuire
 Lived in the cheapest old house he could hire,
 Bathed in the wash-tub each Saturday night,
 Always smoked Shields or Mechanic's Delight,
 Breathed through his mouth 'twas the easiest way,
 His nose had been broke in a little affray.
 Worked in his undershirt out on the track
 With sunshine and rain pouring down on his back.
 For twenty-four hours he'd be out in the snow
 With his gang at derailments or after a blow.
 He didn't drink wine but he drank old "third rail,"
 And helped it along with a schooner of ale;
 He's still hale and hearty at SEVENTY-FOUR;
 He's sitting there now in his flag shanty door.

Prevent Live Stock Claims

THE magazine in which this article appears will probably be in your hands just about the time that our first warm spell is with us and we want to take this opportunity to emphasize the importance of everyone having to do with the handling of live stock seeing to it that the showering apparatus is in proper condition to properly function when needed, also that cars are properly cleaned previous to placement for loading. Our past experience has proven that the spring season of the year is the time when the greatest death loss occurs, this being due of course to the sudden rises in temperature.

For your information, will say that during the year 1926, the CM&St.P paid out a total of \$182,879.26 in claims covering live stock. Of this amount \$41,137.14 was due to delay, \$1,785.62 due to defective equipment and practically the entire balance due to deadage and injury.

Agents and others in charge at live stock shipping points should be particular to insist upon the shippers installing good substantial partitions as required by the Tariff in the case of mixed loads; should whenever possible check the animals into the car so that they will know whether or not any cripples or sick animals are loaded

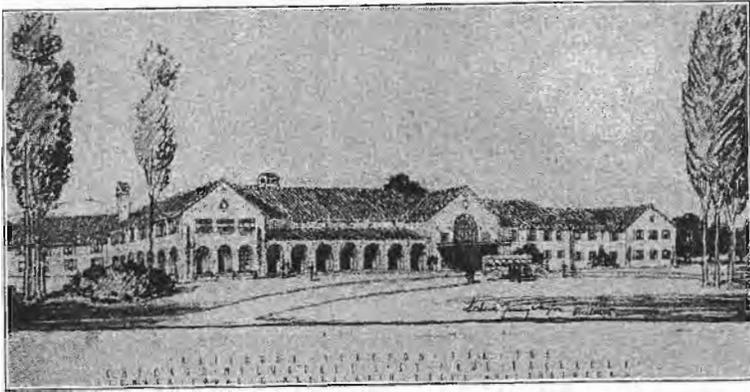
and be particular to keep the most minute record of any unusual incident which comes to their attention and which may contribute to a claim.

Trainmen and other employes whose duty it is to shower hogs in passing trains should see to it that the train is moving slowly so that the water gets under the animals. When cars are delayed in yards awaiting connections, an effort should be made to place same where the most amount of fresh air will reach the animals.

St. Patrick's Birthday

By E. S. Ralph

"On the eight day of March it was some people say,
 That St. Patrick at midnight, he first saw the day,
 While others declare 'twas the ninth he was born,
 And 'twas all a mistake between midnight and morn!
 For mistakes will occur in a hurry and shock,
 And some blamed the baby and some blamed the clock;
 Still with all their cross questioning sure no one could know,
 If the boy was too fast or the clock was too slow.
 "Now the first faction-fight in ould Ireland they say,
 Was all on account of St. Patrick's birthday;



The Gallatin Gateway Inn

Above is the Architect's drawing of the front elevation of Gallatin Gateway Inn, now in process of erection at Gallatin Gateway, (formerly Salesville) Montana. Construction will be completed on June 1st, and furniture and equipment installed by June 15th, in readiness for the opening of Yellowstone National Park to the season of 1927.

The Inn as will be seen is Spanish Colonial in type, has white stucco walls, tile roof and plaster finish inside, all planned to be in keeping with the surroundings.

There are 26 bedrooms, 11 with private bath, 10 with communicating bath and 5 without bath. There are twelve private dressing rooms with lavatories and showers; and toilet facilities on both floors.

Some of the features of construction and decoration are: electrically lighted throughout and steam-heated. The din-

ing room is a handsome room with seating capacity for 160 people. The kitchen is of the most modern design and equipment, including electric refrigeration, electric broilers, dish washer, etc.

Telegraph offices and telephone booths, news, cigar and curio stands are located near the foyer on the first floor. The foyer is large and connects with the lounging room on one side, which leads to the dining room; and with the Manager's Office, and baggage and parcel rooms on the other side. The lobby gives onto the railroad platforms where the tracks and sidings for parking sleepers, etc. are located. The main entrance on the opposite side, leads to the motor coach platform where park passengers arrive and depart on their way from and to the Park.

Small bungalows are provided in proximity to The Inn for housing the help, and are built to harmonize with the main building:

The approximate gross floor areas are as follows:

Basement	3,000 sq. ft.
First Floor	15,540 " "
Second Floor	8,650 " "
Total	27,190 " "
Dining Room	2,652 " "
Lounge	2,660 " "
Foyer	1,972 " "
Baggage & Parcel room	1,530 " "
Kitchen	819 " "
Veranda	840 " "
Lobby	510 " "
Women's Rest Room	240 " "

The Lounge has a large open fireplace, a feature of special attraction in an altitude where the nights and early mornings are apt to be cool.

Twin City Terminal

Mac

MR. H. E. Byram was the principal speaker at the Civic and Commerce Association luncheon on March 7th at the Nicollet Hotel. His subject was "Opposition to the merger of the Northern Pacific, Great Northern, and Milwaukee Railroad."

We regret to learn of the death of Mr. Walter J. Thiele who died early Sunday at Milwaukee. Those from Minneapolis who attended the funeral at Milwaukee on Tuesday afternoon March the 15th were Mr. J. H. Foster, C. S. Christoffer, L. T. Johnston, H. E. Bannon, M. T. Skews, W. H. Lies and Mr. A. F. Alexandria.

In the January Magazine it was reported that Mr. A. J. Keller, City Freight Agent was promoted to Traveling Coal Inspector. This is an error as Mr. Keller has been promoted to Special Coal Agent with headquarters at Minneapolis.

Mr. H. P. Bornkamp, former Passenger Car Distributor in Superintendent's office, has been promoted to position of Stationmaster vice J. L. Cooke assigned to other duties.

Among those from the signal department who attended the Signal Show at Chicago were Mr. and Mrs. A. F. Alexandria, Mr. E. D. Barton Assistant Signal Supervisor, Mr. E. H. Davis, Signal Maintainer, St. Louis Park and Mr. M. T. Skewes Chief Dispatcher also attended the show.

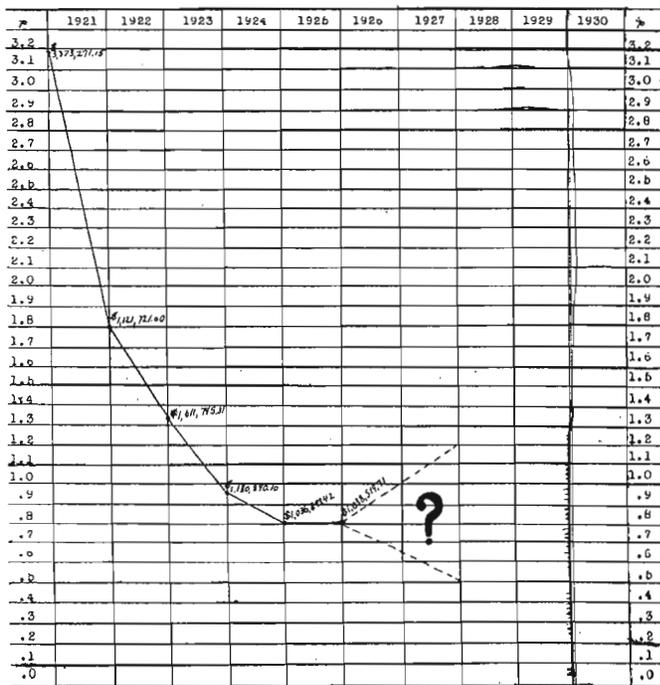
Roadmaster Krohn on the I&M Division went to the Railway Appliance show in Chicago with some of the men from the Engineering Department. We don't know what they had down there, but Hugh lost his collar and tie in the deal. Maybe Engr Blomgren could tell him what happened to it.

HAIL TO OUR NEW CHAMPION

In a boxing match held on Mar. 2nd 1927 between the two foremost contenders for high honors Joe Krause our efficient office boy won in one minute and forty seconds of the First Round by a technical knockout from Roar McCluskey, from reports of ringside spectators it was a very interesting bout held in regular order, officials were Pat Flaherty Referee and Jim Churchill timekeeper, Harry Nee announcer. The champion came thru the contest unmarred but McCluskey suffered an enlarged lip which will probably be the only remembrance of his championship bout.

Mr. Root took a month off and went to Los Angeles and other points in the West. Owing to floods, earthquakes and fogs he was unable to play more than one game of golf in the whole time.

FREIGHT CLAIM RATIO
PERCENT OF FREIGHT REVENUE PAID IN FREIGHT CLAIMS.



THE COOPERATION OF ALL IS NECESSARY TO KEEP THE LINE GOING DOWNWARD.

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

Portage Chapter

THE regular meeting of the Portage Chapter was held Saturday evening Feb. 5th. A picnic supper was served at 6:30 P.M. to the members and their husbands. A gavel was presented to our president Mrs. O. H. Frick by Mrs. Julius Voltz who composed the following verse:

"The Gavel"

This piece of Black Walnut wood,
Cut twenty-nine years ago,
In the dear old Bluffs at Baraboo
By a friend we honor and know.
If it could have only known its fate,
Lying dormant all this time!
But now it has come into our club and into
our lives,

And will be of great sunshine.
Then Eugene Chapman said to himself,
A secret I have in mind,
A gavel I'll make of this piece of wood,
And present it to this club so kind.
The C.M.&St.Paul Women's Club,
Will present this gavel tonight,
To their president who has toiled, labored
and worked,

And has always been cheerful and bright.
Our club is a happy mirthful club,
A place of friendly meeting,
And we hope that all the other clubs
Have just this same warm greeting.
We know that the sound of this gavel
Will never be heard in vain,
Only with love and devotion
And kind thoughts will always remain.
And now dear Sister Frick, accept this gift
From the sisters and brothers here,
Congratulations, warm, hearty, greetings
And love that's true and sincere.

—Mrs. Julius Voltz.

The gavel was given to the club by Eugene Chapman who carved it out of black walnut, cut from a tree near the Butterfield bridge near Baraboo, twenty-nine years ago. The club is very thankful to Mr. Chapman for this present.

The business meeting was held after the supper. The club bought potatoes, shoes and coal for a needy family this month. It was decided that the March meeting would be an open meeting, each member is allowed to bring one guest. After the business meeting cards were played also "Cootie."

The members meet Wednesday afternoons to sew. They are piecing a quilt.

Our new kitchen is finished and is very handy. The cupboards are all built in, tables are attached to the wall and we have a sink and gas stove. Each member is going to donate a dish towel.

At the delicatessen sale Jan. 22nd the Club cleared over \$60.00.

The Safety First meeting will be held at the club house Feb. 24th. The members of the club are going to serve a lunch after the meeting. This is the first time that the ladies will be present at a safety first meeting.

The club is going to give a series of Vanishing Teas. Mrs. O. H. Frick entertained seven guests Feb. 11th at her home at the first one of the series and the seven guests are going to entertain forty-two at the Club house Feb. 16th.

Des Moines Chapter

THE regular business meeting of the Des Moines Chapter of the Milwaukee Women's

Club was held at the home of Mrs. E. W. Webb at 8:00 P. M., January 28th.

The meeting was called to order by the President after which reports from the chairmen of the various committees were read and also several interesting communications from our general officers.

Plans were discussed for a Benefit Bridge Party and it was decided that one should, be held February 17th, place to be later determined.

After the current business of the month had been taken care of, election of officers for the ensuing year was held and the following women were elected and installed:

President, Mrs. C. Phares.
First Vice-President, Mrs. F. Price.
Second Vice-President, Mrs. E. W. Webb.
Secretary, Miss Bernice Russell.
Treasurer, Mrs. Wm. Finnicum.
Historian, Miss Florence Nelson.

A social hour was then enjoyed by all present and light refreshments were served by the Social Committee.

It was noted that several of our contributing members were present and it is hoped that we may find more present at the next meeting.

We have the following from Harry Berman:

Engineer Glenn Frazier says he is glad he only gets Hardie's crew once in a while. On one trip he lost a glove, next trip had water in his shoes and lost his soap. Glenn has come to the conclusion that you are not safe with a celluloid collar, they would put a match to it.

L. E. Bates has turned out to be a real songbird. If you don't believe it ask the writer. I believe that he is as good as our old pal, F. B. Dunn, and they are in a class by themselves. It sure is a knockout, get me.

A short time ago we had a relief porter on parlor car named Peecher, who became very popular around Des Moines, and made lots of friends while here. He was telling us how popular he was in Des Moines, that they go out of their way to speak to him. But one thing got his goat, while walking up Keosauqua Way some colored gentleman tipped his hat to him and Peecher just high toned him. Says sure must have thought I was Peaches instead of Peecher.

Fireman Lakin has taken 90 days off to try out at city fireman. (Seems funny after making fires for a number of years, now he has to put 'em out.)

Dubuque Chapter

Myrtle Bock, Historian

ON January 21st Dubuque Chapter held the first regular meeting of the New Year, with about ninety-five members in attendance.

Mrs. W. F. Keefe, Chairman of the Ways and Means Committee reported plans for a card party on February 4th and a dance to be given in Parkside Hall on February 24th. In view of the plans of the Committee for various social affairs during the season, the Chapter voted to purchase a supply of card tables. This is a start in the accumulation of equipment for our anticipated Club House. The Committee hopes to make the dance of February 24th the biggest and most successful affair this Chapter has undertaken. Judging from the spirit displayed in the distribution of tickets every member will do her bit in carrying the affair through to a social and financial success.

Mrs. V. K. Clark, Chairman of the Sunshine Committee reported a number of folks sick, also a large number of calls made and cards sent out since January first.

Mrs. J. E. Grice, Chairman of the Program Committee, presented a program that was especially good. The Marquette Quartet, composed of John Manders, Ralph Lassance, Wilfred Anderson and Leo Meuser, accompanied at the piano by Isabelle Kutsch, sung their songs from a local production of "Cappy Ricks." Little Mary Alice McCough gave songs and dances. Lorraine Lundin and Charlotte Rhomberg presented some toe dancing and the Misses Marjorie Nicks, Marian Van Pelt, Margaret Martin and Katherine Rhomberg, pupils of Miss Eleanor Plamondon, did some fancy dancing. Mrs. Allen Sigman played the accompaniment for the dances.

All committees are now organized and having frequent meetings to perfect plans for the present season. The Sunshine Committee is especially busy just now owing to the great amount of sickness and need of assistance. Every member of Dubuque Chapter is on this committee so far as possible, in making calls, sending cards and reporting sickness or distress of any of our people.

1927 is going to be the banner year for Dubuque Chapter.

Our regular meeting night is the evening of the third Friday of each month, in Eagles Hall. Visitors—do come to see us.

Mason City Chapter

Mrs. G. W. Stevens, Historian

THE regular meeting of Mason City Chapter was held February 4th at the Club Room. The meeting was opened with the Club Song. The Chairmen of the different committees gave their reports for the month. There has been much sickness recently and forty-four calls were made, flowers and cards were sent.

A buncó party was given on February 11th in the club room, with one hundred in attendance. Everyone had a good time, prizes were awarded and refreshments were served at the conclusion of the game. A 500 party was held on February 16th in the club room, with twenty-two tables. Prizes were awarded and after refreshments, dancing was enjoyed.

We now have a completely organized women's orchestra and we expect to have several dances in the near future. We have also organized a chorus of children from seven to fourteen years old and they expect to entertain the Club at the April meeting. We also expect to start a children's orchestra next week, and we must not neglect to mention the "grown-up's chorus," with forty members at present and from forty to fifty at our next practice. We are to give a cantata in the near future. There's always something doing in the Mason City Chapter.

Milwaukee Chapter

G. M. Horn, Historian

MILWAUKEE Chapter helped many families to have happy Holidays by giving clothing to needy children, flowers, sweets and good things to eat.

A card party was given in the club room on January 19th by the committee in charge of the annual dance and card party. Installation of officers also took place, Mr. E. A. Laik and Mr. J. V. Prien very kindly acted as installing officers and Miss Leone Schultz as conductress.

By the time the meeting came to an end everyone was hungry, as usual and the doughnuts and coffee were thoroughly enjoyed and

vanished rapidly.

The first annual meeting of the Board was held on January 26th at the home of Mrs. C. G. Juneau, and after the meeting a delicious luncheon was served.

Ottumwa Chapter Milwaukee Women's Club

Mrs. Bernard LeBow, Historian

A MEETING of the Ottumwa Chapter was held at 2:30 P.M. on January 14, 1927, at the Benton Street Chapel. The Club House being used by the Dispatchers while the Ottumwa Junction was being remodeled on Sherman Street. Reports of various committees were read, important questions discussed, our Mutual Benefit Committee brought our attention to several new cases.

Mrs. H. Cogswell gave a report of the Milwaukee Dance, given on December 28, 1926, at the Armory by the Women's Club.

The good attendance at this meeting was most encouraging for our new president—Mrs. W. C. Givens. The resignation of Mrs. Ralph Replogle was read (for Historian) and Mrs. Bernard LeBow elected new historian.

Immediately following the adjournment of the business meeting the Social Committee with Mrs. B. F. Hoehn, chairman, took charge.

The party for the retiring president, Mrs. B. F. Hoehn, which was to be given on Thursday of the following week at the Y.W.C.A. was postponed until further date.

The regular January social meeting was held on Friday, the 28th. A very pleasing program was given, which consisted of a number of piano solos by Mrs. Frank Martin, which was greatly enjoyed by all. Refreshments of sandwiches, salad, and coffee were served by the Board members of the Chapter. These members are as follows:

Mrs. John LaBelle, Mrs. J. W. Toomey, Mrs. W. C. Givens, Mrs. J. P. Morlock, Mrs. J. Evans, Mrs. F. M. Barnoske, Mrs. E. Peters, Mrs. H. Cogswell, Mrs. M. Reynolds, Mrs. J. W. Sowder, Miss Lames and Mrs. B. LeBow.

There will be a dance at the Armory on Thursday evening February 24, 1927, given by the "Boiler Makers and Helpers, Lodge No. 738." The benefit of which is to be given the C.M.&St.P. Women's Club.

The Ways and Means Committee of the Milwaukee Ladies Club will give a card party at the K. of C. Hall on Tuesday evening, February 8th for Milwaukee people and friends.

Mobridge Chapter

THE Mobridge Chapter held its regular meeting for the first time in their new Club House, Monday, January 10th, and much interest was shown by a gathering of about seventy members. Mrs. H. M. Gillick President, conducted the meeting.

The meeting was opened by Community singing and followed by a business session consisting of the Secretary's report, readings of letters from Mrs. H. E. Byram, President General, and a ways and means report. Supt. H. M. Gillick made an interesting talk on what our Club can do for our city and of beneficial things to be derived. The raffling of three five dollar gold pieces were awarded to Mrs. Harry Conger, Thomas Hunt, and Joe Peschle.

Mrs. L. A. Hourigan had charge of a very entertaining program consisting of saxophone, violin, piano solos, and readings. The presentation of flowers has been made on many sick calls and baskets of food, fuel and other things have been given the needy.

On January 22nd the Club gave a dance in the waiting room of the depot which was very well attended by the people of this city and many out of town guests. In connection with the dance twelve card tables were placed in our Club room for the entertainment of those who did not wish to participate in dancing. It is exceedingly gratifying to know that 170 tickets were sold as well as all reporting an enjoyable time.

On the evening of January 27th a card party was given in the Club Room. There were fifteen tables sold at two dollars each. A very pleasant evening was spent by those attending.

Savanna Chapter

Anna M. Bahne, Historian

SAVANNA Chapter held its regular meeting in R.N.A. Hall on Wed. evening Jan. 19th, with 65 members present. Minutes of last meeting were read and approved.

Reports were given by the various Committees. The Mutual Benefit Committee reported 64 sick calls made during month of Jan. also reported a great deal of relief work being done. The Membership Committee is very active and each month our number increases. "Watch us grow."

The New Club House will be ready for occupancy next month. The members are greatly interested and are doing all in their power to have one of the best Club Houses on the System.

Due to ill health Mrs. Wallace Wolf was obliged to resign from the office of Treasurer. Mrs. F. B. Cole was assigned to fill the office for the remainder of the year.

After the business was concluded, a social time was indulged in—games were played and refreshments served.

On Jan. 29th a public card party was given in R.N.A. Hall. Bridge and 500 were played. \$30.00 was cleared at this time. On Feb. 4th and 5th a benefit movie, "The Country Beyond" was given at the Web Theatre and \$100.00 more was added to the fund.

On next Monday eve at the regular meeting of the club a representative of the Frigidaire will talk on the proposed sales campaign taken up for the benefit of the New Club House Furnishings. It is expected that there will be a large attendance. The Frigidaire Co., will furnish the refreshments.

Savanna Chapter meets the 2nd and 4th Mondays in R.N.A. Hall. Visiting members are welcome.

Marion Chapter

Ethel M. Seager, Historian

THE regular meeting of Marion Chapter of the Women's Milwaukee Club was held February 16, 1927, in the Memorial Hall.

The meeting was called to order by our President Mrs. M. J. Flanigan.

A vote of thanks was given to all the retiring officers and committees for the excellent work that was done during the past year.

The day of the regular meeting was changed to the second Thursday of the month, our next meeting to be a "Guest Night." The men are urged to come and each member to bring a prospective member for the club.

The chairman and membership committee are working hard, our aim being 100% in membership.

One case of relief was investigated and found that no help was needed.

The President read the names of the newly appointed chairman of committees.

Membership, Mrs. L. A. Turner; Sunshine, Mrs. Louis Peckosh; Sick, Mrs. Roy Black-

ledge; Floral, Mrs. F. E. Wilber; Lydia Byram Scholarship, Mrs. Robert Cessford, Mrs. E. L. Sinclair, Mrs. Geo. Barnoske, Sr.

Refreshments were served at the close of the business meeting.

Marion was honored with having a Railroad Night, on Monday evening, February 14, arranged by the Marion Community club, dinner being served at 6:30 pm. Our President Mrs. M. J. Flanigan representing the Women's Milwaukee Club, gave a talk regarding the history of the organization, its work it was doing, and thanked the business men of Marion and Cedar Rapids for their splendid cooperation.

Seattle Chapter

OUR items from Seattle Chapter are a month late as the writer did not know when to send them to press.

Our club held a special meeting at The Mount Baker Park Presbyterian Church, on Saturday, Feb. 12th, called for 2:00 o'clock pm. for the purpose of meeting our President General, Mrs. H. E. Byram. About ninety ladies came to welcome her. A very fine program had been arranged for the occasion by Miss Snow, consisting of two violin solos by Miss Dorothy Ligg accompanied by Mrs. Wright on the Piano and Two Readings also two Duets sung by Mrs. Wright and Mrs. Clark with Mrs. Jackson at the Piano, all enjoyed them very much, this part of the program was followed by a very interesting talk by Mrs. Byram, telling of the work being done by the clubs along the System; and what can be accomplished for the good of its members and friends, if every member will do all they can to help work for and support the club. We hope to see Mrs. Byram very often and listen to her inspirational talks. A social hour with refreshments followed the program.

The social meeting of Feb. 12th was the only meeting of the club for Feb. Our regular date would have fallen on Washington's birthday so decided not to meet.

Now that we have our new club room we need many things to make it home like and cheery to meet our friends in, so everyone is wondering in what way they can help to make it so.

An idea came to Mrs. C. Coburn that a piano would be a fine thing to have so she set about raising money toward that end and turned in eighty dollars to the club on Feb. 12th and may have more by this time. All credit is due Mrs. Coburn.

Our April meeting will meet at the Club Rooms on Tuesday the 26th, and we urge every lady eligible to join to come and become a member and enjoy the good times with us.

We are sorry to announce the death of one of our members a short time ago, Mrs. Beth O'Hara having left us, we wish to express our sympathy to her family.

Des Moines Chapter

THE regular monthly business and social meeting was held at the home of our new President, Mrs. Phares on February 25th, and was well attended. After the reading of the minutes of the previous meeting new business was discussed and the remainder of the afternoon was spent playing bridge and five hundred. At the close of the meeting a delicious lunch was served by the Social Committee.

Report of activities of the Des Moines Chapter the month of February 1927.

On February 17th, a benefit card party was held at the Trades and Labor Hall, which was a good success in spite of the bad weather and a nice sum of money was put into the

Treasury. The party was in charge of Mrs. L. McGovern and her committee and they are to be congratulated on the manner in which this party was conducted. Cards were played both afternoon and evening, prizes were awarded the high scores at each table and light refreshments were served. Everyone reports having had a very nice time and are looking forward to the time when we can have another party.

Every member in this Chapter is saving her old magazines for the magazine drive which is to be held very soon.

Janesville Chapter

Myrtle Bock, Historian

Janesville Chapter held the regular meeting on the evening of March 1st at the depot. The President, Mrs. Willis Taylor presided.

Mrs. J. W. CeCue, Chairman of the Ways and Means Committee gave a report on a card party given recently Bunco, 500 and Bridge were played at thirty tables and prizes were given. Luncheon was served. Mrs. Frank Frew donated a cake which was given on a drawing. This party was also held in the depot.

A report was read on the Membership Drive with Mrs. James Fox and Mrs. Frank Drew as Captains. Mrs. Fox's team won with a majority of 39, they bringing in 126 members, and the losers, 87. This brings our membership up to 250. The winners are to be guests at a banquet given by the losers.

