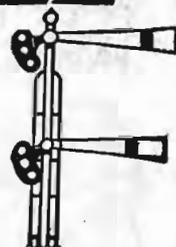
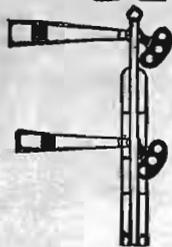
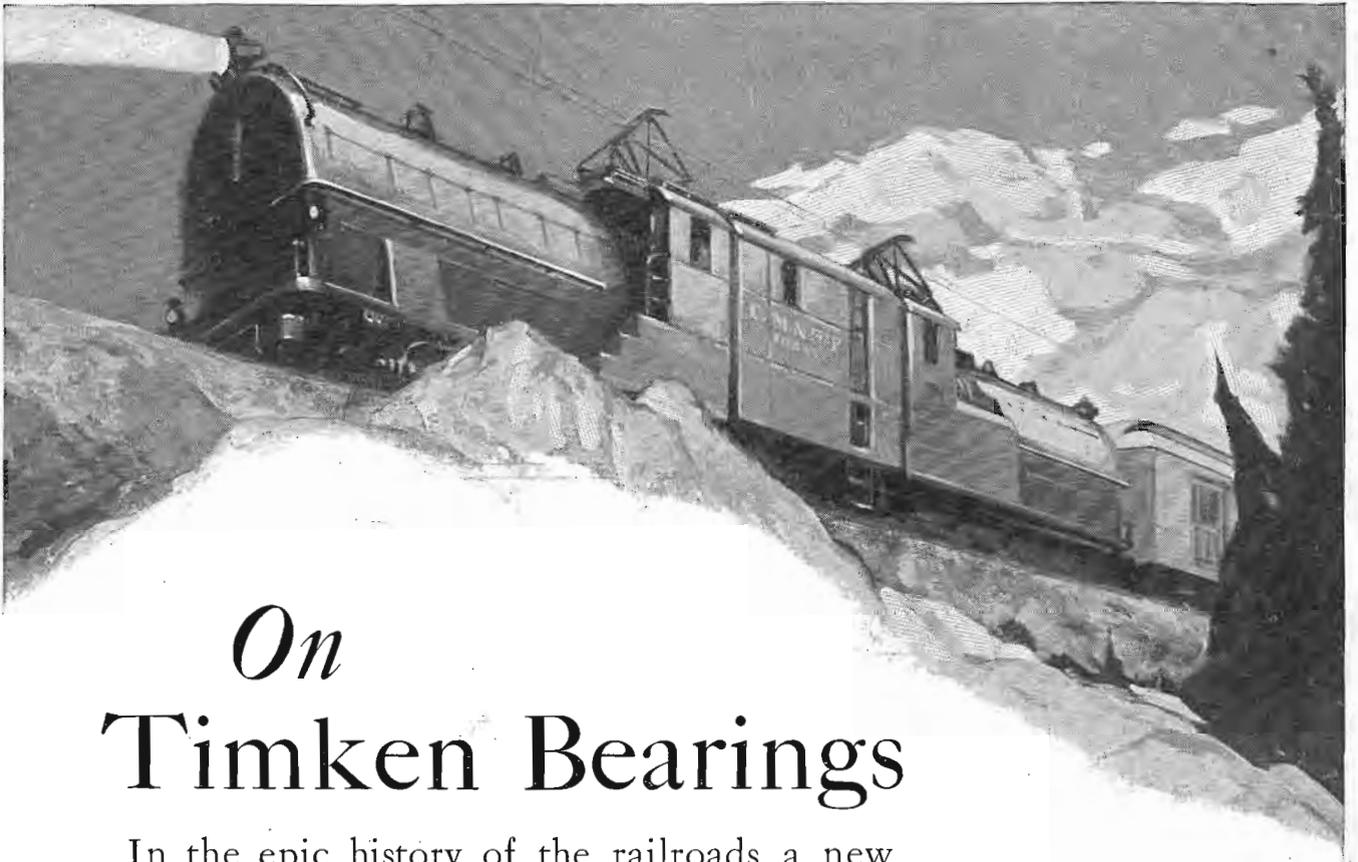


# THE MILWAUKEE MAGAZINE



FEBRUARY, 1927



# *On* Timken Bearings

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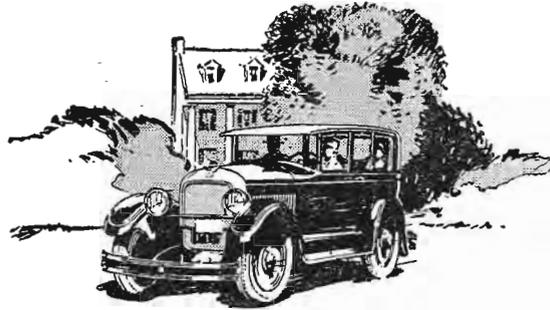
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Steel wheels speeding steel grades and curves cause stresses which have been thought beyond anti-friction bearings. Here again, as in every other type of mechanism, throughout Industry, the "impossible" has yielded to Timken design, construction, and resources.

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

*Your Studebaker Dealer*

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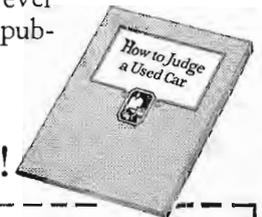
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## Railways in Europe and America

By Samuel O. Dunn, Editor of the Railway Age

ONE measure which can be used in trying to determine whether a system of railways is efficiently managed and operated is comparison of its service and operating results with those of other railways. The railways of the United States are not perfect, but their properties, operation and service are constantly being improved. But how do they compare with those of the railways of other countries?

There are more Americans traveling in Europe now than ever before. Some of them put their observations on European railways in writing. The comparisons they make between our railways and those of Europe vary widely.

Last year I received a post card written in Venice by a United States Senator in which he said: "Have spent three weeks traveling over France, Belgium, Holland, Germany, Austria, Italy and Switzerland. Most of railroads government-owned. Service is miserable. Government operation a failure." A few weeks ago there came to my desk an article entitled "Our Railroads" written by the editor of a newspaper published in the same state from which this senator hails. This editor drew a comparison between European and American railways which was quite unfavorable to our railroads. Evidently these men did not travel by the same routes, or the colors in their spectacles were different.

The criticisms of our railways that were made by the editor referred to, and the answers that can be made to them, serve to bring out certain contrasts between our railways and those of Europe in which railway employes probably will be interested, and therefore in this article some of his criticisms and the answers to them will be given. In the course of my work I have traveled more or less on almost every large railway in America, and also on the railways of most of the countries of Europe. I long since found that the mere observations of a traveler may be highly misleading. The facts about railroads set forth in their official reports as well as those ascertained by personal observation must be considered if one is to make fair or enlightening comparisons.

Running throughout the article of the editor above referred to is the implication that the railways of the

United States as a whole have a worse accident record than the railways of Europe as a whole. The Interstate Commerce Commission publishes annually a comprehensive bulletin regarding all the accidents occurring on the railways of the United States. Its latest bulletin is for the year 1925. In that year the total number of persons killed on our railways was 6,304, of

which record of the United States railways is certainly not worse than that of European railways as a whole.

"I do not think in England or in Germany" the editor said in his article, "grade crossings are considered permissible. I mean that an ordinary country road will go over a track or under a track. There are occasional instances when such construction is impossible or undesirable, but in every such case the grade crossing is protected by gates and a flagman or a flagwoman.

From the beginning the railways of England have been constructed without highway grade crossings, and there is hardly a grade crossing in that country. But this is not true in Germany. There are many grade crossings there, as well as in most other European countries, although usually in Germany they are protected by gates and watchmen.

There are about 233,000 highway grade crossings in the United States. The main reason why there are relatively fewer of them in Europe than in this country is that almost throughout Europe the railways were built long after the highways were opened, while in this country almost all of the highways have been built since the railways were constructed. Therefore, most highways in this country have been opened at grade over our railways over the highways.

The latter process is constantly going on even now. Every year the railways are spending many millions of dollars in eliminating grade crossings, but the public authorities are constantly opening new roads and streets over railway tracks, with the result that the number of highway grade crossings is still increasing. Not only are the railways each year spending many millions of dollars to eliminate highway crossings, but they are also carrying on a nationwide campaign to try to educate motorists and other persons to cross crossings carefully. In view of the facts stated, the problem of reducing highway grade crossing accidents obviously is more that of the public and public authorities than that of the railways.

The editor above mentioned implied in his article that not only have the railways of Europe fewer grade crossings than ours, but that their roadbed and tracks have been given a stronger and more permanent construction. He

### The Shadowy Saint Joe

C. J. Montgomery, Ia., Div. Engr., Marion, Ia.

Adventure Land is calling  
Those who love the out-door thrills,  
And Mystic Trails are pointing  
To the far-off Western Hills,  
To the Land of Silent Places  
Where the mountains crowned with snow,  
Are mirrored in the waters  
Of The — Shadowy — Saint — Joe.

Where the eastern slave of fashion  
Spurns the world of silly pride,  
Learns that life is worth the living  
Out across the Great Divide,  
When the One Great Master Craftsman  
In the dim, dead long ago,  
Fashioned times immortal pictures  
By The — Shadowy — Saint — Joe.

Where the old, old west is calling  
With its lure of other days,  
And adventure still is waiting  
Where the unnamed pathway lays,  
Where the tang of fir and pine tree  
Sets your being all aglow,  
Where the Olympian Trail goes a'winding  
By The — Shadowy — Saint — Joe.

whom 171 were passengers, 1,299 were employes, 2,584 were trespassers, and 2,310 were other classes of persons, most of whom were killed at highway crossings.

There are no complete statistics available regarding railway accidents in Europe in 1925. There are, however, statistics of accidents for recent years on the railways of sixteen different European countries. The total mileage of the railways of the United States is 251,000. The total mileage of the sixteen principal countries of Europe mentioned is 208,778. When we combine the accident statistics of the railways of these European countries for the latest years for which they are available, the total number of persons shown to have been killed is 7,650. Of these 801 were passengers, 2,517 were employes and 4,267 were other persons. These statistics indicate that the ac-

attributes this partly to the lower cost of labor in Europe, wages there having, in fact, always been much lower than in this country, and being now less than half as high as here. There are good roadbeds and tracks and poor roadbeds and tracks on both continents, but it is extremely doubtful if a comparison, mile for mile, would show that the railways of Europe as a whole are better constructed than those of the United States as a whole.

A comparison of the average amounts per mile that have been spent for railway construction on the two continents shows clearly, however, that, measured by this standard, the railways of Europe ought to be better built than those of the United States. The investment that had been made in our railways up to December 31, 1925, was \$96,000 per mile. The average capitalization per mile of the railways of Great Britain (exclusive of Ireland) in 1924 was \$285,000; of the Belgium state railways (1922) \$212,000; of the railways of Switzerland (1923) \$174,000. Because of depreciation in the currencies, it is necessary as a matter of fairness to give pre-war figures regarding the capitalization or cost of construction of most European railroads. The average cost of construction reported for the Italian state railways in 1915 was \$158,000; of the German railways (1913) \$120,000; of the French railways (1913) \$148,000.

Although labor is and always has been much cheaper in Europe than in the United States, the railways of all the important countries of Europe have had expended upon them a much greater amount per mile than the railways of the United States. The railways of this country certainly are much better built and give a much better service in proportion to what they have cost than those of Europe.

"If there is a wreck on a railroad in England, or France, or Germany," said the editor, "there is a government investigation at once. In our country the investigation is made secretly by the railroad authorities, and the facts hushed up in order to protect the reputation of the railroad."

This statement is entirely incorrect. The Interstate Commerce Commission has a Bureau of Safety which makes a public investigation and a detailed report, which is published and widely distributed, regarding practically every wreck resulting in loss of life that occurs on our railways.

He also said: "European trains make as good time as ours do, although the cars are lighter and apparently not so substantially built. The automatic signals and safety arrangements are more general and seem to be more effective."

The best trains of England, France and Germany do make as good time as our best trains, but outside of these countries the speed of trains in Europe is not as good as it usually is even in the less densely populated parts of the United States.

All the railways of this country as a measure of safety have for years been substituting steel for wooden passenger cars, but there is hardly a steel car in Europe. This is the main reason why our cars are heavier.

His statement that "automatic signals are more general in Europe" is entirely incorrect. The automatic block signal was invented in the United States, and is now extensively used in this country, while there are practically no automatic signals in Europe.

He asserts that in Europe "dining car service is better, and the sleeping car service, while not so generally used, is in advance of that provided by the original promoters in America." It is hard to understand how anybody who has travelled extensively in Europe could make these statements. Dining car service in Europe is table d' hote, while in this country it is usually a la carte. Railways in this country have tried more or less to introduce table d' hote service. The Railroad Administration, under government control, introduced it generally. The main reason why it has not been more extensively and permanently adopted in this country is that the railways have found that most American travelers object to it.

Sleeping car service in Great Britain is very good. On the European continent it is usually poor. In the United States the traveler can get any kind of sleeping car accommodations he wants if he makes reservation a few days ahead, and usually he can get at least an upper berth on any train carrying sleeping cars up to the time of its departure. On the other hand, in Europe when he goes to the office of the sleeping car company, he is likely to be told that all sleeping car space on every important train has been sold for a week or even two weeks ahead. If he is an experienced traveler on the continent he is likely then to "slip" the ticket clerk a dollar, after which he will probably find that he can get space on a sleeping car on a train leaving within a few hours.

The necessity of bribing sleeping car employes to get berths or compartments, which prevails so widely in continental Europe, is fortunately entirely unknown in the United States. Furthermore, the cost in American money for sleeping car service in Europe is much greater than in the United States. I speak from an extensive personal experience, because I have used sleeping car service repeatedly in Great Britain, France, Germany, Italy and other European countries, and have kept careful record of the length of time it has taken me to get accommodations and what it has cost, including the bribes it has been necessary, outside of Great Britain, to pay the sleeping car employes.

The editor says: "I traveled a great deal in Europe last summer, and was never on a late train." If my experience is any criterion, he was unusually fortunate. I myself have been twenty-four hours late in going from Rome to Paris on the deluxe Express. The last time I went to Europe the train on which I traveled from Cherbourg to Paris a comparatively short trip over the French state railway, was four hours late. Likewise the train on which I went from Basel to Paris was more than an hour late arriving at Basel.

I held tickets for three reservations

in the sleeping car at Basel. The sleeping car conductor told me that the compartments in which I had reservations had been sold to other persons at Innsbruck, and therefore my party would have to sit up all night in a day coach. After he found that I was one of those insolent Americans who can make a frightful row, he discovered he had sleeping car space for us, after all.

There are some respects in which the passenger service of the railways of Great Britain, Germany and France is better than that of the United States. For various reasons I have found it more comfortable and pleasant to make daylight trips on them than on our railroads. But because of the much greater distances in the United States it is necessary for people to make many more trips that extend through the night and part of the day in this country than in Europe. For this long distance travel our passenger service is greatly superior to that of Europe. None of the European railways have the spacious compartments and drawing rooms, with fine toilet facilities, the club cars and the observation cars that our railways provide on their good trains.

Furthermore, every class of passenger service in Europe costs the traveler more than any class of service in the United States with which it can fairly be compared. The average passenger rate is lower there, but this is because about four-fifths of their passenger travel is at low rates in third and fourth class cars which—excepting in Great Britain—usually are very crowded and in which the seats often are very hard wooden benches.

Of course, as is well known, freight rates in Europe are much higher than in this country, in spite of the much lower wages of labor in Europe. The ability of our railways to pay much higher wages, and at the same time charge much lower freight rates, is mainly due to economies effected by the much larger carloads and trainloads in which freight is handled in this country. These much larger carloads and trainloads are, of course, due to the policy of our railway managements in constantly putting bigger cars and more powerful locomotives into service as rapidly as conditions warrant it. The carload and trainload of freight in Europe probably do not average one-third as large as on the railways of the United States.

A rather green individual from the land of the midnight sun was arraigned before the judge. Part of the conversation was as follows:

Judge—"What's your name?"

Swede—"Ole Olson."

Judge—"Married?"

Swede—"Yaw, Ay bane married."

Judge—"Who did you marry?"

Swede—"Ay marry a voman."

Judge—"Foolish! Did you ever hear anyone that didn't marry a woman?"

Swede—"Yaw, my sister. She bane marry a man."

# Mr. Gillick Talks

**R**ECENTLY our Chief Operating Officer made the assertion that he would like to have the Milwaukee Road "remembered as a railroad that is different," and by way of a little further enlightenment to the employes who did not hear him that day, he further says: "To be remembered as a railroad that is different, the service and the courteous manner in which it is rendered must be so outstanding that people ask about it. We have an outstanding railroad in those things which we can advertise to the public as 'advantages.' We have more serviceable cars than ever; more locomotives ready for service than any railroad west of Chicago; the most complete time service, one that is as near 100 percent as it can be made; more money has been spent in bringing the railroad and service to that condition than on any other railroad west of Chicago. All of these are 'talking points' to shippers and travelers, but what I want to impress on our personnel is that it takes more than these outward manifestations of efficiency and good service to be a railroad that is different. We have long enjoyed among ourselves the honor of having a Milwaukee Spirit that tackles

every hard job and overcomes every difficulty, no matter what it may be; and I want that Spirit to take a farther step along the forward road so that when I say, or anyone else connected with our railroad says to our patrons that we are different, the idea of a strong, able and agreeable force of employes handling and operating our superior facilities is brought before them immediately.

It is possible for any railroad, and ours in particular, because we already have a start in having the Milwaukee Spirit, to be that kind, if all of our officers and employes consider themselves as belonging to a construction gang striving to build up a service that will be so attractive that the railroad will be remembered for it.

Someone has said:

"A good thing to remember and a better thing to do

Is to work with the construction gang and not with the wrecking crew."

Service, as I have frequently said before, is the only commodity we have to sell, and good salesmen can sell it. So let us believe in each other and join the construction gang and be talked about as the railroad that is different. Be a Service Salesman."



The New La Crosse Passenger Station

**T**HE new passenger station at La Crosse, Wisconsin will be put in service on January 22. This will greatly facilitate the movement of passenger traffic and add to the comfort of passengers as well as provide additional office space for employes of the railroad. There is involved in the new project a rearrangement of tracks, drives, platforms and landscape gardening, making the station grounds most attractive.

In the past it was necessary for passenger trains to back into La Crosse, causing considerable delay and inconvenience to passengers. The new arrangement does away with this back-up movement and as trains will move

directly through, the service will be much improved.

The depot building is two stories in height and provides every comfort for the traveling public including a well appointed lunch room, waiting room, smoking room and women's rest room. A new and improved system of heating has been installed in which oil is used as fuel. The second floor provides office space for officials and dispatchers and also a room for the Women's Club.

A separate one story structure provides space for handling express, mail and baggage. The two buildings are connected by a covered pavilion and the platforms are covered by canopies,

thus providing ample shelter and protection for our patrons.

The two buildings are constructed of yellow semi-rough faced brick and red brick trimming. The door and window sills, base and water table are of Bedford cut stone. The foundation is of re-inforced concrete. The red roof is of English flat clay tile shingles. The first story has art marble floors on a re-inforced concrete base. The windows are of plate glass. The concrete steps are surface-treated with a carborundum preparation to prevent slipping. Provision has been made for heating sleeping and other cars and everything is planned for the comfort of our passengers.