The meeting adjourned and dancing was enjoyed, all employees and friends being invited. A three piece orchestra furnished the music. Dancing lasted until 12, when all agreed that Mrs. Lovas and her Committee were royal entertainers. Much applause was accorded to switchman Chas. Kreause for the way in which he called the dances.

Terre Haute Chapter

Flossie Waggoner, Historian

ON account of illness of our President, Mrs. E. L. Kenney, the regular business meeting was conducted on March 9th, by Mrs. H. D. King, First Vice. Minutes were read and reports made.

Letter from Mrs. Byram was read, accepting an invitation to visit us either on the 21st or 22nd of March and it was agreed that we invite her and the General Officers for the 21st. Preparations are being made for a banquet, which will be held at Montrose Church. Circulars and bulletins have been put out and a large number is expected. An invitation was extended to the Jasonville Chapter to attend this banquet.

Mrs. W. W. Griffith, Chairman of the Social Committee, took charge of the program and gave a reading, which was well received. This was a poem about several members of the club, but Mrs. Griffith did not divulge the name of the author. The mystery about the gavel is now cleared. Two very clever contests were enjoyed, Mrs. Bertha Patton and Miss Alice Church receiving prizes.

Twin City Chapter

Ella S. Banily, Historian

THE regular monthly meeting of the Twin City Chapter was held March seventh, and it was the Club's good fortune to have as guests, our President-General, Mrs. H. E. Byram and Mr. Byram. The meeting was called to order by the President, Mrs. C. S. Christoffer, the Secretary and Treasurer's reports given, also those of various Committee Chairmen.

Mrs. H. E. Byram was introduced and gave

us a talk full of interesting and helpful suggestions, which surely will give us renewed interest and enthusiasm in our Club, if we put into practice the many good thoughts she brought to us.

Mr. Byram then favored us with a few remarks, stating that the C. M. & St. P. Ry. Women's Club has the hearty support of all the Milwaukee Officials and is regarded as a splendid organization. He then gave us a few words on the proposed Railroad Merger and his remarks were listened to with a great deal of interest.

Mrs. Christoffer then introduced our other Chicago guests, Mrs. H. H. Field, Miss E. N. Lindskog and Mrs. O. P. Berry. The meeting was then turned over to the Program Chairman, and Mr. P. A. Lahey was called on for a few words, introducing our Milwaukee Band, who appeared for the first time in their fine new uniforms. They gave us quite a varied program, which was much enjoyed, both Mr. and Mrs. Byram complimenting them highly. Mr. C. S. Christoffer introduced our Club Chorus who rendered two numbers and an encore and were given a hearty applause. Refreshments were then announced and Mr. and Mrs. Byram bid us all good night and our Chicago guests were hurried to their train.

Mrs. Byram and party were honor guests at a luncheon given at the Hotel Nicollet by members of the Board and former Board.

On February twenty-first our chapter of the C. M. & St. Ry. Women's Club sponsored a dance, the grand march being led by Mr. and Mrs. C. S. Christoffer. The party was a big social as well as financial success,—so much so, that we are looking forward to another to be given in the near future. Mrs. F. T. Bueckler, general chairman and her committee deserve much credit for putting over this delightful dance.

Spokane Chapter

Mrs. R. C. Peterson, Corres. Secretary

ON March 8th, at 1 pm. the regular luncheon and business meeting of the C. M. & St. P. Ry. Women's Club was held at the Union Station lunch room, after which Pinochle and Bridge were played.

Mrs. W. F. McDonald called the meeting to order. The Chairmen of the different Committees made a report of their activities during the month. Mrs. R. W. Beal, Chairman of Mutual Benefit has been very busy the past month and her report of personal and telephone calls was exceptionally gratifying.

Mr. F. E. Beland, an employee in the B&B Department, to whom flowers were sent during a recent illness presented the club with \$5.00 in appreciation of our gift to him. A rising vote of thanks was given to him for his generosity.

Plans were discussed relative to our giving a dance in the main waiting room of the Union Station. We are all very enthusiastic about this and are going to do our best to make the ball a success. One of the Club "Boosters" said, "Let's Make it a Snappy Affair," and that's what we are going to do, if possible. The first of May was decided upon as the best time to have it. There is nothing "Slow" about our Chairman of Ways and Means Mrs. C. R. Strong and we all know that she is going to "Spring" some bright ideas at our next meeting in regard to the May Day Ball.

Our President, Mrs. N. H. Fuller, who has been unable to meet with the Club the last two months, on account of illness, is gradually recovering, and we hope to have her with us before long.

Sioux City Chapter

Mrs. W. R. Laudon, Historian

THE cake and food sale given by the Sioux City Chapter Feb. 19, at Martin's Store, netted the Club \$27.00.

The Charity Ball given by Sioux City Chapter at the Alpine Hall, Feb. 2nd, was a great success. The ladies hope to give another at an early date.

The evening meeting date for the club has been changed to the second Monday of each month. Mrs. Lane is chairman of the Committee to serve a chicken dinner at the next meeting, March 14th.

Mrs. H. Stuben, publicity chairman of the club, has been ill the past two weeks.

Montevideo Chapter

Maude Hamlin, Historian

FEB. Meeting was held on the 17th in the Library Club rooms, owing to the fact that our own Club House is not quite ready for occupancy.

Mrs. R. E. Sizer President, presided at the meeting, with a large crowd in attendance.

Report of our Sunshine Committee showed help given one of our families in the way of fuel delivered to them. Report also showed that a loan was granted one of our members to help them out temporarily. Cards of condolence were sent to the F. W. Hayden home at Glencoe at the time of Mrs. Hayden's death in February.

On account of the failure of one of our banks, our funds were depleted to the amount of \$95.66, with several checks returned since the closing of the bank. However, we rejoice in the proceeds of our 2nd Annual dance on Feb. 7th which I recounted in last month's notes, said affair netting us about \$160.00 in all. We had a most beautiful quilt to sell at this dance, and sold tickets and also "kisses" for it both before and at the dance. This netted us about \$40.00 and the girls at the office say they had just lots of fun over selling the kisses, even getting into all sorts of difficulties with some of the gentlemen over the sale of the said kisses—but it added zest to the affair and swelled our receipts on the quilt. Machinist George Matt was the lucky person, and the quilt was delivered to him the next day.

At this meeting it was decided to give a May Party, with the same Orchestra-viz Brandt's Hot Points, as the attraction, dance to be on the 9th of May, so don't forget the date, you who live near enough to attend.

It was also discussed and decided upon, to give a farewell banquet to our departing members, some of whom are moving to Aberdeen and others to Austin and Perry. By this move, we lose our first and second vice-presidents and our corresponding secretary, besides some of our most active members from the ranks.

Banquet was held the 24th of February and we surely had a wonderful crowd and a fine time. Ninety-seven members and guests were present, our guests numbering about twenty-five. A fine musical program and talks by members present concluded the excellent banquet, which was served by the Baptist Ladies Guild. Miss Lucy McHugh rendered two very nice piano solos, Mrs. R. E. Sizer sang two beautiful solos, and Mrs. D. R. Davis sang two very pleasing numbers also. Mr. J. J. Brown took charge of affairs and called upon the following to give short talks, limiting them to three minute speeches—Mr. W. J. Whalen, Mr. A. M. Martinson, Mrs. P. H. Nee, Mr. V. M. Reichert and Mr. P. H. Nee.

Chicago Chapter Fullerton Avenue Unit

Mrs. Elizabeth Shortall, Historian

ON February 12th, 1927, the regular monthly meeting was held in the Fullerton Avenue Club Rooms. As is customary, luncheon was served at 1 o'clock and followed immediately by the regular business meeting.

We were then entertained by a string quartette from the Chicago Business Men's Symphony Orchestra, consisting of Messrs Avern B. Scolnik, Theo. Werner, Edward J. Carlson and Dr. Karl Stetcher. Mr. Carlson (the Celloist) is a fellow employe of the Milwaukee. He is from Mr. A. E. Lodge's office. There was certainly great applause when the men completed their program, and it was well deserved. It was very inspiring. Mrs. Barry suggested that we give the men a rising vote of thanks. to which all present agreed.

Those of you that were present at our party on Friday evening, February 4th, will most likely agree that a good time was had by all. Wasn't the music fine and the floor waxed to perfection. And that isn't going to be the last party either.

On February 8th the Club Rooms were used by members for a shower on one of the girls from the Car Accountant's office, on February 11th there was a shower on one of the girls from the Auditor of Expenditures office, and on February 14th there was a Valentine Party by the girls in the Car Accountant's office.

On March 12th, 1927, the regular monthly meeting was held in the Fullerton Avenue Club Rooms. Luncheon was served at 1 o'clock followed by the regular business meeting.

The meeting was opened by all members present reciting the Club Motto.

There are plans under way for a May Party. As yet there has not been anything definite done. We are very happy that the Dance went over so big, and we know that if we give the May Party it will also go over with a BANG.

The Club Rooms are all going to be fixed up with cretonne curtains and covers for the furniture for the summer time.

We were glad to see Mrs. Dietrich back with us, having been absent from several meetings. Mrs. C. L. Whiting was appointed Chairman Mutual Benefit, succeeding Mrs. H. C. Hanscom, Mrs. Hanscom being appointed Chairman Mutual Benefit of the Chicago Chapter. Mrs. H. J. Neumann has been appointed Chairman of the Reception Committee, Mrs. Harry Van Wert has been appointed Sewing Chairman. We are going to have a Cheer Leader in the person of Mrs. W. J. Walther.

Among those present at the meeting were the Mesdames Larson, C. T. Jackson, C. H. Buford, C. H. Mitchell, Kamlaugh, Scharenberg, E. E. Johnson, J. Costello, J. T. Armstrong and W. E. Voight. We were pleased to see so many women at the meeting, regardless of the rainy weather. Altogether we had a very nice attendance by both the women and the girls.

The meeting was adjourned at about 2:30, after which cards and bunco were played. There was a prize for each game.

Union Station Unit

FOR "East is East and West is West" and the twain met at Broadway and Wilson Avenue on February 25th, at the Gallatin Gateway ball given by the C.M.&St.P. Women's Club, at the Arcadia; and we understand the meeting proved most satisfactory, both socially and financially, to the club.

And just so St. Valentine would have nothing on St. Pat (our last month's meeting being a Valentine party) we made this month's meeting, on March 8th, a St. Patrick party, where shamrocks prevailed instead of hearts, bridge took the place of valentines, and even the ice cream and cake were green. We are glad to note that one by one, just as they fell for the bob, our girls are falling for bridge and each party sees new recruits to the ranks.

We also wish to state that our meeting was opened with all the dignity that a brand new gavel could lend to the occasion (we didn't have one before), the gavel being a token of the kindest regards of Miss Anna Olson.

We are pleased to announce that our Lydia T. Byram Scholarship Fund is now past the theoretical stage and is an established entity with a bank account to its credit and this is how the fund was raised: from each of our regular monthly meetings, some lucky girl departs with some object dear to the feminine heart, for which she paid the small sum of 10 cents, and these 10 cents-es all go to the fund. At our first meeting it was a most attractive beaded purse; at our second, a hand some pair of hose; and our third and fourth are assured through the generosity of Mrs. Field and Mrs. Dynes (though I haven't the least idea what they're going to be)—so you better come to meeting and see if you can't be the lucky one.

And would you like to hear how our bowlers are coming along after the winter's training? Well, one of them bowled over 200 the other evening—laugh that off boys. For further particulars as to how it's done, etc., see Dorothy Halwacks of Mr. Brown's office.

Tacoma Chapter

Mrs. J. W. Stevens, Historian

THE birthday party planned for Jan. 22nd to celebrate the second anniversary of the founding of Tacoma Chapter was postponed on account of the sudden death of Mr. J. Reardon. A short business meeting was held however.

On Feb. 11th an afternoon meeting was held in the ballroom of the Scottish Rite Cathedral to welcome our President General Mrs. H. E. Byram. Mrs. Byram arrived at one o'clock accompanied by Mrs. H. B. Earling and Miss Marie Cleary of Seattle. Our President Mrs. Negley spoke a few words of welcome to the visitors and introduced the chief speaker Mrs. Byram. Mrs. Byram who has been visiting many of the clubs gave a very helpful and inspiring talk. She touched briefly on the work of other clubs and complimented the women of Tacoma Chapter on their progress. Mrs. D. E. Rossiter, former president, Mrs. Earling a past president of Seattle Chapter and Miss Marie Cleary, present president at Seattle also spoke briefly.

Mrs. Harry Micklethwait had arranged a charming musical program assisted by Mrs. F. Kirkland and Mrs. W. Coors, with Mrs. Nellie Reardon as accompanist. The room was artistically decorated by Mrs. Homer Williams and a corps of able assistants. At the close of the program a short reception was held, when all members had an opportunity to meet Mrs. Byram and visiting Seattle members. Immediately after the reception Mrs. Geo. Beechwood and her committee served light refreshments and at four o'clock Mrs. Byram left for Seattle with the promise to visit us soon again. Other Seattle club members who attended were, Mrs. Wm. Campbell, Mrs. H. Rowe, Mrs. F. Hicks and Mrs. Hillman.

Feb. 28 the first noon day luncheon was held

at the Woman's club house. There was a large attendance and the new plan seems to meet with hearty approval. These luncheons will be held hereafter on the last Monday of each month and will be followed by the regular business meeting. At the close of the luncheon the club adjourned to an upstairs room to hold the regular business session. Reports of several cases of need were brought in and a silver collection of over five dollars was taken up to help an old lady who is making a brave attempt to pay bills incurred during a severe illness. After an extended discussion it was decided to abandon the idea of a club house of our own for the present and continue meeting in our present quarters.

The entertainment committee has planned a St. Patrick's day card party for the evening of March 16th, at the Women's Club House.

Perry Chapter

Ruby Eckman, Historian

THE Perry chapter has had a lot of work during the last few weeks on account of sickness and death in several of the Milwaukee families at Perry. They have also been sending letters of cheer and sunshine to a number of employes who have been confined to hospitals or at home by sickness. They helped one of the big family to meet the expenses of a nurse and hospital bill when sickness resulted in the pay check stopping. Along with their welfare work and sunshine work they have also found time for a little pleasure and report a very interesting session following their Pot Luck Supper for their February meeting. There was a Safety First Meeting at Perry that night which resulted in several visiting officials attending the supper and they were privileged to hear some interesting talks from their visitors.

Miles City Chapter

Mrs. H. E. Thompson, Historian

AN attempt at this character of work places me in a position analogous to that of a little ducky who, sitting beside a half-eaten water melon over which he could hardly peer, was ruefully rubbing his distended tummy. A passerby asked, "Too much melon boy?" "No sir, No sir, dey jes aint nuff niggah." And I too fear that I aint nuff niggah.

Melon or no melon our club extends into the opening of Spring with the new staff of officers in full swing. Officers for the ensuing year are as follows: Mrs. R. C. Falck, President, gracious but firm; Mrs. Thomas Brown, 1st vice president, meekly persistent; Mrs. G. T. Berg, 2nd vice president, austere acquiescent; Mrs. Edith Petterson, secretary, The Old Reliable. No, not old, just reliable. Mrs. C. M. Drawbaugh, Treasurer, Our monies are safe; Mrs. Chas. James, corresponding secretary. Your letters will be promptly answered.

At our last meeting Feb. 25th routine affairs retained the attention of all members present. The President's appeal that the exchequer be replenished brought forth many suggestions as to ways and means, chief of which was that old members pay their dues and every Milwaukee sister not now a member be furnished with an application.

A tentative change in time of meeting will be tried out March 26th at 2:30 in the afternoon as many members complain of their inability to attend the evening sessions. Let us hope the change will bring better attendance as matters of importance are to be discussed. Each member is urged to come and bring a sister non-member.

AT HOME



HAZEL M. MERRILL, Editor

Spring Mode

The skilful combining of fabrics and colors and the choice of neckline determine the chic of new costumes. In order to be smart, one must know the qualities that distinguish the new mode from the mode that has just gone before. While simplicity is the keynote of all chic, this simplicity is varied. This variety is obtained in a combination of fabrics, colors and design rather than ornamentation, except flowers, a belt, or contrasting vest, and even these seem to be a part of the frock; there is no trimming in the old sense of the word. The combination of satin and wool jersey is very new and smart in sports costumes. The combination of plain fabric with print in small tailored design is chic. The small-patterned prints are smarter this spring than those of large design. Satin takes the lead in fabric for evening gowns, rivalling chiffon. For afternoon, crepe de chine, flat crepe, georgette crepe, crepella, frisca, kasha, and light-weight woolens. There is variation to be found in the silhouette; straight, often with pleated skirt, used for majority of coats and many sports dresses; the tiered silhouette used for both day and evening; the one with bolero or bloused bodice, and this is perhaps the newest; the silhouette with fluttering drapery for evening. Intricate cut and design are much in evidence and make costumes very interesting. There are curved lines, diagonal lines, horizontal lines, vertical lines, and geometric lines. There are square, diagonal, round, and V necklines; bows, belts, girdles, yokes, tucks, pleats, and tiers. In many skirts, there is fulness but usually in one place, or concealed in pleats that give a straight effect.

Coats for spring days are straight in line, with narrow effect at the shoulders; collarless line is very new; drop shoulders are seen, and yokes are everywhere, especially at the back. Suits are especially good this year, trim and tailored.

Navy blue is very popular this spring. Color is a tell-tale fact about costumes this spring. There are grecian-rose, mimosa yellow, light yellow, periwinkle blue, violine, lake green, cochineal, black and white, red banana, liberty blue, silver gray. For evening, white with gold, white with silver, cameo pink, sistine blue, and bouquet green. Enormous ostrich fans are used for the elaborate evening toilettes.

A charming necklace for evening wear has three strands of pearls with a clasp of one enormous pearl.

A bracelet and vanity case to match of black onyx and diamonds for evening are very chic.

Antelope and tortoise shell form



Robert Eugene Whitmore, Helping Daddy, George A. Whitmore on the Drawbridge at Sabula, Iowa

one of the best combinations for a smart handbag.

Perforated gold and carnelian beads make a beautiful necklace and bracelet.

A broad deerskin belt in bright shade is smart for sports frock. Also calfskin belt with metal ring fastening.

Clear, light amber beads give just the right accent to the beige costume.

Chiffon is new for square scarfs to be worn beneath spring coats.

No coat or costume is complete without flower on shoulder.

Felt bag to match felt hat is smart and practical.

Sports shoes for spring, which will be worn with two-piece silk frocks, are most frequently made in light shades; many two-toned combinations. Two and three-eyelet styles with ties are popular for street wear, in two-toned models, light shades, dark brown, black patent leather, and reptile leathers. There are box heels, medium heels, and high heels. For dinner or formal dress, black is the smartest, in patent leather, satin, velvet, and moire. Silver kid is the smartest for evening.

When the warmer days come, for shopping, lunch, or tea, in town, nothing could be smarter than an ensemble of dark blue georgette crepe banded with crepe de chine to match. When a coat is slipped off, a charming dinner-gown comes to light.

Afternoon frocks this spring and summer of printed chiffon will be particularly charming.

The younger generation, fashioning after their elders, will wear two colors. Light green linen combined with dark green gingham makes a charming short sleeved frock. A suit for the small boy may be made of the same color combination. Cotton voile, or crepe de chine for special occasions, makes a pleasing combination for a party frock. White dimity and blue dimity,

with a touch of hand embroidery, were used for one dress for a little tot. Pleasing color combinations are two shades of gray-green, apple-green, and darker green; jade; flesh pink shading to rose; apricot and deeper yellow-pink; two soft blues; two lavenders; and white and vivid scarlet. With the exception of white trimmed with a color, two closely related shades are more effective than a striking contrast.

Ginghams, linens, cotton reps, cotton broadcloths, madras, cotton voiles, organdies, dimities, piques give a wide variation from which to choose material for dresses for the little ones.

A child seldom looks smarter than when a sweater forms the better half of his or her costume. For an older boy a slip-on sweater is particularly good. The V neck which makes it easy to slip on and off, opens low enough to show his collar and tie and give a trim appearance.

Household Helps

Dip the cork of the glue or mucilage bottle in melted parafin or put a piece of cloth greased with vaseline around the cork to prevent it from sticking.

Use a small scrubbing brush when washing badly soiled garments by hand. It does the work more thoroughly and saves hands and strength. Place garment flat on a board, soap well and scrub.

Make fudge for children substituting bran for nuts.

Use a small bottle brush for removing crumbs from the electric toaster. Also give the nickel a rub with a dry soft cloth each time it is used. This will keep it bright and new.

Add pineapple juice, left from a can of sliced pineapple to apple sauce. This makes delicious applesauce.

To avoid the semi-annual spring and fall housecleaning, which is a bugbear to most households and housewives, clean one room thoroughly each month. In this way, the house is always clean.

Leather furniture may be cleaned with milk applied with a soft cloth. Rub lightly so that the surface of the leather will not be cracked in the process. When leather is old and shabby, it may be cleaned by applying vaseline lightly, rubbing it in thoroughly and firmly. A good method is to boil a pint of linseed oil and let stand until nearly cold. Stir into this a half pint of vinegar. When mixed place in a bottle until required. Shake contents thoroughly before using. With a soft cloth, thoroughly rub a small quantity into the leather. As the cloth gets soiled turn to a clean place. Then rub with a clean soft cloth until the polish is restored.

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

5778. Ladies' Dress—Cut in 7 Sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. A 38 inch size requires 1½ yard of 36 inch lining, and 4¾ yards of material 40 inches wide together with ¼ yard of contrasting material. The width of the skirt at the lower edge is 1½ yard. Price 12c.

5774. Boys' Suit—Cut in 4 Sizes: 2, 4, 6 and 8 ysars. A 6 year size requires 1½ yard for the Blazer, and 1 yard for the Trousers in material 36 inches wide, if Blazer is made with long sleeves. If made with short sleeves 1¼ yard is required. Price 12c.

5749. Ladies' Dress—Cut in 6 Sizes: 34, 36, 38, 40, 42 and 44 inches bust measure. A 38 inch size requires 1½ yard of lining 36 inches wide for the underbody, and 3¾ yards of material 40 inches wide together with ¾ yard of contrasting material.

The width of the dress at the lower edge is 1¾ yard. Price 12c.

5744. Misses' Two Piece Dress—Cut in 3 Sizes: 16, 18 and 20 years. An 18 year size requires ¾ yard of lining, 1¾ yard of plaid material, and 1½ yard of plain material 40 inches wide. If made with long sleeves ¾ yard more of the plain material is required. The width of the skirt at the lower edge with plaits extended is 2¾ yards. Price 12c.

5773. Child's Play Frock—Cut in 4 Sizes: 2, 4, 6 and 8 years. A 4 year size requires 2 yards of 36 inch material if made as illustrated in the large view. If made without the tunic portions, 1½ yard will be required. Price 12c.

5763. Ladies' Dress—Cut in 7 Sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. A 38 inch size, requires 2¾ yards of 40 inch material and 1½ yard of figured material. Price 12c.

5782. Misses' Dress—Cut in 3 Sizes: 16, 18, and 20 years. A 16 year size requires ¾ yard of 36 inch material together with ½ yard of contrasting material for facing

on cuffs and cascade. The width at the lower edge of the Dress, with plaits extended is 1¾ yard. Price 12c.

5766. Girls' Dress—Cut in 4 Sizes: 6, 8, 10 and 12 years. A 10 year size requires 2¾ yards of 36 inch material together with ¾ yard of contrasting material for facing on panel, cuffs, pocket openings and collar. If made without the long sleeve portions. With the long sleeve portions ¾ yard more will be required. Price 12c.

5759. Girls' Dress—Cut in 4 Sizes: 8, 10, 12 and 14 years. A 10 year size requires 2¾ yards of 40 inch material with one yard of contrasting material. Price 12c.

5758. Child's Dress—Cut in 5 Sizes: 1, 2, 3, 4 and 5 years. A 2 year size requires ¾ yard of plain material and 1¾ yard of checked material 32 inches wide. Price 12c.

5765. Girls' Dress—Cut in 4 Sizes: 8, 10, 12 and 14 years. A 10 year size requires 3 yards of 32 inch material. If made with long sleeves 3¾ yards will be required. Price 12c.

5742. Ladies' Dress with Slender Hips—Cut in 9 Sizes: 38, 40, 42, 44, 46, 48, 50, 52 and 54 inches bust measure. A 44 inch size requires 4¾ yards of 36 inch material together with ¾ yard of contrasting material for facing on collar, cuffs, pockets and a straight belt 2 inches wide when finished. The width of the dress at the lower edge with plaits extended is 2¾ yards. Price 12c.

Good Things to Eat

Scalloped Lobster. Remove meat from a two pound lobster and cut in cubes. Heat in one and one half cups of white sauce, to which has been added one half teaspoon salt, a few grains cayenne and two teaspoons lemon juice. Refill the lobster shells, cover with buttered crumbs and bake until brown. If live lobster is not available, the better qualities of canned lobster may be used and the scallop may be baked in ramekins or a buttered baking dish. If the lobster shells are used, insert small wooden skewer long enough to hold the shells in shape; and brush the outside with olive oil to hold the color.

Chicken Livers With Bacon. Clean the livers and cut each one in strips. Wrap around each piece a thin slice of bacon and fasten with a wooden toothpick. Put on a wire broiler and place this over a dripping pan. Bake in a hot oven until the bacon is crisp, turning once during the cooking. A fine luncheon dish.

Deviled Bones. Melt two tablespoons of butter and add one tablespoon of Chili Sauce; one tablespoon of Worcestershire Sauce; one teaspoon of made mustard, a few grains of cayenne. Cut four small gashes in drumsticks, second joints and wings of chicken, dredge with flour, salt and pepper and cook in the seasoned butter until brown. Pour over this one cup of hot chicken stock, simmer five minutes and sprinkle with chopped parsley.

Salmi of Duck. Cut cold roast duck in pieces for serving and heat in the following sauce: One fourth cup of butter, melted, one tablespoon chopped onion, a stalk of celery, two slices carrot cut in pieces and two tablespoons finely chopped raw, lean ham. Cook until butter is brown, then add one fourth cup of flour and when well browned, add two cups of consomme, a bit of bay leaf, sprig of parsley, one half teaspoon of salt and one eighth teaspoon of pepper. Cook five minutes. Strain add duck and when reheated, add lemon juice, and chopped olives and mushrooms. Arrange on dish and garnish with olives and mushrooms.

Escalloped Cabbage. Cut one half a boiled cabbage in pieces; put in buttered baking dish, sprinkle with salt and pepper and add one cup of thin white sauce. Let the sauce mix thoroughly with the cabbage, cover with buttered crumbs and bake until crumbs are brown. The crumbs may have a little grated cheese mixed with them, if liked.

Mushroom Veal Loaf. Have the butcher grind two lbs. of choice veal "from the round," together with one half lb. of fresh pork and one half lb. of salt pork.

With the meat, mix seasoning to taste—a dash of pepper and one half teaspoon salt is about right for this quantity to suit the average taste. Add four soda crackers that have been ground fine, one raw egg, and a scant cupful of mushrooms that have been cut into small pieces. Canned mushrooms may be used, or the fresh ones parboiled and sauteed lightly in butter before they are put in the loaf.



SPECIAL COMMENDATION

Those of Us Who Do

G. P. F.

ONE of our old timers at Minneapolis, Switchman George Smith, turned in two passengers Minneapolis to Chicago. It was a nice piece of business, Mr. Smith.

We have a Boilermaker at Coburg who is making a record at his trade—a young fellow named George Atkinson who entered the service in 1923. Mr. Atkinson is also out for business, not long ago passing information that resulted in our securing 25 passengers from Kansas City to Chillicothe.



Geo. Atkinson, Coburg, Mo.

Superintendent Elder writes us about Checker L. W. Smith at Sioux City getting a nice shipment of paper away from a competing line there.

We have another from Sioux Falls. Mrs. Christine Larson, Clerk and Stenographer in the freight office, when buying some furniture recently mentioned to the dealer that she was working for the Milwaukee Railroad. The conversation led to our being favored with the haul on a carload of furniture from Seymour, Ind. to Sioux Falls. While this is nothing new among the employes at Sioux Falls, Mrs. Larson is the first lady "business getter" that we have had the pleasure of writing about anywhere on the road. No doubt there are other lady employes or relatives of employes who get business for our line, and we want them all to know that we'd like to hear about it.

Reading about Conductor Calligan and Brakeman Cummings on the SC&D., we find them to be at all times considerate of the comfort of live stock shippers. It is quite certain that any shipper that comes in contact with these two trainmen is going to remain always a friend of the Milwaukee Road. Messrs. Calligan and Cummings are quite particular to see that the live stock men riding with them are made at home and are afforded every possible comfort and convenience enroute. Their fame is spreading, and bringing a lot of business to the Milwaukee Railroad.

General Passenger Agent Prien at Milwaukee tells us about information that he received from Conductor Gene Hare, Switch Foreman J. P. Murphy, and Engineer E. J. Young, that in each case aided in securing considerable passenger traffic.

We hear from Milwaukee some nice reports about District Clerk Frank E. Wallace in the Muskego Yards territory. He knows our railroad, and also a lot about routing all over the country, so that he is able to help out shippers and incidentally secure the long haul for the Milwaukee. Frank Wallace is a veteran, and entered the service in 1899 at Milwaukee. The writer of this article has occasion to visit Milwaukee pretty often, and on about every visit somebody tells me about this, that, or the other car that was turned to our line through through the efforts of Mr. Wallace.

Agent Dummler at Milwaukee tells about Ray McGrath who is in charge of the Clerks in the Canal District. Mr. McGrath is in constant touch with shippers in that territory, and seldom a day goes by but what he is able to add to our revenues through his personal efforts.

Yardmaster Arthur G. Keith at Clinton, Iowa turned in seven tickets and a shipment of household goods from Clinton to Seattle. Some business, Mr. Keith. Do it again.

Brakeman F. C. Miller, on the I. & D., learned of two people going from Mason City to New York. He made it his business to get in touch and was not through when told by the prospects that they had already made reservations via a competing line. Mr. Miller convinced them that the Milwaukee was the "only road" and got the business. It certainly is refreshing to get such news as this; we seem to get a lot of it from the Northern District.

A short time ago I read about the President of one of our big Railroad Systems, how he started in the business carrying drinking water to laborers on track work. I wondered then just where a fellow ought to turn in this railroad game, but in the last few months, reading about the activities of so many employes on the Milwaukee Railroad helping to secure business and add to the revenues, men in about every department, it seems to me that all these fellows must be working toward the President's chair; and it doesn't make any difference where you started or where you are today. If you have the interest in your employment that makes you so active a partner as these fellows you have been reading about, you are certainly going to sit in high places before you get through.

It is with pleasure that we quote you the following remarks recently made by Mr. E. A. Lalk, Asst. General Freight Agent at Milwaukee: "It is impossible for me to indicate any outstanding feature concerning the activities of the Operating Department in the Middle District in securing business. However, can say that we have received wonderful support from the Operating Department at Milwaukee, particularly from Yardmasters and Yard Clerks, who make it their business to notify this office every time cars are ordered for load to move via competing line. I also wish to say that the majority of the Operating men in the Milwaukee Terminal are working very much in the interest of Traffic, and the same is true all along the line. We find that the Superintendents are active, and so are the

train crews, and occasionally there are some outstanding activities on the part of certain individuals. I believe that the Operating Representatives have done wonders towards bringing traffic up account of the efficient handling of business offered." The Operating fellows want you to know, Mr. Lalk, that they appreciate your remarks, and that they are going to keep on in their efforts to produce 100% service, and help to increase business.

Overhead in the Union Station Restaurant the other day:

Mr. A. "Our house has a number of first class salesmen."

Mr. B. "Yes, and it is too bad that we also have some salesmen who often complain that some of our goods are priced at times a little higher than our competitors, or that the salesman of some competitor has the inside and we can't get the trade unless we cut the price."

Mr. A. "Well, we can't hope to get all the business."

Mr. B. "No, that is true, we can't. Still, we have a varied line of goods. No doubt we are high on some and low on other articles. We must consider that the measure of salesmanship is the fellow who can go out and get his full share of the business under all conditions, some favorable and some otherwise. What I mean is, that the real salesman will make his cheaper goods sell the higher priced articles. Any novice can sell goods where he can offer cheaper than a competitor."

Since hearing this conversation, I have been wondering if any of us in the railroad business are fellows who lay down when a competitor gets certain business because his line of road is so located that he can beat our time between certain points. Seems to me where such condition appears, we ought to bear on the industry traffic man that we reach other territory to better advantage than any competitor, and that we ought to make "cheaper goods" (where our service is best), sell the "higher priced" (where our service is poorer). No one but will agree that a salesman who does that is a first class salesman.

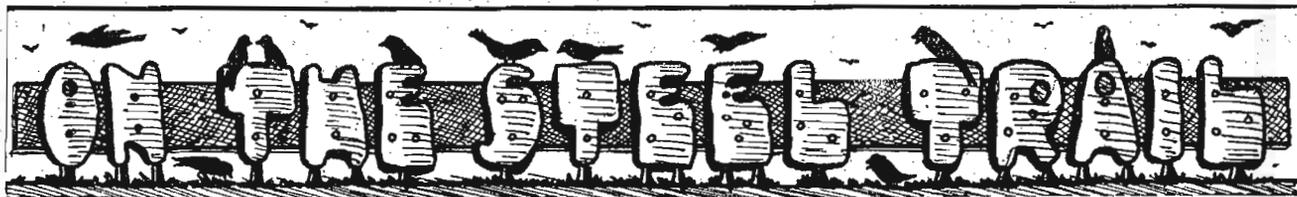
Beloit Chapter

Martha Smith, Historian

ABOUT one hundred persons attended the informal reception held in the passenger station on Saturday evening January 29th in honor of Mr. and Mrs. F. E. Devlin of Green Bay. Mr. Devlin was formerly associated with the road here, and Mrs. Devlin was the first president of Beloit Chapter. Dancing was enjoyed. Ice cream and wafers were served. Mrs. Calahan was social chairman.

About one hundred and twenty-five persons attended a Valentine Party held in the passenger station on Saturday evening February 12th. It was put on by the wives of the trainmen. The depot was decorated with cupids and hearts. Dancing was enjoyed. Rockford was pretty well represented. Punch and heart shaped cookies were served. Mrs. Willard McIntyre was social chairman.

Rockford has been pretty well represented of late at our meetings and parties. We are so glad to see them coming back.



Fullerton Ave. Building

THE Moore Jrs.' Basket ball team are in the market for a game with any of the boys (or girls) from the Fullerton Ave. building. Their average is 145 lbs. and would like to play opponents in that class. For further particulars see Roy Schiffer, Ticket Auditor's office.

We would like to know why Al Malczynski, Tariff Mailing Bureau, is so persistent in being all dolled up when he leaves the office at 5 o'clock every evening.

'Tain't nothing like keepin' posted about what's what. Do you know up there in the Car Accountant's Office, you can learn more about dogs at lunch hour than the whole public library can inform you. In fact, they ain't never been a dog like this one that certain party is allus croakin' about. Why, do you know, we sent out the photography man and had a likeness made of this dog. It's recorded as a German police dog, but has all the ear marks and bark of a plain American hound. But the picture man gave us this look to put in for your education. Now that dog just naturally pulled one on us. When she posed for her pitcher she ups and drags out an off-spring we didn't know was in existence, but the best joke is they is 9 more just like this sampler.

Now permit me to draw your attention closely to the picture. Note the graceful poise of mama dog, the slender props and graceful feet, a well shaped head and Moon Mullins' eyes, and a delicately formed nose; the fur is thick in spots, but other places are exposed to see the texture of the hide. Without my assistance you can plainly see that the junior representative of this family greatly resembles the fond parent, even to body plumpness. The best part has been saved until now, for even you may own one of these rare pups, by either personal communication or just enclose \$25.00 or even more, and a pup will be forwarded by the next mail prepaid. There are only 9½ pups left (one is too weak to stand alone, so a reduction is made for him of half price), so order early and avoid the rush, to "K" Bureau, Car Acct' Office.

Krumrcis Tigers beat Simon's Bruins in a basket ball tilt at Chase Park recently to the tune of 36 to 19. Moss was the outstanding star of the victors, while Schiffer talked a good game for the losers. Tiny Moore refereed a good game and Kelly as usual served as water boy. The line-up follows:

KRUMRIER'S TIGERS

Tackle Em Kusch	.....	L. G.
Fat Karsch	.....	R. G.
R. Tea Gee	.....	C. C.
Hart to Get Moss	.....	R. F.
Muger Klotz	.....	L. F.

SIMON'S BRUINS

All Around Gauthier	.....	R. G.
Fox Lake Frietag	.....	L. G.
Kewpie Gumz	.....	C. C.
Bags Solomon	.....	R. F.
Hot Air Schiffer	.....	L. F.

Irene Gauthier, Freight Auditors Office, resigned Feb. 12, having accepted the position as chief cook to Joe Chisesi, to whom she was married in July, they having kept it a secret till now. The bride left for a month's visit to Joe's brother and other relations in New Orleans, and to attend the Mardi Gras, while Jos was too busy to get away.

St. Pascal's Church was the scene of a very pretty wedding on Wednesday, Feb. 9, when Harriet Haas, Ticket Auditor's Office, became the bride of William Slodowy, Auditor Overcharge Claims Office. The bride wore a gown of white charmeuse and was attended by 3 bridesmaids. Her gift from her co-workers was a set of linen and his co-workers presented him with a set of china. Reception was held at the home, which was beautifully decorated for the occasion. Congratulations.

Rose Geraldine, Auditor Overcharge Claims Office, surprised her many friends when she announced that she was married to Wm. Koss on Dec. 16, 1926. Congratulations.

New and novel hold-ups are being staged all over Chicago, but a member of "K" bureau, Car Accountant's Office, will be awarded first prize. Traffic was delayed fifteen minutes on Fullerton Ave., at Crawford, as this certain person scrambled under the street car for her slipper which had slipped from her foot when she boarded the car. Time moves on and styles may change, but Cinderellas are found even in railroad offices.

George Ehmer, Auditor Expenditures Office, newly appointed time inspector, has been kept very busy of late inspecting the time between his home and the office. He needs this experience before going on the road.

Musselshell Minutes

Helen Kirwan

THE party who said: "Man has no monopoly on co-operation, the wolf and the stork usually visit the same neighborhood," was all wrong. Roadmaster Olson is the most prosperous looking man in town and feels like a million. No wonder! He's the proud father of a new little daughter, Beverly Marie. And, he passed 'round a great big box of candy and another of ceegars. May his tribe increase!

No, that wasn't the new broadcasting station you heard last night. What was it then? Why station J. S. from Tacoma. Yes, Joe arrived the night before. How'd you guess it, yes, he has a radio, too.

Miss Lulu Cook has taken a leave of absence and is visiting friends and relatives in the east.

Marjorie Ann, daughter of Mr. and Mrs. Harold Pitner has been confined to her home with the measles.

The dance given recently by the Apprentices and the Girls' Auxiliary is reported as being a very nice party. Hope you made a lot of money, folks.

Miss Elizabeth Coleman who was recently called to the bedside of her sister in New York City has returned home and reports her sister well on the road to recovery. Mrs. Scott Farnum accompanied her as far as Chicago.

Mr. and Mrs. Scott Farnum are leaving our city, moving to Billings. We'll certainly miss you folks and hope you won't forget to come back occasionally and pay us a visit. Hope you like the new home and wish you every success.

W. H. McCrum is said to be the only living exponent of the grand and glorious idea that "The man worth while is the man who can

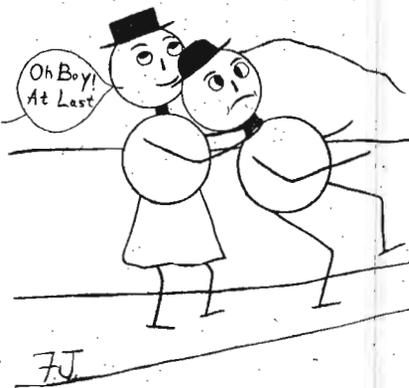
smile when everything goes dead wrong."

If any of you folks want your baby buggies repaired, why just take them up town, but don't call up E. C. Olson to consult him about said repairs. He can't be bothered.

Miss Edith Urban is taking a leave of absence and Mrs. Edith Petterson is steno to the chief clerk in the Superintendent's office. Mr. Tony Price of Sumatra is acting clerk to the Trainmaster.

Helen K. returned to her typewriter after spending several weeks in Nebraska where she was called on account of the serious illness of her brother. (Note: No, my grandmother didn't die lately, nor there wasn't any ball game—it was really a bona fide operation). I know it's hard to believe, if you're a suspicious character yourself. However, I just can't help it—it's a hard life, with my family insisting on living so far away from me, I ought to be more pitied than censored.

The chief sport around here nowadays is skating, and for my part I guess most of us are skating on thin ice.



Nora B. Decco, you'd better change your name to Duco. Being a correspondent for a magazine and a divorce case are altogether two different propositions. I know they sound alike, but they're spelled differently. The former spells wrong and the latter spells ruin. And, besides, and anyhow and whereas, I want you to understand that when yours truly does any flirting, it will be at close range, as per illustration—this, so you may see how it is done on the Musselshell.

Deer Lodge and Missoula Division

M. E. S.

MR. and Mrs. D. V. Stephenson have returned from a two weeks' visit at Seattle. Mr. Stephenson attended a meeting of the Adjustment Board, B. of L.E.

Engineer S. B. Winn spent the month of January and part of February in Helena as Legislative Representative of the B. of L.E. Engineer Maxwell took his place on No. 15 and 16 during his absence.

Mrs. W. W. Black, wife of Yardmaster Black has gone to California to spend some time with their son Philip.

Wonder what Tom Hackney is going to do

with the nice house he has all fixed up. Maybe he has serious thoughts of having someone to do his cooking.

Brakeman J. W. Ashenfelter is spending a couple of months with his son Charles and family in Oakland, Calif.

The Sheiks out in Seattle must be strong on buying candy for the fair ones. A solid shipment of thirteen carloads of candy consigned to Seattle went through here on No. 263 the other night—and the husbands too must be thoughtful ones as we recently had a trainload of Maytag wash machines consigned to the same place.

Section Foreman Alex Campbell of Deer Lodge Yard is in Rochester, Minn., for medical treatment. Nick Garloff of Garrison is relieving him.

Engr. Geo. C. Wykoff died February 1st at Missoula of pneumonia, leaving a wife and five children. Mr. Wykoff came to the Milwaukee in the early days of construction from the C. & G. W. at Oelwein, Iowa. He was 48 years of age, and a member of the B. of L.E. and Masonic Fraternities. The burial was in Missoula, Thursday, February 3rd,—Masonic services at the grave. The sympathy of the employes of the division is extended to the family in their bereavement.

Engineer J. P. McLaughlin of Avery has been on the sick list the past month.

Take: That shouldn't be ship hinges, those are strap hinges.

Miss Broom: I didn't know, I thought it was all right as we have boat spikes.

Mr. John Schlatterer, Condr. on the Missoula Division with his wife have returned from a visit to Wisconsin. He is back at work again and we are glad to hear his rich, sonorous voice as he passes by the stations through the night to let us know he is on the job and not asleep. Heard that he developed his voice boosting for Louie Boedecker in his fighting days.

Mr. C. M. Clemens, Captain of Police with headquarters at Spokane attended to business matters in this district lately.

P. J. Cummins, Vice President of the Pioneers Club of Railway Employes of Western Divisions is spending the winter at the Coast and in California. While at the Coast he is a guest at the home of his son W. E. and family. W. E. is Trainmaster for the Company on the Tacoma Division.

Condr. Millard is wearing an unusually broad grin lately. When asked why, he starts in talking about his big grandson who arrived a short time ago.

The population of Drummond was increased by two new arrivals—a young son at the home of Agent A. G. Smith and another young son at the home of Sister Vivian Smith Larick.

Mr. D. J. Hagerty, Trainmaster at Avery passed over the Division recently on his way to Helena to attend Legislature.

Mr. H. L. Porter, Traveling Freight Agent from Butte is quite busy looking after wool shipments that are moving from these parts to eastern markets.

Condr. H. B. Vandercook is laying off and has gone to California to spend part of the winter. Want him to know that he is missed when he goes away. Mr. Vandercook was accompanied by his wife and mother-in-law Mrs. Coy.

Mr. J. J. Hogan, Passenger Agent from Butte conducted the University of Montana Basket Ball Team from Missoula on a tour to play with teams at coast points. He will stay with the team while enroute and conduct it safely back to Missoula.

Mr. C. A. Bolton, representative of Order

of Big Four Railway Brotherhood organizations, is at Helena during session of legislature attending to matters pertaining to the Order.

J. C. Robinson, first trick operator at the Deer Lodge depot was operated on at St. Joseph's Hospital recently. Mr. L. C. McCumber is relieving Mr. Robinson.

The Milwaukee Women's Club held a meeting at the City hall Monday evening, February 7th. There was a good attendance and quite a bit of business transacted, after which refreshments were served.

Fireman Percy Harnack had his left eye injured by a broken water glass guard on Train No. 15 recently. He was taken to Spokane for treatment of the injured member.

Mr. Robert Humphrey of Butte is the new car stenographer for Superintendent L. K. Sorensen.

No. 17 recently carried one of the new dining cars built by the Milwaukee Co. They are equipped with the new frigidaire system for refrigeration and also furnished and carpeted in a very luxurious manner.

Engineer J. R. Rule was called to Kansas recently on account of the serious illness of his mother.

Everyone at Deer Lodge and on the division for that matter, will be pleased to learn that an overhead bridge will be built over the Milwaukee crossing at Garrison.

Have any of you seen that smile that won't come off and the strut, Oh! Boy! that Russel Nash is sporting lately? Cause? Well let me whisper to you—Yes, two of them—two girls. Congratulations.

John Mentzels, Section Foreman at Drummond, has been in the hospital at Deer Lodge for the past month.

It begins to look like spring work. Gravel cars being collected from coal service and made ready for gravel service and bunk cars being repaired and lined up for the Extra Gangs. There will be about 25 miles of new steel laid on the Missoula Division.

Miss Gertrude Hill and Mr. Clarence Kerr will be married tomorrow February 10th and will leave immediately for a short trip to Coast cities. On their return they will reside in the Masonic Temple apartments. Congratulations.

Mr. L. K. Sorensen is the new Division Superintendent with headquarters at Deer Lodge. Mr. Sorensen and family have moved into the Alf. Whitworth residence on Milwaukee Ave.

General Office Items

Vila

These are items accidentally omitted from March issue—Ed.

THE two year old son of Mr. Arthur Highland of the Engineering Department who has been very ill with diphtheria and whooping cough is getting along just fine and is about over his seige and the family will soon be released from quarantine, for which we know they are very thankful.

It is said a motor car is missing from Mayfair Track Elevation Department and two young ladies who reside at Forest Glen have been accused of confiscating it. Now don't go putting ideas like that into our head, because a motor car would serve us well many a time.

Miss Anna Olson, Secretary to Mr. Howard, was confined to her home the latter part of January on account of a bad case of "flu." She says she feels fine now and we hope she keeps 100% that way.

The winter sojourners to the Land of Sunshine this month are: Mrs. Elizabeth Peterson

of the General Manager's Office, Miss Loretta Kuhn, Secretary to Assistant Purchasing Agent, and Mr. C. H. Ordas, Supervisor of Motor Cars. They have all gone to Florida. What a coincidence that Miss Kuhn and Mr. Ordas boarded the same train for Miami. Understand Mrs. Peterson and Miss Kuhn plan to include Cuba in their trip, but Mr. Ordas is so "mum" about his movements that we are not certain how much of that southern territory he took in.

And now comes some news from the office of the General Superintendent of Transportation. Hurrah! Hurrah!

We are sorry everyone wants to come to our parties, or should we say its plain curiosity. Well anyway, Mr. Emil Gregg is entertaining the "gang" Saturday, February 19th and we know everyone will have a good time.

Mr. Harry G. Fowler has been absent on account of illness but we are glad to have him back with us again.

On February 14th the girls of the office had a Valentine Party during their luncheon period and greatly enjoyed the viands set before them.

Mr. Wilford McPherson has taken Granger Smith's position and we are looking forward to good results. "Mack" was formerly with Mr. N. J. Van Schoyck.

Some of us would like to know who had the nerve to send us the valentines we received. (We have a fair suspicion, however.)

Have heard from good authority that Ruth Rockinback is a real commuter now. Deerfield not being far enough away she has moved her abode to Crystal Lake.

The Traffic Department reports that on January 16th a dear baby boy arrived to brighten the home and lives of Mr. and Mrs. Gerald M. Ryan. Our congratulations are extended.

You can bet your last dirty towel "Hercules" Meyer don't get a chance to forget we expect clean towels on TUESDAYS, THURSDAYS and SATURDAYS.

Boilermaker Benj. Holt and wife celebrated their golden wedding anniversary the latter part of October, 1926. Mr. Holt started to work at Mitchell on Sept. 7th, 1884 and is still here on the job every day working as he puts it "for the good of the best road in the country, the old CM&STP."

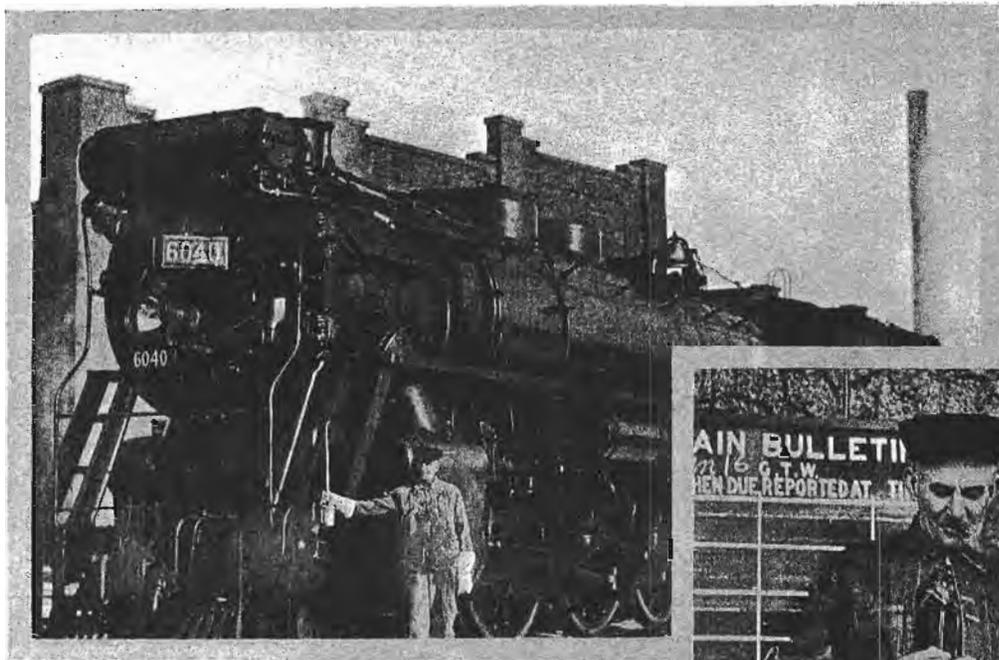
Mr. Holt was born in England in 1850, Nov. 19th and came to the United States with his parents when two years old. In 1882 he came west to Alexandria, S. D. and there filed on a claim, leaving his wife and two children to prove upon the claim he returned to Clinton, Iowa. He returned to Alexandria, in March 1883 and in 1884 came to work at the Mitchell roundhouse, under Mr. Thomas Frasor, General foreman.

Mrs. Holt was born in England in Aug. 1857 and landed at Fort Wayne, Ind. when she was 16 years old. There she met Mr. Holt and in 1876 they were married. To this union six children were born, two boys and four girls. They have one boy and three girls married, and have four grand children and one great grand child.