The architecture of the structure is of a pleasing type that blends with its surroundings and this, with the beautified station grounds, will make La Crosse one of the most attractive stations on the Milwaukee System.

Mr. C. N. Bainbridge, Engineer of Design, Mr. A. O. Lagerstrom, Architect and Mr. F. M. Sloane, District Engineer handled the project for the railway under the guidance of Mr. C. F. Loweth, Chief Engineer.

## Kansas City Terminals

S. M. C.

**M**R. S. E. E. Craft, wife of our General Yardmaster and mother of Yard clerk Graham passed away in November following a short illness. The sympathy of the Milwaukee family is extended to Mr. Craft and Mr. Graham in their bereavement.

After a siege of typhoid fever, Mr. Fesler is again on duty and everyone is very glad to see him out again.

Mr. Owens spent Thanksgiving in Milwaukee but says that the old town 'Ain't what it used to be' before the 18th amendment passed.

Miss Roselyn Parrott has recovered from an operation for appendicitis and we hope she will soon be able to be back again with we work-a-day folks.

Buster Beem won a Thanksgiving turkey playing pitch and Father Beem was delighted with the bird. It's all right Buster to take home turkeys but be careful about the kind of a 'Chicken' you take home. By the way—why the new photos just at Christmas time?

Missouri Fords aren't built for cold weather. Talbott and Owens had to ride the street cars along with Harry when the temperature was down about the zero mark. Also notice that other Ford owners were walking.

Dean Berry and James Lickowitz are hoping that the hamburger fad stays in vogue until they go on their vacation next year. They think hamburgers would go better and last longer than raisen pie. If in doubt about the pie, ask Holferty, he knows.

Although he had to limp about because of an injured knee, Denny Keys stayed on the job every day and took care of seeing the Milwaukee collected all the switching duc.

"The saddest word of tongue or pen,

Are these sad words, "Your Christmas present got broke."

That's the message one of our Milwaukee girls received.

Officer: You were making forty-five. I'll have to pinch you—

Martha: Oh, if you must, please do it where it won't show!

# The Olympian Trail

By Edmond S. McConnell

It is interesting to trace the evolution of the idea of a Pacific railroad from its earliest beginning down to the definite plan that resulted in spanning the continent with steel rails. Even before the railway era there were vague plans for a route to the Pacific. President Jefferson clearly shows such an idea in his instructions to Lewis and Clark. Then that famous expedition demonstrated the feasibility of communication across the continent, and there the idea seems to have languished for a time.

About 1839 the immigration to Oregon began, and missionaries and colonists succeeded fur traders. This immigration culminated in the Treaty of 1846 that gave to the United States undisputed possession of the Oregon country, but meanwhile rumors of war gave rise to numerous plans for linking that distant land more closely to the Union. There is some evidence to show that the enormous increase in European immigration of 1840-50 and the resulting congestion in eastern cities caused statesmen and students of the problem to think of a Pacific railway as a means of distributing this flood of immigrants. War with Mexico led to the conquest of California and even before the formal settlement it was common to consider the northern part of Mexico as our own. The gold discoveries brought thousands of people to California. Added to this was the ever present desire of commerce for a share of the trade with Asia that an easy route to the Pacific highway brings. All these factors lent importance to the idea of a Pacific highway and the rapidly developing railway technique of the times pointed to that means of transportation.

When the idea of a railroad was first broached and for years afterward, the northern route along the valleys of the Missouri and Columbia Rivers was the only one considered. It had been explored by Lewis and Clark and was known to be practical. It crossed the Rockies at comparatively low altitudes, and at its western end was a great river and in Puget Sound were the finest harbors in the world. It avoided the barren deserts farther south and followed what was believed to be the only continuously habitable belt of country between the Mississippi and the Pacific.

There are a multitude of claims as to who first suggested a practical plan for a railroad to the Pacific. Dr. Samuel Bancroft Barlow of Massachusetts wrote a series of newspaper articles in 1834 in which he advocated that the Government undertake the construction of a Pacific railway. Samuel Parker, the Oregon missionary, made the statement in his book published in 1838 that there would be no difficulty

in the way of constructing a railroad from the Atlantic to the Pacific Oceans.

The one man who will always stand out as the practical exponent of a Pacific railroad was Asa Whitney, a wealthy New York merchant. At least as early as 1842 Whitney conceived the idea of a railroad to the Pacific as a result of a trip to China where he had business interests. He foresaw the great future of the railroad, and how large would be its influence in the development of civilization. He could see that a Pacific railroad would become an important route for Asiatic trade, as well as a highway for domestic commerce. He began an active campaign for its construction; he gathered information, published innumerable articles on the subject, and kept the thought constantly before the people.

In 1845 he presented a memorial to Congress in which he referred to the railroads which were then being built to the south shore of Lake Michigan and pictured in glowing language the many benefits that would accrue should those lines be extended from the Great Lakes to the Pacific. A careful study of the subject had led him to believe that such a route was most practical

The rapid settlement of the Mississippi Valley caused Whitney to change his eastern terminal to Prairie du Chien; later the development of strong sectional rivalry caused him to propose a line from some point on the Mississippi to a suitable harbor on the Pacific. Personally he always favored the northern route; there abundant timber and food supplies were at hand to facilitate construction; the northern route passed through a more habitable and pleasing region; and access by way of the Great Lakes and the existing railroads to the eastern cities and the iron production of Pittsburgh was simplified.

Whitney's first proposal was for government ownership and operation, but he soon conceded that such power might become an instrument of politics. His second memorial, to the next session of Congress, suggested that private operation be secured by a contract with himself, but in subsequent communications he advocated both private ownership and operation.

In 1852 a bill was introduced in Congress on the plan suggested by Whitney. In substance it proposed to sell to him a strip of public land from Lake Michigan or the Mississippi to the Pacific Ocean, for which he was to pay ten cents an acre upon completion of the road. Whitney was to obtain his funds from the sale and settlement of the lands as the road progressed. After considerable debate a suggestion was made to strike out the names of all individuals named in the bill, and that seems to be the last oc-

casional when Whitney figured directly in the plans for a Pacific railroad.

The first ideas and plans for a Pacific railroad naturally considered only the northern route, but the acquisition of California and the Southwest had changed the situation somewhat. Then too, the thousands of people who had poured into California during the gold rush organized stable communities, built towns and cities, and established a state government that was admitted to the Union in 1850. California's representatives in Congress demanded that any railway project supported by the government should have its western terminus at San Francisco, and it was a reasonable demand, for California had far outstripped the small agricultural settlements of Oregon.

In 1853 it developed that the conservative and common-sense thing to do was to make adequate preliminary surveys, and it was along this line that substantial action was taken. The Pacific railroad surveys disclosed that there were at least five feasible routes, but that there were marked differences in the altitude of the mountain ranges to be crossed and in the character of the country with respect to its fitness for settlement and cultivation. The northern route was found to have the most advantageous mountain passes and to possess a suitable soil for agriculture or grazing for nearly its entire length; the southern route offered freedom from snow, and other advantages. In presenting the reports to Congress, Secretary of War Davis summed up the information very forcefully and concluded with a recommendation for the southern route along the thirty-second parallel. Davis, a Mississippian, was strongly in favor of a route which would give to the South the advantage of being the terminus of the Pacific railroad.

There were Pacific railroad bills in nearly every session of Congress for several years. That a transcontinental railroad must soon be built and that the Government would have to aid in its construction was the prevailing sentiment, but the political issues at stake blocked every effort at legislation. The sectional jealousy between North and South and the views of the vehement exponents of States' rights who questioned the power of the Federal Government to sponsor such an undertaking resulted in political deadlock.

Instead of hindering or indefinitely postponing the Pacific railroad, the Civil War gave to the project the impetus that ultimately carried it through to completion. Secession removed the obstacles to the passage of a Pacific railroad bill, for the Southern members who had refused to consider any bill to aid a road unless it followed one of the proposed southern routes, were no longer in Congress.

There is ample evidence that the proposed Pacific railroad was an important issue in the early days of the war; the Pacific Coast was utterly defenseless in case of foreign invasion; Indian uprisings compelled the Government to send troops and supplies into the West at an enormous cost for

transportation; rumors that California and Oregon might withdraw and set up an independent government created a widely felt need of binding the West with East more closely. Such were the reasons that made the military features of the proposed road of far greater importance than commercial and economic reasons.

Such was the general state of affairs when the first Pacific Railroad Act was passed in 1862. The route selected followed closely the Overland Trail to California that had been used by the Forty-niners. The Pony Express, the Overland Mail, and the California stage coaches followed that trail, which had been blazed by the Oregon settlers and the Mormon migration. It was but natural that this familiar route which led directly to the gold mines and cities of California should be preferred by Congress. There were still other reasons for the choice. Railroads had then reached the Missouri River opposite the Kansas and Nebraska towns that were the eastern terminals of the Overland Trail. A railroad had already been built from San Francisco to Sacramento, and prior to the Act of 1862 the Central Pacific Railroad Company had been chartered in California to build eastward across the Sierra Nevadas.

The Act provided for the construction of a railroad westward from the one hundredth meridian (central Nebraska) to the California border, whence the Central Pacific would extend it to Sacramento. East of the one hundredth meridian a number of radiating branches made connections with several towns on the Missouri River. Land was granted to the extent of ten alternate sections per mile, and a subsidy of government bonds amounting to millions of dollars was provided. Although the Union Pacific Railroad Company was organized and a small amount of work done, the provisions of the Act were not sufficiently liberal to attract the necessary capital, so in 1864 the Act was amended. The land grant was doubled, and the subsidy bonds were increased. The company was authorized to issue its own bonds in equal amount, and the government bonds were made secondary to them. Land grant and bonds were to be available on the completion of each twenty mile section of the road rather than the forty mile section which the previous bill had required.

The company was reorganized and work was started immediately. Through the medium of the infamous Credit Mobilier—an organization which will always remain a blot on the financial history of the country—the necessary capital was raised, and the building of the road progressed from month to month with unparalleled speed. In the race to gain the greater amount of land and subsidy bonds the two lines progressed at a terrific pace, which at one time reached the rate of ten miles a day—a speed that has seldom been equaled even in these days of the most modern facilities.

Seven whole years before the time fixed for the opening of the entire line, the rails met on the shores of the Great

Salt Lake in May 1869. Progress had been watched by the whole nation with the greatest interest, and the completion of the line was a signal for general rejoicing in all parts of the country.

Amid the sectional jealousies and confusion of conflicting local interests that had so long prevented Congress from taking definite action, there were a number of private schemes for a railroad to the Pacific. But only one of them attained any marked prominence or eventually resulted in a transcontinental line. This was Josiah Perham's People's Pacific Railroad. Perham was a New England business man who had been characterized as the father of the cheap excursion system. About 1853 he conceived the idea of a Pacific Railroad but instead of going directly to Congress as had Whitney and others he believed that the people of the country stood ready to subscribe small sums which in the aggregate would be ample to build the road. He rallied a group of Boston business men about him and attempted to obtain a charter for his proposed company from Massachusetts. Failing in that state he took recourse to his native state of Maine where he obtained a charter for the People's Pacific Railroad Company in 1860.

The original intention was no doubt to select the route afterwards taken by the Union Pacific, but the terms of the charter were broad enough to allow the choice of any route. After obtaining his charter and organizing a company, Perham took his scheme to Congress and vainly tried to obtain recognition for his company as best entitled to build the proposed road. With the passage of the act chartering the Union and Central Pacific Companies, it was obvious that Perham had failed in his plan to build a road to California, but with a stroke of genius he transferred his plan, his organization, and his friends to the northern route which had the support of the representatives of Minnesota, Wisconsin, and the New England States. The time was opportune for Perham's move, for when the Act of 1862 was passed there was a feeling among the leaders in Congress that a road from the Great Lakes to Puget Sound should soon be begun. Early in 1864 a bill to aid the People's Pacific Railroad failed in the House of Representatives, so on the advice of his friends in Congress Perham dropped his Maine charter and company, and a few months later a bill was passed chartering the Northern Pacific Railroad Company. An immense grant of land was obtained, but a provision was made that no money should be drawn from the United States to aid construction and that no mortgage or construction bonds be issued without the consent of Congress. Perham and his friends were named among the incorporators, but nothing in the bill gave him or his associates control; the other incorporators, men from all sections of the country, largely outnumbered them.

The company was organized in Boston and Perham was made President, but within a short time it became apparent that his scheme of small popu-

lar subscriptions could not be carried out, and Perham admitted that he could not go on with the plan. A year after the company had been formed the franchise was transferred to a new organization which agreed to pay the debts that Perham and his associates had incurred in securing the charter. The new board of directors expected to obtain help from Congress, but failing, the company was again reorganized to include much broader interests than the previous down-East organizations. Up to this time no actual work had been done, but the new board selected a chief engineer and ordered surveys to be begun. The next two or three years was a period of waiting for Congress to give pecuniary aid, but when it became apparent that help could not be obtained in that direction, the managers of the project took steps to build the road as an ordinary business enterprise. Meanwhile the surveys had been prosecuted, and changes were made in the charter that allowed the company to issue construction bonds.

Finally, in 1870, construction was secured from the sale of bonds by the banking house of Jay Cooke and Company, but construction was only well under way when the financial crash of 1873 forced the railroad into bankruptcy. Although soon reorganized on a stronger basis than before, it was several years before its affairs began to prosper. In 1877 construction was resumed from both ends and in 1883 the line was completed.

Meanwhile the Southern Pacific, built by the men who had acquired wealth in building the Central Pacific, had been completed in 1882. So it happened that a railroad along the northern route, first to be projected and discussed, was the last of three transcontinental lines. But the wisdom of the men who advocated the northern route has been justified, for three transcontinental lines now serve that northern route where but two can be claimed for each of the others.



"Babe" Ruth recently enjoyed the novelty of a ride over the Cascade Mountains in the cab of one of our General Electric bi-polar passenger motors; and above you see him "Hands Across" to Engineer W. L. Keene, whose guest he was on the occasion.

# Milwaukee Employees Pension Association

## Important Notice

**I**N building up the membership of the Pension Association, the Board of Directors met with considerable opposition to Section 6 of ARTICLE I of the By-Laws which reads as follows:

**Sec. 6.** Should a member of the Association after one year's membership in good standing, leave the employ of the Chicago, Milwaukee & St. Paul Railway Company, he shall, upon requesting it, be given a certificate setting forth his record of contributions, and carrying the agreement of the Association to pay to him, or to a person designated by him, or to his heirs, the principal sum only of his contributions to the Pension Fund. Dues shall not be repaid. This reimbursement shall be payable to the certificate holder when he shall have reached sixty-five (65) years of age, or at prior death, to a person designated by him or to his heirs, upon the surrender of the said certificate.

After an exhaustive study and due consideration of this section of the By-Laws over a long period of time, the Board of Directors finally concluded that it would be for the best interests of the Association to amend this Section, and in a meeting held in the office of the Association at Chicago January 5th, 1927, the following resolution was unanimously adopted:

**WHEREAS** it is the consensus of opinion of, and is considered and adjudged by, the Board of Directors of the Milwaukee Employees Pension Association and all of the members of the said Board of Directors, that it is for the best interests of the said Association and its membership that Section 6 of ARTICLE I of the By-Laws of the said Association be amended, **NOW, THEREFORE.**

**BE IT RESOLVED** that the said Section 6 of ARTICLE I of the By-Laws of the said Association be, and the same hereby is, amended to read as follows:

**Sec. 6.** Should a member of the Association, leave the employment which entitled him to membership in this Association, he shall, upon requesting it, be given a refund in cash of the amount of the principal sum only of his contributions to the Pension Fund, provided that this Association shall have the privilege of paying the said refund at any time within six months from the date of notice of such leaving; or such member of this Association so leaving his employment shall, if he so desires and requests, be given in lieu of such cash refund, a certificate setting forth his record of contributions, and carrying the agreement of the Association to

pay to him, or to a person designated by him, or to his heirs, the principal sum only of his contributions to the Pension Fund. Dues paid to the Association shall not be refunded under any circumstances. The option to receive a cash refund in lieu of a certificate as herein set forth shall apply only to members of this Association who shall leave their employment as aforesaid, and shall not apply to members of the Association who may or shall resign from their membership herein and thereafter remain in their said employment. Any member who shall have obtained a certificate and shall thereafter remain in the employment which entitled him to membership in this Association shall not be entitled to the redemption of his certificate in cash upon leaving such employment. Reimbursement to all holders of certificates shall be payable to the certificate holder when he shall have reached sixty-five (65) years of age, or at prior death, to a person designated by him or to his heirs upon surrender of the said certificate.

In amending Section 6 of ARTICLE I of the By-Laws as above stated, the Board of Directors has eliminated the principal objection offered by prospective members to the Pension Plan, and every employee eligible to membership in the Pension Association who has not yet joined his fellow employees in this worthy undertaking should sign an application card without further delay.

Under the above amendment of Section 6 of ARTICLE I of the By-Laws, a member leaving the service of the Railway Company, may, upon request, obtain a cash refund of the amount of the principal sum only of his contributions to the Pension Fund and will not have to wait until he attains the age of sixty-five (65) years before this refund can be made to him.

A member of the Pension Association who resigns his membership in the Pension Association but continues in the employment of the Railway Company may, upon request, be issued a certificate setting forth his record of contributions to the Pension Fund, which certificate carries the agreement of the Association to pay to such member said sum of contributions when he shall have reached sixty-five (65) years of age, or at prior death, to his beneficiary.

A distinction is made between members leaving the service of the Railway Company and those who continue in service but resign their membership in the Pension Association for the reason that after leaving the service of the Company, a member is not permitted to retain his membership in the Pension Association, while a member continuing in the employ of the Company may continue his membership. Therefore, the amendment provides that a cash refund shall be made to a member who leaves the service of the Company.

It will also be noted that the Pension Fund is properly safeguarded by the Association retaining the privilege of paying the cash refund at any time within six months from date of notice of leaving service and request for refund, in order to prevent any run on the Pension Fund.

The Association, as is evidenced by the Financial Statement below, now has total Assets of \$889,046.75, and the membership in the last few months has also shown a very satisfactory increase.

Now that this objection to the Pension Plan has been eliminated, every employee eligible to membership in the Pension Association is expected to avail himself of the opportunity to build an estate for himself from which he will draw an annual income when eligibility to old age pension payments is established, equal to 6% on \$5,000.00 as long as he lives, and this income may be increased as the financial condition of the Association may warrant. No employee can afford to neglect this opportunity. If not already a member, do not delay in signing an application for membership.

### FINANCIAL STATEMENT

as at

DECEMBER 31, 1926.

#### ASSETS

Cash in Bank	\$ 3,071.72
Accrued Interest Receivable	12,447.94
Investments	872,406.51
Office Equipment	1,120.58
	<hr/>
	\$889,046.75

#### LIABILITIES

Pension Fund	\$784,828.80
General Fund	39,412.15
Advance Payments and Sundry Credits	553.03
Income Account	64,252.77
	<hr/>
	\$889,046.75

C. W. Mitchell,  
Secretary-Treasurer.

January 5, 1927

# Current Railroad Topics

## The Breadth of the Commerce Clause

ONE of the most important papers presented at the recent annual meeting of the National Association of Railway and Public Utilities Commissioners was that of John J. Esch, who became Chairman of the Interstate Commerce Commission on January 1. Mr. Esch outlined the broad scope of the Commerce Clause of the Constitution and traced its development through the years. His address in part follows:

"I use, as a text, paragraph (3) of section 8 of Article I of the Constitution: Congress shall have power, 'To regulate commerce with foreign nations and among the several states and with the Indian tribes.' This grant of power, consisting of only sixteen words, may for the purposes of this discussion be limited to seven: 'To regulate commerce among the several states.' No equal number of words in any other clause, paragraph, or section has given rise to so much and such varied legislation as have these.