A reception was held at their home in Mitchell on the night of the anniversary and Mr. and Mrs. Holt were presented with a beautiful leather rocking chair as a remembrance from the Milwaukee Roundhouse Employes.

Mr. Holt is as full of pep and vigor as ever. He is a member of the Milwaukee Veteran's Association.

WE regret very much that our news items for last month were lost but you can read it this month under the guise of "Anci-



If It's a Hamilton that's all you need to know about a Railroad Watch

ENGINEER DUFFIELD, of the Grand Trunk Western, knows a thing or two about railroading—and about watches. When a fireman, back in 1901, Mr. Duffield needed a good watch—a watch that would serve him in his railroad career. He chose a Hamilton.

And if you ask Engineer Duffield as to the wisdom of his choice he'll tell you just this:

"My old reliable Hamilton is keeping time the only way it knows how to do it—accurately. And it's been doing that job for twenty-six years."

Hamiltons purchased in 1901 and Hamiltons purchased today have many things in common. But above all is this true—they are sound investments in time satisfaction—in accuracy and dependability. And that is why Hamiltons are the choice of most railroad men today. They know that thirty-five years of specialization, thirty-five years of scientific research, thirty-five years of building watches especially for railroad men, have resulted in a watch that stands out as a shining example of all that a railroad man must have in a timekeeper.

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

Hamilton Watch

"The Railroad Timekeeper of America"

Ask your jeweler to show you a Hamilton 992 movement in a railroad model case. Here is a combination of accuracy and dependability with a case designed especially for railroad use. The Hamilton 992 may be had in two different types of railroad model cases. In filled yellow gold or filled green or white gold.



ent History" or "Do You Remember Way Back When."

After perusing the March magazine we notice "Nora B" made the line again. Guess every one of us enjoy your originality Mrs. Decco. Glad to know you all had such a good time at your dance and if it didn't take so long to go "Motoring on the Milwaukee up and down hill to the Rocky Mountain Division" we would come out just to see what a good time you do have. (Hope you read all about our dance).

"Nick" Werhane, of the Comptroller's Office keeps very busy checking up on the young matrons in the office. If "Nick" collects all the hush money which he has charged up against the girls he will be able to retire soon.

From all appearances it looks like the Mayfair Track Elevation Forces will be at it again before long and we hope that when they are again established in their newly decorated quarters they will let us have a word now and then for this column. Don't all volunteer at once to send it—the result might be disastrous.

We have learned from good authority that the Track Elevation Force has one celebrity in the way of a penman who has won many prizes for his art of writing, but wouldn't he have had the surprise of his life if he could have heard the words—"that awful writer, I can hardly read this report."

Miss Gussie Weinrick, of the Purchasing Department, is at the present writing in St. Elizabeth's Hospital recuperating from an operation.

After spending about eight months visiting relatives and friends Miss Irene Bartling, sister of Adele Bartling, Engineering Department, sails the last of March to resume her work as a missionary in central Africa. A number of us have heard of her experiences which have been wonderful (as well as terrible) and as she returns to another five years of work we wish her all the good luck in the world.

Vacationing still continues to be in vogue. Mr. Short, Engineering Department, has been parading around for the past week or so with a Santa Fe folder in his pocket dopping out his trip to California.

Miss Gertrude Schoyer, Secretary to Mr. O. W. Dynes, spent a pleasant week in New Orleans, and says she enjoyed the Mardi Gras.

Our sympathy is extended to Mr. and Mrs. W. V. Wilson in the loss of the latter's Mother, Mrs. Banc of Evanston.

Miss Dorothy Heasley, stenographer in the Mechanical Dept., left to be married on Saturday Feb. 19th. She was presented with a lovely gift by the office with many wishes for her happiness. The position vacated by Miss Heasley has been filled by Miss Faye Smithke.

Sioux City & Dakota Division

H. B. Olsen

THE Safety First meeting at Sioux City on February 19th which was held in the Passenger station was well attended and the usual good number of suggestions offered.

Since the Chief Carpenter's office has been moved to Sioux City from Elk Point, we see quite a bit of Mr. Nichols and Ray Waidelich. Ray still goes up to Elk Point suspiciously often though. Can anyone tell us why?

Miss Mildred Ness, our little Station Payroll Clerk appeared at the office just recently with a diamond on the well known finger. We do not just yet know who the lucky man is, but hope we will be able to make an an-

nouncement as to his identity in the next issue of the magazine.

Norman E. Capwell, cashier at Sioux Falls has been promoted to the position of City solicitor at Sioux City and he and Mrs. Capwell have moved their household effects to the latter point. We greatly miss "Norm" around Sioux Falls—his always pleasing personality has won for him the position he rightfully deserves and we wish him every success in his new position.

We record another important event, also, that of the arrival of two fine twin boys at the home of Freight Agent Roy and Mrs. Larson. The boys have red hair. While 'Pa' Larson touches wood when he says it, he states there has been no nocturnal floor walking as yet.

Chef. Andy Thompson, who has been on General Superintendent Rummel's car out on the west end, is again back on the 5808. We are glad to see you back on the S.C.&D. Andy are we know you can concoct those tasty dishes.

We extend our deepest sympathy to Dispatcher Emil Gilbertson in the death of his father just recently.

"Judge" Omar Wells of the Sioux Falls Round-house celebrated his 55th birthday on March 10th as evidenced by the good cigars.

Oliver Berg, has accepted the position of Cashier at Sioux Falls Freight office. Oliver knows his stuff and enters into the games like an old-timer.

On March 14th Sioux Falls put over another BIG Safety First meeting with 104 present. The "Just US Girls Club" put on the entire musical program which lasted nearly one hour. The program consisted of vocal, instrumental music, dances and readings. A large number of good suggestions were offered and the Women's Club satisfied the inner man by serving an excellent lunch after the meeting. The meeting was held in the Metropolitan hall owing to the fact a coach will not accommodate the large crowds any more.

Question: What is an extravagant hot-box?
Answer (by conductor Red Eckert) One which uses up more packing than you have in your bucket when you are thirty or forty car lengths from the caboose.

Charlotte Parrell, our F.C.M. clerk, has taken a leave of absence owing to poor health and Arthur Piper, formerly assistant accountant at Sioux City is filling the vacancy. Glad to have you back with us Art.

Fay was a little bit indignant when some one told her that those new patent pumps with the folderols on the side made her look club-footed. We still think they're pretty fancy feet though, Fay.

The following is a work report turned in by Engineer Al Main at Sioux Falls on the 1167. Listen, Mr. Fosberg, while I tell you the news;

Wash out the boiler and bore out the flues;
Seams all squirting, calk all the leaks;
Right main driving box so dry that it squeaks.
Take down the left main-rod; reduce the brass,

And be sure the boys put in a water glass.
Increase in business at Sioux Falls has made it necessary to put on the fourth switch engine. Our popular freight and passenger service recently launched gives the shippers just what they have needed for years.

Miss Gertrude Mahaney, clerk to Trainmaster Mr. W. G. Bowen, Sioux City, was married on February 22nd and Miss Faye Ness of the Superintendent's office has filled the vacancy left by Miss Mahaney. Miss Edna Anderson is the new stenographer filling the vacancy left by Miss Ness. We did not learn the name of the lucky man Gertrude married

but understand the newly-weds are residing at Westfield. Congratulations.

After several months illness, engineer Dan Butcher died on February 25th. While Dan was able to work at times, his illness increased to the extent that only light work could be handled. We extend our sympathy to the family and relatives in this sadness.

Engineer Frazine is out in California sojourning and basking along the beaches where he says summer is "eternal"? "Frosty" as he is better known, will return to cooler climes in a few days.

Conductor "Buck" Jenkins has resumed his run after a few days of forced vacation account illness. "Buck" never fails to have a new story—just ask him.

Miss Laura Seivert, expense clerk and talented violinist, Sioux Falls broadcast over KSOO the evening of March 11th, after which she took part in the Progressive Club Card Party program and rendered some very pleasing selections.

Madison Division Notes

THE weather experts tell us that climates do not change. February and March must be exceptions to this rule, as we have enjoyed weather in Southern Wisconsin for the past two months which should make California and Florida green with envy.

Garden permits are in great demand and we anticipate a very dull vegetable market in Middleton and Milton Jct. this year. For quotations see Margaret Roche and Frank Tarpley, Supt's. Office.

The approach of spring has also been manifested in the urge of some of our office employes to go somewhere, F. A. Maxwell having recently spent a day in Milwaukee, result, one new Irish story.

F. W. Liegois and Jerry Hansen spent a day recently in the Auditor's office in Chicago. Jerry says that elevators make him tired; Fred says—"keeping up with Jerry makes me tired."

A number of our old employes and relatives of our employes have passed away recently. John Murphy, Asst. Roadmaster at Waukesha, died Mar. 5th. Mr. Murphy has been an employee of the Milwaukee Road since he was 19, succeeding Perry Grace as Roadmaster, one of the first Roadmasters on the Prairie du Chien Division. Mr. Murphy was made a Roadmaster in 1890, and served in that capacity until 1919, when he was relieved of some of his duties and has acted as Asst. Roadmaster since that time. Interment was at Fox Lake.

Sol Tuttle, veteran Madison engineer died at his home at Madison Mar. 2, 1927, age 90 years. He became an engineer in Oct. 1862.

The mother of W. C. Kenney, Div. Master Mechanic, died at Milwaukee, Mar. 1st. Interment was at Waukesha, Mar 5th.

John Thyssen, father of Burnette Thyssen, formerly employed as stenographer in the Master Mechanic's office, died at Madison, Feb. 13th.

Madison Division extends sympathy to these families visited by death.

Pontoon bridge B-378 was restored to service Mar. 6th, when the pontoon which had been out of service for repairs was towed back into place. It was at first thought that the work would not be completed before midnight of Mar. 6th, but due to the keen rivalry which developed between Foreman Schultz and his crew on the east end of bridge and Foreman Witz and crew on west end, the last pile was driven at 3:30 P.M., and the pon-



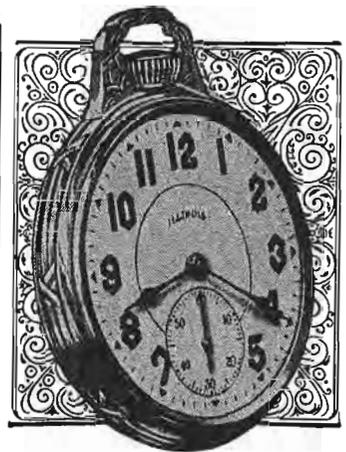
Saving Time!

By Harry S. New
Postmaster General

Time was—and not such a long time since—that the New York business man appreciated a reply from his California correspondent in sixty days. That was considered fast service by the "forty-niner".

Fifteen years later the Pony Express shortened the round trip to thirty days.

Today the air mail plane spans the distance one way in as many hours. If time were not "of the essence" mankind would not struggle so hard to beat it.



The 60 Hour 6 Position SANGAMO SPECIAL

America's Finest Railroad Watch.

23 Jewel, 16 Size

- 14K filled green, white or yellow gold . . . \$ 90.00
- 14K solid green, white or yellow gold 150.00



The 60 Hour 6 Position New BUNN SPECIAL

America's Master Railroad Watch.

21 Jewel, 16 Size

- 10K filled yellow gold . . . \$60.00
- 14K filled green or white gold . . . 65.00

ILLINOIS 60 Hour 6 Position Railroad Watches

Buy American Watches • Made by Americans Under Ideal Working Conditions
ILLINOIS WATCH COMPANY *Makers of High Grade Watches Exclusively* SPRINGFIELD, ILLINOIS

toon swung into place at 5:30 P.M. Honors for speed were pretty evenly divided between the two foremen, until Foreman Schultz gained considerable advantage by taking only ten minutes out for lunch. At this time a representative of the State Journal took a picture of Foreman Schultz and Crew which registers the appreciation of Foreman Schultz at the chagrin of his rival who discovers that he has been the victim of a nice bit of strategy. Both foremen are entitled to a great deal of credit for the efficient manner in which they handled their work.

We frequently hear a wail like this—"Why are there no Madison Division notes in the Magazine." We would suggest that every time anyone of us feels like saying that or something similar, that we sit down and write one item for the next issue. If each station will send in one item, we'll go over big, but send them in early. We have had the law laid down to us by the Editor and we must get them in early if we see our names in print the next month.

Not a single item from the Mineral Point Line this month. Janesville, Monroe, Gratiot, Mineral Point and the rest of you. Are you on the map? We thought so. Lets have some items next month.

Harry Lathrop, agent at Bridgeport, has handed us an article styled "Recollections of a Station Agent." These "recollections" are interesting, and we hope that he will favor us with further contributions.

Berdella Niebuhr, accounting clerk, in the Supt's. Office has had her Ford thoroughly reconditioned. She expects to collect considerable data at the Vilas Park Zoo for a lecture which she expects to deliver in June for the purpose of refuting the theory of evolution and more especially the descent of man from a lower order of animal life.

Baby girl born to Mr. and Mrs. Peter Gambino, Feb. 28, 1927. Peter is a boilermaker helper at Madison roundhouse.

Fred Seigert, engine watchman, Wauzeka, spent Tuesday, March 1st, in Madison. His daughter is a nurse at St. Mary's Hospital.

Miss Hulda Johnson, Steno. Div. Master Mechanic's Office, spent Washington's Birthday visiting friends at Tomahawk.

Earl Broderick, operator, Edgerton, spent the last week in February visiting his parents at Northfield, Minn. He was relieved by W. H. Osborn, Madison.

ABOUT 50 employees attended the "Safety First Meeting" at Madison today. Mr. Esch, Safety First Inspector in the middle district conducted the meeting and gave some very interesting and helpful suggestions and all who attended voted the meeting a big success but in order to make it more complete would make an appeal to the Enginemen to make a better showing and turn out in bigger numbers. Am very certain if you come once and get acquainted with Mr. Esch you won't want to miss any meetings in the future. Why not all get together and make our "Safety First" meeting the best ever and see how many good ideas we can work out.

Evidently Mr. Tarpley is going to get a New Hudson Sedan—We saw him lamping them off when they were unloading a flock of them the other day. Storekeeper Freebern has placed an order for a new 1927 "Tin Lizzie" some one told Walt that they have ET brake equipment and self feeding front end.

Engineer Fred Bird is looking for a new house he contemplates building in "Garden Homes" so he will be handy to the Golf Course. Ed Dousman is going to give him a set of clubs.

Women's Club held a dance at the Studio Thursday night Feb 17th. A very enjoyable time was had by all who attended. A quilt was raffled off and won by Mrs. Freebern. The party was a big success socially as well as financially.

About 20 ladies all members of the CM&ST Paul Women's Club have organized a "Gym Class" and do they ever have wonderful times. We are very certain that all of the ladies would want to join if they could only realize how helpful and enjoyable our meetings are. Mrs. J. A. Macdonald who is a very active member has just returned from an extended trip abroad said that the only regret she had on her trip was, that she had to miss two meetings of the Gym Class. We have had several applications from our contributing members to join the Gym Class but we have not decided as yet whether we will take them in or not.

Louis A. DuBois, Main Machinist at the Madison Round House staged a dress up party at his home and "Louis" dressed as a fair Coed. Inasmuch as it is woman's privilege to talk a great deal was wondering if Louie was able to fill the bill?

If you ever want to know how to cook "cod fish" just ask "Walt" of the store department. The other day a couple of young ladies were discussing as to the time it took to cook cod fish and "Walt" being in hearing distance said why it takes an hour to cook cod fish some one said why so long, Walter said why it was an old one.

Andy Hickey, Chief Clerk in the Car Department underwent an operation for appendicitis we are able to report that he is doing nicely and will soon be back at his desk.

William Frederick Heine, 68, veteran station agent of this company at Whitewater, Wis. and widely known throughout this section of the country, died at his home February 27, after a few days illness. He was born in Marshall, Michigan, and entered the service of this company as agent at South Wayne, Wisconsin, and had just completed his 45th year the week before he died and his 45 year service button was buried with him. After leaving South Wayne he was agent at Shullsburg, Milton Junction, Monroe and finally at Whitewater all in Wisconsin. He has been on the retired list for three or four years. He was a member of the Veteran Association, the Masonic Lodge and the Eastern Star. Funeral services at Whitewater March 1st and he was buried at Marshall, Michigan March 2nd. His surviving relatives are his widow, one son, three daughters, all of whom were at the funeral services.

News from the Connecting Link Betty Koelsch

IT is only right and proper that I begin by telling about Conductor Mitchell's new car. Well, it's all nice and shiny and new and since he has had it we haven't seen him on the switch job at Joliet.

Mr. W. J. Hotchkiss and Mr. H. A. Smith, Chief Dispatchers from Savanna and Terre Haute were at Joliet this week. We also received a visit from Mr. Hughes, Traveling Engineer.

The employes of the CM&G wish to extend their sympathy to Engineer Earl Massey whose wife passed away recently. Mr. Massey has been an employe of the CM&G for a very long time and our sincerest sympathy is offered to Mr. Massey in his bereavement.

Mr. V. E. Anderson and Mr. Irwin Thurlby, conductor and engineer on the DeKalb job paid the Joliet Office a visit on March 10th,

and borrowed most everything they could think of. The reason that these two gentlemen left DeKalb to come to Joliet was to attend the EJ&E Examination Classes being held this week.

We understand that the attractions at Savanna, such as moving pictures and so forth are so great for Paul Cheney, that at times he is almost late for work.

Engineer Glenn Woodman finds it impossible to go to West Clinton, the climate down there doesn't agree with him, he has made the interesting discovery, however, that Savanna is just about right for him. Brakeman Fred Tatro seems to be suffering from the same affliction as Savanna is the only place he can go. When they don't run trains, Fred, gets into his automobile and drives to Savanna. We wish these boys would tell us just what is the big attraction at Savanna.

We have had several signs of Spring such as Robins, Sunshine and Mr. Mohr has washed his car.

Mr. W. J. Whalen, who was Trainmaster at Joliet until November 1926, at which time he was transferred to Montivedeo, has been moved again. He now calls Aberdeen home. We sure hope "Good Luck" will follow him no matter where he goes.

Coast Division

C. C. C.

MR. James S. Eccles, Asst. Trainmaster who has been in California for some time recuperating from his recent illness, returned to his duties March 1st, much improved in health.

Mr. George M. Hubbard has been appointed Chief Log Scaler and Fire Warden, Coast Division, following the death of Mr. J. R. Reardon. Mr. Hubbard is well known to Milwaukee employees having handled the purchase of ties while the Pacific Coast extension was being built, and is being welcomed back by numerous friends.

Mr. Elmer Fowler, Trick Dispatcher, Coast Division, has been removed to his home from St. Josephs Hospital following a serious operation. We are glad to report Mr. Fowler's condition very satisfactory and his many friends hope to see him about in the near future.

Paul Girard, age 19, son of J. R. Girard Towerman at Black River, passed away February 22nd at his home in Seattle. Burial was made February 24th in Seattle. To the parents and other relatives we extend our sincere sympathy.

We regret to report the death of Mr. John F. Reardon on January 21, 1927. Mr. Reardon passed away after a few weeks illness at a local hospital. Surviving are a wife and young son, John Jr. During the time Mr. Reardon was with us he made many friends, his size made him noticeable, he was 6 ft. 8 inches tall and weighed around 280 pounds. He had such a friendly manner and pleasing personality that every one liked him, and his friends were a legion. At the time of his death, he was Chief Log Scaler, Firewarden and Acting Trainmaster. He had been with the Milwaukee since February 1921, previous to that time he had been Supt. of Everett Ry. Light & Power Co., and State Railway Inspector during the administration of the late Governor Lister.

"M.C.B. Gossip" S. E. R.

WHAT'S the matter with your face washing shop, Mae? I understand you had had only one customer. Does it need advertising, or hasn't Martin recovered from

Gas-Electric Motive Power



The Gas-Electric Car operates this daily schedule

READ DOWN		MLB.	STATIONS		READ UP	
AM	Lv.		Ar.	PM		
6 00	92	Lv. Jamestown, N. D.	Ar.	9 25	.....
9 00	203	Ar. Fargo, N. D.	Ar.	6 00	.....
1 05		Ar. Staples, Minn.	Lv.	2 25	.....
PM					PM	

The above schedule of 406 miles per day is maintained regularly by a gas electric car on the Northern Pacific—the longest distance covered on daily runs by a gas-electric car.

More than 150 cars of this type, all propelled by G-E electrical equipment, are in operation or on order. The *reliability* of operation and *economy* of operation of those in service justify unqualified confidence in this type of motive power for light-traffic lines.



G-E electric drive for gas-electric cars converts the explosive impulses of the internal combustion engine into smooth continuous propulsion. G-E Equipment of this general character is in successful operation also on oil-electric buses, and Diesel-electric ships.

391-4H

GENERAL ELECTRIC

GENERAL ELECTRIC COMPANY, SCHENECTADY, N. Y., SALES OFFICES IN PRINCIPAL CITIES

shock. I thought you did a good job.

I can't understand what's the matter with Joeie Roesch. He had tickets for a DeMolay dance but had no girl. Then, when a certain very nice young lady offered to go with him, he turned her down flat. Didn't even thank her for the offer. I'm surprised at you, Joe.

Mr. Brock certainly surprised us all when he announced that he had married Miss Frances Dunn of St. Louis on Feb. 26th. We all extend our heartiest congratulations and best wishes for your happiness.

Did you notice the new haircut Helen had. It really was quite unique. But let me tell you a secret—Helen decided to be economical and not throw a piece of gum away one night and as she was skeptical about sticking it on the bedpost, she kept it in her mouth. Well that piece of gum decided to travel and in the morning, Helen found it resting in her hair. Just how many hairs did you yank out?

LaGrippe must have liked our office real well for it certainly stayed a long time. It stayed the longest with Fern. We certainly missed you and are mighty glad to have you back again Fern.

While Harriette was in Chicago, she met Marcella who wanted to be remembered to all her former co-workers.

I understand Julia Weins met Norma Lutzenberger in Chicago. Norma is now working in Chicago but remembers the days when she was an MCB'ite.

Julia and Harriette were not the only ones went to Chicago during the month. That city certainly has many attractions, at least for our office because Francis Anzia, Lorraine Adolph, Bernice Kruse, E. A. Kleiner, Catherine McConville, Ethel Mallon, John Trojan and Gertrude Hass were all visitors of the "Windy City."

Clifford Cullen decided that Chicago was too big a town to go to, so he visited Avoca. Or was there some other reason, Clifford?

When Julia starts giving her lunch away, especially cream puffs, something must be wrong. Cream puffs make a nice mid-day lunch, don't they Gene, but you should use some kind of a guard to keep the cream where it belongs.

Irving saw Frank Skola with a wonderful girl the other night. He claims they made a very nice looking couple. Yes, we know Frank that "In the spring a young man's fancy turns to —"

I'll bet Carl Jaeger is playing cards quite a lot these days. It surely is hard work to be on the jury.

Irving and Weber were hard at work in the dirt and dust on top of the operator's room and managed to shake down quite a bit of dust much to the discomfort of Mae Moore. There were no hard feelings because it was on a Friday and as Saturday is general clean-up day, she forgave them. Irv says next time he goes up there he will let Mae use his umbrella.

Splinters from the Wooden Shoe

Brownie

WELL we are now located and settled in our new office building and everything is going along fine. On February 17th the housewarming was held and voted a great success. The Vanden Berg Music Company loaned us an Orthophonic Victrola to which dancing was enjoyed in the large office and cards were played at five or six tables in one of the private offices. At the close of the evening luncheon was served to about sixty employees. The table was very prettily decorated with green and white and coffee poured

assisted by Myrtle Herman and Ray Zimmerman.

We also noticed at the house warming that one gentleman, Mr. Gehrke, was very stylishly dressed in a two piece suit. We certainly felt very complimented to think that one of the gentlemen would come so stylishly dressed.

The office force at Iron Mountain is looking forward to the opening of the fishing season so they can cut down on their living expenses for the boss makes an annual fishing trip. We do hope none of them will starve for want of fish at Iron Mountain.

George Trepanier, otherwise known as Napoleon, is rather despondent over the loss of his sweetheart in Niagara. He is undecided whether to commit suicide or forget her. We hope it shall not be the former.

Joe Ashenbrenner is spending a lot of his week ends at Spread Eagle. What is the attraction Joe?

Chief Clerk Schwalenberg's wife has been away for a week and the Chief is looking rather thin.

We thought another member of the Bachelor Club of Iron Mountain was slipping, but we hear he has recovered and says he is off of school teachers for life.

SPRING CLEARANCE SALE: Puncture Proof—The solution of all tire troubles (Ask Bronoel and Gergen). Order early and avoid the rush. Only a couple of tank cars on hand. Messrs. Janeschek and Hecker distributors.

We were all sorry to hear of the death of Mrs. Pat O'Connor, mother of Miss Florence and Mr. Tim O'Connor of the Store Department, and our most sincere sympathy is extended to the family.

Mr. W. H. Hart is now all fixed up with a brand new office, or at least new to him. Mr. Hart has Mr. Culbertson's office in the old building and it surely is fixed up in great style. It has all been done over in gray and white and surely is fine.

Divn. Accountant Gehrke has his car out and you should see it. We don't know whether or not it will stay together but it has been washed regardless and it surely looks fine.

Well Bernard did you have a nice time at the surprise party given you by the lady. Oh yes, everything leaks out. Only we think Esther better be on the watch. Of course, when asked who the young lady was he was out walking with the other night he said it was his cousin, but we think he was very attentive for a cousin.

Chief Wahoo, more familiarly known in the Potato territory as "Scotty," scored a great triumph at the Annual Masked Ball recently held at Pound. The Chief entered the Ball-room at the psychological moment, from then on, entirely removing all competition for any of the various prizes, including the ladies' Wahoo taking all they had. His general make-up, coupled with his very amusing antics, the outstanding feature of which was his original "Indian Single-Foot" strut, with special orchestra accompaniment, which to those unfamiliar, greatly resembles the present day Black Bottom, and his terrible repeated cry of "Wahoo." The Chief is no longer being addressed as "Scotty," his true identity now being known, but is now "Wahoo" wherever he is met.