### Clause Unchanged After 137 Years

"This provision was incorporated in the Constitution only after contention, concession, and compromise. It represented a hope that it would be possible to build up a large and successful commerce. When it is remembered that the Commerce Clause was adopted at a time when our population was only three million and the only vehicles were boat and wagon, and that the clause has remained unamended for 137 years, and now applies to numerous forms of transportation never dreamed of by the founders, and vitally affects 115,000,000 people, the flexibility and adaptability of the clause to the needs of our time is a marvel."

After describing in detail the various laws which Congress enacted under the Commerce Clause, Commissioner Esch explained the enactment of the Interstate Commerce Act in 1887 which created the Interstate Commerce Commission and provided the machinery for its operation. Analyzing the most important accomplishments of the Commission, Mr. Esch traced its work through the field of valuation. He pointed out that the Commission has completed the underlying reports on more than 240,000 miles of road, has served tentative valuations on 157,578 miles, and final valuations on 16,508 miles.

"After the final valuations of given dates for the several carriers by railroad have to bring them down to date," Commissioner Esch states. "This done, there will have been made the greatest valuation of all time."

Termining the Transportation Act as the last important accomplishment of Congress relating to interstate commerce, Commissioner Esch discussed it in part as follows:

"In all of the preceding acts, the prohibitory or punitive element was largely dominant. Because of railroad abuses in the past, Congress, as well as the state legislatures, followed a policy of restraint and compulsion rather than one which permitted freedom of action. The burdens carried by the railroads during the Great War and while under Federal control demonstrated as never before the vital part they played in our economic life, and that, if they were to continue as-going concerns, legislation under which they were to be turned back to their owners must be of a constructive and not deterrent character.

### Responsibility Recognized

"The Transportation Act of 1920 was the first act to recognize the government's responsibility in proper measure of assuring, not guaranteeing, the constitutional warrant that property devoted to public use was entitled to earn a fair return upon the aggregate value of the property of the carrier held for and used in the service of February 28, 1920. The momentum of war transportation.

"The Transportation Act became effective

conditions continued until the fall of that year, when a world wide slump occurred. Prices fell at the very time the increased rates under ex parte 74 went into effect. The year 1920 was, therefore, not a fair test of carrier operation under the act. Nor was the year 1921, for the slump continued, nor was 1922, for in that year occurred the shopmen's strike lasting three months and the coal strike lasting five months. The first normal year under the act was 1923. It was the peak year in revenue car loadings. While there was a slight recession in 1924, the year 1925 exceeded the year 1923. The car loadings in 1926 indicate a possible total of over 52,000,000 carloads, a record for all years up to date.

"Owing to the increase in business and consequent increase in net operating income, the carriers in 1923 undertook a plan of expending an average of \$750,000,000 a year for new equipment, reconstruction of tracks, enlargement of terminals, and numerous other additions and betterments, relying upon the act and upon its continuance. These large expenditures have enabled the carriers to so meet the increasing demands of traffic as to avoid during the last four years congestion or car shortage of any significance. The importance of maintaining the efficiency of the transportation machine to all industries and particularly agriculture needs no comment."

Press, public and regulating authorities apparently are coming to a realization that prosperous railways are an asset, not a liability, to the country; that in the long run railway prosperity is essential to good transportation service; and that such service is well worth the price in reasonable dividends to railway stockholders that must be paid for it. Last year was notable for the small number of misrepresentations put in circulation regarding the railways, and for the many things that were said by the press and spokesmen of business interests in praise of their management and service and regarding the necessity of letting them make reasonable earnings and pay dividends in order that they may raise the capital required to maintain good service.

From the Railway Age

## My Friend Tom Callahan

Oh say, do you know that friend of mine  
Who's always loving and kind  
He works with me at Tower B  
On the old C. M. & St. P.  
He's the third trick man, somewhat a ham  
This friend of mine, Tom Callahan.  
His hours are from twelve to eight A. M.  
He's always on time when ere he can  
He pumps a speeder from Bensenville  
And comes to work against his will  
I'll tell you all, he's certainly a man  
This friend of mine, Tom Callahan  
He works steady, day after day  
I think he's putting some jack away  
But he's like any poor married cuss  
He's never looking for a fuss  
But goes along the best he can  
This friend of mine, Tom Callahan.  
He gets up and eats and to work he goes  
What's on his mind God only knows  
Rain or shine, cold or hot  
You'll always find him on the spot  
He's always ready with a willing hand  
This friend of mine, Tom Callahan.



M. P. Graven, Local Freight Agent, Saint Paul, Minn.

M. P. Graven, Local Freight Agent, St. Paul, Minn. He's the soul of geniality isn't he? You'd know it just to look at him; and he is as popular in his own home town as he deserves to be, which is a lot. Martin P. Graven commenced his service with the Milwaukee Ry., which up in his locality is designated by its time-honored pseudonym, "The St. Paul Road," in April 1885 as telegrapher at Downsville, Wisconsin, on the C. V. Division. The Chippewa River territory was mostly logging country back in those days, and young Martin's chief occupation was "O -S-ing logging trains. But logging trains did not run up and down those tracks at all hours of the day so, he filled in his time cleaning lamps, sweeping out the depot, firing the "hot blast" stove, and various other stunts common in those times to the station operator. He did these things so well that he acquired merit in the eyes of the Superintendent, and in 1891 he was transferred to Eau Claire as cashier and operator. In 1894 he was appointed Agent at Eau Claire. In 1906 he was appointed joint agent of the CM&StP and Great Western Railways at Winona, where he remained until he came to St. Paul in 1909 to take the position of Local Freight Agent, and he has held that important position ever since.

Mr. Graven is a highly honored and popular member of the Transportation Club of St. Paul and has been on its directorate since 1922. The November number of Transportation News, the Club's organ carried a fine write-up of Mr. Graven. He belongs to golf clubs and it is said he plays golf, at rare intervals, when there is a sufficient lull in the rush of work on his desk to enable him to slip out and play around once; but he admits that that isn't often. However, he always does whatever he undertakes to the very best of his ability, and so he plays good golf, too.

Mr. Graven is a member of the Veteran Employees Association and appears occasionally at the annual meetings of the Association, when his presence is always hailed with bursts of good cheer from his assembled friends of the railroad.

Now I will close and leave it to you  
To judge if Thomas is kind and true  
He's of Irish decent, but he can't help that  
Neither can Mrs. Murphy's cat  
When you meet him just give him your hand  
This friend of mine, Tom Callahan.

E. S. Ralph.

# 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

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## Charles H. Mitchell

ON January 5th, at his home in Oak Park, Illinois occurred the death of Mr. Charles H. Mitchell, Freight Traffic Manager of this railroad.

Mr. Mitchell's passing was sudden and unexpected. He had been ill but two days, and was not at any time considered in a serious condition, and he was planning upon returning to his duties the day following.

Mr. Mitchell's passing recalls the saying, "Death loves a shining mark," for he was one of the most promising and successful traffic men in the country.

His employment with this company dates from the year 1906 when he entered the service in the capacity of Traveling Freight Agent with headquarters at New York City. He occupied various positions in the "off-line agency" service and in 1915 was appointed Division Freight and Passenger Agent at Great Falls, Montana. He occupied the positions of Assistant General Freight Agent and General Agent at New York City just previous to his appointment last Spring as Freight Traffic Manager.

He was a tireless worker, was very popular with the shipping public, greatly beloved by his associates and enjoyed to a high degree, the confidence of his employers. He was 45 years old, and his early death leaves a void in our ranks that will be hard to fill; and a regret in the hearts of all his friends that will remain and His memory will be cherished with tenderness.

He is survived by his widow, two daughters and two sons, to whom the deep sympathy of his Milwaukee Railway friends is extended in their bereavement. Burial took place in Manistee, Michigan.

## J. M. Davis

DEATH also claimed last month, another well known member of the Milwaukee Traffic Department. John M. Davis, for many years Assistant General Freight Agent in Milwaukee, passed away at his home in Milwaukee January 4th after a long illness. He was 78 years old.

Mr. Davis came to the Milwaukee Railway when but a boy, entering the office of the General Freight Agent in Milwaukee, and his entire business career has been connected with the traffic service of this railroad. He occupied various positions in the Freight Department, and probably no member of that branch of the service has ever enjoyed a wider acquaintance with the shipping public of Wisconsin and Northern Michigan than he did. He was a general favorite and when others could not secure business that was going by competing lines, it was said "J. M. D." could always put it over. No member of the Milwaukee family has ever been more popular or more generally beloved than he, and his genial personality and long, untiring service will be remembered with pride by his friends of the railroad. In 1918 his fiftieth anniversary as a Milwaukee employe was celebrated by a big dinner tendered to him by his traffic friends in Milwaukee and Wisconsin, and at the dinner he was presented with a beautiful and valuable gold watch and chain, as a testimonial of friendship and regard. He is survived by his widow, and one son and two grandchildren, to whom the sympathy of his railroad friends is tendered. Burial took place in Milwaukee with Masonic services.

ON December 17th, at Lafayette, Indiana, occurred the death of Edward W. Dutcher, one of the oldest veterans of our service. Mr. Dutcher was born in Oswego, N. Y. in 1835. He entered the service of The Milwaukee as telegrapher and agent at Cambria, Wisconsin in 1859, remaining there until 1862. He was thereafter, agent at Clinton, Wisc., Fulton, Ill., Clinton, Iowa, Minneapolis, Minn., Stillwater, Minn., and Lake City, Minn. He retired in March, 1915. Since retiring he has made his home with his son-in-law, Major N. A. Kellogg, of Purdue University, Lafayette. In 1921 he fell, breaking his hip, since which time he has been a cripple and has been cared for at St. Elizabeth's Hospital, watched over and given every attention and comfort by his devoted son-in-law and his daughter, Katherine Hancock Kellogg, Mr. Dutcher's granddaughter.

Mr. Dutcher was a well known and always welcome contributor to The Magazine. He had the real poetic nature and his verses were full of the charm of beautiful thought and gifted expression.

Burial took place at Fulton, Illinois, beside his wife, who had preceded him in death. To his surviving granddaughter and Major Kellogg, the sympathy and regard of him many friends are extended.

EARLY in January, at his home in Marmarth, North Dakota, occurred the death of William Mikkelson, whom the readers of this Magazine have for several years past known, as "Bill Mike," the writer of "Bad Land Echoes." Mr. Mikkelson's death was sudden, passing away while he slept. Burial took place at La Crosse, Wisconsin.

Mr. Mikkelson possessed an inexhaustible store of rhyme which he could apply to the goings and comings, the doings and vagaries of his neighbors, and "Bad Land Echoes" was always a column of mirth, not only to those about whom he wrote, but to all the readers of The Magazine, who could get a smile out of his witty comment even though strangers to the writer and those of whom he wrote.

His widow and children survive, to whom the sympathy of his friends of The Magazine is offered.

## Announcement

It is fitting that I should advise the readers of the Milwaukee Magazine that Mr. Granger Smith resigned from the service in this Department on January 1st, 1927 to accept the position as Traffic Manager of the Ophem Circuit.

Mr. Smith has been employed in this Department since 1915 as Passenger Car Distributor, and his conscientious and efficient service attracted the attention of everyone with whom he came in contact. All familiar with Mr. Smith and his work will not be surprised at this announcement.

I feel sure that one and all of his many friends and acquaintances feel deeply gratified because of his success.

J. L. Brown,  
General Supt. of Transportation

## New Equipment and Betterments Authorized

Purchase by the Chicago, Milwaukee & St. Paul Railway of 1,000 new automobile and stock cars has been authorized.

This large order for new equipment was contained in a receiver's petition approved in the District Court of Northern Illinois today by Judge James H. Wilkerson.

Constantly increasing traffic in the transportation of automobiles and trucks manufactured on the lines of this railway is the reason for the immediate purchase of 500 of the new automobile cars.

Together with the 500 stock cars represented, the car order of the Milwaukee calls for an expenditure of \$2,530,000. The 500 automobile cars, to be constructed with end doors, will cost approximately \$3,000 each. The forty-foot stock cars will cost approximately \$2,100 each. They will replace an equal number shortly to be dismantled. By arrangement with the manufacturers and in line with the receivers' policy of combining economy with efficient management, the large order will be paid for by the cars' earning power.

In the same petition which was approved by Judge Wilkerson today numerous important betterments to road bed and equipment are included. The installation of an automatic train stop system between Portage and LaCrosse, Wis., at a cost of about \$130,000 was approved. This includes

(Continued on page 13)

# S P O R T S

## Standing of Chicago League Jan. 11, 1927

Pacific Limited	41	7	1059	914
Pioneer Limited	28	23	1045	870
Columbians	28	23	1006	866
Arrows	25	23	1030	894
Olympians	23	28	1009	872
Southwest Ltd.	19	32	1005	836
Twin City Spis.	17	34	983	837
Copper Country	17	28	972	822

### Individual Averages

1. Treskett	51	259	9910	194-16
2. Lange	51	247	9905	194-11
3. Krumrei	42	258	8046	191-24
4. Albright	15	231	2836	189-1
5. Faus	48	248	8945	186-17
6. Ciesinski	51	245	9498	186-12
7. Tobin	51	227	9491	186-5
8. Dietze	44	244	8029	182-21
9. Gavin	51	267	9270	181-39
10. Hettinger	45	232	8139	180-39
11. Stowell	45	242	8108	180-8
12. Dale	45	237	8098	179-44
13. Heyn	51	224	9154	179-25
14. Gutfahr	42	214	7452	177-18
15. Gentz	51	220	8987	176-11

### High Team Average—Three Games

Pacific Limited	3016
Pioneer Limited	2900
Arrows	2885

### High Team Game

Pacific Limited	1059
Pioneer Limited	1045
Arrows	1030

### High Individual—Three Games

Lange	688
Ciesinski	668

### High Individual Game

Gavin	267
Treskett	259

## Standing of Dubuque Shops Bowling League on December 30th, 1926

	Won	Lost	Pet.
Olympians	31	11	739
Overlands	30	12	715
Pacifics	24	18	672
Narrow Gauges	22	20	532
Columbians	22	20	532
Pioneers	16	26	381
Arrows	12	30	286
Southwests	11	31	257

### High Team Average

1. Overlands	2823
2. Pacifics	2718
3. Narrow Gauges	2701

### High Team Game

1. Overlands	994
2. Olympians	927
3. Southwests	901

### High Single Game

1. Batteram	260
2. Herberger	249

### High Individual Average

1. Duscher	609
2. Batteram	601

### Individual Averag

1. Herberger	191	6. Batteram	182
2. Duscher	189	7. Ohde	181
3. Horsfall	189	8. Grobe	179
4. Homan	186	9. Schlitz	178
5. Sprenglemeyer	185	10. Olinger	175

## Sidelights on the Freight Traffic Bowling League

Billy Murphy is the trusty anchor-man on the "Scalpers." Carl Peterson

had enough railroads in Tuesday nights games to do him for the rest of the season. If you don't believe it, ask him.

John Coffey wants the pin boys to stop parking their gum on the bottom of his pins.

The distinguished ambassador from China, Mr. Al Young was among the spectators, pulling for F. Lipperts Krazy-Kats.

Billy Sunter couldn't find a left handed ball.

Geo. Moller and Jim O'Brien fought it out for the high Individual scores with 220 and 234 respectively, the boys are good.

Messrs. Farmar, Grace, Myers, Kamlah also rolled.

## Chicago League Notes

It is very evident indeed that some of the St. Paul family made New Years resolutions and kept them as far as we can determine. All of the boys are certainly hot as the scores shot in the past month are the best in the history of the League, if you do believe this just glance over the League standing, also take a peek at the individual averages. Come on gang keep going lets see a few more records smashed.

Chuck Albright formerly of the Chicago, Burlington and Quincy R. R. is now employed in Mr. Lodges office so we have another classy bowler among us. Chuck is now anchoring for the fast-stepping Copper Country the newly organized team that Mr. Barry is managing. Chucks average is not so hard to look at either and we are of the opinion that it will look better later on.

Bill Hettinger has been confined to his home for the past week. We hope you will be back at the old post Bill by the time this is published.

The Twin City Specials are still plugging along and altho Potter didn't promise much from his team, the first year we would say that they are doing a great deal, 837 is by no means a poor average for this league.

Here's one for the book, the Southwest Limited surprised everyone even themselves when they pushed the maples into the pits for 1005 and incidently winning one game from the Pacific Limited. This by the way was the first loss by the Pacific in their last 22 games.

Barry comes to the front with the statement that his team will be one of the best in the league from now on. More power to you Barry, but better tell E. J. to fix the thumb up and have Gannon take the embalming fluid off his apple.

Just a few double century marks this month, here they are: O'Shea 602,602; Hayn 605, Ciesinski 628, 605; Lange 617, 688, 637; Dietze 611, Dale 604, 618; Sabey 600. McGowan 618, Krumrei 666, 639, 633; Tobin 629, 620, 639; Treskett 605, Faus 601, Albright 606, 624. Looks like another record gone to the winds.

The General Freight Dept. under the able direction of Joe Krizek has organized a six team league consisting of members of the G. F. S. This sounds good as it will bring out another crew of unheard of bowlers. We hope Joe, that you will get all of your teams to enter into our Sixth Annual Tournament to be held in Chicago this year.

In view of the fact that the Pacific Limited bettered the league record of 2992 set by the Comptrollers team

last year, we are pleased to publish their scores of 3016 shot on two different nights.

ment train in Burlington, Wis., after a long and tiresome automobile ride from Sturtevant, Wis. in Messrs. Peters and Wolf's automobiles especially in the latter car, first she ran out of oil, then she burned out a bearing, then she caught on fire, and at this critical moment our Mr. C. G. A. Peterson did his heroic work and saved his bowling ball, why worry about the automobile, and a few other happenings. We were treated to an elegant dinner consisting of sauerkraut (Mr. Wolfs brand) and spare ribs (Mr. Peters brand, those which he occasionally discovers in his sand pits etc.,) and we must say that it was beyond comparison, very good, par excellent, it had the quality and quantity. You can imagine how good it was when a Swede has about four helpings. Our honorable Mr. Clifton, Agent, Burlington, Wis. was also on hand which made the evening very

		12-21-26			
Gavin	218	171	187	576	
Heyn	224	201	168	593	
O'Shea	212	188	202	602	
Ciesinski	214	213	201	628	
Lange	191	203	223	617	
Total	1059	976	981	3016	
		12-28-26			
Gavin	149	177	190	516	
Heyn	176	224	205	605	
O'Shea	191	186	225	602	
Ciesinski	229	195	181	605	
Lange	197	247	244	688	
Total	942	1029	1045	3016	

It is needless to make any comments on the above scores, only to say that Legs Lange with his 688 scored the highest three game total this year. So that's that who is going to knock it off.

We must also give the Pioneer Limited honorable mention as they cracked out a 2900 total good for second place with scores as follows: 888-1045 and 967. Dale collected 618—Dietz 611—Feller (with his gutter ball) 471, Rou 543 and the old slow starter Stowell had 657. The second game of 1045 was compiled by scores of 234, 235, 186, 178 and 212. Not so bad for one nights work, however they had a hard time winning the odd game from the Arrows who shot 977, 943 and 965 for a total of 2885.

Somebody evidently returned the dynamite to Dietze.

We wonder what has happened to our bowling friends along the line, in the event that you have no pencil and paper please let us know, and we will be glad to donate. We understand that the Milwaukee System has a great many bowling fans who no doubt read our articles. How about sending in a few lines to make our pages complete, we like to read your articles also.

The Chicago league would like to issue a challenge to the entire system the challenge reading as follows:

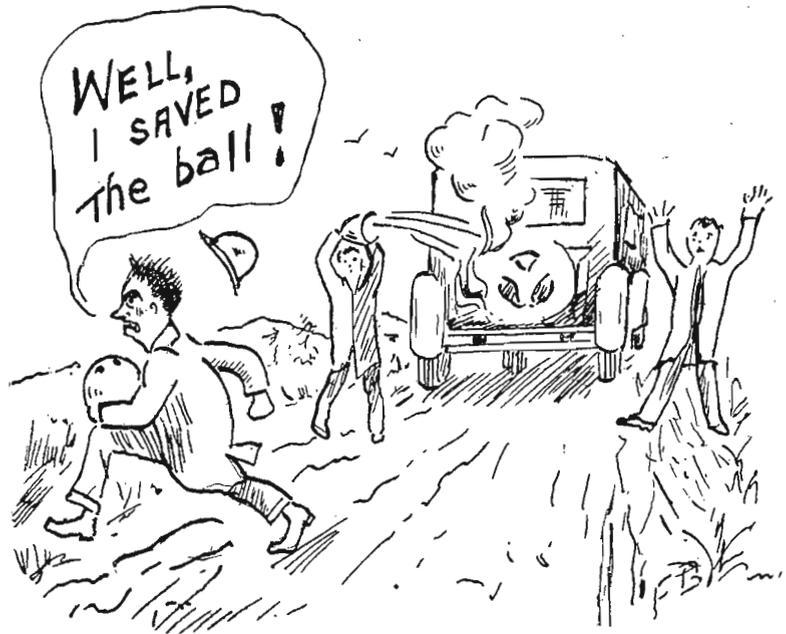
The Chicago League to pick its five best men to shoot against any five men team picked from any one city on the system (Milwaukee Employees only). A series of three games to be rolled by each team on their home alleys at a certain date and at a certain time, the scores will then be sent to the editor of the Milwaukee Magazine and published in the next issue. This will eliminate all travel and expense and of course will be a gentleman's agreement as far as scoring is concerned. The Chicago League feels as though they have some of the best bowlers on the system, so if you feel the same way write to W. L. Faus, Secretary C.M. & St. P. Ry. League 6777 Olmstead Ave., Chicago, Ill.

That's all, there is no more.

### General Freight Department Bowling Items

THE first bowling match between the CM&STP. Ry. Freight Traffic Department bowling team and shippers located along the CM&STP. Ry. was held at Burlington, Wis., Thursday evening January 6, 1927. Peters Sand and Gravel Co., of Burlington, Wis. were the opponents. The first

game was won by the Peters Sand and Gravel Co. team by the slight margin of three pins which was the result of too much sauerkraut which was furnished by our honorable sauerkraut king of southern Wisconsin "Mr. Wolf." The second and third games



were won by the traffic department team by 184 and 62 pins respectively. Traffic department team winning the match by a total of 243 pins. Herman Treskett was high for the winners with 613 pins. Mr. Peters was high for the losers, however we do not recall what his total was at this time. Mr. Wolf (Sauerkraut King of Southern Wisconsin) was the Chief score keeper, outside of committing half a dozen errors or so, he was rather accurate. Upon the arrival of the traffic depart-

complete. Mr. Stock of the Peters Sand and Gravel Co. sure throws the most destructive bowling ball ever layed on any bowling alley in this country might say the world, first it slides, second it hooks, third it stops and fourth and finally it bucks up, results being when it reaches the pins it does not have enough force behind it to knock more than one or two pins down however he is young and give him a chance.

### Standing First Week C. M. & St. P. Ry. Freight Traffic Department Bowling League

	W.	L.	Pct.
Neversweats	3	0	1000
Krazy Katz	3	0	1000
Poodles	2	1	667
Scalpers	1	2	333
Hercules	0	3	000
Rinky Dinks	0	3	000

A man went to his doctor and requested treatment for his ankle.

After a careful examination the doctor inquired: "How long have you been going about like this?"

"Two weeks."

"Why, man, your ankle is broken. How you managed to get around is a marvel. Why didn't you come to me at first?"

"Well, doctor, every time I say anything is wrong with me my wife declares I'll have to stop smoking."

## LEAGUE STANDINGS AND INDIVIDUAL AVERAGES

C. M. & ST. P. Railway League  
Minneapolis, Week Ending 12-28-26

Teams	Won	Lost	High	Average
Machine Shop	28	14	992	860
Terminals	28	14	974	850
O'Briens Tigers	24	18	975	851
Dist. Accts.	23	19	978	852
Boilermakers	22	20	1016	860
Store Dept.	17	25	931	799
Superintendents	16	26	921	784
Car Dept.	10	32	890	789

### INDIVIDUAL AVERAGES

Names	Games	Average
C. Behr	42	179
C. Johnson	36	179
R. Ekman	39	178
B. Blake	42	177
S. Jones	42	177
C. Roal	42	176
W. Hagan	42	174
H. Siegler	36	174
W. Johnson	39	172
O. Neuwirth	36	172
G. Hupp	21	172
S. Farley	33	172
L. Hallstadt	27	172
H. Collins	39	171
L. Nelson	42	171
R. O'Connell	36	171
O. Murek	42	170
H. Lindberg	39	170
W. Pickler	42	170
J. Ritter	42	170
E. Neuwirth	36	170
W. McGuire	33	170
J. Hunziker	16	169
E. Peterson	42	169
F. Wanberg	42	169
W. Cleath	39	169

High Team Average—Three Games—O'Briens Tigers 2810  
High Single Game—Boilermakers 1016  
High Individual Average—Three Games—B. Bakke 648  
High Single Game—O. Murek 264

### Sixth Annual Milwaukee Employees Tournament April 9-10 16-17 23-24 Chicago, Ill.

The bowling tournament this year promises to be a real affair and take a slant at this, ye fellow bowlers, the Tournament will be held at Romeo Recreation Rooms 16 alleys (only one year old) without a post.

This will enable the Committee to take care of practically any team on a desired date and at a specified time. There are lunch counters, billiard tables and all conveniences that go with the up-to-date Recreation Room and we can assure you of a service unparalleled in any of our tournaments.

The Romeo Rooms are located at 1141 Milwaukee Avenue, only fifteen minutes ride on the surface lines from the Union Station. A taxi cab will get you there in practically nothing flat at a nominal charge. We have tried to arrange and plan this tournament for the benefit of out of town bowlers as we feel as though they are the ones to please. Will your department or city be represented this year, if not why not. Remember you are not shooting against A. B. C. scores, you are shooting against scores of employees belonging to your own Milwaukee Family something we should all take pride in. The Milwaukee has put over a lot of big things due of course to the aid of loyal employees. The committee wishes to put this over big and break all records so we are appealing to the Milwaukee family again to support us 100 per

cent. Do not pass the remark, "I would like to take it in, but will be unable to do so," arrange your business and plan on the trip, you will never regret it. Be a real leader this year, do not wait for the other fellow to act, because if everybody waits and nobody acts, well it's not necessary to quote the results.

We want your support, and look for it so lets go. Let "On to Chicago" be your byword from now on.

Here's another feature a \$10.00 prize will be given to the team rolling the highest score that travels the greatest distance to this event. Chicago the ideal place for all gatherings places a sign on its door "Welcome Milwaukee Employee Bowlers."

### New Equipment and Betterments.

(Continued from Page 10)

equipping of 34 engines operating on the LaCrosse division with automatic stop devices.

Further to improve operations on this division additions are to be made to the automatic block signal system, the installation of which will eliminate train delays occurring during wet weather on account of long track circuits.

Automatic train stops and controlled manual block signals are also to be installed between Tunnel City and Raymore, Wis., at an approximate cost of \$15,000.

Laying of nearly 20 miles of new rail, including seven turnouts between Randville and Sagola, Mich., at a cost of \$71,000 was approved by Judge Wilkerson. Another large rail replacement order is that between Rudd and

Portland, Ia., to cost \$68,000. At Sioux City, Ia., provision is made for the payment of an assessment against the railway for extension of Perry Creek Conduit.

From Watertown to Madison, Wis., replacement of more than 30 miles of track, including 21 turnouts, at a cost of \$234,380, is provided. Other track replacements and extensions were approved for Petrel, N. D.; Crown Hill, Ind.; Pande, Ill.; Davis to Freeport, Ill.; Whittemore to Cylinder, Ia.; South Bend, Wash.; and Minneapolis, Minn.

The application of super heaters and pneumatic fire doors to a number of engines, provided for in the petition approved today is expected to effect large economies in operation.

At a cost of approximately \$65,000, aluminum headlight cages are to be installed on more than 800 of the Milwaukee's locomotives. Tests made by the engineering department disclose that the aluminum cages, because of their durability should replace the sheet metal cages now used.



O. T. Noland and "Billie Boy."

The above picture shows Mr. O. T. Noland one of Kansas City Car Department Employees with his Blue Ribbon Airedale, "Billy Boy" and Billy Boy's protege. Last year Billy Boy took a second and this year he won the blue ribbon at the American Royal Live Stock Show. Besides being a winner of blue ribbons, Mr. Noland declares the dog's intelligence is almost human. We believe the following will fully substantiate that statement:

On Sunday morning Billy loudly announced the news to the Noland family that their prize Jersey had calved down in the pasture quite a distance from the house and proudly led the way to the new offspring and helped get it safely with its mother to the barn. Mr. Noland paid no attention to Billy when he insisted upon a second trip to the pasture and when all forms of canine persuasion failed to take affect Billy trotted off by himself. He completely disappeared for the day and night refusing to answer the whistles and calls of the Noland family. The following morning they beheld Billy carefully herding another calf toward the house, twin of the one brought in the morning before.

### The Difference

Florida Farmer: "Say, Jake, what is that new building you're putting up?"

Neighbor: "Wal, if I can rent it, it's a bungalow. If I can't, it's a barn."

—Northwestern Purple Parrot.



Paper Prepared by Mr. T. A. Lavers, Machine Operator, and Read at a Twin City Car Department Safety First Meeting

**I**N writing a paper of this nature it is desirable as much as possible to make it meet our own conditions and needs as railways shop men, although as a matter of fact the Safety First idea applies to all conditions and in all places. But it seems to me to be in a way a state of mind as much as anything else, for if you can in some way keep a matter of some sort before the people's eyes or drummed in their ears, they are going to get to thinking about it and then to feel that there is something in it. The next thing, they are going to act on it.

When there is facing us on every door and wall about these shops the words, "Be Careful Today," it may not mean much to us at first but as we are continually running up against it, it kind of gets on our nerves and we wonder if something is going to happen, and we instinctively go a bit more careful, and once a man has been hurt in a certain place, or by some tool or machine, you are going to be mighty careful when you are using that tool or machine or when you are in that place. It seems to me that there has been no time in the world's history when the Safety First idea is more needed and that all the great discoveries, inventions, labor-saving devices, and even amusements bring with them additional dangers to be guarded against. As for instance, the steam engine and the resulting increase of machinery, and with this the consequent gathering together of many people in shops and factories. The use of electricity, the elevators in high buildings, congestion in large cities, the rush of automobiles on every street and country road, the railroad trains and dangerous crossings, now equipped with their "Stop, Look and Listen" signs, and many other things too numerous to mention, that have sprung into existence in the last forty or fifty years, all tend to add to the risk of life and limb to people generally, although they may lessen labor and make life easier by their many helps and conveniences. So all these things call for more care and thought, and require that every person should make the fullest use of all his faculties and be on a constant lookout for dangers seen and unseen, and as we are to a large extent our brothers' keepers, in endeavoring to protect ourselves, we should with equal diligence do our best to make things safe for the other fellow, for the interests of mankind are so closely knit that what affects one person may affect many others in no way connected and a plague in

China or yellow fever in Central America calls for safeguards in this and other lands.

A number of years ago people began to realize these dangers and great movements were started to get people to take notice of the need for care, to get them thinking along Safety First lines, and laws were enacted so that there should be an inspection of machinery, factories and shops, buildings, elevators, electrical equipment, boilers, and inspectors for pretty nearly everything we have to do with. Then individual industries and railroads took up the movement, our Road along with others. At first the matter was not taken very seriously and was regarded by some as a joke and scoffed at by others as a move of the Company to cut down the large expense incurred for damages for personal injuries and the consequent loss to the stockholders, rather than, for any regard for the men, and some of the foremen did not then, neither do they now, like the idea of the men being in the position where they can call their attention to conditions that may be bettered, and there is a tendency to belittle the things that are complained of, but the men usually know what they are talking about. There was a lack of co-operation and committeemen became discouraged and lost interest and the movement in time became something of a dead letter, but during the last three or four years new life has been injected into it with good results, and every safeguard ordered by the State factory inspectors or suggested by the Safety Committees has been installed or put into practice.

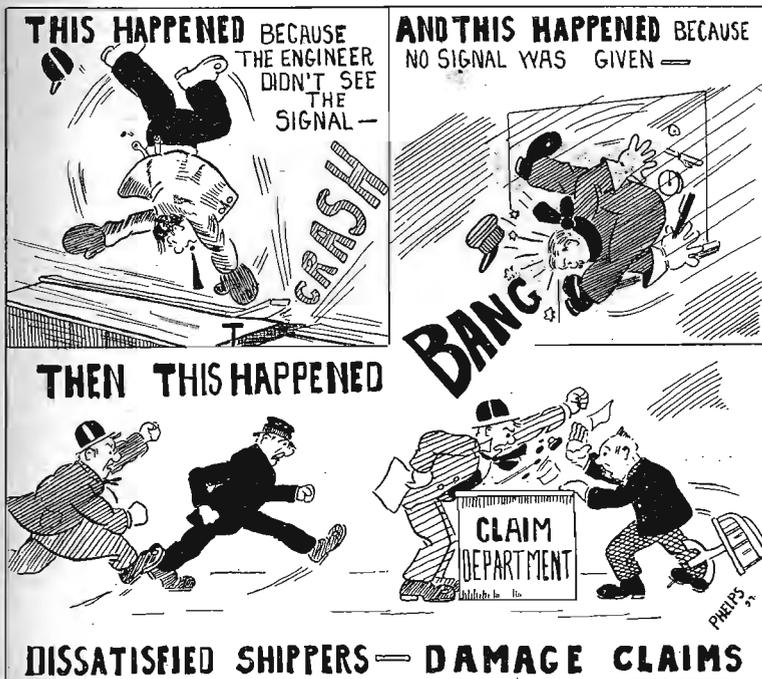
But while all the methods used are good and fine and everything done in the way of safeguards, it is impossible to render everything against carelessness and the pigheadedness of some people. Of course one cannot look more than one way at a time, or know just what someone else is going to do, or know just the condition of tools, machinery and equipment, so that it behooves everyone to be on the alert, watching out for their own and others' safety. As a general thing the big dangers are pretty well taken care of and looked out for, but it is the little commonplace things that don't seem on the face of it to amount to very much and not worth bothering about that cause most mischief. A banana skin or a piece of orange peel any place where people walk is a great source of danger, and no well-meaning person will throw them there carelessly, and many thoughtful person finding them will see to it that they are removed and put where they will give no trouble, and just now icy walks and roadways can easily be made safe by the use of a little sand or ashes. And

so, with a great many other things that some other committeemen will tell about.

Acting on the principle that prevention is better than cure, we as Safety Committeemen, should be on the lookout for things that may at some time cause an accident although they never have before. I have in mind a number of very serious accidents which a little foresight and a very little expense would have prevented. Not long ago a man lost a hand and is crippled for life because of a knotty floor around a machine, causing the man to slip—and some years ago a man lost his life by falling into a tank of boiling lye sunk to the level of the ground with no guards around it. And on the other hand, men have been injured seriously when, after being warned, they persisted in doing things the wrong way. A slow-running grindstone is a very innocent looking piece of machinery, but even there a man can find trouble. A man was grinding an ax by holding it against the stone and resting it on the frame. He was told it was a dangerous way to do it and he was likely to get hurt, but the man who warned him was told to "Go to Hell" and to tend to his own business. He knew how to grind an ax. A few minutes afterward he came to me to get his hand dressed, with two fingers gone, and then he had the nerve to sue the Company for damages. And the woods are full of people just like him, who will learn only by experience. It reminds one of the story of the colored man who was applying for a life insurance policy and was asked by the agent if he had ever met with an accident. "No sah—never had an accident." "What—never injured in your life?" "Never except last spring when a mule kicked me over a fence." "Well, don't you call that an accident?" "No sah—that was no accident. He did it on purpose." I don't mean that any man is going to get injured intentionally, but men will do such risky things sometimes that it almost amounts to that.

In conclusion, just a word of encouragement for the Safety Committeemen. It is a good work, and I believe the Company wants it to be taken seriously and will back up any reasonable suggestions for the Safety of men, but it sometimes takes some nerve and persistence to get done just what we consider necessary. We sometimes get hard words and criticism from those we are trying to protect but we can well afford to overlook this if we can save someone serious injury or some family the loss of the breadwinner. This is rather a rambling sort of a paper but will perhaps serve as an introduction for the ones to follow.

# CLAIM PREVENTION



## Bulk and Bagged Commodities Require Cars Free from Moisture and Leaks

**Question 1 A:** What physical defects disqualify a car for loading grain in bulk?

**Answer:** Grain in bulk is a commodity which requires a car which is as nearly perfect as possible due to the "settling weight" of grain which has a tendency to strain the sides and ends of the car, causing openings to develop between ends of floor decking and nailing sills. Broken or decayed grain strips at bottom of inner linings, loose door posts, rusted or broken roof sheets, or leaky roof boards, old and spread side and end sheathing would also disqualify a car for grain loading.

Since the grain door becomes a part of the car when used in grain service, particular attention should be given to this detail, as grain doors must fit tightly when constructed in sections and must be of sufficient length to reach from door post to door post and nailed with sufficient nails of proper strength to prevent grain door from "passing by" the door post, from the outward pressure of the grain, and the consequent loss of grain from this cause. When the Paget or Duplex grain doors, are used they must be properly fitted in the carrying slots, and securely latched in position with the latches provided for this purpose, making sure that tight fit is made at floor, to prevent raising or "springing" of grain door by the grain being forced beneath it.

**Question 1B:** What physical defects disqualify a car for loading flour, sugar and similar bagged commodities?

**Answer:** Cars for loading of flour, sugar and similar bagged commodities should be clean and dry and free from protruding nails, bolts and splintered or broken side or end linings, and floor decking. Side and end sheathing must be tight, roof sheets whole and properly joined and not rusted or corroded. Floor should be free from oil, tar or other stains, and linings free from powdered substances or "siftings," such as lime, cement, plaster or alkali.