Operator Vieaux has displaced Operator Bunyea at Menasha.

Operator Kittredge has laid off and taken a trip to California, he being relieved by Operator Dropp of Iron Mountain.

Stephen Heup, genial Car Clerk at Menasha is the proud daddy of a six pound boy.

Engineer J. Fignier is taking his usual winter lay off.

Alex Burr and Legs Kreuger, Pipe Fitter and Helper, are going into the undertaking business. With handkerchiefs over their noses they are experts at burying dead cats.

Boilermaker John Christianson has cancelled his fishing trip out in the Bay. In the old country they fish, but here they talk about it.

General Superintendent Motive Power, L. K. Sillcox and Superintendent Motive Power, R. W. Anderson were visitors on the Division March 10th.

Jap, the Caller, cut out the radio. Too much battery and mustache.

Boilermaker John Kornowski went out on the farm Sunday, he took out his car. That is where he practices on turning around.

Machinist A. Woodruff is going to rent one forty on the same farm. Al says he thinks that ought to be enough space to turn around. Geo. Daniels, Fireman at Channing is now working out of Green Bay.

Sympathy is extended to the families of J. Rube and August Giese who passed away.

Engineer Theo. Hansen is at his regular occupation again, whittling duck heads. His hunting partner, Jap, is after an automatic. Look out, Ted, you may not have any decoys left.

For Alderman,—Foremen, Engineers, Firemen, Switchmen, Brakemen, and Shipment. Why don't one of you fellows run for Mayor.

Engineer Mike O'Neil who broke his leg on his way to work a while ago is improving nicely. Hope to see him back to work soon.

Operator Roy McClean of Ontonagon is back on the job after two months stay in the West. He says California is a beautiful place but "There is no place like home."

A new attraction in the office at Ontonagon is responsible for the broad smile on John P. Sullivan's face. We wonder?

Found—A man who doesn't like payday. J. J. Clark.

Aromas from the Cereal City

MESDAMES M. J. Flanagan and L. A. Turner visited in Cedar Rapids recently in the interest of the Women's Club and secured a large number of new members. The remarkable work of the Marion Chapter along charitable and social lines is sufficient incentive for any employee to subscribe to a contributing membership. We should have a Chapter in Cedar Rapids.

Yd. Condr. Florin Francik has increased his bank-roll sufficiently, after getting in 60 days pusher service on the 4-PM lead, and has taken a leave of absence. Accompanied by Mrs. Francik, he is visiting relatives at Pinole, Calif.

I&D Items

M. E. R.

A number of young lady clerks entertained at dinner and a social evening on Wednesday, March 16th, in the Club Rooms at Mason City, in honor of Faye Stirn and Nellie Carney, former Mechanical Timekeeper and Assistant, who were each presented with a small remembrance.

Mr. Frank Murphy, Clerk in the Roundhouse at Mason City, was called to Sioux Falls, Saturday, March 12th, account the death of his Grandmother.

L. J. Farley, Time Inspector from Minneapolis, spent the forepart of March at Mason City.

Mrs. C. E. Mutschler, wife of the Chief Clerk to Superintendent Ingraham, underwent

THE ACORN PRESS

"Printed Salesmanship"

Planners and Producers of
Direct Mail Advertising.

1214 Howard St., Omaha, Neb.

LOCOMOTIVE TIRE SHIMS

That Are Exactly Right
Exactly Right Shim Co.

P. O. BOX 1031 PITTSBURGH, PA.

SPECIFY

CHASE & SANBORN

DELICIOUS COFFEE

BRUSHES

OF ALL KINDS

BADGER BRUSH COMPANY

657 E. Water St. Milwaukee

BUILDERS OF OVER 60,000 LOCOMOTIVES

THE BALDWIN LOCOMOTIVE WORKS

PHILADELPHIA, PENN.

Dearborn Chemical Co.

310 S. Michigan Ave.

CHICAGO, ILLINOIS

BUCKEYE

CAST STEEL YOKE

The Buckeye Steel Castings Co.
COLUMBUS, OHIO

Union Draft Gear Co.

FRICITION DRAFT GEARS

CHICAGO, ILLINOIS

FLOODLIGHTS

Increase Safety and Production

Pyle National Company

CHICAGO, ILLINOIS

You Will Find Everything For The
Office at

H.C. Miller Company

MILWAUKEE, WISCONSIN

PACIFIC CREOSOTING CO.

SEATTLE, WASHINGTON

Make Wood Last Like Iron

"HEADLIGHT"

Accident and Health Policy

Especially Designed For

Railroad Employees

Massachusetts Bonding &
Insurance Company

BOSTON, MASSACHUSETTS

USE GLOBE BOILER TUBES

Mills at Milwaukee, Wisconsin

GLOBE STEEL TUBES CO.

STAYBOLTS

FLANNERY BOLT CO.

PITTSBURGH, PENN.

PRIME'S PLUGS

PRIME MANUFACTURING CO.

MILWAUKEE, WISCONSIN

B. F. GOODRICH RUBBER CO.

AKRON, OHIO

CHICAGO, ILLINOIS

Fuel of All Kinds

Hymera-Premier

**D. C. Shoemaker Coal
Company**

CHICAGO, ILLINOIS

Oak Cross and Switch Ties

NASHVILLE TIE CO.

NASHVILLE, TENN.

BINDING?

write

JOHN C. SALZER
MILWAUKEE, WIS.

W. L. DECKERT

5th Street, Milwaukee

Distributors of

Alexander Bros. Leather Belting

The P & M Company

DEPENDABLE

RAIL ANTI-CREEPERS

KERITE

For Wiring of All Kinds
NEW YORK and CHICAGO

The Railroad Supply Co.

Highway Crossing Signals

BEDFORD BLDG., CHICAGO

ALCOHOL LINSEED OIL
TURPENTINE

W. H. BARBER COMPANY

CHICAGO AND MINNEAPOLIS

THE SERVICE SUPREME

A "Continental" Health and
Accident Policy

write

CONTINENTAL CASUALTY
COMPANY

The Railroad Man's Company

CHICAGO, ILLINOIS

For Your Convenience

WE HAVE TREATING PLANTS AT

TEXARKANA—HOUSTON—KANSAS CITY—FINNEY, OHIO

NATIONAL LUMBER & CREOSOTING COMPANY

THE WORLD WORKS IN CROWN OVERALLS

Ask Your Dealer For

SUPER
CROWN
SHRUNK

The Million Dollar Overall

GUARANTEED NOT TO SHRINK AND NOT TO FADE

The most durable, comfortable, economical and best appearing Overall ever produced. Big, strong pockets and numerous special features. Made of extra heavy, super strength, deep dyed, highest quality, 8 ounce indigo denim; shrunk and prepared by a secret process in the Crown Denim Mills.

A New Pair FREE If They Shrink

From the cotton fields to your dealer every step in the manufacture of the denim and garments is owned and controlled by the Crown Organization. This eliminates all extra profits, therefore: **Super Crown Shrunk Costs No More Than Ordinary Overalls.**

UNION MADE

If Your Dealer Cannot Supply You—Write Us.

SEND FOR THIS R. R. TIME BOOK. Good, strong covers; inside pages high grade bond paper; contains latest, approved time sheets, special record pages, useful data and other information. MAILED FREE. Address Dept. C-42



The CROWN OVERALL Mfg Co.
LARGEST IN THE WORLD CINCINNATI, OHIO.

*Also Manufacturers of Overland Trousers, Berman Shirts,
Crown Adjust-A-alls, All-In-A-alls and Play Suits.*

latter part of February and is reported as gaining rapidly.

The Milwaukee Women's Club at Mason City are rehearsing the "Holy City" under the direction of Mrs. W. F. Ingraham, wife of the Superintendent, which will be given in a local playhouse after Easter.

Miss Mary Gen Ghaheny, I&D Contestant in the Milwaukee Popularity Contest, made two trips to Minneapolis to attend dances at which all Contestants were guests, one in February and the final in March.

Mrs. W. F. Ingraham, Superintendent and Mr. O. A. Beerman, Trainmaster, attended the funeral of the late W. J. Thiele, in Milwaukee on Tuesday, March 15th.

Yard Clerk Joynt spent several days in Rapid City the early part of March.

Joe Wessar of Emmetsburg, has been appointed Ticket Clerk at the Mason City Ticket Office.

The Clerks, A Unit of the C M & St. P. Women's Club at Mason City, with Miss Irma Wilhelm as Chairman, had charge of the regular meeting on Thursday evening, March 3rd. A clever song and dance program, followed by cards and refreshments completed the evening's entertainment. Decorations were in keeping of St. Patrick's Day.

The passenger station at Mason City has been completely renovated, washed, painted, varnished and shines like a nigger's heel. The Chief Dispatcher's office at Mason City, was also given a thorough cleaning and painting. Mr. Meuwissen's color scheme did not meet with the approval of all, but if he likes them, we are all satisfied.

Understand that "Al Key" purchased a new 1920 Paige Car for \$75.00, drove it for two weeks and sold it for \$40.00. Johnson and Toiby claim that it was pulled for two weeks instead of driven for that time. He didn't require any sleep at all while he had this car.

Mr. John Strayer, a veteran engineer on the I&D Division, passed away at St. Petersburg, Fla. on February 9th, 1927. He was in the service of the CM&St.P Railway for 47 years. Mrs. Strayer will bring the body back to Mason City, Iowa, soon after June 1st, for funeral services and burial.

The Parent-Teachers Association and Kiwanis of Marquette, Iowa entertained in honor of the CM&St.P Railway Officials on Friday, March 11th. Mr. G. P. Hodges, Master Mechanic, I&D Division was one of the speakers. Mr. W. F. Cody and Mr. Elmer Sullivan were guests from Mason City.

Mrs. Wm. J. McFarland, wife of former General Foreman Mechanical Dept., retired, passed away at her home in Mason City on Tuesday March 8th. Mr. McFarland, has a son who is Master Mechanic at Moberly, Mo. We extend our sympathy.

Joe Fiala, Machinist at Mason City Roundhouse, spent March 12th and 13th in Ames, Iowa.

Condr. J. G. Love is to be commended for discovering a broken arch bar on SE car 3264 in Extra West, February 15th. Just recently Condr. Love discovered a bad order truck under a car of lard at New Hampton. In both cases a possible accident was averted thru the discovery of these defects.

4-M HOTELS—WASHINGTON, D.C.

OPERATED BY MADDUX, MARSHALL, MOSS AND MALLORY
ON THE PRINCIPLE OF
COURTEOUS AND EFFICIENT SERVICE—EXCELLENT CUISINE

Always
a room
with
running
water

\$2

WRITE OR
WIRE COLLECT
FOR
RESERVATIONS

CAIRO HOTEL
MARTINIQUE HOTEL
ARLINGTON HOTEL
COLONIAL HOTEL
THE FAIRFAX
TILDEN HALL

Always
a room
with
private
bath

\$3

ROOMS
FOR
3000
GUESTS

RATES PER DAY—NONE HIGHER
ROOMS—FOR ONE PERSON—\$2.00-2.50—FOR TWO PERSONS—2.50-3.00
ROOMS—WITH PRIVATE BATH—FOR ONE PERSON—3.00-3.50—FOR TWO PERSONS—4.00-5.00

E. A. AARON & BROS.

General Commission Merchants
SPECIALTIES

Butter, Eggs, Poultry, Game,
Fruits and Vegetables

Hotels, Clubs, Restaurants
and Dining Car Supplies

PHONES: Central 0640-0641-0642 & 5103
78 South Water Market, CHICAGO

Binding Railroad Records

IS OUR SPECIALTY

THE McBEE BINDER CO.

Chicago Athens, Ohio New York
St. Louis, Mo.

Milwaukee Store Department Notes

A. M. H..

HARRY Miller was all up in ecstasy the other morning when he appeared at the office with a wonderful birthday gift from his wife. What was it? Why, nothing less than a very beautiful diamond ring. You're a lucky fellow, Harry.

So much for Harry; but what did Delaware (Della wear) the morning after her Birthday which might have been a gift? Curiosity killed the cat, and a certain few are surely growing quite weak under the strain of it, Della, so tell the folks about your lovely surprise.

John Wandell seems to be running Matt Lowery a close second when it comes to sojourning to the suburbs to seek diversion, and, strange as it may seem, since John has begun these little trips, we have not heard him singing a certain favorite song of his, entitled, "Until I Meet You Face To Face."

There seems to be a perfectly good reason why Leon Esser has been having so many marceles lately. This good reason has been taking her to the Davidson almost every week. That's the way they all start in, Leon, of course, we wouldn't disillusion you for the world.

Mr. Eckert, eminent lawyer, believes there is a difference between a bleeding nose and a bloody nose. Define it, Joe. Speaking of Mr. Eckert, he would like it known that he always keeps his promises. You are to be congratulated, Joe.

No, that wasn't an inmate of an asylum dashing madly around the vicinity of Thirtieth Avenue the other morning about one o'clock. It was only Paul Schmidt looking for an imaginary fire. You should have had the red lantern, Paul.

Mr. Gurrath and Mr. Waldman are on the list this month as being very proud fathers of brand new baby boys. Congratulations, gentlemen.

Gertrude Kiely and Art Metzen are practising for a gum chewing contest. From appearances, Gertude will win.

The immensity of the radio world was only realized by Mr. Wallschlaeger when he tuned in on thirty-six stations a few nights ago. I wonder how many times he heard that very popular song, "In a Little Spanish Town." That really might have been his incentive in trying to get so many stations.

SM East M. B. M.

MR. Van Dyke, Our Division Superintendent, attended the Annual Commercial Club Banquet at Lakefield, Minnesota, Monday February 14th, 1927. He reports having a very good time and we are told that the following song was sung to welcome him.

How do you do VAN DYKE, how do you do?
Is there anything that we can do for you?

We'll do the best we can,

We'll stand by you to a man,

How do you do VAN DYKE, how do you do?

Mr. and Mrs. S. E. Pettingill have returned from a five weeks trip to Long Beach, Los Angeles and San Diego, Cal. They had planned to spend three days in San Diego but were marooned there by the storm for twelve days.

Roadmaster A. W. Bahr had the misfortune to sprain his left knee March 3rd at Owatonna while stepping from a car. We are glad to report that he is able to be on duty at this writing.

Mr. Ray Hoffman spent the week end of February 12th at Madison, S. D. Ray reports receiving some good experience for future use while there.

Mr. Blake Williams, Clerk in Freight Office, went to Minneapolis Feb. 19th to take

part in the Bowling Tournament, Division Accountant R. G. Evenson went as his mascot.

We are sorry to report that Engineer William Anderson is on the sick list and at the present time at St. Olaf's hospital, Austin, Minn. Mr. Anderson has been in the service over fifty years and his many friends on the division and elsewhere are hoping for a speedy improvement in his health.

Mr. Edward Reaside visited his Austin friends March 1st, 1927. He is Traveling Freight Agent for the C&A Railroad.

Eleanor Moran, Freda Catlin and Evelyn Wigness spent Tuesday February 22nd in Minneapolis.

H. G. Dimmitt, who since 1920 has held the office of Master Mechanic at the Milwaukee shops here, left Friday, March 4th, for Green Bay, Wis., where he has been transferred. The family plans to move in about a month after Mr. Dimmitt has secured suitable quarters for them. A. M. Martinson of Montivideo has taken over the Austin office.

Mr. and Mr. Chas. Hans have returned from a two months trip to San Diego, California. They report having a very delightful time in the land of sunshine and flowers.

Do Gentlemen prefer Blondes? Ask John McCarthy.

The Milwaukee Women's Club held a card party at the K.C. Hall on the evening of February 15th, 1927. Cards were played at fifty tables and a very good time was had by all present. The prizes for Bridge were awarded to Mrs. H. J. Keck and Clarence Lundy, for Five Hundred to Chief Dispatcher Valentine and Mrs. W. R. Smith, and for Bunco to Mrs. Crosby and Mrs. C. Opie. Refreshments of coffee and cake were served.

Mrs. V. R. Cullen who has been chief clerk in the master mechanic's office for a number of years, is leaving the service. Mrs. Cullen has been very efficient in her work, and while she will be missed by all, we take this opportunity to wish her well in her new home.

Mr. F. E. Falkingham has been chosen to fill her place. Mr. Falkingham was formerly of Montivideo, Minnesota.

Miss Margaret Dunbar and Mr. Leonard Flannery attended the dance given by the Minneapolis Chapter of the Milwaukee Women's Club on February 21, 1927. The contestants of the Milwaukee "Popularity Contest" were guests of honor of the club on this date.

The Milwaukee Women's Club of Austin are planning on a dancing party to be given on Tuesday evening April 26, 1927. Every-body is cordially invited to attend.

Wisconsin Valley Division Notes

Lillian

NED Conklin, 11 year old son of Charles Conklin, Jr had the misfortune of falling on a slippery walk and breaking his collar bone.

Mrs. E. C. Callahan was confined to her bed for a week with a severe attack of influenza.

Mrs. P. McGinley and daughter Patricia were called to Detroit, Michigan on account of the illness of Sister Claviria, daughter of Mrs. McGinley who is teaching in the Clements school. At the present writing she is much improved and is now on the road to recovery.

A Baby Girl, Janice, was born to Mr. and Louis Wilcox March 1st.

Massachusetts Bonding and Insurance Company

is issuing the
"HEADLIGHT"

Accident and Health
POLICY

It is especially designed for
Railroad Employees

and is the most UP-TO-DATE Contract, containing the BROADEST and MOST LIBERAL BENEFITS yet offered

See our agents today or fill out coupon below and send to Supt. Railroad Dept. 0000, 14-20 Kilby Street, Boston, Massachusetts.

Gentlemen:

I am interested in an agency proposition.

I am interested in a "Headlight" Policy.

Name Age

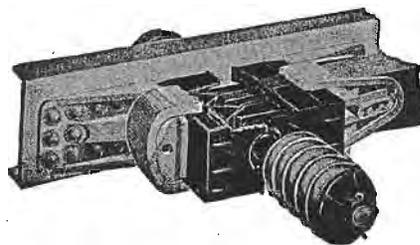
Street

City State.....

Occupation

Employed by R. R.....

CARDWELL FRICTION DRAFT GEAR



UNION DRAFT GEAR COMPANY

CHICAGO OFFICE MCCORMICK BLDG
CANADIAN OFFICE TRANSPORTATION
BUILDING MONTREAL

Traveling Accountant, George Ehmer, has been in the Supt's. office for the past three weeks. We are glad to say he found the Valley Division accounts in first class shape—we always aim to keep up our good record.

Mr. and Mrs. J. L. Brown have returned from a trip to New Orleans, and Hot Springs, Arkansas. They report a most delightful trip and John says he is ready to go again.

Mr. and Mrs. Karl Holtgren, of Chicago, spent a week visiting at the home of Superintendent N. P. Thurber.

John, Ted and Dorothy Wheelock have been ill with the mumps but are now able to be out and resume their school duties.

Mr. and Mrs. John Biringier, visited with Mrs. Biringier's father at Merrill, before departing for points in California where they expect to spend some time owing to ill health of Mr. Biringier.

Mr. Glen Somerville former Agent at Babcock, who has been confined to his home on account of illness for some time, expects soon to be placed in the Government Hospital at Waukesha for medical treatment, which we hope will be very beneficial and that he will be on the road to recovery before long.

Mrs. B. A. Nelson has been ill with the gripe.

Motoring on the Milwaukee Up and down hill on the Rocky Mountain Division

Nora B. Decco

NOT much of great and startling interest has happened since we last took this typewriter in hand, except one day we thought we had lost GV Condr Null, but we hadn't, not being accustomed to seeing any train come in and go out over that line except 192 and 193 we thought something had happened to the regular crew but it was one of the many work trains coming in, and now no one knows where any one is. If they can't be found on the main line they are on the Gallatin Valley Branch, ahem, well we will just have to double track said line if the rush keeps on. All the firemen over there are engineers and all the brakeman, passenger conductors or will be before the end of summer no doubt. Extra gangs and coal docks and gravel shoveling from day light till dark, and understand the day operator Mr. Beal at Bozeman and the Agent at Gallatin Gateway don't speak to each other when they meet now. Well the opening of the Park season will come soon enough an' we just gotta hurry is all there is to it. Nick from Harlowton says he is going to come over here and check the pretty girls as they get off the trains this summer too.

Mrs. C. R. Johnson wife of Condr. Johnson who has been very ill and who underwent a serious operation at the Deer Lodge hospital is home again and on the high road to health again, we will all be glad to see her well once more.

Some one told us that AEH at Harlowton has a lien on the Women's Club building there for 18 dollars, goodness sakes why don't he give a dance or show or something and get them to pay it off. Eighteen dollars isn't very much but he could buy a lot of gas or a new spring hat for his wife or any little thing like that with that much money.

Mrs. Peacock wife of Agent Lombard who has been on the sick list is better now, she was in Helena for some weeks under the Doctors care.

We are glad to write of the wedding Feb. 22nd at White Sulphur Springs, Mont., of

Miss Gladys Heath and Mr. Samuel Romaine. Miss Heath was a popular Ringling girl and Mr. Romaine is employed at that point by the Milwaukee as Assistant Signal Maintainer. Mr. Romaine's father is also a Milwaukee railway employee, in the store department at Deer Lodge. The young people will make their home in Ringling. The Rocky Mountain division offers them the best wishes for a long and happy life.

Mrs. Carpenter Kendall stopped off on her way east from Seattle March 12th and the Three Forks chapter of the Milwaukee Women's club got together for an in between times meeting and lunch. Every one enjoyed meeting Mrs. Kendall again and she told them a lot of things they wished to have straightened out regarding the club rules etc. She left for home on eighteen the same night, and we trust she will pass this way again soon.

Miss Gladys Lebert and Mr. Emmett Sexton were married Feb. 26th in Superior, Montana at the home of Mrs. Mark Hite a sister of Miss Lebert. Mr. Sexton is a Milwaukee employee and his wife was a popular and very charming Three Forks girl, daughter of Mr. and Mrs. C. E. Baker of this place. We offer our best wishes for the greatest of happiness for this couple.

Operator E. E. Elliott of Sappington has just returned from Wisconsin where he was called by the illness and death of his father.

The death of Mrs. W. E. Young, mother of T. J. Young brakeman of this division, occurred March 9th at Bozeman. She had been ill since the death of her husband a few weeks ago and was at the home of her daughter in Bozeman when she passed away. She leaves behind two daughters and two sons. Funeral services were conducted by Rev. Klemme from Bozeman and the Order of Eastern Star of which she was a member. She was laid to rest beside her husband in the Three Forks cemetery. Her death was especially sad coming as it did so soon after Mr. Youngs and we offer this family our sincere sympathy.

Mrs. Josephine Rader, mother of Engineer Charles R. Rader of this division, passed away at her home in White Sulphur Springs, Montana, March 5th. She leaves eight children all of whom were with her when the end came. Mrs. Rader was a pioneer of Meagher County having resided in Fort Logan and White Sulphur Springs since 1870. She was a good mother and a fine friend and neighbor and all who knew her mourn her loss. The Rocky Mountain division extends its sympathy to Mr. Rader and his family.

R & SW Division

Lillian L.

OUR Veteran Engineer Tom Carroll, one of the oldest Engineers on the System, is seriously ill at his home in Freeport, Ill. His many friends hope for his early recovery.

Mrs. Catherine Lyons, wife of Passenger Brakeman Larry Lyons, passed away at her home 3402 Walnut Street, Milwaukee, Monday, March 7th.

Mrs. Lyons was apparently in good health and had been attending to her household duties as usual, and on Mr. Lyons returning from his trip on the Southwest Limited, sat down to have a little chat with him. While talking she fell from her chair and only lived a minute or two.

She is survived by her husband and two sons, J. Roger Lyons, S. J., St. Louis, Mo.

and Frank L. Lyons. Funeral services were held March 11th. We extend our sympathy to the family and friends.

Conductor J. N. Kelly is back on the Davis Jct. switch run and has fond memories of the happy days he spent on the "Shuttle Run" for several years between Rockford and Davis Jct.

Mr. A. E. Jordan, General Claim Agent of the Great Northern Ry., an old Elkhorn boy, recently took a ride from Elkhorn to Savanna on the Southwest Limited, and congratulated Conductor Cavey on the new service.

It is with regret we report the death of Section Foreman William Morris on February 22nd. Foreman Morris was on the Cedar Point section. He leaves to mourn his loss a wife and three children, the youngest being but a few weeks old.

Engineer Ed Dawes is reported having a good time down in sunny Florida. His last letter did not state whether or not he had played a game of golf with John D. Rockefeller and become the proud recipient of one of those brand new dimes.

Conductor E. C. Brasure has been quite seriously ill at his home in Rockford.

Mr. and Mrs. Dennis Gillen are visiting at Los Angeles, Cal.

Miss Helen Fenlon resigned her position as Timekeeper on the R&SW Division, effective March 5th. Mrs. Lillian Wheeler succeeds Miss Fenlon as E&F Timekeeper.

Frances Hawkins, clerk in the Chief Dispatcher's Office, was off duty for about two weeks on account of illness.

Mr. and Mrs. William Gilbert, Mr. and Mrs. Joe Hohenthaner and Mrs. Geo. Blackford spent Washington's Birthday in Milwaukee. Mrs. Blackford went in laden with jellies, cookies, etc., for the disabled Vets in the National Soldiers Home Hospital.

It is reported that before long Engineers Snively and Hannaford expect to conduct a pilgrimage of "would-be" investors in the world famous Grind Stone Lake property up to that summer resort in Northern Wisconsin, where the skeeters are always pleased to give you the glad hand.

Mrs. F. D. Johnson, wife of Section Foreman Johnson at Davis, Ill., passed away very suddenly on Saturday, March 12th. Besides her husband Mrs. Johnson leaves four children to mourn her loss. We wish to express our sympathy to the family and friends.

Carman John Smith is back on the job at Rockford after an absence of several months on account of a broken ankle. John was missed by his many friends during his absence.

Condr. John Regan is back on the varnished cars, assigning himself to No. 47 and 48 between Beloit and Chicago. Watch your step, John, while in the Windy City, or they will draft you into their Police force.

Engineer Joe Myers is now on the Elkhorn Branch run. Joe says it is a hot-shot run—on the jump all day.

We always knew Engineer Hannaford was a speed demon, but he broke all records recently when he made the trip between Rockford and Beloit in "three" minutes.

Engineer Fred Miller was on the Madison passenger run during the last week of February. Fred says he wishes his "whiskers" were long enough so that he could hold that run all the time.

Conductor and Mrs. Geo. Stauffer returned to Milwaukee the fore part of March after an extended Southern trip.

Where the West Begins

G. J. H.

THOS. McFarlane was called to Mason City, Iowa by the sudden death of his mother.

Joe Ashback and Carl E. Wood of the Mechanical Dept. spent a few days in Moberge on an inspection trip.

R. H. Smith, Division Engineer and A. F. Manley Roadmaster attended the AREA convention and National Railway Appliance show at Chicago this month.

Roundhouse Foreman Allen was called away the fore part of March because of illness of his mother.

Ding Childers returned to work March 7th. Ding has not hit his old stride, but has hopes that it will not be long until he will be able to bat 100%.

Dan McGrath is back on the North line again and is as happy as that small boy with the new wagon.

Harold Jennings returned to work the other day after an illness of 10 days.

EXTRA, EXTRA. Train Schedule Bats for Cupid. Miss Mary Heys and Roy Van Dyne were married Sunday March 6th. We have been expecting this, but hardly so sudden and Mary explains it that they were able to obtain their apartment due to the change in the train schedule. That is the first time in the History of Moberge that a train schedule has made a home run for cupid.

Harold Fuller and Rowland Randolph have saxaphones now--Someone get the gun.

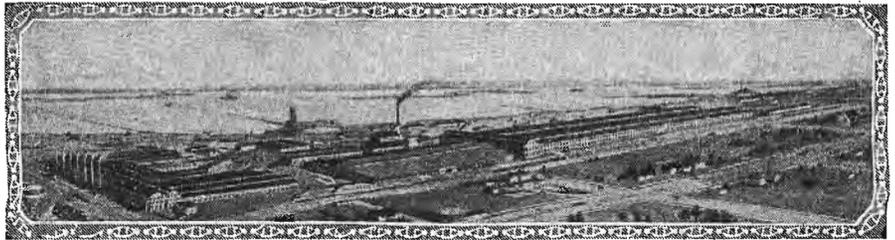
Chicago Terminals

Guy E. Sampson

OUR Electrician Buck Weaver and Pipe Leadman Publitz have been some what dopy and grumpy of late, and have been admonished to BRACE up, and it was found that the only way this could be accomplished, was to get them each a BRACE. Pipe Leadman Publitz has BRACED up so we presume that he has the BRACE, but Buck is still some what dopy.

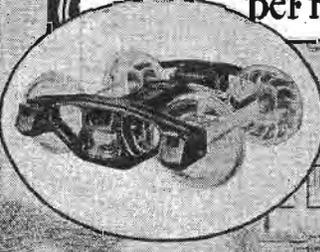
Mrs. Guy E. Sampson received word from Wauzeka, Wisconsin, Sunday morning stating that her father had suffered a paraletic stroke. Mr. and Mrs. Sampson and her brother departed at once for their fathers home.

The Booblitz cold air heating system is not an improvement over the Van Auken Vacuum heating system, the local worm expert attributes the failure to worms in the pipes getting to much fresh air, he claims that the vacuum



Capacity

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



THE BETTENDORF COMPANY

OFFICES AND WORKS BETTENDORF, IOWA

MAGNUS COMPANY

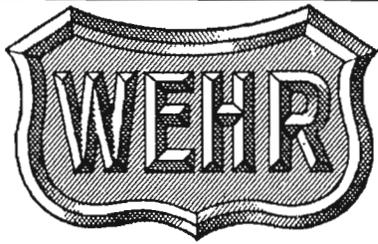
(INCORPORATED)

Journal Bearings and Bronze Engine Castings

NEW YORK

CHICAGO

Electric



Castings

Steel

WEHR STEEL COMPANY

MILWAUKEE

WISCONSIN

Dearborn

REG. U.S. PAT. OFFICE

Dearborn Treating Plants for locomotive water supplies insure mechanical accuracy in feeding Dearborn Scientific Treatment. They are small, inexpensive and produce excellent results with great economy. Inquiry invited.

Dearborn Chemical Company

299 BROADWAY
NEW YORK

310 S. MICHIGAN AVE.
CHICAGO

Serving Steam Users Since 1887

created in this kind of system sufficates the worms. Booblitz says, he knows it will work, if it wasn't for the worms, but admits that the Howell system is an improvement over his, and a great howling success.

Our old friend Elmer Hiscox, Chief Electrician was a visitor in our midst the other day. He spoke very highly of our equipment, and the good condition in which it is kept. He is the smiling chief and sure would like to have him come oftener, for he might become a stranger, and then introduction would again be in order. Come often Elmer you are always welcome at Galewood.

Walter Ford a Chi Terminal switchman was accidentally killed, Feb. 11th. The sympathy of all employes is extended to his bereaved family.

To All C. M. & St. P. Employes;

Kindly accept my heart felt appreciation for the kindnesses shown me in my hours of sorrow when my beloved husband Walter Ford was so suddenly taken away.

Mrs. Ruth Ford.

On March 7th while switching in the west yard at Bensenville, Oliver Fredricks was caught between the draw bars of two cars and instantly killed. He leaves his wife, a son 3 years old, an aged mother and one sister, Mrs. Martha Gummel of St. Louis, all of whom accompanied his remains to their last resting place in Freidens cemetery at Bensenville.

The sympathy of all is extended to the bereaved families.

Mrs. Fredricks and family asked us to thank through the columns of the magazine, all who were so kind to them at the time of Mr. Fredricks death especially did she desire to thank the members of the Woman's club and B of R. T. lodge No. 119.

Switchman Joe Sacks, a former flagman on the P. R. R. railroad at Pittsburg, Pa., recently discovered a broken rail and stopped all operations until he could get in touch with the proper official and make a report of it. Actions of this nature are what makes the rail road safer than the Bus.

La Vern Smethurst has been doing extra yard masters work lately. Good boy Vern keep it up.

George Stoddard who was absent from work for 5 weeks account of sickness returned to work but is still very weak.

Switchman Fitzpatrick, who we reported seriously injured last month has since passed away. Sympathy of all extended to the family.

La Vern and Donald Smethurst and their sister Mrs. Miller, wife of car department employe, are all enjoying a visit from their parents, Mr. and Mrs. Chas. Smethurst of Wauzeka, Wisconsin.

The new library which the Women's Club has started in their club house is growing rapidly and many are taking advantage of the opportunities it affords.

Engineer Walter Jackson has been absent from work for a week and it was reported that he was having a bran new set of store teeth and another report has it that there is a merry widow in the case also.

Pierce Tomlin died March 1st of pneumonia having been sick but a few days. He began working for the Milwaukee in 1879 as a car clerk and was still holding a position in the yard office at Bensenville at the time of his death. The West Yard office paid their respects to their departed co-worker. Six of his close friends were selected as pall bearers. The sympathy of all employes is extended to the bereaved family.

Kansas City Division

C. M. Gohmann.

150 Milwaukee employes assembled on the evening of March 3rd at the Knights of Columbus Hall to bid farewell to R. C. Hempstead, District Master Mechanic, and to welcome M. P. Hannon of Dubuque, who succeeds Mr. Hempstead on this Division. Mr. Hempstead has been transferred to the District Master Mechanic's position on the Dubuque Division, with headquarters at Dubuque, Ia. Representatives from every department of the service on the Kansas City Division were present at the banquet, with Kansas City sending a delegation of officials to bid Mr. Hempstead adieu. For six years Mr. Hempstead has served as Master Mechanic on this Division, during which time he has earned for himself many friends, all of whom regret his leaving the Kansas City Division. The banquet was served by the Milwaukee Women's Club, which was followed by a program participated in by Lucile and Louis Stark, Miss Betty McGraw and William Lowry, who sang, danced, gave readings, whistled and entertained in a most pleasing manner. Engineer Thos. Kemp, Chief of Division No. 538 acted as toastmaster. James H. Gutridge, General Chairman of the Boilermakers and Helpers, of Minneapolis; George Pederson, General Chairman of the Machinists and Helpers, from Milwaukee; John Kolanda, General Chairman of the Sheet Metal Workers, from Milwaukee; C. W. Sullivan of Chicago, S. J. Standart of Kansas City, wearing a '60 years' service button, Mike Donahue, John Dider, O. Wooden and James Lord, all of Kansas

17

17

Compliments of
VON PLATEN-FOX CO.

MANUFACTURERS OF
LUMBER & FUEL

IRON MOUNTAIN, MICH.

17

17

Dependable RAIL ANTI-CREEPERS

CHICAGO **THE P. & M. CO.** NEW YORK

City, were the out-of-town guests at the banquet. Farewell addresses to Mr. Hempstead were expressed by Walter Bates, Trav. Engineer, Wm. Neary, Roundhouse Foreman, Charles Ruhland, Fred Delaney, Charles Becker, and Toastmaster T. H. Kemp. Their talks were expressive of the best of good wishes for Mr. Hempstead in his new capacity and of appreciation for the things he has accomplished while on this Division. The Engineers presented Mr. Hempstead with a handsome leather traveling bag.

On February 14th when Extra 8202 East was passing Jerome, J. Cousins, Section Foreman at that point, noticed something dragging on C&NW 121096 and succeeded in getting stop signals to the train crew. Upon investigating it developed that the air cylinder plunger and bracket on this car were down and dragging on the track, which might have caused a derailment. This was indeed good work on the part of Mr. Cousins.

The cigars and candy were distributed to employes in the Superintendent's office on Feb. 17, occasioned by the wedding of Brake-man Dewey Dooley, who was married on Feb. 15th to Garnet LaMasney of Laredo, Mo. The wedding took place at the home of Engineer J. T. Phleger, West Fourth Street, Ottumwa, and their honeymoon was spent in Kansas City.

Miss Elizabeth Evans, Comptometer Operator, Superintendent's Office, who has been visiting in Oregon, California, Texas and Missouri during the Winter months, resumed her duties on March 1st. Also Miss Marguerite Kissinger, our former Magazine Correspondent, who has been globe-trotting since last October, has returned to the fold.

Feb. 16th, a daughter, Shirley Ann, arrived at the home of Dispatcher H. G. Barnard. Engineer Gordon Heather also has a new daughter, Betty Rae, who arrived at the Heather home on Feb. 23rd.

G. B. McLellan, Section Foreman, Laredo, who has been on a ninety days leave of absence, returned to work on March 1st, relieving W. H. Richardson, who served as Section Foreman during the absence of Mr. McLellan.

Machinist Willard Perry died on March 3rd at his home in Kansas City after a lingering illness of about eight months. He was an employe of the Milwaukee for about forty years, serving as Machinist at Coburg and other points.

R. E. Dove, Sioux City, is temporarily employed as instrument man in the Engineering Department, Superintendent's Office, Kansas City Division. We hope Mr. Dove will remain with us permanently. General Roadmas-

ter Wm. Shea, expects to start one of his large steel laying gangs on the Kansas City Division about March 15th.

Buck Floyd, Conductor on the Marion Line, is confined to his home at Marion account illness. We hope Mr. Floyd will soon be able to return to his duties.

The death of Henry Schroeder, Car Inspector at West Yards for thirty years, occurred at the Ottumwa Hospital on March 5th. On January 31st Mr. Schroeder was injured while on duty and was confined to the hospital until the time of his death. He is survived by his wife and one son, who have the sympathy of the entire Kansas City Division.

Miss Ilee Sowders, Comptometer Operator, Superintendent's Office, is on a temporary leave of absence and is visiting in Seymour, Iowa, Harris and Kansas City, Mo.

A fine example of co-operation was displayed quite some time ago by Conductors Wm. Birkett and L. Harry. On the morning of Jan. 18th when No. 25 was losing time on account of hot box, they assisted in the transferring of some forty-eight car heaters out of the baggage car at Mystic into No. 31 in order to save delay.

F. M. Barnoske and E. Schoech, Roadmasters, Harley Cherwinker and Fay Cherwinker, Section Foreman, Gladwin, attended the Appliance Show held at Coliseum in Chicago on Tuesday March 8th

H & D Division Bab

WELL, March came in like the proverbial "Lion," so lets look for the lamb-like departure.

Speaking of spring, these are a few of the sure signs of the season—

O.P.R. anxious to get out and dig angle-worms.

E.W.H. cleaning up the engine terminals.

W.C.W. minus his overcoat.

John Lanning washing windows.

Ye scribe discarded the goloshes.

Rudy contagious whistle (imitating a robin.)

Had an 11-car train of silk from the western coast on March 6th with Mr. Byram and party in the "Milwaukee" accompanying it, on the way to the eastern markets. Also another of those famous live fish cars from Lac qui Parle Lake—on the way to New York and other eastern cities.

Mr. R. F. Dye is again located at Montevideo as operator, working first trick.

Had about 10" of snow on March 11th, between Milbank and Summit and from 3 to 5" from Summit to Aberdeen. Also lots of snow at Monte, which is rather late for so much snow.

WE are Miners and Shippers of Pine Ridge, St. Bernice and Essanbee Coals.

5000 tons daily production from West Clinton District, Indiana.

Write for Prices

BINKLEY COAL CO.
1924 Burnhan Bldg.
CHICAGO

First National Bank Bldg., Mason City, Ia.
Security Bldg., Minneapolis, Minn.
Meyer-Kiser Bank Bldg., Indianapolis, Ind.

THE SERVICE SUPREME A

"CONTINENTAL"

Policy means

PEACE OF MIND AND A PAY
CHECK WHEN EARNINGS
FROM YOUR OCCUPATION
ARE STOPPED

Continental representatives may be found on every railroad division in the United States and Canada.

Cut Out and Mail Today

Continental Casualty Company
910 Michigan Ave., Chicago, Ill.

I am employed by the MIWWAUW.

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

My age is _____

NAME _____

ADDRESS _____

When in Chicago

Enjoy your stay—at the superb New

MORRISON HOTEL

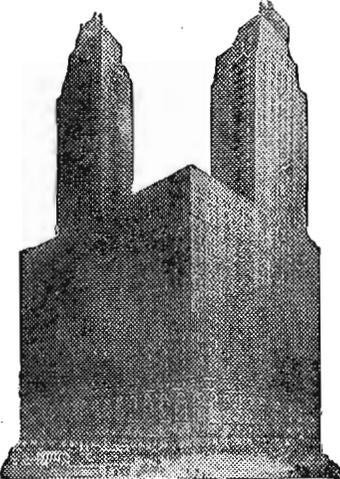
The tallest hotel
in the world,
forty-six stories high

Closest in the city to offices,
theatres, stores and railroad
depots.

1,944 Rooms
\$2.50 Up

all outside, each with bath,
running ice water, and Serv-
idor, which gives added
protection to guests with
its grille feature.

All guests enjoy the privi-
leges of the hotel's garage



The New Morrison, when completed,
will be the largest and tallest hotel in
the world, containing 3,400 rooms

MORRISON HOTEL

THE HOTEL OF PERFECT SERVICE
and TERRACE GARDEN CHICAGO'S WONDER
RESTAURANT.
CLARK and MADISON STREETS
IN THE HEART OF CHICAGO

12,000,000 FORD OWNERS
Need This
NEW Timer

Earn \$100. Weekly
Selling Them!

Automotive engineers claim that the average Ford may wear out from 8 to 10 ordinary Timers. Think of the sales possibilities when you offer the "Dynamo Timer" with a guarantee for the life of the car. You do not have to be a salesman. This amazing timer sells itself on sight. You make 200 per cent profit on every sale.

Makes Old Fords Run Like New
Once a Ford is equipped with the "Dynamo" timer can be forgotten—the only thing that will prevent forgetting it will be the noticeable improvement in the running of the car. More power, more mileage, instant starting, amazing pickup, are a few of the features that will make any Ford owner a "Dynamo" booster after he once uses this new Timer.

FREE SAMPLE

To aid our agents we have arranged a plan that provides them with a free sample so they can equip their own car or carry it for demonstration purposes. The unique principles of this wonderful Timer will make themselves apparent to any Ford owner after a minute's examination. Send name and address for Free Sample and particulars of our big money making proposition.

Get Territory Quick
Our agents can easily make \$5,000, \$8,000, yes even \$10,000 a year. Spare-time workers make \$20.00 and even \$30.00 a day. John Cable made \$200 in less than 10 days. Many others report tremendous profits. You too can get into the big money class the same as John Cable and others.

DYNAMO TIMER CO.
428-883 Eleventh St., Milwaukee, Wis.



PILCHER MFG. CO., INC.

Dept. 407

Louisville, Ky.

\$112.00 for Eight Old Stamps

Have recently paid a man in Virginia \$77.40—another in Louisiana \$47.75. A woman in Georgia 112.00—for old envelopes with stamps on them. Tucked away in an old trunk or among old letters and papers saved by your parents or grandparents, you may find some real old U. S. or Confederate States Stamps or Envelopes that are quite valuable to me. I am a private collector and I pay high cash prices for old U. S. stamps that were used from 1845 up to 1880. Old envelopes with peculiar stamps or markings I am especially interested in. Write me, describe fully what you have—or mail same for my inspection, and I will quickly return them postpaid and advise you of their value to me. ONLY OLD U. S. and CONFEDERATE STATES stamps, used before 1880 are wanted. Address R. Rice, 2652 Asbury Ave., Evanston, Ill.

DON'T WEAR A TRUSS

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



MR. C. E. BROOKS

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

Miss Winifred Rubertus accepted a position as stenographer and file clerk at Aberdeen and went to work on Monday, March 7th.

Miss Amelia Retka, also formerly at Montevideo, started work at Aberdeen March 10th. This makes almost 100% office force at Aberdeen from Montevideo. The girls say, however, that they have not as yet gotten so attached to Aberdeen, that they want to spend all their Sundays there, and we have welcomed them home every Sunday since the change was made. They relate that they were very glad to see the smiling faces of RES, OPR and JEA at Aberdeen at a staff meeting on the 7th, and hope these gentlemen will call there often. Scotty Brown, Red Middlebrook and others really look woe-begone since the girls all left Monte, and Scotty confided to me that he hadn't really been well since, and would never be the same.

Mr. A. M. Martinson has now located at Austin, Minn., as Master Mechanic and we expect F. E. Falkingham will move there, with him. Mr. Martinson and wife left by car the last of February.

The office of the Store Keeper at Montevideo was moved to Aberdeen effective March 1st with only the Local Storekeeper, Mr. A. Lowe at Monte to take care of the Mechanical Department's needs. Mr. Lahiff we understand, has been appointed Chief Clerk at Marion, ye scribe will take care of the clerical work of the Roadmaster and Chief Carpenter and as stated above, Miss Rubertus accepted a position at Aberdeen.

Had a pay-master here to take care of the pay checks on the 18th of February. You had to get in line early, if you wanted to get your money, as there was quite a line-up of employes to have their checks cashed.

Mr. J. E. Hills, formerly of Aberdeen, has been transferred to Montevideo in the capacity of Ass't. Superintendent. Glad to welcome both Mr. and Mrs. Hills to our division and to Montevideo and hope their stay here is permanent.

At the Cross Roads of the World

Roberta Bair

A 75 ft. thru girder has been erected at bridge 268.8 south of Bedford, which makes quite an improvement on our line.

In the month of February, the Mid Continent Coal Corporation on our lines at West Clinton, loaded 1128 commercial cars of coal. This is a new project and was started in September of last year.

The Agent at Bedford is stepping high on account of the new automobile platform recently erected. Come on with the automobiles, Mr. King.

The Heltonville Stone Company's new quarry, on our lines south of Bedford, will begin shipping stone on or about April 1st. We expect quite an output from this quarry.

Fred Dollarhide and wife announce the birth of a son, James Richard, Wednesday March 9th, at Union hospital, Terre Haute. Mr. Dollarhide is roundhouse foreman at West Clinton.

The Roadmasters and Engineers are busy at this time on spring tie inspection. No doubt the section foremen miss their regular tobacco customer, engineer R. M. Burns, who is convalescing with an injured arm.

Roadmaster Andy Reedy and son C. H. Reedy attended the Railway Appliance show in Chicago March 8th.

Miss Catherine Pfeiffer, of the Car Department office force, who was hostess early part of March for a meeting of her evening bridge club, announced the engagement of

Miss Mary Benning and our most noble Store Department Timekeeper, Joe McMahon. Joe is to become a benedict April 20th, 1927.

Fred G. Pearce, Chief Timekeeper, and his orchestra, who broadcast from station WIBJ at the new Zorah Shrine Temple during the automobile and radio show, the latter part of February, was also heard over the same station Monday evening March 7th while entertaining the Deming Club at the Trianon dance palace, Terre Haute. Evidently WIBJ was heard as far away as Shelburn, Indiana, as we understand Mr. Pearce and his orchestra played for the Oakley store there, the second week in March.

Leo Huberta, timekeeper, has purchased a baby wolf to add to the home menagerie. He now has a canary, two dogs, a wolf and fifty chickens. We don't know if any of these chickens are game ones or not, but believe if someone would furnish a tom cat, Leo could start a circus.

Wanted to know—

If Marie Stwalley has received any more long distance calls from Chicago.

If Tim Colwell and Eddie Hollis aren't the long and short of it.

When Fred Pearce is going to buy a package of tobacco.

If Tom Walters shouldn't have been a floor walker.

If Elsie Morgan shouldn't buy a dictionary instead of answering all the questions.

Henry Denzler and Miss Dorothy Stuck-wich motored to Indianapolis, Sunday March 13th, and while there enjoying the good times, Henry was robbed of \$10.00.

Fred Mancourt, illustrious timekeeper, is all smiles now that his dentist has furnished him with a new set of store teeth. No more soup and potatoes, but good old steak has been put on Mrs. Mancourt's menu. The office force were growing rather tired of watching Fred gum around and were going to get him a teething ring to see if he couldn't cut a set of natural ones, but the dentist came to the rescue before mother nature had a chance. We're certainly proud of his new teeth because now we can look at Fred face to face, where before, part of it was missing.

Howard Stewart, the Terre Haute Division tonnage expert, and by the way, "just another Newport boy, who made good," has failed to make the grade with his best girl, and has now been sidetracked in bad order. We certainly are sorry to learn of this, as it practically cuts out all of his terminal switching at Clement Yard. From the looks of the board, his running will be extra from now on, instead of regular.

Milwaukee Shops

H. W. G.

OUR old timer and friend Mr. J. J. Hennessey a half century or more with the Milwaukee Road, passed his 80th birthday, March 5th, going strong, hale and hearty yet. The Sentinel had a good write up of our honored Veteran at his home, 108 32nd Street, Milwaukee.

Mr. Hennessey started with the Milwaukee Road way back in 1871. It is interesting to hear him relate old time doings and we hope for many more of them.

The new repaired business car Snoqualmie (the old Minnetonka) went out of the shops the 1st, right on schedule, spick and span. This is one of the roller bearing cars.

Our old friend Fred Cooleage was a caller at the shops the 10th, looking hale and robust as usual. Fred was a clerk in the Locomotive Department years ago.

Another quick taking off was the sudden death of Gen'l Supt. W. J. Thiele who passed away at 1 am Sunday, March 13th. Mr. Thiele was at the shops only a few days ago and coming across the park space front of the depot, Saturday morning appeared in his usual condition. The funeral was held at the residence on Highland Ave., Tuesday at 1 pm, then at the Grand Avenue Congregational Church at 2:30 pm. Mr. Thiele was a very popular official and his picture in the Sentinel this Monday morning was the first knowledge that many had of the sad news.

Mr. J. A. Anderson, Shop Supt. gave a talk before the Engineering Society at the University of Minnesota, Minneapolis, on modern shop practice, March 12th. The talk was illustrated with lantern slides and of course our slides, and they are the best.

Some half dozen or more old time locomotives are headed for the scrap heap. Photos are preserved.

At last accounts Mr. T. P. Saveland was getting along quite satisfactorily at the St. Mary's Hospital where he has been for nearly a month.

Another sudden taking off was that of Mr. Elmer Anderson one of the old timekeepers of sometime ago from the locomotive department who dropped suddenly after alighting from a street car, March 11th died before reaching the house.

We all sympathize with Mr. Wm. Joost, Dist. M. M in the sudden death of his aged mother who passed away at the home, Friday March 11th, at the age of 85 years, the funeral taking place at 2 pm the 14th.

Mr. John Crowley, Locomotive Electric Foreman has been in the Rochester, Minn. Hospital for over a week, and had a successful operation which at last accounts is leaving him in much better condition.

Mr. O. D. Kinsey, Tool Supervisor has returned from an extended trip over the system, he came back via the California and Southern route.

Machine Foreman A. W. Jones, has returned to his home 821 58th St. from Washington Blvd. Hospital at Chicago, and is slowly improving. He was under the care of Dr. Sieppe.

"Driving Box" Young, who for over thirty five years has been doing the driving box work in the Milwaukee Shops celebrated his fortieth wedding anniversary, March 7, 1927 with his family and grand children. Luther Young began work at C. M. & St. P. Shops, May 1887 and is still on the job.

FOUNDRY NEWS

Mr. Ignatz Schutzman, Veteran Foundry Employee, died February 14, 1927. Mr. Schutzman was employed in the foundry department as laborer for the past twenty-eight years and will be missed by his fellow employees. Our deepest sympathy for Mrs. Schutzman and family is herewith extended.