All steel or steel roof cars when used for flour loading often develop considerable moisture on the inside of car on account of the condensation of vapor brought about by temperature changes, moisture gathering on the inside of steel roof and dripping back down onto the lading. Therefore, when flour is loaded in cars of this class, it should be properly protected with sufficient paper over top of flour to overcome this condition.

Cars for sugar loading must be free from all protruding nails, bolts, metal strips, on floor or lining. Door posts and doors must fit tightly, and car must be thoroughly dry and clean, free from oil spots, etc. Broken or missing end or side linings constitute a serious defect in a car for sugar or bagged commodity loading.

**Question 1C:** What physical defects disqualify a car for loading coal, sand, gravel, and similar commodities in open-top equipment?

**Answer:** Cars for loading coal, sand, gravel, etc. are disqualified for these commodities if side plates, ends, slope sheets, hopper doors, or sides are rusted, broken out at joints or seams, or corroded, or bent in a position so as to cause improper closing of hoppers, etc. Hopper door ratchets and "holding dogs" must operate properly and hopper doors must fit tightly against frame. Doors must not be packed with sacks or wedged with wood. When "composite" flat bottom gons are used, floor decking and side planks must be whole and tight fitting, and must not be cracked or decayed.

**Question 2:** What records should be maintained to show that cars have been properly inspected before loading?

**Answer:** All cars must be inspected prior to loading with reference to their fitness for freight to be loaded, and form 1413 or 661-B must be filled out at the time of this inspection by the person making it, showing commodity O.K. for, car number and initial, where inspected and by whom and title, or occupation. Form 1413 should be attached to shipping order on file. Daily check should be made to determine whether all cars loaded have been protected by form 1413 or 661-B.

## Inspection Records Required

**Question 3:** In the event that loss or damage is discovered in a carload shipment at destination due to defective or unfit equipment, what inspection of the car and lading must be made and what records maintained?

**Answer:** If loss or damage is discovered in a carload shipment at destination due to defective or unfit equipment, inspection must be made promptly by the agent's representative and the car department must be notified at once, that mechanical inspection may be made of the car to determine whether the defects which were the cause of loss or damage are old or new defects, or whether long-standing and present when car was loaded.

If defects are such as to warrant, car inspector must card car to repair track, that the defect may be repaired, thus removing the car from service and preventing it from being loaded again before defects are corrected or repaired.

A full report must be made by car inspector making this inspection and a copy of this report furnished the agent requesting the inspection. The agent will report on form 1488 the extent and cause of loss or damage, being sure to furnish all information as to location in car of damaged property and the exact location of the defects responsible for loss or damage. A form 1413 or 661-B report should be attached to agent's copy of form 1488 when filed, that a complete record may be on file when claim or claim investigation is presented.

**Question 4:** What further suggestions can you offer which will assist in the reduction of loss and damage to freight on account of defective or unfit cars?

**Answer:** The furnishing of "a fit car for a fit load" is of utmost importance, and persons who inspect cars prior to loading should be familiar with the requirements which govern. Full and complete, and intelligent is-

suage of the 1488 report will assist materially in reducing loss and damage to freight on account of defective or unfit cars, as various officers to whom sections of this report are forwarded will be in a position to classify properly and to study the cause of the loss and damage and will be able to bring the matter before the Master Car Builder or inaugurate corrective measures.

—Courtesy of New York Central Lines.



A Party of Japanese from New York on yearly pilgrimage to Japan. Taken after detaining from The Olympian at Seattle. This is the third year we have handled these pilgrims, through the efforts of the New York Passenger Office

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

Club Members are asked to remember that Chapter Dues are now payable, and everyone is urged to renew her membership.

### General Welfare and Mutual Benefit Bulletin No. 2

(Continued from January Magazine)

Marquette, Ia., Chapter—Assisted nine families—spending \$90.21. Furnished help to a family that had been burned out, giving them blankets, shoes, and clothing, also gave help to three other families that had suffered loss of their possessions by fire. Also supplied wood and coal to families where there was sickness in the home. Also spent in flowers for the sick and at time of death of "Milwaukee" people an amount of \$77.00.

Mason City Chapter—Made 120 sick calls. Has made many donations of money to needy families as well as gifts of clothing, food, etc. In one instance supplied a family of six with almost all of their winter clothing. Has taken care of three funerals, in one case furnishing all the cars with the exception of the hearse. About 100 calls have been made, and many gifts of fruit, flowers, etc., sent to the sick, and many cards and letters of sympathy sent out. Cards and fruit have been sent to the mothers of new babies, and letters and cards to the sick and shut-ins.

Miles City Chapter—Reports \$186.00 spent on relief work, a \$25.00 cash donation, and eight families assisted, as follows: Wife of an employe who was insane was taken to Asylum at birth of baby—leaving two small children. Club took care in hand and bought clothing, coal and groceries and paid rent, to the extent of \$88.18. Another case was that of a family with smallpox—father was ill, the young daughter had died. The fami-

ly was financially embarrassed. The club was able to do many kind things for this family. Another case was that of a family of six quarantined with scarlet fever. The club sent groceries. Another was that of a family where the father was ill and had been unable to work for twelve weeks. The Club in this case sent groceries. In another instance where the father had met with an injury the club ordered groceries sent to the family. In one case where the father had been injured the club members contributed much clothing and did many lovely things for the family while they were in distress. No actual cash was spent in this instance. In one instance where a mother and baby were ill in the hospital the Miles City Chapter co-operated with the Marmarth Chapter and furnished clothing for the mother and children and visited them many times, no actual cash being spent. They also took care of a family of four children at the time of death of the mother, purchasing warm clothing and securing from the members also several donations of clothing, and at a social afternoon of the club sewed numerous garments for the children. In this instance also there was no cash outlay. Has also organized a Railway Girls' Club.

Milbank Chapter—This Chapter furnished much help to those in need and in one instance made a cash donation of \$10.00 to a member who had lost all of her money in a bank failure.

Milwaukee Chapter—Reports that while it has not found it necessary to give any relief, has sent many gifts of flowers to the sick, made many calls, and sent many cards and letters.

Minneapolis (Twin City) Chapter—Reports 225 calls made on the sick, 25 bouquets and plants sent to the sick, groceries, milk tickets,

coal, bedding, and clothing furnished to the needy. In addition to this the Twin City Chapter has just arranged for a room at the Shops to be put into shape for a club room for the young women employed there, and as soon as it is in readiness will equip it and make it attractive. This chapter is also turning over a fund of \$257.75 to be used for recreational equipment for the "Milwaukee" men at the shops, the work being carried on under the direction of an employe in that department. A chorus has also been organized among the men and women members, and the services of one of the ablest directors in the city employed.

Mitchell Chapter—Has made approximately 250 sick calls, sent food to many needy families, made cash donations to those in need, and paid the expenses of one of its members to accompany the remains of an employe to Wausau, Wis. Has sent out 300 or more Sunshine cards, many bouquets of flowers, also letters. At the time of death of one of its members some of the members went to the home and did all the cooking and work, also took food to the family. The Chapter has attended two funerals in a body. Many of the members have pledged themselves to earn \$5.00 for the Club. Mitchell Chapter donated to the General Governing Board for its Relief Fund an amount of \$5.00. It has adopted as its membership slogan "Everlastingly at it." The purpose of its Sunshine Committee it to immediately investigate each and every case reported to it. This work is divided into wards, with a chairman in each ward, who in turn has her helpers, this making it possible to get in neighborly touch with every case.

Mobridge Chapter—Recently organized.

Montevideo Chapter—This chapter has given aid to various families in the way of furnishing coal and milk when needed, and has also assisted in many other ways, two cases in particular being mentioned herein—that of a young woman whose husband worked for the railway who had a cancer of the eye. There were six small children in this family, and assistance was needed. The Chapter has in it several registered nurses—one of these volunteered to assist the family by staying with it nights, which seemed to be the only assistance required at that time. The sick woman's aunt took care of her during the day. The case was a hopeless one and in a short time the mother passed away. Another case was that of a railroad employe who had a large bill which must be paid or his salary garnished. He had a very large family and needed the money to buy food for his family, and appealed to the Chapter for the loan of a sum of money to help him out at that particular time, with the understanding that he would make monthly payments until the loan was paid. This money was loaned to him.

Ottumwa Chapter—This Chapter has spent on relief work an amount of \$352.35, \$266.00 of this being in cash donations, sixteen in number, \$86.35 for food, clothing, etc., consisting of 134 donations of articles needed, and in addition made 99 donations of clothing, food, and other articles, which did not require an expenditure from the treasury. 242 calls were made in the case of sickness, death, and for other reasons, eight gifts of flowers sent account sickness, and 40 cards and letters of sympathy sent at the time of sickness and death. In order to find the cases which required help this Chapter asked for a list of all men working for the "Milwaukee" who were at that time on the reserve. They found several families very much in need of help—one a fireman's family, consisting of five children, and another one expected. The

mother had epilepsy. They immediately sent coal and groceries, secured clothing for all the children and consulted their doctor. Upon his advice they purchased medicine. A little later when the baby which was born died the Chapter assumed all burial expenses. The husband is again working and getting some of his debts paid. Another case was that of Yard Clerk whose wife was in a tuberculosis sanitarium. He had two small children and had to have a housekeeper for them. His salary is very small, so the club bought material and made clothing for the children. Another case was that of a fireman with four small children, whom the mother had deserted. He was sick in the hospital for six weeks. The club outfitted the four little boys for school. The chapter also paid \$40.00 on the hospital bill for a little girl and has helped the family in many other ways. It is paying \$10.00 per month to the widow of an engineer who was left with four small children to take care of. In return for this she takes care of the club room and keeps it in order. The Chapter has also furnished nurses to those in need of them, and has added a new activity to its work with the establishing of a Children's Story Hour, which will be conducted in one of the churches weekly on Saturday afternoons. This Chapter has done so much in the way of making over clothing and sewing new clothing for those in need that it would be impossible to furnish any estimate in this respect, and it has also supplied many articles of furniture, such as beds, rugs, etc. It also at Easter time sent to "Milwaukee" patients at the Sunnyslope Sanitarium eight plants.

Perry Chapter—Spent \$157.00 on welfare work, assisting many needy families; made several sick calls, and sent 19 letters and cards of sympathy at the time of sickness and death. They had operations performed free of charge on the children of an employe who had been injured, and also gave to this family \$15.00 per month for three months. Assistance was given to another employe to the extent of \$107.00, half the proceeds of a movie house's receipts for three evenings. This man had been injured some years previous and as the effects of the injury came back on him he was obliged to spend a year in the Washington Boulevard Hospital. \$5.00 was also given to a small church of colored people who are all employed by the "Milwaukee."

(Concluded next month)

### Spokane Chapter

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

OUR regular business meeting was held January 11th at the Union Station lunch room, there being a large number in attendance.

After the 1 o'clock luncheon our new President, Mrs. N. H. Fuller, called the meeting to order. The following names of Committee Chairmen were read:

Mrs. W. W. Cutler, Chairman Const. and By-Laws  
 Mrs. C. R. Strong, Chairman Ways and Means  
 Mrs. R. W. Beal, Chairman Mutual Benefit  
 Mrs. J. Lawrence, Chairman Program  
 Mrs. E. M. Grobel, Chairman Membership  
 Mrs. P. L. Hays, Chairman Publicity  
 Mrs. P. T. O'Neil, Chairman House Purchasing  
 Mrs. N. H. Lombard, Chairman Social  
 Mrs. Thos. Hughes, Chairman Auditing  
 Mrs. G. W. Lanning, Chairman Telephone  
 Mrs. Beal, Chairman of Mutual Benefit reported several sick calls and a donation of \$10.00 to a bereaved family.

A Sum of \$25.00 was set aside in the Savings Account toward the Scholarship Fund.

Our membership is steadily increasing, each month bringing in two or three new members. However, we regret very much the loss of two members, Mrs. J. Shook and daughter Ellen, who have recently moved to Seattle. The husband and father, J. Shook, was one of the oldest engineers on this division, was recently killed by an automobile when getting off a street car near his home. Miss Shook was formerly Secretary of this club, and a very faithful one. We are hoping that she and her mother will visit this chapter occasionally.

We were all so pleased with the delicious luncheon served us and the hospitality shown us by the Management of the Station lunch room that it was decided upon to hold our regular monthly meetings at the Station in the future, our next business and social meeting to be held the second Tuesday in February, when it has been planned to have a card party for members and their friends after the luncheon and usual business routine.

### Terre Haute Chapter

Flossie Waggoner, *Historian*

THE regular monthly business meeting of the Chicago, Milwaukee & St. Paul Railway Women's Club was held in the Club Room, Anchor Hall, on Thursday evening, January 13th.

The meeting was opened by all members repeating the Club Motto in unison and each member was requested to memorize this Motto.

Mrs. C. W. Pearce, the retiring President, introduced the new Officers, after which Mrs. Kenney, our new President, took charge. The Minutes were read and approved. The Secretary read a letter which was written to our Chapter by Mr. Gillick, in which he enclosed check for \$1.00 for contributing membership. This was very gratefully received. Other reports and letters were read and disposed of, in the proper manner.

Under new business the President read a list of all committees, Chairmen as follows: Constitution and By-Laws, Mrs. C. W. Pearce

Ways and Means, Mrs. O. G. McCurdy  
 Mutual Benefit, Mrs. W. R. Barnes  
 Membership, Mrs. Rollie Blackwell  
 Social and Program, Mrs. W. W. Griffith  
 Sunshine, Mrs. Frank Curtis  
 Auditing, Mrs. Flossie Waggoner  
 Sewing, Mrs. W. T. Dalton.

Mrs. Kenney gave an interesting talk in regard to boosting for new members and to do everything possible to retain our old members of last year. She also offered her services in anything she could.

Although the weather was bad and only a few were present, after the business meeting a social time and refreshments were enjoyed.

### Aberdeen Chapter

Mrs. W. O. Hiddleston, *Historian*

THE regular meeting of Aberdeen Chapter was held in the Club Rooms at 8:00 P. M. Thursday January 5th, Mrs. Hills presiding in the chair. The newly elected Officers were installed at this meeting.

It was decided that two Card Parties would be given during the month of January. The first party was given on the evening of January 11th and was attended by twenty-five couples who enjoyed the evening at cards after which a delightful luncheon was served by the Hostesses Mrs. C. N. Williams, Mrs. E. H. Soike, Mrs. Ralph Kauppi, Mrs. A. M. Phelps and Mrs. Baldwin. The Club Rooms were artistically decorated with many baskets of flowers. High lady's prize was won by Mrs. Charles Carrier while Mr. B. M. Smith

took the men's high prize home with him. The second card party will be given on the evening of January 25th.

The returns from the Bazaar and Baked Food Sale held on Saturday Dec. 18th far exceeded our expectations, sixty-five dollars being realized from this source.

The Social Program for the balance of the winter has not yet been decided upon but this will, no doubt, be taken care of at the next meeting.

The Relief Committee responded to the call of three needy families during the month of December, clothing and fuel being supplied.

### Sioux City Chapter Notes

Mrs. M. R. Landon, *Historian*

A benefit card party was given at the club room, Nov. 16, which was well attended. Sandwiches, cake and coffee were served at the close of the party.

The Carnival dance given Dec. 11th was enjoyed by a good crowd, and a neat sum realized. Miss Flynn, assisted by the other young ladies of the club had charge of the affair.

#### Christmas Party

The children's party given by the Milwaukee Women's Club Dec. 19th at the depot was a great success. More than 200 children and a great many parents filled the waiting room, where a large Christmas tree was beautifully decorated and lighted with colored bulbs. An interesting program was arranged by the ladies in charge. The first number was the singing of "America" by the audience; Miss Brock gave a Spanish dance, accompanied by her sister at the piano. A reading "The Night Before Christmas," was given by Miriam Kane; Vocal solo by Evelyn Barrett; Quartet by Messrs. Dahl, Dahl, Anderson and Larson, who sang "Silent Night" and Beautiful Sharon." The Misses Lucille and Leone Gordon played ukuleles and sang two duets. The program was concluded with a reading by Miss Schroder.

Imagine the enjoyment of the children when after the program, Santa Claus arrived on a Milwaukee engine, with loads of candy, and a gift for each child which completed the party for the children.

#### Safety First Meeting

The Safety First meeting held at the depot Dec. 20th was the largest in Sioux City. Two hundred and sixty Milwaukee employes, not including ladies present attended, many coming from neighboring towns on our lines. Supt. A. J. Elder, presided. The Women's Club furnished several musical numbers and a reading, and served a cafeteria lunch consisting of sandwiches and home made cake and coffee.

At the regular meeting in Dec., the club held its annual election of officers. The meeting was well attended and everyone enjoyed the oyster stew.

Mrs. Elder, club president invited the board of managers to her home, Thursday, Dec. 30th, to a joint business and social afternoon. Important business was discussed and reports given by the Chairmen of the various committees of the work planned for the coming year. Delicious refreshments served by the hostess.

A pot-luck dinner given by the members of the Club was thoroughly enjoyed by everyone present. A short business meeting followed the dinner and a fine program consisting of a reading by Mariam Brunson, piano solo by Mrs. Burton Johnson, piano solo by Margaret Wean and the Charleston dance by a little colored girl were greatly enjoyed.

## Des Moines Chapter

THE regular meeting of the Des Moines Chapter of the Milwaukee Women's Club was held at the Grant Club, October 29, 1926. A luncheon at 1 P. M. was followed by the regular business meeting, after which Mrs. Pound, our president, had the pleasure of introducing to us our President General, Mrs. H. E. Byram, Miss Etta Lindskog, Secretary General and Mrs. J. L. Franz, Recording Secretary General. Mrs. Byram gave an exceedingly interesting talk on the general purpose of the club, what progress other Chapters have made during the past year in the way of enlarging their membership roll, beautifying their home surroundings and giving financial aid as well as comforting cheer to needy members and employes.

Miss Lindskog explained many interesting methods of making money with which to carry on the Welfare Work of the Chapters.

All present received an inspiration from the fine talks given by our visitors and hope they will come again soon.

Our president, and treasurer, accompanied by several other members attended the General Board Meeting in Chicago November 6th.

## Green Bay Chapter

*Catherine Browning*

ACTIVITIES of the Green Bay Chapter, C.M.&St.P. Ry. Women's Club during December 1926.

Regular meeting was held on Thursday, December 2nd, 1926, at the American Legion Hall.

Meeting was opened with the Club Song.

Chairmen of the different Committee's made a report of their activities during the month. Mrs. Redlins gave a very interesting report of the conditions she found, she being the Chairman of the Welfare Committee.

On November 19th a card party was held in the depot, which was a good success. The party was in charge of Mrs. H. J. Culbertson and her committee and they are to be congratulated on the manner in which this party was conducted, the depot was very beautifully decorated. It being near Thanksgiving the two waiting rooms were decorated with witches, cats and the many other novelties that pertain to the Holiday. The fire places were banked with corn stalks and pumpkins. Cards were played in the afternoon at about fifty tables and in the evening there were about 100 tables at which cards were played. At the close of the evening refreshments were served and a Turkey raffled off. Everyone present anxiously wait the time when we can have another party, as they all know they can go somewhere that they will have a nice and enjoyable evening.