Mr. Edward Williamson and wife, machinist at the foundry is spending the winter in Florida as usual.

The Foundry Department is very busy having received an order to furnish the new design wheels to be used under the five hundred stock cars to be built at Bettendorf, Iowa.

Mr. William Porsow, Sr. one of our old time moulders at the foundry is sick at his home and we all are pulling for him to recover quickly and return on the job.

I. & M. Items

E. H. K.

ENGINEER Thomas Clancey and wife are taking a vacation in California and enjoying it by the cards the boys are receiving

Free Book On Constipation, Stomach and Colon Disorders

A remarkable book has just been published, explaining how and why these chronic conditions can really be permanently corrected by natural healing methods. Sufferers are invited to write today to the Ball Health School, Dept. 3064, Excelsior Springs, Mo., for free copy of this new book.

PILES

QUICKLY GO—

—when treated from the inside. No matter how stubborn your case, don't give up hope. The new Page Internal Method is the correct way to rid yourself of Piles.

FREE Test Proves It Thousands of grateful letters tell what this Combination Treatment has accomplished. Strikes directly at cause and ends it. Than Piles disappear. Write today for Free Test Package. E. R. PAGE CO., 214C Page Bldg., MARSHALL, MICH.

PATENTS

BOOKLET FREE—
HIGHEST REFERENCES
PROMPTNESS ASSURED

—BEST RESULTS. SEND DRAWING OR MODEL
FOR EXAMINATION AND REPORT AS TO PATENT ABILITY.

WATSON E. COLEMAN
PATENT LAWYER

724 9TH STREET WASHINGTON, D. C.

Piles Can be Cured Without Surgery

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

from Tom. He was entered in the Catalina Channel contest but when they commenced smearing him with axle grease he backed out. We will be looking for your return with the robins, Tom.

Engineers John Nihil and Lou Johnson are in Cuba and having the time of their lives. Don't forget to come back soon boys.

Mrs. Joe Lauffe, wife of the late Engineer Joe Lauffe left for Winona to take a post-graduate course at the Winona State Teachers College.

Engineer Wm. Murphy has gone to St. Paul to take the wayfreight 591 and 592 between there and Mankato.

The Milwaukee Women's Club gave a card party following their last regular meeting at K.C. Hall which was well attended and all had an enjoyable time. Here's hoping there will be more of them.

Free Book On Rheumatism

A remarkable book has just been published, explaining how and why all rheumatic conditions can really be permanently corrected by natural healing methods. Sufferers are invited to write today to The Ball Health School, Dept. 1333, Excelsior Springs, Mo., for free copy of this new book.

Modern Locomotives

are self-propelled power plants, designed and built to deliver a maximum ton-mileage per hour in proportion to fuel and water consumed. To produce such a machine requires ample experience, together with the highest type of plant and organization. We are ready to work with you in solving your motive problems.

THE
Baldwin Locomotive Works
PHILADELPHIA

FOR EVERY
BOILER REQUIREMENT

STAYBOLTS

TELL-TALE AND SOLID
FLEXIBLE STAYBOLTS
CROWN STAYS
RIGID BOLTS

FLANNERY BOLT CO.
FLANNERY BLDG. PITTSBURGH, PA.

Advertise in the
Milwaukee

Harry Mordaunt third trick operator, has purchased the Engelbert Laufie residence on Elm St.

Engineer Tom Damuri has taken a run on the Decorah line.

Fuel Supervisor Harry Howard spent the week end at home.

The Popularity Contest in connection with the Milwaukee Band Fund is getting quite exciting.

Maxine Smith daughter of Conductor and Mrs. W. R. Smith, who is taking a nurses training course at Rochester, Minn. spent Sunday with her parents.

Conductor and Mrs. Herbert Warfield are contemplating a trip to Ohio to visit their daughter, Mrs. August Sommers, and family.

Engineer Frank Dunlap is sporting a new Pontiac car. Be careful, break it in well, Frank.

Engineer W. A. Brass and wife are enjoying the winter in Phoenix, Arizona. John Anderson is taking his run on the Red Wing Line.

Born to Mr. and Mrs. Carl Laufie, at Waseca Feb. 14th, a daughter—Valentine, I suppose.

Conductor George Campbell and wife are spending the winter in California. Henry Bennett is taking the run on 102 and 103 in his absence. Be sure to get back for the hay-fever season, George as "Misery likes Company."

Engineer Jack Johnson is back to work again on Faribault switch-engine after spending the winter in the state of Washington. Glad to see you again, Jack.

Train Dispatcher O. W. Renshaw who has been critically ill, is on the road to recovery but it will take some time before he is able to be in the harness again. Anyone wishing to write him a letter or card which would be greatly appreciated, may do so at the following address—Apt. 31, 1800 Third Ave., South Minneapolis, Minn.

Mr. H. G. Dimmitt who since 1920 has been Master Mechanic left for Green Bay, Wis. where he has been transferred. Mr. A. M. Martinson of Montevideo, Minn. takes Mr. Dimmitts place.

Conductor Mike Gilmartin who has been laying off the greater part of the winter took his regular run on Decorah line. Buck Bloomfield who had the run is now on time freight 772 and 761, between Austin and Marquette, Iowa.

Engineer John Ober, who, with his wife, has been spending the winter in California, has been confined to the house with rheumatism, it is reported.

Road Master Bahr had the misfortune to sprain his knee while stepping from a car at Owatomwa.

Mrs. V. R. Cullen, who has been chief clerk in Master Mechanic's office for a number of years has resigned. Mrs. Cullen has been very efficient in her work and will be greatly missed. Mr. Frank Falkingham of Montevideo has been appointed to fill the position.

Mrs. Thos. Murphy, wife of Conductor Murphy, underwent an operation for gall stones at St. Paul. She is reported to be recovering nicely.

Engineer John Teff has been laid up with lumbago.

Engineer Chas. Hallmair and Fireman Robert Dimmitt took the pro rata mileage on Mankato—Wells runs 40 and 41.

D. A. Wright went to Dexter, Saturday to spend Sunday at the home of his son, Wm. Wright and to see the new grand-daughter born Feb. 22nd. If it had only been a boy,

Dave, its name could have been George Washington Wright."

Alfred Williams has purchased a lot on Slavin St. and is contemplating building a modern house.

Mr. and Mrs. Thos. M. McFarlane of Moberg, S. D., passed through Austin a few days ago, and, between trains greeted old time friends.

Robert Wencil is appointed section foreman at Pratt.

Jake Schwartz, section foreman on the Conover section has been on the sick list for two weeks. He is improving. We think Jake ought to have a house-keeper.

Asa Short has been appointed section foreman at Plymouth, Iowa.

Relief Road Master B. J. Deenen is back on his old job. We are glad to see his smiling face again.

Roy Hoffman, clerk for road master Bahr received the nicest valentine of anyone on the division, Eh—Roy!

If any employee, not belonging to the Pension, had heard S. M. Superintendent G. A. Van Dyke's excellent talk on the same a few evenings ago he would most assuredly have joined.

Seattle General Offices

D. H.

WE of the West End have been very fortunate in having with us our genial Superintendent of Transportation, Mr. J. L. Brown, for a time this month. Among his many activities while with us was a meeting at Tacoma with the officials of various departments, Car Clerks, Interchange Clerks and others actively interested in car handling.

The purpose of this meeting was to outline a plan wherein everyone from the highest position to the lowest might offer suggestions for the betterment of the service, correct irregularities and ask for enlightenment on any problem, or phase of transportation matters not understood, etc. This plan centers around a "Question and Answer" column to be conducted in the Milwaukee Magazine.

All who have been acquainted with this plan endorse it and feel that it is the best plan yet put forth as an aid toward the betterment of the Transportation field. It is bound to stimulate more interest in every Operating Department employee and awaken interest, as well as to develop an understanding along lines which in the past have been of interest to and understood by only a limited few.

We are all for and with Mr. Brown on this plan and will look forward with added interest to the arrival each month of our Employee's Magazine.

In line with the general spirit of friendly rivalry existing between the cities of Seattle and Tacoma, Mr. Fred Alleman was inspired to gather his famous troupe of bowlers from the City of Destiny and challenge the Seattle Milwaukee team who have been in either first or second place all season in the strong commercial league composed of sixteen teams. Seattle team won by a margin of 162 pins in a five game series.

In order to get revenge, Fred asked for a match in Tacoma, so to oblige the defeated challengers the boys journeyed over to Tacoma and again defeated Fred's team.

Up to the present time we haven't heard even a peep out of Fred or his gang.

The Milwaukee Seattle Bowling Team is composed of the following: Eugene Webster, B. J. Peck, O. P. Kellogg, H. B. Brownell, E. H. McAvoy, J. J. O'Meara and A. L. Laughon.

Those who attended the luncheon on "Milwaukee Day", February 11th, at the Seattle Chamber of Commerce, in honor of Mr. Byram and his official party will remember the beautiful red Priest Rapids Valley apples used as favor decorations on the tables, so designated by tag-standards bearing the Milwaukee trade mark and placed on little mats likewise bearing our official trade mark and the following jingles:

"The GN has its Wenatchee
With orchards by the score;
The NP has its Yakima
With many orchards more.
Hood River is the UP's bet.
Famed and worthy all—And yet
The Milwaukee soon can tally
With the Great Priest Rapids Valley."

An interesting reaction to this has recently come to our attention. The editor of a monthly paper which is circulated thruout the business district has asked permission to reproduce this mat in print with the comment that it is the first time in her experience that she has ever encountered an advertisement which gave credit to competitors and at the same time really got across the message of the advertiser.

The idea, by the way, and the jingle, were original with Fred M. Weil, Special Agent in our Traffic Department.

The many friends of Mrs. Carpenter Kendall were very pleased to have her in Seattle and hope that the next time she comes she will find it possible to remain longer in the city which she says is "almost as much 'home' as Chicago."

Joe Caldwell, Assistant General Passenger Agent, has just made his first trip over Lines West and his friends in the Seattle General Offices are getting a great deal of pleasure out of his enthusiasm over our wonderful country.

On February 9th, at 9 pm, a son weighing 9 pounds and 9 ounces, was born to Mr. and Mrs. Roy Jackson. Mr. Jackson is one of the popular freight solicitors in Mr. Hillman's office and it is suggested that if there is any luck in nines and the boy follows in the footsteps of his energetic and genial father, he will be President of the Milwaukee Railway when he is four times nine.

Mr. R. S. Hurd of the Transportation Department has just taken a vacation and we are wondering if the nice weather we have been having and his new Gardner car had anything to do with it?

Miss Maud Snow has recently announced her engagement to Mr. Marvin H. Hood of Oakland, California. The wedding will take place in April and the couple will live in Oakland.

Mr. F. F. Nye has just returned from a trip to Texas where he visited his father. Mr. Nye had the pleasure of seeing two of our old friends in Los Angeles,—Miss Betty Lane and Miss Gladys Daley. Mr. Nye reports that he had a very nice trip but the next time he goes to California he is going to take his rubber boots along.

When John Pain, of our Passenger Department, secured transportation for himself and wife for a trip to Victoria, B. C., it came out that he has been married, since Thanksgiving to Rachel Van Arsdalen of this city.

E. Mathern, General Agent, Portland, Oregon, is in Seattle for a few days.

Miss Valerie La Fortune, of our Passenger Department, has just returned from a vacation spent in Portland, Seaside and points in Eastern Washington.

EVERY Engineer Fireman Mechanic Needs These ENGLISH GOGGLES



\$6⁰⁰ ONLY \$2³⁰

VALUE

POSTPAID

A REGULAR BARGAIN JUST IMPORTED FROM ENGLAND

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

MILTON PENCE

29 East Madison St., Chicago

SATISFACTION GUARANTEED

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

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

Come in and compare my prices and quality. An ideal place to select your gifts.

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

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

Dear Sir:—

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

NAME

ADDRESS

PLEASE PRINT your name and address or use typewriter.

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 light-
est waters by the use of only one
pound to 8,000 gallons of water
evaporated.

The Bird-Archer Co.

122 South Michigan Ave. CHICAGO

BUCKEYE



CAST STEEL YOKE

A single Integral Casting designed to
meet fundamental requirements for
A. R. A. car design.
Conforms to A. R. A. Specifications for
Grade "B" steel.

THE BUCKEYE STEEL CASTINGS CO.
COLUMBUS, OHIO

New York-Chicago-St. Paul-Louisville-London

Established 1889

Ed. Bulfin & Son

Commercial and
Railroad Printing

355-357 East Water St.
Milwaukee, Wis.

"PROMPT EFFICIENT SERVICE"



Make the best use of your vacation by
getting out in the open. Our Catalog and
camper's guide will put you on the right
road. Sent free. Ask for Catalog No. 628.

Geo. B. Carpenter & Co.

440 N. Wells St. CHICAGO

Page Forty-four

George T. Richards, District Storekeeper
at Minneapolis, spent a few days in Seattle.

C. H. Muckler, Traveling Colonization
Agent, is making a trip east in connection with
his work at Moses' Lake, Washington.

A daughter, Shirley Marie, was born to Mr.
and Mrs. Roy Earl on February 19th. Roy
is in our General Manager's office.

E. H. Barrett, Assistant to General Manager,
Butte, spent several days in Seattle.

C. G. Juneau, Master Car Builder, Milwau-
kee, who is visiting all the shop and car
department points on Lines West, was in town
last week.

LaCrosse Division News

BUDZIEN is now authority on the matter
of culinary, in other words he has mas-
tered some of the fine arts of kitchen me-
chanics and is in line to compete with any of
them. Mrs. Bud has been away for the past
few weeks and Bud's mastery of the arts in
question, was perforce, a necessity.

We find Don in the pre-Easter parades
which inevitably crop out with the coming
of Spring. He rides gloriously forth in state
in a beautiful Nash sedan, there is a fair
driver also which leaves Donny free to bow
and raise his chapeau very solemnly.

You have often heard the old one about
the fellow in the theatre who insisted that
the light in the gallery be put out and after
due excitement it was found that the "light"
was a red headed boy. Roy Young had an
experience something like that the other night
in his Chrysler—only it wasn't a boy.

Esther Hughson who is employed in the
Supt's. office had the misfortune to contract
a bruised knee while taboggoning last winter
and the jinx followed her through, bringing
her down with pneumonia from which she
is slowly recuperating. It was a mighty
tough break and everybody in the building
sympathizes with her, but she is looking fine
again and is coming along nicely and we do
hope that she will soon be among us as we
have missed her.

"Well," saith Coal Flat Miller, "I can
break both legs and still bowl an average
score of 185, so you can just bank on that,
anyway." They were bowling for a dinner
and as Coal Flat dug down and down for
his share of the feed after hitting an aver-
age of 105, I heard him sigh, "What fools we
mortals be."

Just when eggs were getting within range
of our purses, Aaron Kaiser starts eating
them again. Look for a decided raise soon.

We all had the privilege of eating some
real fine candy and smoking some real fine
cigars in honor of Little Miss Burns—born
to Agent and Mrs. Earl Burns on February
28th. Many thanks, Earl, and may the little
Miss have the gifts of all the good fairies
through life.

Having given Seattle, Tacoma and a few
other Washington towns the once over, Op-
erator Murphy has returned home.

Andy Englis is in evidence a great deal
around the Horicon Yard now having taken the
Waupun Patrol run. And that is not the only
place Andy was in evidence either. He seem-
ed to be the life of the crowd at the Iron
Moulder's Masquerade at Horicon.

Adolph Kammermeyer of Horicon nearly
gave himself up at a dance recently. Adolph
had it about all figured out that his dancing
days were over as his feet seemed so heavy
he could hardly get over the floor. However
before he got depressed over it, someone
pointed out that he had his rubbers on. He
is now able to swing as well as the rest of
them again.

On February ninth the entire division was
stirred to learn of the death of one of its
Veterans and capable employees, Engineer
A. E. Pollard at the age of 53 years. Albert
Earling Pollard was born at Portage, Wis.
and began working for this company at the
early age of 14 years, and continued very steady
until ill health caused him to work period-
ically the last 2 or 3 years, when death sum-
moned him at his home, February 9th. Funeral
services were held at the Masonic Temple
Menomonee Falls at 12 o'clock noon Febru-
ary 11th, from there the funeral party drove
to Oshkosh where burial took place. He leaves
to mourn his loss his wife, two sons, and one
sister. The bereaved family have the sym-
pathy of all employees on the Northern Divn.

Mrs. Mary Hargraves the beloved wife of
Conductor Jos. H. Hargraves, died at her
home at North Lake, Wis. on Saturday, Febru-
ary 5th. The funeral was held Tuesday morn-
ing, interment at Milwaukee, Wis. She
leaves to mourn her loss, three sons, two daugh-
ters and husband. Sympathy from us all are
extended to the bereaved family.

Operator Chatt now working 1st trick at
Horicon has moved to Horicon so as to be
centrally located for the extra work on the
division.

Operator L. L. Kuntz now relieving Op-
Murphy on 2nd. Horicon the latter taking a
little trip for himself to the Pacific coast.
"Murf" says there will be something doing
now leave it to me.

Our warehouse foreman Wm. Whitty of
Horicon who is the City Constable got a
hurried call to Waukesha the other day. Bill
says "I wasn't afraid either as I had the goods
of protection", and he didn't think Waukesha
would get back to normal for at least three
or four days after his invasion as he had
"em" stepping sideways.

A meeting on rules was held at Horicon
February 17th with Mr. B. H. McNaney as
examiner. Meeting adjourned in good order
and Mac says 100 percent.

J. Line News

ANOTHER one of our young Conductors
J. E. Heagney, took unto himself a bride.
Feb. 23rd Jim got a message to come to
Milwaukee, and laid right off at Janesville
and trailed fast to Milwaukee. They are now
spending their honeymoon in California. Bet-
ter hurry it along Jim so you are back for
the yard season. Good luck from all the
boys.

Conductor I. Bradley came back from Mil-
waukee and is now braking partner with brak-
man J. Wilkey on No. 163 and 166 with
Conductor Scholten.

Conductor Dalec now says, watch me bowl
the 300 score before the bowling season ends.
good luck Jack, and here is wishing you make
it.

Conductor Scholten on 163-166 sadly
misses his cook, Conductor H. W. Johnson
was braking for him but was displaced by
brakeman J. Castello, and now H. W. John-
son can't hold a job—getting younger every
year Harry.

Conductor Geo. Simpson laid off for a
trip last week. What are you going to do
with all your money George, if you keep up
you will be able to buy a farm.

Conductor Dan Healy is now running 163-
166 opposite Condr. Scholten. See that you
get 163 into Janesville on time Dan.

Conductor Walter Emery lost the main nut
from the driving shaft of his automobile re-
cently. And now Walter thinks that brake-
man J. Wilkey is running around loose with
it.

River Division Happenings

M. M.

MISS Minnie Smith, agent at Zumbro Falls, has the honor of being in point of service the oldest woman station agent and telegrapher in the United States. Miss Smith was born at Mazeppa Feb. 29, 1863 where she attended school until she was 15 years of age. Three years later she became agent at Hammond in the year 1878 and remaining there three years, she was then transferred to Zumbro Falls where she has remained. She has always been ever alert for the company's welfare and obliging to its patrons, all of whom are considered her friends. Of the 49 years that she faithfully served the company she has had only three months of vacation and most of that time was spent in a hospital. Another singular coincidence about her life is that she has had only fifteen birthdays as February 29th comes only once in four years.

Operator F. G. Maloney has been in Chicago for a week or ten days. And while there he was elected General Chairman of the O.R.T. Now then—On with your grievances—Maloney will give them his undivided attention.

Mr. W. J. Kane, Chief Clerk to Supt. L. T. Johnston of the River and I&M Divisions, made an extended trip over the C V & Wabasha Divisions during the past month with the Representative from the Store Department distributing lanterns and looking after various other matters. He reports a very enjoyable and profitable trip.

Conductor S. P. Griffin took the Cannon Falls Run which was on Bulletin.

Engr. Eggenberger has been feeling unusually proud of late, the cause being the arrival of a grandson. Of course one can hardly blame Mr. Eggenberger when this is the first grandchild. Congratulations.

Mr. J. E. Bjorkholm, Asst. Supt. Motive Power of Milwaukee, made a very pleasant visit at Wabasha the latter part of February. Mr. Bjorkholm is always a welcome caller.

Sympathy is extended to Engr. Fritz Marine on account of the death of his daughter-in-law Feb. 17th. Mrs. Earl Marine. Earl was formerly an employee of the Milwaukee railroad. Congratulations to Tommy Klas on the arrival of a son at his home Feb. 19th.

George O'Halloran, signal Maintainer at Hastings, died very suddenly in March. Mr. O'Halloran seemed to be in the best of health and conversed freely with his friends and as usual ate his noon-day meal. Shortly after he went out in the street and fell over and died a few seconds after. Burial took place from Guardian Angels Church Friday morning, Rev. C. F. McGinnis officiating. He leaves a wife and family who have the sympathy of the employees.

It has been approved to reconstruct telegraph line from Wabasha to LaCrosse. Work will commence in the near future.

Roadmaster C. Carlson has started the work of laying the steel on the River Division. His extra gang has started to work and as Speed is a characteristic of Mr. Carlson the work will be accomplished in a short time.

Gus Larson of Minneiska has accepted the position of Signal Maintainer at Hastings made vacant by the death of Mr. O'Halloran.

I wish to thank Mr. Skewes and Mr. W. W. Dinnels for their contribution to the news items of the Division. It is an incentive to know that you take interest and it is greatly appreciated as well as making our column interesting to the readers.

Sympathy is extended to Condr. W. H. Aherns and family in the loss of the infant child who died March 13th.

Popular River Division Conductor Chas. Langdon is taking a vacation from his duties on the Division and is spending it in California. Condr. W. D. Jones is relieving him while Mr. Langdon is absent.

Mr. and Mrs. Albers who had charge of the Van Noy Lunch Room at Wabasha have moved to La Crosse where they will be in charge of the Lunch room at that place. Mrs. Celia Tuck comes to Wabasha to have charge of the lunch room. Mrs. Tuck is well known among the railroad employees having been at Minneapolis for many years. She is familiarly known among the employees as "Mother Tuck."

Mr. and Mrs. J. W. Blossingham spent the week end at Milwaukee, J. W. Going there on business and Mrs. Blossingham visiting her daughter.

Mr. A. A. Brown, Inspector from Mr. L. K. Silcox's office, spent a few days on the Division.

Mr. S. J. O'Gar, inspector from Minneapolis, spent a few days on the Division looking after the interests of the Store Department. Mr. O'Gar and Mr. John Fleming of Wabasha were companions in their early days and their reminiscences are very vivid. Rather thrilling to the listeners.

Mr. O. W. Renshaw, Train Dispatcher on the I & M Division at Minneapolis has been seriously ill for the past two months. But we are glad to hear that he is at last on the road to recovery. While Mr. Renshaw is not exactly a River Division employe, still he is so well known to all the telegraphers that they will be pleased to know he is again on the road to health.

Mr. R. E. Thompson, who has been cashier at the Wabasha Freight House for several years has accepted a position of similar nature in the Auditor's office at Chicago. Dick will be greatly missed in the Freight office as his keen sense of wit and humor were rather enjoyable. Mr. Mottweiler of Hastings has accepted the position and we welcome Mr. Mottweiler to Wabasha.

The Popularity Contest will be Ancient History when the next issue of the Magazine will be published and we are all wondering if you saw your favorite candidate lead the march.

Fireman John Barby of Eau Claire has resumed work after having been off duty on account of pneumonia. Also glad to report that Engr. Fred Wilson is improving from his recent illness.

Condr. W. A. Loomis has been taking a vacation for a few weeks until he could condescend to come to Wabasha to reside owing to the fact that the runs having been changed it is necessary for him to move from Chipewa Falls where has lived for several years. He recently invested in a Chrysler Coupe. Well Mr. Loomis, don't you think that we have good roads down this way? Just bring your car down and try them out.

Illinois Division

M. J. S.

FIRST of all, wasn't that a very nice picture of Mrs. Byram in last month's issue? We have been waiting for a long time for a picture of her and at last we have it.

Aha! We knew it would come. Lillian (one of our comptometer Oprs.) says she is going to let her hair grow. S'all right Lillian, but just wait until warm weather comes. Then's when the fun begins.

Someone must have tipped Lola off—she came back from her vacation with long hair after promising to have it cut, thereby losing her bet with Mame.

Globe Boiler Tubes

Seamless Steel

A Unique and Successful Industry on the Milwaukee Road at Milwaukee

Sizes up to 5½ inches

GLOBE STEEL TUBES CO.

The

B. F. Goodrich Rubber Co.

1925 South Michigan Avenue Chicago, Ill.

The high standard of quality and workmanship established fifty years ago, is why

Goodrich Car Heat Steam Hose

Goodrich Air Brake Hose

Goodrich Tender Hose

Goodrich Axle Device Belting is known to the employes of every road today.

Telephone Wabash 5408

HILLISON & ETTEN COMPANY

Personal Service

PRINTERS-BINDERS

638 Federal Street

CHICAGO

KERITE



For Signal Service, Car Wiring, Lighting and Power Service

KERITE INSULATED WIRE & CABLE COMPANY
NEW YORK CHICAGO

**IT IS NOT IMPERATIVE
THAT YOU KNOW A THING
SO LONG AS YOU KNOW
WHERE TO FIND IT**

**YOU WILL FIND EVERY
THING FOR THE OFFICE**

**AT
H. C. MILLER CO.**

Manufacturing Stationers
Loose Leaf Specialists
342-346 Broadway Milwaukee, Wis.

CROSS TIES AND SWITCH TIES

WHITE **OAK** RED
Pine—Chestnut—Mixed Hardwoods

+

NASHVILLE TIE CO.