On December 16th it is planned to hold a Christmas party for the children. A Christmas tree will be placed in the waiting room of the depot and gifts will be placed on same for all children who we know will appreciate such a party. Santa Claus will distribute the gifts and we hope to entertain at least one hundred children.

After all items of business were brought up and discussed it was decided to have a banquet in the near future for all members of the Club. Definite date has not yet been set for this.

Election of Officers followed and the same Officers will preside this year as did last year with the exception of the Corresponding Secretary which was vacated by Mrs. Frank Santamour and new elected officer Miss Julia Johnson. Mrs. H. C. Ballard resigned at Historian and officer elected Miss Catherine Browning.

## Mason City Chapter

*Mrs. G. W. Stevens, Historian*

ON Oct. 21st the C. M. & St. P. ladies held a farewell party in honor of Mr. and Mrs. R. H. Janes, who soon leave for their new home in Chicago. Mr. Janes was train-master on this division. A musical program was enjoyed after which a social time was had. Mr. and Mrs. Janes were each presented with a beautiful traveling bag by the club members also Mrs. Janes received a beautiful basket of roses. Mr. Janes received a lovely gold watch and chain from the boys, they will be greatly missed, for we all loved them. A nice luncheon was served and all bid Mr. and Mrs. Janes good bye and we hope they will return often and visit us.

On Nov. 3rd a big benefit card party was held at the Club rooms; five hundred and bridge were played, there were 27 tables and a fine time was had by all. Mrs. Ralph Wilson won high score in 500 and Mr. Allison low score.

Mrs. Dakin high score in bridge and Dr. Dakin low score; a nice luncheon was served by the Clerks in the offices. The card party was also put on by the Clerks.

THRU the usual kindness and efforts of Mr. Ingraham, the Milwaukee Women's Club and their families enjoyed witnessing the arrival of Santa Claus via the C.M.&St.P at 7:30 P. M. December 18th. About one hundred children were present and 85 club members. From the platform after the arrival of Santa Claus they proceeded to the Club Rooms where Santa Claus gave the children a bit of advice and then distributed a gift and popcorn ball to each child. A musical program, refreshments, and a business meeting were also a part of the evenings entertainment. A real Christmas tree which Mr. Ingraham secured in South Dakota was beautifully decorated and electric lighted, which afforded a truly Christmas spirit for the occasion.

Another pretty Christmas Party in the Club Rooms, was attended by seventeen of the office girls at Mason City on Tuesday, December 21st from 12 Noon until 1:30 P. M. Thru the generosity and kindness of Mr. Hodges, two of his clerks had the dinner prepared promptly at noon. The table was artistically decorated with pretty appointments, the lighted Christmas tree, candles, etc., made it a very lovely Christmas party. Each girl received a small gift and departed to their respective offices with a Merry Christmas spirit.

## Milwaukee Chapter

*Gladys M. Horn, Historian*

THE regular monthly meeting of the Milwaukee Chapter was held in our Club Room, Union Depot on Dec. 20th, 1926.

Our President Mrs. Juneau then explained the purpose of the Lydia T. Byram Educational Fund which is to be started and sponsored by every Chapter on the Milwaukee. This fund is to be used for the education of children of railroad employes who are financially unable to send their children to school.

A \$500.00 Bond has been purchased and set aside to start this Fund. This Fund has been called the Lydia T. Byram Fund in honor of our President-General.

The Chapter's Library was officially opened and Miss Elsie Pritzloff and Miss Leona Schultz were in attendance. The Library is to be open every Monday evening from 7:30 until 9 o'clock.

The Milwaukee Mother's Club held a meeting at the Public Library Jan. 13th 1927 and extended an invitation to Milwaukee Chapter to attend.

A blanket was donated to the Club and the proceeds brought 13 prizes for our last Card Party.

The following officers were elected for the ensuing year:

President—Mrs. C. G. Juneau  
1st Vice Pres.—Mrs. R. N. Scott  
2nd Vice Pres.—Mrs. Ida Zimmerman  
Rec. Sec.—Mrs. Frank Mason  
Corr. Sec. Mrs. Fred Telfer  
Treasurer—Mrs. John H. Judge  
Historian—Mrs. Henry J. Horn.

Here's wishing success to the new officers and a prosperous New Year to the Club.

After the meeting a delightful luncheon of sandwiches, cake and coffee were served by a committee in charge of Mrs. Hodge.

## Chicago Chapter

THE election of 1927 officers for Chicago Chapter of the C.M.&St.P. Ry. Women's Club took place in the Fullerton Ave. Club rooms at 1:30 P. M. December 11th 1926. The names presented by the nominating committee were as follows: President, Mrs. W. W. K. Sparrow; Treasurer, Mrs. Walter Wilson; Secretary, Miss Nellie Steneck, there being no nominations from the floor, these officers were unanimously elected. The first and second Vice-Presidents are by rule the Presidents of the two units respectively, Mrs. O. P. Barry of Fullerton Ave. and Miss Shoyer of Union Station Unit.

It is with great reluctance that we are parting with Mrs. Grant Williams as President, for it was she who brought us together in the beginning, who taught us what the Club really meant or could mean to each and everyone. Her knowledge and execution of Parliamentary law impressed one that the Club was an organization of power and importance. She was ever our counsel and guide and we are looking forward to the time when her health will permit her to be active among us again.

To Mrs. Sparrow we now turn our eager eyes, we are anxious for her policies and plans for a bigger and better organization and she can be sure of our heartiest co-operation.

The new arrangement of officers brings the two units closer than ever, though we are separated by distance in this vast city of ours we are but one organization in spirit and in purpose.

## Fullerton Avenue Unit

THE regular monthly meeting for December was held in the Fullerton Avenue Club Rooms on Saturday, December 11th 1926. Luncheon was served at one o'clock and the regular business meeting followed immediately.

The meeting was opened by Mrs. Carpenter Kendall, our President. At her request, the reports from Chairmen of various committees were read. Miss Etta Lindskog, Chairman of Membership Committee reported that we now have a total membership of five hundred and eighty-two with prospects of more new members ready to join our Club.

A vote of thanks was given Miss Mary Lawler, Chairman of Ways and Means Committee, for her generosity in donating a Bookcase and the use of a sewing machine.

The Nominating Committee presented a list of names for Officers of the Fullerton Avenue Unit for the ensuing year and the following were unanimously elected:

President, Mrs. O. P. Barry; 1st Vice-President, Mrs. C. H. Deitrich; 2nd Vice-President, Miss Julia Magdefrau; Recording Secretary, Miss Georgiana Daniels; Corresponding Secretary, Miss Agnes Howard; Historian, Mrs. Ogden Shortall.

The first steps to bring about a success in all branches of our labor, and for the good of our organization, is to have the co-operation of all our members. In this manner no one will be overburdened and each member will have a sincere interest, when working in unison, for the general benefit of our Club.

A rising vote of thanks was given Mrs. Carpenter Kendall, Retiring President of Fullerton Avenue Unit, for her profound and sincere interest in all the activities of our Club and in appreciation of her well conducted meetings during the past year.

The year 1926 was one of achievement as much has been accomplished. The Club is still in its infancy and as we grow larger in number and older in years, greater undertakings will be accomplished.

One hundred dollars was donated to the Fullerton Avenue Unit from funds taken up in the Fullerton Avenue Offices for the purpose of distributing Christmas baskets to Milwaukee's poor families. Many thanks to those who contributed to this worthy cause.

We were sorry to hear of the recent illness of Mrs. Grant Williams, Retiring President of Chicago Chapter. Her efficient work and untiring efforts in making plans to bring about perfection in our Clubs shall always be remembered. We hope that she will speedily recover.

There being no further business, at this time, Mrs. Carpenter Kendall, Retiring President, gave the gavel to Mrs. O. P. Barry, newly elected President, and the meeting adjourned.

### Union Station Unit

**W**ELL, if you can't go to the Gallatin Gateway, why not go to the Gallatin Gateway Ball—that's the next best thing. When is it to be? Why in February, of course, the month of all big events (George Washington, Abe Lincoln, Valentine's Day, and so forth). To be exact, February 25th. And where? At the handsome Arcadia Ball Room, at Wilson and Broadway—very easy to reach.

You remember what a lovely dance we had last year, don't you? Well, this is to be just as, if not more so; each one should be a little nicer than the last, if such a thing is possible, but we need your presence to make it so. And, if it is not a success (pardon even such a suggestion) just think how many disappointed CM&StP girls there'll be, and with so many disappointed CM&StP girls just think of the gloom that will pervade the CM&StP offices for some time thereafter. "Let me not think on't." as Bill would say.

- SO: Don't forget the night—February 25th.
- Don't forget the place—Arcadia Ball Room.
- Don't forget your tickets—50c each.
- Don't forget your best girl—or beau, as the case may be

### AND DON'T FORGET TO GO.

Milwaukee Chapter also gives a dance and card party at the Auditorium in that City on the night of February 19th.

This is their second annual Ball and as the first one was an unqualified success, the Chapter is looking forward to another similar triumph. The "Milwaukee Railroad" parties are noted for the good time everyone enjoys, and the membership and their friends are assured that this year's event will be a little bit finer, a little bit more wonderful than ever before. **EVERYONE PLAN TO GO.**

### Kansas City Chapter Dorothy Jackson, Historian

**T**HE Kansas City Chapter entertained with a surprise party, Wednesday, Dec. 1, for its oldest member, Mrs. Peter Hackett at her home, 142 Spruce.

Twenty ladies attended and dainty gifts were presented her. Mrs. Hackett responded to the very lovely surprise in a gracious way.

Refreshments were served and the afternoon was an enjoyable one for both Mrs. Hackett and her friends.

On Dec. 2, 1926 at 8 P. M. a regular monthly meeting was held at the Odd Fellows Hall corner of Independence and Hardesty Avenues. The attendance was particularly good, forty-three ladies being present and the annual reports of committee chairmen exceptionally gratifying. The Treasurer, Mrs. Frank Etter, reported \$700.75 taken in. The Mutual Benefit Chairman, Mrs. Henry Risken, gave the following account of the years' work: two needy families given \$25 cash, another family given \$4.50 in cash, 2 tons of coal, and a very lovely food shower,—89 sick calls were made, 17 flower gifts given, and 3 funeral sprays. Mrs. John Bammer, the Social Chairman, gave an interesting report of the several social events: 4 card parties, ticket selling contest, 2 dances, and 2 surprise parties all of which added considerably to the treasury. The Program Chairman, Mrs. Hall, gave a very carefully prepared account of the year's programs.

Following the committee reports the election of officers took place.

- Mrs. L. P. Gibson—President
  - Mrs. J. F. Anderson—1st Vice-president
  - Mrs. John Bammer—2nd Vice-president
  - Mrs. Wm. B. Jackson—Rec. Sec'y.
  - Miss Fern Stipp—Corres. Sec'y.
  - Mrs. Frank Etter—Treasurer
  - Miss Dorothy Jackson—Historian
- At the conclusion of the business an oyster supper was served.

### Marion Chapter Jennie Coakley

**O**UR regular meeting of the Milwaukee Women's Club was held November 16th in Memorial Hall with forty-two members responding to Roll Call.

Our President, Mrs. M. J. Flannigan, gave a report of the Luncheon and General Club meeting held at the Palmer House in Chicago,

November the 6th, saying that Marion Chapter again this year headed the list in achievements. It was voted by the Board members that each club on the system establish a Lydia T. Byram Scholarship Fund in honor of Mrs. Byram, President General, in appreciation of her work. Mrs. Flannigan seconding the motion that all clubs do likewise.

Plans are being formulated for Women's Club House. It is anticipated that Marion will have a Club House within a few months.

The Sunshine Committee with Mrs. Willis Jordan, Chairman, assisted by Mrs. B. C. Sears, Mrs. Geo. Baroska, Sr., and Mrs. Margaret Lemming have accomplished splendid work in the Clothing Drive and plans were completed for more work along this line.

At the close of the meeting, refreshments were served by the Entertainment Committee of which Mrs. J. L. Roberts was chairman. She was assisted by the Mesdames Ernest Failor, W. R. Pollard, Harold Mullaley, L. K. Owen, John Reardon, Peter Pazour, Frank Higgins, Fred Rasmussen and Miss Alice McGuire.

The Charity Ball was given November 24th at Mentzer's Hall with Mr. Charles Rowe, Chairman and his Assisting Committee. It was well attended and a grand success financially. The Melody Maker's Orchestra furnished the music and the proceeds were given for the benefit of a children's Christmas Party to be given on the evening of December 16th.

### Janesville Chapter

Mrs. A. J. Hunter, Historian

**T**HE first business meeting of the year of the Janesville Chapter of the C.M.&St.P. Women's Club was held Tuesday evening Jan. 4th, 1927 in the passenger depot.

The meeting was called to order by our new President Mrs. Willis Taylor, wife of switchman Taylor. Mrs. Taylor was elected when our past President Miss Harriet Mulligan declined to accept nomination due to her responsible position at the office of the C.M.&St.P. Roundhouse.

Much credit is due Miss Mulligan in the wonderful way she conducted the meetings and ran the club in general, her cheery ideals helped make the meetings a pleasure. Other members elected to office were Mrs. Harley Fish, First Vice-Pres., Mrs. Chas. Gregory, Sec. Vice-Pres., Mrs. Blanche Hayes, Record-



A few of the Janesville youngsters at the Christmas Party

ing Sec., Mrs. Frank Drew, Corresponding Sec., Mrs. Herman Dahlman, Treasurer. Mrs. Albert Hunter, Historian. A report from all committees was heard and all bills approved. A report was read by the chairman of the Xmas program which was a huge success, much credit is due the ladies in charge and those who assisted them. A wonderful program was put on from Two till Three o'clock in the Depot by C.M.&St.P. children in which musical and Charleston numbers, vocal selections, readings and community singing was enjoyed by nearly 200 children and nearly as many adults. When to much surprise Santa's train came puffing into the station, the engine and passenger coach decorated by the ladies to correspond with the beautiful decorated Depot. The engine had two Xmas trees and flags on the front end, while Santa and his gaily decorated coach with a poster bearing the name Santa Claus Special on the side, came dashing on.

Each child present was presented with a ticket before they could enter the coach where they were greeted by Santa and given a gift and a sack of goodies, and pop corn balls, which was well prepared by the committee. At 4 o'clock the children departed for their homes only wishing the C.M.&St.P. Santa would come more often. The committee thanks all the men for their co-operation in getting the Special ready. The club feels very proud of their Xmas program as they put on card parties at their homes the month of Nov. to appropriate funds to carry it through.

### Sioux Falls Chapter

THE C.M.&St.P. Ry. Women's Club held their meeting in the club house Wednesday evening, Dec. 15th at which time there was an annual election of officers. The following officers were elected. Pres. Mrs. T. P. Cavanaugh, First Vice Mrs. R. V. Manson, Second Vice Mrs. Albert Banning, Secretary Mrs. F. F. Brown, Treasurer Mr. N. E. Capwell, Historian Mrs. R. W. Riewert.

During the course of the business meeting the date of the monthly meeting was changed to the second Tuesday of the month.

Social hour honoring Mr. and Mrs. Zane Jenkins who are leaving for Minneapolis followed, after which a delicious lunch was served. Both Mr. and Mrs. Jenkins were presented with a parting gift from the club.

At the close of the meeting, Mrs. J. R. Bankson was presented with a gift as a token of appreciation for the years of faithful service while in office as president.

Dec. 20th was gala night for the children of the members of the Women's Club, for the annual tree was arranged for them in the large waiting room at the Milwaukee Passenger Depot.

Aboard a gaily decorated engine, looking as though he had just arrived from the north pole, Santa Claus was greeted by 100 little folks when he stopped the big locomotive at the station. Green and red, carrying out the season's colors were trimmings used on the engine and also in the station where a huge lighted Christmas tree held sacks of candy, nuts, pop corn balls, and in the big bag on his shoulder, Santa had a gift for each one.

This is the second annual affair the club has sponsored and it was even a happier one than the first one. Much credit is due Mrs. J. R. Bankson for her supervision of the arrangements and the lighting of the tree.

### Perry Chapter

*Ruby Eckman, Historian*

THE Perry chapter of the club complimented Mrs. W. L. Schmitz for her efforts in behalf of the club by returning her to the

office of president for 1927. Other officers elected were first V. P., Mrs. J. J. Kindig; second V. P., Mrs. John Evans; Corresponding Secretary, Mrs. John Heinzelman; Recording Secretary, Mrs. C. A. Trask; Treasurer, Mrs. Nettie Courtney; Chairman of the Auditing Committee, Mrs. F. L. Hanner and the division correspondent as Historian.

Mrs. Schmitz picked out a bunch of real enthusiastic workers when she selected the following ladies as chairman of the various committees: Ways and Means, Mrs. Ralph Van Horne; Mutual Benefit, Mrs. J. M. E. Reel; Social, Mrs. H. L. Balsbaugh; Membership, Mrs. C. E. Everts; House and Purchasing, Mrs. Will Thompson; Program, Mrs. E. E. Banyard; Entertainment, Mrs. Clyde Utterback; Decorating, Mrs. Ralph W. Wright; Sunchie, Mrs. D. Sullivan; and Pianist, Mrs. Owen Fox.

The Club has its first real task of the year to perform on January 9th when fire destroyed the home of one of the section laborers. The fire occurred early in the morning and the club members cooperating with the Red Cross and Big Brothers of Perry got right into the job of providing clothing and furniture for the family consisting of the parents and six children, none of whom had been able to save sufficient clothes to keep them warm. By Sunday night they had been clothed and located in a home. The Milwaukee Club kept on the job until ample bedding and clothing for the family for the winter had been provided. Those who knew the part the Milwaukee ladies took, commended them highly upon the organized manner in which they took hold of the situation.

### Montevideo Chapter

*Maude Hamlin, Historian*

OWING to illness of Historian, Montevideo chapter was not represented last month but will endeavor to recount the meeting held on December 16th, 1926.

Meeting was called to order by our President, Mrs. R. E. Sizer, with a goodly crowd attending. The main thing of interest, of course, was the annual election of officers. A nominating committee consisting of Mrs. Ben. Bishop, Mrs. Abe Stuber, Mrs. Tom. Dugan and Miss Clara Samdahl was appointed, who nominated the different members for office for the year 1927. Following is the result of the election:

President—Mrs. R. E. Sizer  
1st Vice—Mrs. P. H. Nece  
2nd Vice—Mrs. A. M. Martinson.  
Rec. Sec.—Mrs. Ernest Young  
Cor. Sec.—Miss Clara Samdahl  
Treas.—Miss Rose Sandbo  
Historian—Mrs. Maude Hamlin

Our president will again assume the reins of leadership, and she will be very ably assisted by her corps of helpers, who have appreciated her earnest efforts the past year and the splendid showing the Club has made under her administration.

At this meeting it was decided to make up and send Christmas baskets which were to contain food and gifts, to several of our Railroad families. Our Sunshine Committee report some very nice work done for one of our families, in the way of furnishing them with warm winter clothing for the children, some donated by different members, some purchased and some made up from materials furnished by the Club. We are very glad to be able to help anyone who needs and wants assistance, and we hope that our members will endeavor to keep the Sunshine Committee familiar with the needs of our railroad families.

It was definitely decided to hold our 2nd Annual Ball on Feb. 7th, 1927 with Brandt's Hot Points as the attraction. This will be in the nature of a "Checker-board Dance," with prizes given every thirty minutes to the person standing on the lucky checker-board number. Committees will be appointed later to take care of the affair, but every member has promised to do her share to make this a great success, as was our 1st Annual in 1926. Hope we have better weather, however, as we experienced one of the worst storms of the season on the night of our dance last year.

Hurrah!!! our Club Huse is practically finished—or at least our Chief Carpenter. Mr. Hansen has promised us possession in a week or so. And it certainly is a fine building too—and we will be about the proudest Chapter on the system when we move in and hold our first meeting. We are planning a big "house warming" and expect to invite the husbands and incidentally our "Contributing Members," to this opening affair, so look out for a big write-up next month. Will describe in detail our new home and give you an idea for your own, if you haven't been as lucky as we have been.

Concluding this meeting was a very nice musical program, under the direction of Mrs. E. J. Ruehmers. Then followed the lunch, which was thoroughly enjoyed by all, after the strenuous business of electing new officers for the ensuing year. After our usual penny march, and singing of Club Songs, meeting adjourned, to meet Jan. 20th, at which time final arrangements will be made for our dance on Feb. 7th.

### Portage Chapter

AT the regular meeting of the Portage Chapter, the following officers were elected for the ensuing year: President, Mrs. O. H. Frick; 1st Vice Pres., Mrs. F. P. Miller; 2nd Vice Pres., Mrs. Harry Pike; Secretary, Mrs. Unban Budzien; Corresponding Secretary, Miss Elizabeth Bloomfield; Treasurer, Miss Elizabeth Bauer.

A social hour and delicious luncheon followed the business meeting under the auspices of the Sunshine Committee.

On the afternoon of Dec. 22nd, the club members brought donations of food and clothing which were sent out to needy families by the Mutual Benefit Committee, of which Mrs. Geo. Linscott is Chairman. At seven o'clock P. M. of the same day, Santa Claus arrived in Portage via the Milwaukee Road. The engine on which he came into town was illuminated with red lights and the depot platform was very effectively lighted by means of fuses and Santa was certainly given a royal welcome by the crowd of children who were there to meet him. After shaking hands with the kiddies, the members of the Club and the children accompanied Santa Claus to the Club House and a delightful program was given.

After the program, Santa Claus opened his pack and each girl received a doll and each boy a toy; and all the children received a stocking full of candy and were treated to home-made pop-corn balls and rosy cheeked apples. The club room was attractively decorated. The lights were shaded with red crepe paper and streamers were hung from the ceiling. A large Christmas tree occupied one corner. The girls from the office, with Miss Marjorie Pope, Chairman deserve great credit for so beautifully decorating the club room. The Club was made a Christmas pres-

ent of the electric lights for the tree by the office forces.

Wednesday evening, Dec. 27th, a Christmas dancing party was held in the Club Room, for the families of the club members. The music was splendid and a large number enjoyed the party.

### Seattle Chapter

AT the December meeting held the last Tuesday in December, the annual election of officers was held and the following Officers were elected to serve during 1927:

President—Miss Marie E. Cleary  
1st Vice-Pres.—Mrs. G. G. Lovell  
2nd Vice-Pres.—Mrs. C. S. Finlayson  
Treasurer—Miss Eulalie E. Lasnier  
Corr. Secy.—Miss Ruth E. Fowler  
Rec. Secy.—Mrs. Bessie L. Steed  
Historian—Mrs. L. G. Fox

Mrs. Bradshaw the retiring President gave a very nice talk, expressing her appreciation of the help and co-operation given her by the various committees and the members, and asking that they continue to do the same for the incoming officers, who assumed office immediately.

The new Club Room is being worked out most attractively, and while a project of that sort is always a bit slow, it gradually takes form and shows that a great deal of thought and time has been put in on it.

We have just received word that Mrs. Byram is to be with us the 12th of February, and a special meeting is being called so that she may meet with the Club and give them the benefit of one of her inspirational talks. The plans as yet are not formulated for this meeting, but will be announced later and it is hoped that we shall have the entire membership out to meet Mrs. Byram.

### Three Forks Chapter

*Nora B. Decco*

SINCE we have not seen our name in print for a few months I think I had better start the ball to rolling or I will be removed from office some of these fine mornings before I know what is going on.

As the Halloween party the Three Forks Chapter gave was the last evening affair, and as it came between writeups, I did not have an opportunity to speak of it but it was some party as all who were there are ready to say, and between dancing, and games, there was no time left for wondering what would happen next until the much looked forward to lunch was served. There were a large number present, the hall was as full as could be, and have room to step around in the very lively manner, some of the boys (and girls also) did, and a beautiful program was given during the early hours of the evening. There were a number present from Butte and Bozeman, and towns up and down the line were represented. There were none who did not enjoy the entire evening and complimented the boys and girls who composed the Orchestra, Miss Dorothy Rector, Miss Leta Asher, Johnnie Jenkins and Mr. Wilcox.

The next entertainment will be a large public dance to be given by the Ladies of the Three Forks Chapter on January 29th at the Henslee Auditorium in this city. They have secured the best possible music and everyone it is expected will vote for another just like after the good time they are bound to have at this one. The Committees on these affairs are to be congratulated on the nice manner of handling everything, as most of us know, their jobs are not to be envied. We will let you know all about it next time as if I don't

send this in right away our goodnatured President Mr. A. C. Kohlhasse is going to give me the once over and out I'll go.

There has been no change in the officers of the Chapter except that of Secy., Mrs. Kunze who is not in the best of health asked to be relieved of her duties and Mrs. R. H. Brackney was put in her place in this office. The last two meetings of the Club have been held on Dec. 14th and Jan. 11th and on both occasions, the regular business meeting was preceded by a most delicious and attractive luncheon served to the members of the Club by Mrs. John Bailey at the regular dining room of the Interstate. These luncheons have proved very popular and will be a regular event hereafter.

A good program was given at each meeting and there were a number of out of town members attended each one. While the weather at the December meeting kept a number at home, there were over fifty out at the January meeting.

A number of letters were written by the Courtesy committee to those who thru illness or for other reasons were shutins during the holiday seasons and during the cold weather a number of families have been given food clothing and calls made to ascertain if any assistance was needed in a number of other cases.

Due to the large number of men folks up and down the Rocky Mountain who have donated to the Chapters at Three Forks and Deer Lodge and who have in this way become associate members of either chapter we now have quite a large amount of cash on hand part of which will probably be used for entertaining, etc., we hope to buy enough chairs, dishes etc. soon to be able to entertain ourselves and our men folks when the need arises. We are also the proud possessors of a check for fifty dollars from the Chapter at Chicago as a prize for the first one hundred percent Chapter.

### Tomah Chapter

*Mrs. Henry Thom, Historian*

ON December 29th, 1926 the program committee had a Christmas entertainment, consisting of recitations and music, given by children of the members.

They had a Christmas tree and also a Santa Claus, each child was presented with candy and nuts.

It was a success and quite a number attended.

On January 3rd the Railroad Women's Club held a regular meeting in the community room of the Public Library. Reports of the Club for 1926 were given. The Secretary reported three contributing members.

Miss Ada Last was elected Recording Secretary in Mrs. Hill's place, because of her

### Marmarth Chapter

*Mabel Richey, Historian*

YOU haven't heard from Marmarth Chapter for several months, but, it isn't because we didn't have anything to write about, it is because we have all been busy, but will try and let you hear from us more often this coming year.

First we want to extend to all our club members and friends a "Happy and Prosperous New Year."

Mrs. Jack Allen and Mrs. Jack Stapleton held a bridge party in our club rooms and added \$8.50 to our treasury, and at Christmas time we donated \$10.00 to each of the four churches in our city.

The next meeting will be held February 2nd. About thirty-five attended this meeting. withdrawing from this office.

We also put on two dances, at the first one we took in \$115.00, the second one \$85.70, and at the present time we are sponsoring a two number Lyceum course, the first one was a success and the second is booked for January 13th.

Our club paid out \$86.30 for relief work and did so much that did not draw on the treasury, and going back to Christmas again we made several homes happy and sick rooms cheerful with flowers, and several boxes of apples were given to needy families.

During the past year our Welfare committee put \$25.00 worth of flowers in sick rooms and hospitals.

Plans are being made for a library, making use of hundreds of books now stored away. The many appreciated letters and words from outsiders make us feel altho' sometimes we seem to have accomplished little, our efforts have been more than worth while, quoting a phrase in one letter, "Your clubs work of caring for the sick and needy is the essence of Christianity and is greatly appreciated," surely proved our work was not in vain.

The contributions and fine letters received from Mr. J. T. Gillick and Bradshaw were gratefully received and through request of Supt. Gillick, Mr. M. A. Tripp, agent, was appointed to receive any contributions from men employees.

### Mobridge Chapter

*Mrs. L. A. Hourigan, Historian*

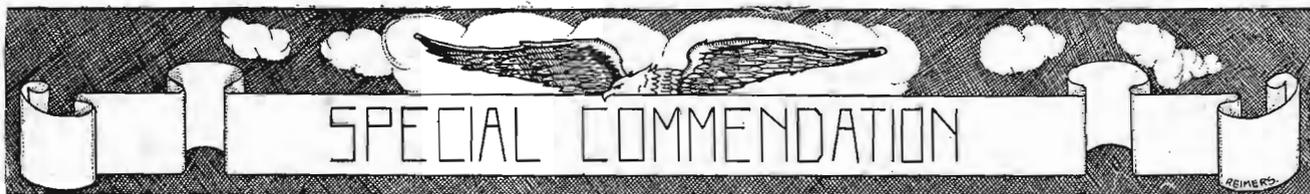
THE last regular meeting in the 1926 year of the Mobridge Chapter of the C.M. & St.P. Railway Women's Club was held at the home of the President, Mrs. J. P. Rothman, Monday December 6th.

The club, organized May 17th and working with Mrs. J. P. Rothman, Pres., Mrs. E. Sandals, First Vice Pres., Mrs. Wm. Catey, Second Vice Pres., Miss Gladys McFarlane, Recording Sec'y., Mrs. R. S. Lewis, Corres. Sec'y., Mrs. W. P. Moran, Treasurer and Mrs. L. A. Hourigan, Historian, has a membership of 85 active members and several contributing members

A very successful dance was given by the Mobridge Chapter in the Masonic Temple Thanksgiving night. The Temple was tastefully decorated and the details of the evening taken care of by the Officers of the Club. About 300 members, friends and visitors attended the dance and \$115.00 was added to the Treasury. At the last regular meeting for the 1926 year the following 1927 nominations were presented and accepted. Mrs. H. M. Gillick, Pres; Mrs. J. P. Rothman, First Vice Pres.; Mrs. Wm. Catey, Second Vice Pres.; Mrs. Myrtle Scheflebein, Rec. Sec'y.; Mrs. R. S. Lewis, Corres. Sec'y.; Miss Mary Heyes, Treasurer and Mrs. Louise McComb, Historian. Report from the various committees were submitted and accepted.

We have received reports from Dubuque, Ottumwa, Spokane, Savanna, Kansas City, Beloit, Bensonville, Wausau, Council Bluffs, and Fullerton Avenue, which on account of lack of space must be deferred until next month. Editor.





## Those Of Us Who Do

G. B. Flood

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

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

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

The Reconsigning Bureau at Union Street, Chicago, is not overlooking chances to add to our revenues. Messrs. John Marshall and Joseph Polenzani (since the close of the football season) secured diversions that gave us hauls to Kansas City.

Agent McPherson has a lot of nice things to say about these two young fellows, so we know there is more to come from them.

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

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

A passenger train conductor has many opportunities to pick up revenue. Very often people get on a train, with a ticket to the nearest terminal, but with final destination far beyond. The live conductor, by friendly

inquiry, can find out the passengers' plans, and the conductor's interest and solicitation will most always route the passenger over our Road. Conductor T. A. Biggs, on the SC&D, does a lot of this, and his activities in a year give us considerable revenue. We hear about Mr. Biggs often, and expect we will continue to for a long time to come.

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

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

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

**R**ATE Clerk Albert Baltzer, at Union Street, Chicago, has been selling the public our good service to Eastern and Southern points via Terra Haute Division junctions. He has been able to get us the long haul on many cars.

They tell me Albert smokes a "mean pipe," but it can't be as strong as his ability to get the business.

Superintendent Ingraham writes in about Harry Kinney, Chief Clerk in the Freight House at Mason City, and tells us that Harry secured routing on four passengers and a car of household good to Memphis, Tennessee. That was nice business, "Spot."

We want Harry Kinney to know it is appreciated, and you to send more of the same good stuff from the I. & D.

We want to tell you about an old-fashioned Railroad-man, and a high-class citizen—Herbert "Buck" Stebens; been with the Company since 1893, now employed as stevedore at Davenport; always butting-in where he can do the Railroad some good. He is a member of the Veterans and Pension Associations; is at every Safety First and Claim Prevention Meeting with a number of good suggestions.

Mr. Stebens is unmarried and, outside of the Railroad, base ball, the only hobby he has is doing things for his relatives.

We have just seen routing orders on thirty

shipments that he secured and turned in.

The next time you come to Chicago, Buck, the writer will esteem it a pleasure to take you out to the Ball Game.

Walter Seiler, Head Grain Clerk, at Union Street, Chicago, has a large acquaintance among the Board of Trade firms. This has been a big asset to him in securing favorable routing for our road. We have been hearing lately of a nice lot of business that he turned in.

We believe that Walter gets more kick out of securing business for the Railroad than he does catching those big fish he tells about.

## Madison Chapter

Mrs. C. A. Parkin, Publicity Chairman

**M**ADISON Chapter held a Christmas party in the West Madison passenger station on December 16th, at which time the club presented Mrs. MacDonald, president of the Chapter with a pin in recognition of her services in the past two years. The children were given popcorn balls and candy.

The Chapter held its business meeting on December 30th at the Y.W.C.A., when the following officers were elected for the ensuing year: President, Mrs. J. A. MacDonald; 1st V. P., Mrs. N. C. Parker; 2nd V. P., Mrs. James McShane; Recording Secretary, Mrs. Fred Liegois; Corresponding Secretary, Miss Rae Scherneck; Treasurer, Mrs. W. C. Kenny; Chaplin, Mrs. E. Harrington. Committee Chairmen: Welfare, Mrs. W. J. Fagg; Social, Mrs. H. Nanderher; Membership, Mrs. Ollie Johnson; Hospitals, Mrs. Blazek.

## Twin City Chapter

Ella S. Bantly, Historian

**T**HE first meeting in the New Year of the Twin City Chapter was held Monday evening January 3rd at the Lake Street meeting hall, and was well attended. Our newly elected President, Mrs. C. S. Christoffer, presided and addressed the meeting. She urged an intensive campaign for a greater membership.

The other Officers for the year are: 1st V. P., Mrs. W. J. Lieb; 2nd V. P., Mrs. C. D. Gallivan; Treasurer, Mrs. E. J. Sainsbury; Recording Secretary, Mrs. E. H. Bannon; Historian, Mrs. A. G. Bantly.

A delightful program followed and was greatly enjoyed by all present. Of special interest was the Club Chorus which made its first public appearance. This chorus was organized by the Board last October, and is under the able leadership of Mr. J. Austin Williams. Any active or contributing member of the Club is eligible to membership in this chorus and meetings are held Monday evenings at the Club Rooms in the Union Station.

At a special meeting of the Board, it was voted to change our meeting place to the Norway Hall. Plans were made for a dance and card party to be held at this hall on February 21st. The members of the Board also voted to entertain the C.M.&St.P. women employes eligible to membership in this Chapter, at dinner on January 20th at the Club Rooms, for the purpose of getting better acquainted.

# AT HOME



HAZEL M. MERRILL, Editor

## Midwinter Fashion Notes

Wolverine, the long-haired fur, in shadings of brown, is very smart, while Astrakhan and fox are the most popular.

For evening, the glittering cloth of gold or the draped velvet gown are equally favored.

Rhinestone and cut-steel buckles are widely used in most every way—on pumps, belts, and gowns.

Lace and fringe have importance in the evening mode.

The bloused back should be mentioned as one of this season's features.

Tweed is an essential of the smart new wardrobe.

Jersey is to be worn again this winter for daytime frocks.

Dresses with the new blouse at the hip-line are being shown.

Velvet and crepe are a lovely and popular combination.

Calfskin is featured in purses and belts with the hair left on.

Wide sashes are popular.

Reptile shoes have their place in the fashionable shoe wardrobe.

The beige and gray suede gloves are the smartest.

Hat brims turn down or in many cases are not at all.

Checked wool scarfs are correct with a sports costume.

Dark reds, dark greens, and bright reds are the colors that are worn, and of course, black holds its place.

Crepella is seen in some of the newer frocks.

Moire belts may be worn with lace frocks.

Godets and tunics add grace to frocks.

Boleros continue to be very smart.

## Fashiongrams

**WHAT** the smart women are now wearing in the sunny Southland, we will wear this summer.

Fascinating silken weaves made up in tiered frocks and jumper dresses.

Jackets of light woollens and metal-threaded jersey are worn with pleated skirts.

Skirts remain short. I saw one fashion note that predicted shorter skirts, but if you can tell me how that could be possible—well.

Sleeves this season are very fancy. There are sleeves that run to the neckline which narrow the shoulders; full embroidered sleeves with a tight cuff to hold the fulness in place; long tight sleeves finished with a cuff or velvet ribbon.

While skirts are brief, they are fancy; several flounces, pleats, fine pleatings, uneven hemlines, ribbon ends, etc.

One-piece frocks, jumpers and pleated skirts are popular for sports. Little distinctive touches may be added, such as a rose on the shoulder, sleeve with



Little Daughter and Son of B. B. Melgaard of the Purchasing Department, Chicago

a puff, ornamental belt, etc.

An open elongated neckline is becoming to all, and a vest or vestee of thin material makes this new mode possible. This is the revival of an old fashion but is dainty and gracious, and dresses up an otherwise plain frock. Flesh pink crepe holds first place but there is a tendency to bring other pale colors into play.

As soon as mild weather comes, you can wear your ensemble so beloved by all. There are many pleasing designs in short jackets, varying necklines, fastenings, accessories, etc. Ensembles are also found among sports clothes, a simple frock without sleeves, or very short ones, for tennis, golf, or the house—then don the jaunty jacket and you are ready for the street.

Felt hats in pastel shades brighten up the costume.

There is a strong tendency to short coats this spring. Some short coats are sleeveless—pockets many, resembling a sweater more than a coat. Long top coats of tweed and home-spun, trimmed except for large pockets and belt will be popular for spring. Sleeves that run to the neckline are also found in the long coats.

Bright scarfs are much in evidence. With suits and sports outfits, the long, slip-on blouse remains popular.

A touch of embroidery lends distinction to a garment.

Some of the newest frocks are draped to the side.

Shoes are of lizard, calf-skin, or suede.

Purses and hand bags are flat, of either suede, kid, or calf-skin.

Gloves of pull-on type and of cham-ois or suede.

Much jewelry of all kinds is worn.

Tailored suits of light-weight tweed of soft texture and color will be popular, and they may be had in almost any color and shade you may desire—light grays, beige, brown, henna, blues, greens, reds.