NASHVILLE, TENNESSEE

Sales Office, Storage Yard

and Treating Facilities

Terre Haute, Ind. A. D. Andrews, Representative

Where Savings are Safe



Capital, Surplus & Profits \$2,000,000
Resources Over \$25,000,000



PRIME PLUGS

**THE PRIME
MANUFACTURING CO.**
MILWAUKEE, WISCONSIN

Alas! The Three Wise Men are no more—since the office has been changed around, they are now Stop, Look and Listen. Now HOW can we listen to Ted if we stop at Merle and look at Joe?

The Accounting Departments are now assembled together in the Northwest portion of the office and The Chief Clerk, two stenographers and file clerk in the east part. Eunice says she can have more slippers now—they last longer.

Mr. Ray McGovern, Traveling Time Inspector has been at Savanna checking time, and soon will be a "permanent fixture" around the place. Ok with us Ray, stay on!

It was an eventful day when the old stove in the Operator's Office moved and "shook" its dirt loose, after a year's accumulation. Hotch says "that dirt is antique." (?)

Remember the day the girls in the office were invited into Chief Carpenter Heck's Office for Christmas Kisses? Well, they were a special brand of "Mule-hide"!

Passenger Brakeman H. J. Mahoney and wife are visiting in Kentucky and taking in the Mammoth Cave at Glasgow Junction, Ky.

Chief Timekeeper Whitt has just recuperated from a case of childish croup. It does get the best of him about this time every year.

Mr. W. H. Cobb, District Safety Inspector, has his shingle hung out at our office now; occupies the office room vacated by the Chief Carpenter.

We regret that first trick Operator Sherm Correll has been off duty for about a month account illness. He has returned from a two weeks stay at Excelsior Springs slightly improved. Oscar Kline is relieving Mr. Correl as first trick Operator and Wayne Shrunk on as 3rd trick Operator.

Cards were received by fellow-workers from Fireman B. C. Bernst from Florida. He says the water is fine, also fishing, golf and dancing—just like summer all way-round.

Congratulations are extended to Fireman David Johnson and wife on the arrival of a son at their home recently.

Understand Fireman Aug. Gartz and Gus Rothe will leave in a short time for England. The boys going there to settle an estate matter.

Savanna Engineering Dept. Briefs

L. C. Hirsch, former Rodman for R. G. Heck, is now an Instrument man on the SC&D Division with headquarters in Sioux City. Our best wishes for a successful career, Lloyd.

If anyone who contemplates a visit on the Soo Line wants to know where he can get a good meal, please ask Joe Skeleton—he knows. By the way, Joe, when is Bob going to get that Steak Dinner?

Nan Gallagher, Roadmaster's Clerk, is going to get a new chair. Hope it won't be long, now, Nan.

Chief Carpenter C. Gradt is now located in R. G. Heck's Office. Please don't mention this fact to Mr. Gradt!

Congratulations are extended to R. G. Heck on his recent appointment to Division Engineer. Mr. Heck has been the Asst. Engineer at Savanna, and his promotion is effective March 15th.

Davenport News

Car Repairer Joe Howard is spending a few weeks at Excelsior Springs "boiling out the rheumatic kinks."

All the Davenport forces extend their sympathy to Switchman Roy Johnson account the death of his mother which occurred March 4th.

Engine Foreman C. F. O'Brien has been busy getting merchandise at the Wye switch off train No. 67 and switching merchandise out of house for train No. 54. Connie says if

rush merchandise business continues there will have to be an engine put on to take care of that movement.

Real signs of spring have hit our freight office—the most noticeable: the Radio Bug has departed.

During the month of February Engine Foreman Richardson, helpers Brown and Lawler, Engineer Johnson and Fireman Magnus working on our east end switch engine had an exceptionally big movement of cars to handle at the Western Flour Mill. There were a total of 350 loads handled in and out of mill for our lines proper, which was done with no complaints being received as to their switching service performed, which is a credit to the above crew.

Trucker Rose has returned to work again after two weeks absence owing to an injured finger.

Deepest sympathy is extended to Agent G. H. Hull from the Davenport forces account the death of his mother who passed away Feb. 21st.

Savanna B&B Dept. Notes

Foreman Chester Esmay and crew are erecting the Milwaukee Women's Club house in Savanna and have it nearly completed. Mr. McCall also is entitled to honorable mention for his decoration of the interior.

Carpenter Arthur Young and wife spent a day in the city "On the Lake" recently.

Foreman Esmay attended the funeral services of Mrs. Volker at Sabula, Iowa, March 9th, and acted as Pallbearer.

Savanna Freight Office Items

Our two farmers—Bill and Kenneth, have begun to compare notes on how to raise chickens. Anyone wishing to receive instructions can probably make an appointment with them.

Wanted! The best method of curing a cold. George seems to be of the opinion that Bromo-Quinine is the best cure, but Nell argues that Scott's Emulsion is the best. Any good prescriptions will be appreciated.

Now we know it can't be long, as George has started to by???? Well, we won't tell on you, Schmidel.

Our Mickey has now acquired the name of "Trixie." So far he knows three tricks. Hurry up with some new ones, "Trixie."

At last we have some new tunes. Gossie is now favoring us with his last one—"In a Little Spanish Town."

Latest style—STRIPES! For further information inquire of Hoffy.

Savanna Mechanical Dept. News

We don't know just why but Bill was presented with a boutonniere from Grace, which was indeed beautiful and it certainly improved the appearance of Bill's immaculate work coat.

Walter was telling us about running a quarter of a mile to catch his wife, the other night. Well, we have heard about the boys doing those things before they were married but this sort of thing doesn't generally happen after they are married—they generally run the other direction. Evidently Walter realizes he won't a real prize.

We almost had to call on the Chief of Police the other day to help Walter locate his knife but he afterwards found it in his desk under some papers. We really feel that Walter needs a keeper for his knife. He wouldn't care so much about it only Santa gave it to him last Christmas.

Things that never happen in our office:

Mr. Slater and Ilene fixing up the PM report in a congenial manner.

Don with a grouch.

Walter cursing.

Clarabel sticking up for the men.

Alas the inevitable has happened. Our fiery haired steno no longer proclaims "Women—first, last and always." Don't you girls try to tell her anything her sweetie did when he DIDN'T. Of course, there are some things we just won't believe. But, the vital question is—that which we are most interested in—WHO buys the treats? McCall the cigars or Sheetz the Candy?

Savanna Yard Items

Chris Jensen, Steno., is sporting a new Danish shirt. The figures resemble a blue bird's egg, and Chris is very proud of it. He says the Sabula boys lead the countryside in styles and colors.

Miss Mary Kennedy, Car Record Clerk, was pulling hard for Savanna to win the District Basketball tournament. She placed all her "dough" on Savanna, but Mt. Morris, with the help of others, copped the prize. At any rate "Kiss" you should pay the bets even though you don't feel right about it.

Miss Jewel McGrail, Chief Caller, is in receipt of a letter from her sister Nell, who with her husband has arrived safely in New Zealand. Nell and her husband were the guests of Zane Grey and the party soon after arriving in New Zealand.

Chief Caller Sherman Correll, Jr., has been layed up for some time with Quinsy and sore throat. A chiropractic adjustment is all you need Sherm.

We handled over 20000 more cars thru Savanna Yard in Feb. 1927 over Feb. 1926. Business is sure good.

Miss Mary Kennedy has a new body guard. He hails from Maquoketa, Ia. "Chip" says he is too healthy looking for him to confer with. That's a good thing as "Chip" has queered things several times for "Kiss."

Our deepest sympathy is extended to Messrs. William, Hal, and Lawrence Smith, during their recent bereavement and loss of their sister Louise, who passed away on Thursday March 3rd.

Asst. Yardmaster L. R. Kentner, is a candidate for Alderman in the Third Ward and Mr. Ray Fields, Operator, is a candidate for Alderman in the first Ward in the coming election. Our next bit of news will give you the results of the election. Mr. Kentner has the physical qualities that go with the make-up of an Alderman and should have no trouble in "carrying the Ward." Mr. Fields has been in the "field" before, and should have no difficulty in mowing down his opponent. Your support will be greatly appreciated.

Iowa (Middle and West)

Ruby Eckman

MRS. C. A. Lutze, wife of car inspector had a badly lacerated arm during February as the result of a fall from her porch. She struck her arm on a nail and several stitches were required to close the wound.

Miss Marian Peterson daughter of Engineer Fred Peterson had the honor of being selected as one of the debaters on the First Women's Intercollegiate Debating Team at Ames College.

Don Kanealy son of yard master James Kanealy has been elected Captain of the Track Team of the Perry high school this spring.

The transfer of a wheel lathe from the Milwaukee shops to Perry means there will be an additional building added to the machine shops at Perry to house it. The machine is sufficiently large to turn engine tires and will eliminate the necessity of sending them to Milwaukee or Dubuque. Several other pieces of machinery have been ordered sent to Perry

which will be valuable additions to their equipment when received.

One conductor, one engineer and one brakeman on the Iowa division deserted the ranks of the bachelors during the last few weeks. Conductor Walrath was married to Vera Thompson, Engineer Oliver Jensen was married to Miss Elma Ivey and Brakeman Leo Bohrer was married to Miss Alice Falen. All three brides and grooms have already gone to house keeping in Perry and have the best wishes of many friends.

Mrs. George Pantier and Mrs. Lee Schmale both of the railroad family have been at the Lutheran Hospital in Des Moines for treatment.

Chief Carpenter V. Hansen who was transferred to Perry from Montevideo, Minn., recently moved his family to Perry and is now a full fledged resident of the city with his wife a member of the Perry chapter of the Women's club and all set to start work.

Harvey Montgomery a high school boy who works as one of the extra callers had an acute attack of appendicitis and had to have operation the latter part of February. He recovered nicely from the ordeal.

Engineer Lon Morgan who spends all his extra time doing either mason work or building work of some kind has just completed his fiftieth boat. Lon started building boats when he was a lad twelve years of age and has been very much interested in the work. Bob Urie the night foreman at Council Bluffs round house was his latest customer, and now Bob is anxiously awaiting the time when he can get it into Lake Manawa.

John Krohn former section foreman at Perry who is now on a leave of absence on account of the sickness of his wife, was here from Milwaukee the middle of February to arrange for an extension of his leave as Mrs. Krohn's health is such that he cannot be away from her.

Robert Hildrith son of Mason Hildrith of the store department force had his hand badly burned when a tube of acid exploded in the chemistry class at high school.

Death from sickness and accidents brought sorrow into several of the railroad families at and on the division within the last few weeks. Charles Tomer affectionately known as "Jack" by his many railroad friends, died at his home following a long illness. He had been confined to his home for about three months with dropsy and heart trouble. Mr. Tomer was one of the veteran employes and had been in charge of the sand house at the Perry round house for many years. He is survived by three sons, who are also members of the railroad family, Fred a conductor, George an engineer and Ralph in the roundhouse force.

J. M. Nunn of the store department died from injuries sustained when he was struck by an automobile. He was alighting from an auto upon his return home from work shortly after midnight when a passing auto struck the car from which he was alighting, throwing him to the pavement and fracturing his skull. Earl Nunn an agent on the middle division is a son and he also has a son who is an engineer on the Des Moines division. Mr. Nunn was also a veteran employe having been roadmaster on the Des Moines division for many years before coming to Perry.

John Enright a dining car steward who has been running on the Iowa division a long time died at a Council Bluffs hospital. Burial was made in Chicago.

Clyde Whitney an operator lost a long battle to regain his health. Clyde who was the operator in the office of E. Duval, The Western Agent at Omaha had a number of serious op-

THE SENTINEL BINDERY

JOHN C. SALZER
MILWAUKEE, WISCONSIN



Lukens
Locomotive
Firebox
and Boiler
Steel

Champlon
Structural
and
Boiler
Rivets

Tyler Lapweld Steel and Charcoal Iron
Boiler Tubes

ANGELS BARS BEAMS
CHANNELS PLATES SHEETS SPIKES
RIVETS TUBES BOLTS NUTS

A. M. CASTLE & CO.

Chicago, Ill.
Los Angeles, Cal.

San Francisco, Cal.
Seattle, Wash.

Tie Plates :: Derailers

Highway Crossing Signals and Accessories

THE RAILROAD SUPPLY COMPANY
BEDFORD BUILDING CHICAGO, ILLINOIS

erations with the hopes that a bowel trouble would be corrected. He had been released from the hospital and seemed to be on the road to recovery when he suffered a relapse which caused his death. Clyde was an operator at various places on the middle and western division before going to Omaha. His father has been pumper at Cambridge for many years.

Conductor W. F. Lavell died about an hour after an accident which happened at Herndon when he fell in front of his engine and had both legs severed. Will was one of the most popular of the younger conductors. He has been railroading since 1909. He is survived by a wife and one son.

Mrs. J. M. Hain, for many years a resident of Perry died at the home of her daughter Mrs. Schick in Ottumwa. Mrs. Schick is one of the Milwaukee family. She brought the remains of her mother to Perry for burial.

Iowa (East) Division and Calmar Line

J. T. Raymond

PASSENGER Brakeman C. E. Farrington has been called to Winchester, Ill on account of the serious illness of his mother. Fay Marsh relieving on the Cedar Rapids-Calmar run.

Passenger Brakeman George Adams was off duty a few days due to illness. Wilbur Cooper relieving as flagman on the Savanna-Marion first Nos. 7 and 8.

Train Baggage man A. R. Talbot was off duty for a few days. Ross Fowler relieving on first Nos. 7 and 8 between Savanna and Marion.

Condr. Wm. Simonton was taken sick at Marion and returned to his home at Perry. Condr. W. I. Farrell taking the run on Nos. 4 and 3 between Omaha and Marion. Condr. D. G. Hickey on No. 96 the Cedar Rapids-Monticello way freight place of Garrell.

Condr. Jos. Pulley was off duty for several days on account of sickness. Condr. C. Malone relieving on the Maquoketa-Davenport mixed run.

Condr. J. L. Roberts missed a trip on account of sickness, Condr. Farrell relieving on Nos. 7 and 20 between Marion and Omaha.

Condr. J. A. Beeson, who has been braking on the Service Train, has gone to Savanna and taken a braking job on Nos. 91 and 92 between Savanna and Atkins.

Condr. Chas. Cornelius has been off duty for several weeks account of sickness. Condr. Simonton relieving on Nos. 4 and 3 between Omaha and Marion.

E. J. Lahiff has been transferred from Montevideo, Minn. to Marion as Chief Clerk in Division Storekeeper Meyer's office, displacing E. Failor who has been assigned to other duties in the same office.

Delbert Noah who has been employed in H. R. Meyer's office has been transferred to the office of the Storekeeper at Perry.

Hannah Johnson, stenographer in the Superintendent's office was called to Sabula, Iowa, on account of the illness and death of her Aunt. The magazine extends sympathy.

The Misses Alice McGuire and Blanche Remington spent Washington's birthday in Chicago seeing the sights.

Assistant Timekeeper Lester Cleveland and wife spent the week end of Feb. 26th in Minneapolis attending the wedding of a friend.

Condr. L. A. Franke, brakeman on Nos. 93 and 94 the Calmar-Monticello wayfreight laid off for a couple weeks the fore part of March to visit relatives, Brakeman Geo. D. Eckhart relieving.

Agent Fred N. Rathbun of Elk River Jct. was away on a two weeks vacation spending most of the time in New Orleans, Mardi Gras time. W. D. Schesser acted as relief while Mr. Rathbun was absent.

William Holdorf of Marion was called to Milwaukee March 3rd owing to the sudden illness and death of his father. Mr. Holdorf and family have the sympathy of many friends on the division in their bereavement.

Agent Harry E. Seeley of Greeley resumed work March 1st after an absence of six months on account of illness.

Chief Carpenter E. McGuire was a business visitor in Chicago early in March.

Condr. A. A. Floyd of Marion submitted to an operation on one of his feet March 7th in St. Luke's Hospital at Cedar Rapids. His condition is reported favorable, "Buck" is a plucky "old scout" and has a lot of friends and well wishers on the KC and Iowa Divi-

sions who are anxious to see him restored to health and back in the ranks again soon.

Chas. L. Tucker for a number of years a conductor on the Iowa Division and later transferred to service in another department passed away at Marion March 8th after a protracted illness. The funeral services were held at Marion March 10th, the Rev. W. Edward Fisher, pastor of the Presbyterian Church in charge.

The remains were taken to Oxford Jct. where burial was made, services at the grave were in charge of the following members of the O.R.C. who also acted as pall bearers, Benjamin Buckley, F. S. Craig, W. A. Brubaker, F. B. Cornelius, F. J. Hardenbrook and J. L. Roberts.

Mr. Tucker had been in the service of the Company for many years, records show that he began braking Feb. 19th, 1890. Many friends on the Division deeply regret his death and sympathy with the surviving members of the family in their great loss.

Mrs. M. J. Flanigan of Marion attended the funeral of Genl. Supt. Thiele at Milwaukee March 15th.

Supt. Flanigan was away the latter part of March on a vacation spending the time at Excelsior Springs, Mo.

Agent G. G. Holcomb of Donahue was off duty the middle of March account of sickness. L. G. Ireland relieved him.

F. E. Sorg Operator at Weston is spending a weeks vacation visiting relatives at Hawkeye.

Sparks from the East End of the Electrification

Adolph C. Knudson

AS we bing, bang out the vintage where the grapes of "Sparks", for the April Magazine, are stored; a March sun is smiling down and to us he seems to say, "Gee, folks, but I'll bet you're glad to see me heading north again after a winter spent in the sunny southland. There is a hitch in it tho for us poor humans, we got only a short respite between the battle of the coal bin and the battle of the ice box. If one does not get you, the other surely will.

Day Warehouse Foreman, August Berge, spent several days in Helena, around the fifteenth of February, attending to business matters. They do say that Augie is some business man when he gets started.

Machinist John H. Walton, a recent addition to the Round House force, has moved his family down from Lewistown, and is now happily located on this central Montana gravel knoll.

Every issue of the Magazine we glance thru, we note correspondents at almost every terminal, that is except Harlowton, refer to the girls employed in this and that office. There is one girl employed at this terminal. Sarah, works at the freight office, and is a good steno, and a splendid girl.

Heretofore there have been two things that we could not conceive of happening, the sun coming up in the west, and Engineer George Eaton, being on the sick list. The latter has come to pass, George was down with the grippe for several days. Now, it would not surprise us at all to see "Old Sol" come up in the west some fine morning. George, rolled out of town on a "Silk" special right after reporting back to work, too. Some guys are born lucky.

In scanning over the list of Harlowtonites who attended the annual Basketball tournament, central Montana district, held at Lewistown February 24 to 26; we find the following Milwaukeeites mentioned therein; Ernest

Peterson, Dr. S. K. Campbell, Jean Campbell, Beatrice Nelson, Elizabeth Waters, Lano Dunn, Herman Daniels, Cal Derringer, Wm. Derringer, Evert Nelson, and Orvil Bartlett. The last three mentioned being members of the Harlowton High School team.

It is strange to see the way the women folks of our Musselshell division train and enginemen, like to ride over a good division. Take for instance, Mrs. A. A. Arnold, her husband earns his meal ticket by conducting the M. S. west end local; Mrs. Roy Gee, R. G. is a "Hoghead" in the freight service on the M. S. and Mrs. George Philippi, George earns his living by keeping up steam on an L3 engine, also on the M. S. west end. These ladies traveled all the way to Butte, just so they could ride over a real, genuine, first class division; and also visit friends in the Mining City for several days. Needless to say, the writer is carried on the R. M. payroll.

Florence Jones, daughter of Car Inspector George Jones, spent several days in Butte, the latter part of February receiving medical attention.

**THEN AND ONLY THEN, SPRING IS
HERE**

When the birds in the tree tops start to sing, and the Round House boys to the outside courts their horse shoes bring, then and only then, Spring is here.

When the hill tops start to turning green, and Cliff and I our Seal Skin caps to the moth balls do consign until the wintery blasts start to blow again, then and only then, Spring is here.

When the gophers come forth from their hillside homes, and a certain Harlowton Chief Clerk, towards Gallatin Gateway does longingly look, then and only then, Spring is here.

When the sap up the trees on it's annual journey starts, and Ole so forgets his rheumatic back as to faster prance in the wake of that ever elusive air hose dummy, then and only then, Spring is here.

When the ice from the lakes and streams does melt, and Roach to good looking sales ladies in Butte, does more frequently refer, then and only then, Spring is here.

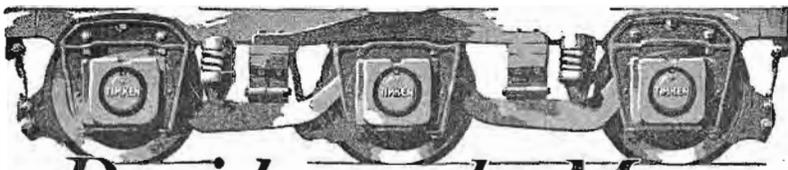
When the boys they start playing marbles, and the girls to jumping rope, and Nels to Three Forks fragrant boxes of cut flowers does send, then and only then, Spring is here.

When all nature in it's beauty starts to budding forth, and Sarah in a cedar chest her pretty winter coat does pack away, then and only then, Spring is here.

As this is written, March 12, Agent W. A. Peace, is looking forward to a two weeks vacation spent with friends and relatives in Missouri. He is breaking in C. E. Steinhouser, to act as Agent pro-tem during his absence. Augie and Sarah will hold forth at the freight house.

It is about nine months now since we started to sparking "Sparks", and not a wedding bell have we been able to report. It was just about looking hopeless, until one day we noticed a diamond on a certain finger of the left hand of a very good looking young lady, who is employed up town. Upon due investigation we found that Paul Hollister had placed it there.

An eleven ton steam hammer is now doing it's stuff in the Roundhouse blacksmith shop, having been installed by O. E. Blake's B&B camp. Ass't Roundhouse Foreman, Frank Kubeck, made the final adjustments on this piece of machinery.



Railroad Men:

Permanently Trouble-free Car Journals

A mere *one-eighth* of the power formerly needed now smoothly starts the Chicago, Milwaukee & St. Paul's crack flyers. Timken Tapered Roller Bearings free THE OLYMPIAN and THE PIONEER LIMITED from all possible friction. Yet that only begins the great economies and operating betterments made possible by Timken Bearings in railroad cars.

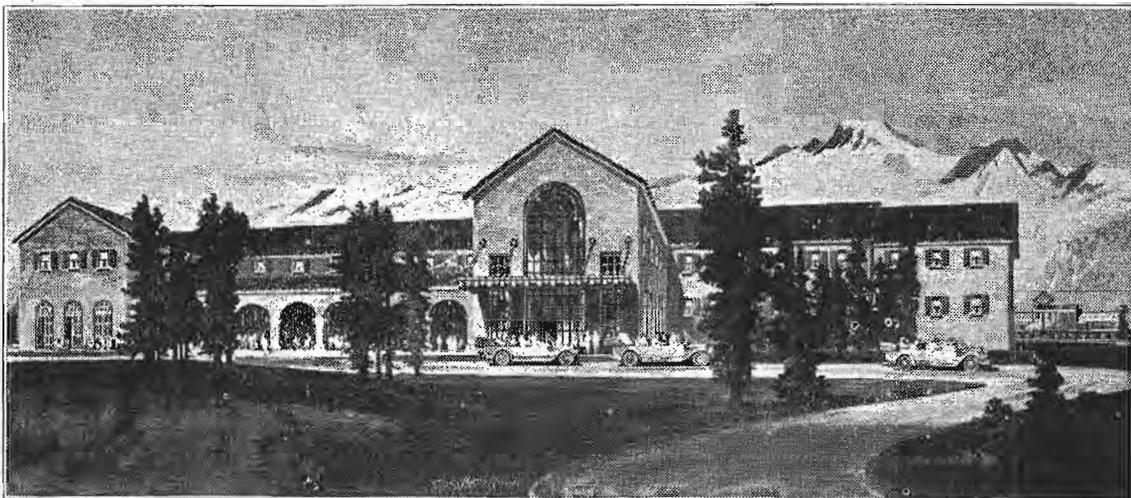
Timkens are *more* than anti-friction bearings. Their use results in journals that are enduringly trouble-free. Their positively aligned rolls, tapered

construction, and Timken-made electric steel permanently withstand all shock, side-thrust, weight, and speed.

Eliminating wear, hot-boxes, and by far the greater part of previous lubrication costs, Timken Bearings loom as the greatest possibility today in railroad economics. Timken advantages are shared by the public as well, in the form of jerkless starting, increased riding comfort, and more restful night travel. Full data and any desired engineering counsel are at the disposal of every railroad, upon request.

THE TIMKEN ROLLER BEARING CO., CANTON, OHIO

TIMKEN *Tapered
Roller* **BEARINGS**



New Gallatin Gateway Inn, Gallatin Gateway, Mont.

The
Gallatin Gateway
 Into
Yellowstone National Park

Yellowstone Opens June 19th

Those who visited Yellowstone last year have nothing but high praise and appreciation for the scenic attractions of the new "Gallatin Gateway."

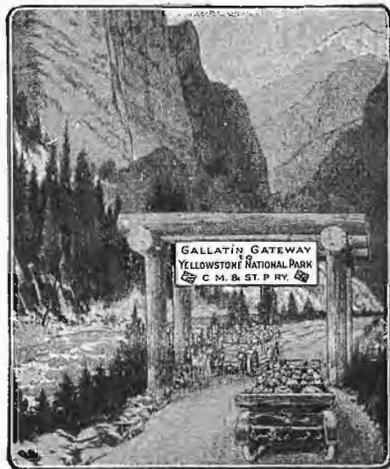
It is the ideal way and most interesting route, rivaling in beauty the celebrated Park itself.

It takes in a portion of the Park not heretofore included in any of the regular Park Tours.

It traverses a country of unusual historic interest closely identified with the early explorer and pioneer.

En route you will have the unique and novel experience of traveling over the only *electrified* transcontinental railroad.

The regular Park motor coaches connect with trains of the Chicago, Milwaukee & St. Paul at Gallatin Gateway, Mont. (formerly Salesville, Montana).



**The Greatest of
 all Gateways
 to Yellowstone**