## Spring Gardens

**MUCH** advice is given to gardeners on the advantages of fall planting, but there are many good gardeners who do not seem able to work up any enthusiasm over planting their gardens in the fall, and have to wait for the urge of spring when shoots are beginning to bud. However, you will find it very helpful if you will take a piece of paper and some colored crayon and map out your flower garden, some time during the winter months, especially if you are planning a new garden. In this way, you will have your garden all planned, and by keeping in mind the month and length of time the different flowers bloom, and those that will be blooming at the same time, you can work out a harmonious color scheme that will be very pleasing throughout the entire season.

## Household Hints

**TO** prolong the wear of gloves, place a small piece of cotton wool in the tip of each finger and thumb.

To prevent soiling woodwork while cleaning brass knockers, etc., make a shield of stiff carboard by cutting a hole the same size and shape as the brass plate.

To hide an isolated fruit stain on a fresh tablecloth cover with a piece of white stamp paper.

Lemons will keep fresh for a considerable time if covered with water which is changed daily.

To prevent grease from splashing when frying put a piece of bread in the pan and fry at the same time.

To save time in hunting for spools of cotton, thread them all on a flexible wire and form into a circle. The thread will run quite easily and every color is at hand.

Paint can be removed from windows with hot vinegar. You can also soften pain brushes by immersing in hot vinegar.

Take an old sunshade or umbrella, strip off the cover, and enamel the frame white; hang it over your range by the handle from a hook in the ceiling. It will make a splendid drier or aircer which will hold a large quantity of collars, handkerchiefs, etc. It can be closed when not in use.

A piece of zinc nailed over half the kitchen table makes an excellent surface for chopping onions, etc., and can be easily cleaned.

Try adding mustard to the butter before spreading sandwiches.

Place a lump of sugar in the cheese dish and it will prevent mold. Wrap cheese in cloth wrung out in vinegar and it will neither dry nor gather mold.

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

### The Patterns

5722. Ladies' Apron—Cut in 4 Sizes: Small, Medium, Large and Extra Large. A Medium size requires 1 1/4 yard of 36 inch material. Price 12c.

5687. Ladies' Dress—Cut in 6 Sizes: 34, 36, 38, 40, 42 and 44 inch bust measure. A 38 inch size requires 4 1/2 yards of 40 inch material. The width of the dress at the lower edge, with plaits extended is 1 1/2 yard. Price 12c.

5736. Girls' Dress—Cut in 4 Sizes: 8, 10, 12 and 14 years. A 12 year size requires 2 1/4 yards of 36 inch material with 1 1/2 yard of contrasting material. Price 12c.

5961. Ladies' Dress—Cut in 7 Sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. A 38 inch size requires 4 yards of 40 inch material, with 3/4 yard of contrasting material. The width of the dress at the lower edge is 1 1/2 yard. Price 12c.

5715. Ladies' Dress—Cut in 6 Sizes: 34, 36, 38, 40, 42 and 44 inches bust measure. A 38 inch size requires 3 1/2 yards of 40 inch material together with 3/4 yard of contrasting material. The width of the dress at the foot is 1 1/2 yard. Price 12c.

5700. Blouse and Skirt for Junior and Miss—Cut in 4 Sizes: 14, 16, 18 and 20 years. A 16 year size requires 1 1/4 yard of 36 inch material for the Blouse, and 1 1/2 yard for the Skirt. The width of the Skirt at the lower edge is 1 1/2 yard. Price 12c.

5717. Misses' Dress—Cut in 3 Sizes: 16, 18 and 20 years. A 16 year size requires 4 yards of 40 inch material, with 3/4 yard of contrasting material. The width of the dress at the lower edge is 1 1/4 yard with plaits extended. Price 12c.

5705. Girls' Dress—Cut in 4 Sizes: 8, 10, 12 and 14 years. A 12 year size requires 3 1/4 yards of 40 inch material. Price 12c.

5699. Girls' Underwear—Cut in 3 Sizes: 2, 4, 6, 8, 10, 12 and 14 years. A 10 year size requires 3/4 yard of material for the Shirt and 1 1/4 yard for the Knickers 36 inches wide. If shoulder straps are made of ribbon 3/4 yard is required. Price 12c.

5702. Girls' Dress—Cut in 4 Sizes: 6, 8, 10 and 12 years. A 10 year size requires 2 1/2 yards of 32 inch material. Price 12c.

5711. Boys' Suit—Cut in 3 Sizes: 2, 4 and 6 years. A 4 year size requires 1 1/4 yard of 36 inch material with 3/4 yard of contrasting material. Price 12c.

5710. Child's Dress—Cut in 3 Sizes: 6 months, 1 year and 2 years. A 1 year size requires 1 1/4 yard of 27 inch material. Price 12c.

### Good Things to Eat

**Rusks.** Two cups scalded milk; one quarter cup butter; one quarter cup sugar; one teaspoon salt; one yeastcake dissolved in one quarter cup lukewarm water; one egg; yolks two eggs; whites two eggs; three quarters teaspoon vanilla; flour.

Add butter, sugar and salt to the scalded milk and when lukewarm, add the dissolved yeast and three cups flour. Beat well, cover and let rise. Then add the egg yolks and the whole egg, well beaten and sufficient flour to knead. Let rise again and shape for Parker House rolls. Before baking, make three parallel creases on top of each roll; and when nearly done, brush over with the beaten egg whites diluted with one teaspoon cold water and the flavoring.

**Coffee Bread.** To one cup of scalded milk, add one third cup butter or butter and lard mixed; one quarter cup sugar and one half teaspoon salt. When lukewarm, add one third of a yeast cake dissolved on one fourth cup lukewarm water, one egg well beaten and flour to make a stiff batter. Add also one half cup seeded raisins. Cover and let rise over night. In morning spread in buttered dripping pan one half inch thick. Cover and let rise again. Before baking, brush over with beaten egg and cover with a mixture of three tablespoons of melted butter, one third cup sugar and one teaspoon cinnamon. When sugar is partially melted add three tablespoons of flour.

**Cream Scones.** Mix and sift two cups flour, four teaspoons baking powder, two teaspoons sugar and one half teaspoon salt. Work in four tablespoons of butter or butter and lard, mixed; add two well

beaten eggs and one third cup of cream. Toss on a floured board, pat and roll to three fourth inch thick. Cut in squares and brush with a bit of the egg white which has been reserved from those put into the batter. Sprinkle with sugar and bake in hot oven.

**Sour Milk Griddle Cakes.** (the old fashioned kind). Mix and sift two and one half cups flour, one half teaspoon salt and one and one fourth teaspoons soda. Add two cups sour milk and one egg, well beaten. Drop by spoonfuls on hot greased griddle. Cook on one side and when puffed full of bubbles, turn and cook other side. Serve with butter and maple syrup.

**Bread Griddle Cakes.** One and one half cups fine, stale bread crumbs; one and one half cups scalded milk; two table spoons butter; two eggs; one half cup flour; one half teaspoon salt and four teaspoons baking powder. Add the milk and butter to crumbs and soak until crumbs are soft. Add well beaten eggs, then flour, salt and baking powder.

**Rice with Cheese.** Steam one cup of rice with one tablespoon of salt. Cover bottom of buttered dish with the rice, dot over with butter, sprinkle with thin shavings of mild cheese and paprika. Repeat until the rice and one fourth pound of cheese are used. Add milk to the depth of the contents of the dish, cover with buttered cracker crumbs and bake until cheese melts.

### There's a Limit

A retail dealer in leather goods, doing business in Baltimore, wrote to a firm in southern Massachusetts ordering a carload of merchandise.

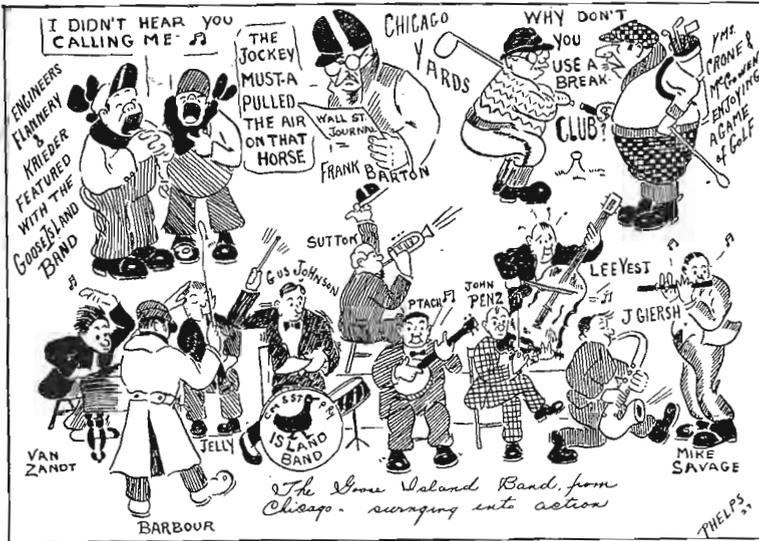
The firm wired him: "Cannot ship order until last consignment is paid for."

"Unable to wait so long," telegraphed the merchant. "Cancel the order."

—Exchange.



# ON THE S.P.E.E.L. TRAIN



Stivers goes to Yankton on 3rd trick, from Baltic, S. D.

## Dubuque Shop Jingles "Oosie"

The CM&STP Minstrels will open a three day engagement at the Majestic Theater commencing Feb. 24th. This will be the 9th Annual Season for the troupe and they have many new surprises this year. Roy Oldridge as Interlocutor and on each side of him ten flashy ballet singers in new tuxedo suits. The extreme ends will be played by Dick Sullivan and Jimmy Hayes. They will be supported on the ends by Harry Haggerty, Johnny Young, High Wilson and Mack Marshall. The ballet singers for this season consist of Glenn Dewey, Earl McAleece, Lew Schwartz, Al Breckler and George Briggs.

An added feature is the popular pioneer quartet consisting of the Ruff Brothers and Dewey Leuschner.

There is nothing amateurish about the production (the actors say this themselves, so it must be TRUE) and it can be rated on a par with any professional minstrel troupe. The play consists of the usual Minstrel First part elaborately staged and costumed, featuring the end men with their line of new jokes. The show this year is under the personal management of General Car Foreman (Dubuque District) F. A. Shoulty. Several road engagement offers are now being taken into consideration.

## Othello Car Department

WINTER is evidently here now as Bill May has been wearing his ear flaps down for the past two weeks. Being cooped up now for a few weeks enables us to take time to write a few lines for the magazine and get our name established again.

Have added another radio bug to the Car Dept's list since John Crider has purchased a radio. He is now in direct competition with Slat's Whalen in both relaying better radio broadcasts and fox trotting.

The annual political campaign came to an end recently resulting in a short period of silence and peace between Joe Barrett and Scotty Urquhart who could find nothing to argue about for the rest of the day.

It is very evident that Ike Case has not learned all the uses of alcohol for he has been walking to work since the mercury fell down to the zero mark. Why not try a few drops in the radiator, Ike?

Car Foreman Guest recently came to the conclusion that only one aerial was necessary to make his radio run and has discarded several hundred feet of copper wire.

## Twin City Terminals Mac

MR. A. J. KELLER, City Freight Agent was promoted to the position of Traveling Coal Inspector. His friends wish him success in his well deserved promotion. Mr. Austin H. Wilkins has accepted the position made vacant by Mr. Keller.

Miss Louella Westgor, Stenographer in the Cashier Department of the Local Freight is ill at her home at the present writing. We

## Sioux City and Dakota Division H. B. Olsen

THE January issue of the Milwaukee Magazine is surely a piece of art and the Editor is to be congratulated on this special issue which gives the city of Sioux Falls a mighty fine boost and of which we are all proud.

On December 20th, Sioux City held one of the largest SAFETY FIRST meetings ever held in this section of the country and probably in the U. S. there being 264 present. The meeting was held in the passenger station and was so crowded standing room was at a premium. The Sioux Falls delegation numbering 28 in all, brought their "One Man Band" Mr. Paul Javerick and the meeting was opened with two members by the "One Man Band" after which Supt. A. J. Elder and Chairman opened the meeting for general discussion and suggestions. After the meeting, an excellent entertainment of music and readings was enjoyed and last but not least, The Sioux City Women's Club served a most excellent lunch which we enjoyed also with our hearts content.

Switchman Jack Tillman, Sioux Falls, it is reported by good authority, has traded his 1909 Ford for a Chevrolet Coupe. It is stated that Jack hesitated for some time before he let the ancient "Lizzie" pass from his hands, but finally took the step.

Ann Hansen, our Assistant Accountant, came down to the office after Christmas with a great big diamond on her left hand. Mr. Kelley is to be congratulated.

Anyway, speaking of diamonds, we guess we soon are going to lose our Gertie—our Trainmaster's Clerk. She is attending all the white sales, and that house in Westfield is just about ready.

Sealer, L. J. Angle, Sioux Falls was called to Sparta, Wis. account of the death of his mother. Our sympathy is extended to Mr. Angle and family.

Jess Burnett is the new chef on the 5808. We have learned he is some cook.

Lydia Hagler, who spent her vacation in Butte, Mont. reports a most wonderful time.

Lou. Presby, Checker Sioux Falls came to the office on January 4th, bright and early, all smiles and unusually happy—when asked why all the smiles, he informed the bunch that master Orvil Eugene Presby, weighing all of ten pounds had arrived at their home and would remain permanently. Congratulations Louis, the cigars were fine.

The office of Chief Carpenter, R. E. Nichols, has been moved from Elk Point to Sioux City.

Geo. Halbman, Extra Gang Foreman at West Yards has taken a six weeks leave of absence and has gone to Merrimack and Madison, Wis., where he will visit relatives.

Section Foreman, E. Malone, Arion, Ia., S. Malone, Kenwood, Ia., J. Miller, Grant Center, Ia., and E. Miller, Hornick, Ia. all attended the Big Safety First Rally at Sioux City Dec. 20th.

While patrolling track Dec. 29th, William Heck, Rodney, Ia., noticed a brake rigging dragging on train No. 69—stopped train and perhaps avoided a possible accident. This is mighty fine work "Bill" and shows you are keenly on the look-out.

Elk Point station loaded 63 cars of corn in the month of December which shows the crop was not a complete failure in Union County.

The new Electric sign on the "SIOUX" between Sioux Falls and Chicago is a beauty and adds to the attractiveness of this train.

Engineer Frank Gibbs met with a very painful accident January 15th, when he broke his arm while oiling his engine on No. 8 at Sioux City. Engineer Gibbs is the second oldest engineer on the division and while he is hale and hearty, the injury will confine him to his home for some time of which we deeply regret.

Agent Leo. G. Moore, at Tabor, S. D. has bid in and received Menno station on bulletin. Agent Landmark has accepted Fairview, George Feauto goes to Utica, S. D. and R. T.

all hope for her quick recovery, and to see her back to work soon.

The latest to spring a surprise on us is Tom Moffit, Local Freight. He acquired a bride before the holidays. "Girls another eligible gone to an outsider."

Mrs. Orr, Telephone Operator, just returned from a trip to Florida.

Instead of picking flappers for the popularity contest, we wonder why some of the good looking old timers weren't picked.

Marie Q. Woerner Stenographer to Mr. J. H. Foster and with the C.M.&St.P. Ry, since 1920 has resigned her position and moved to Kansas City, Mo. to join her husband who has accepted a position in that city. She also held the office of Recording Secretary for the Women's Club of the C.M.&St.P. Ry. She will be missed around the Depot and all wish them both success in their new location.

Mr. Dana Wheeler Trainmaster's office has accepted a position with the City of Minneapolis, and James Jakubec from the Chief Carpenter Kurzejka's office has accepted the position in the Trainmaster's Office.

The annual election of the officers for the Milwaukee Division of the Railway Business Women's Association was held at a meeting in the Club Rooms, Milwaukee Depot on January 10th. The following officers were elected: Genevieve Farver Accounting Dept., Chairman; Mattie Chewing, Store Department, Vice Chairman; Marie Kukla Car Department, Secretary; and Ella Siegler Car Department, Treasurer.

The new officers of the Railway Business Women's Association are Mrs. Olivia Johnson Great Northern Ry. St. Paul, President; Miss Hazel Williams Mpls. & St. L. Ry. Minneapolis, Vice President; Miss Georgia Perry Accounting Dept. C.M.&St.P. Ry. Second Vice President; Miss Cameron, Omaha Ry. St. Paul, Treasurer; and Miss Mary Cummings American Railway Express St. Paul, Publicity Secretary.

We are pleased to announce a Milwaukee girl holding office in the Association and wish Miss Perry success in her new office.

## La Crosse Division News

J. E. Pike

**C**ONDUCTOR Westphal came near being made a passenger conductor when they needed a conductor to run a special to LaCrosse. All that stood in his way was the fact that there were at least nine other older men available.

Engineer Tony Luplow was married recently to Mrs. A. Huttner of Watertown and is now residing in Milwaukee. Congratulations Tony and don't forget the cigars.

Engineer Geo. Mellens, a veteran engineer of the LaCrosse Division, died suddenly while at work on the Watertown switch engine Dec. 21st. Mr. Mellens has many friends on the division both among his fellow employees and the officials and his passing is keenly felt by all who knew him. We wish to extend our deepest sympathy to his family and relatives.

Conductor Conrad Jorns was taken violently ill while at work on the Sparta pusher recently but at this writing is getting along nicely.

Assistant Road Master Tony McMahon has been transferred to the Wisconsin Valley Division with offices at Wausau and is making arrangements to move his family immediately.

The LaCrosse Division is again saddened by the death of a Comrade Brakeman C. Clafin. Brakeman Clafin died in the Milwaukee Hospital on December 31st after an operation.

Mr. Clafin was the oldest passenger Brakeman on the LaCrosse Division, if not on the system, and his death is greatly felt by all and we wish to extend our deepest sympathy to his bereaved family and relatives.

Trainmaster Dodds did not think that Wisconsin turkeys were big enough for his enormous appetite which he has cultivated while being Trainmaster on the LaCrosse Division so he packed his trunk and took his family to Aberdeen, So. Dak. for Christmas.

Mr. Ed "Carp" Kesler, the heavy weight switchman of La Crosse has found among his many duties another most profitable one, that of catching bandits. Carp while looking over the hoboes thought he discovered Erdman Olson, the man wanted in Prairie du Chien for murder. Aware of the large reward offered for his capture and thinking of Xmas presents to buy, Carp without his trusty gun went into the empty box car and walked away with his prisoner which he turned over to the police. But we are sorry to say his bravery was unrewarded as the prisoner proved to be wrong man. "Better luck next time Carp."

## Aromas from the Cereal City

Ray

**Y**ARD Condr. M. O. Hutchinson and wife and daughter Clarissa visited relatives and friends in Kilbourn and Baraboo, Wis., during the Christmas holidays.

Bill Clerk Don Hamblin declares that he will not volunteer any more definitions to Claim Clerk Joe Bednar. At least not during working hours.

Engineer Leonard Taylor paid us a visit the other day after having been confined to his home for some time. We all were glad to see him up and around again.

Perishable Frt. Insp. Tom Manton and wife visited relatives at Monona during Christmas time.

Yardmaster Henry McNabb writes that he is enjoying the California climate very much. Hank reports plenty of everything out there.

House Foreman, Wm. McCall is not as old as he looks. He was seen recently, tripping the light fantastic at a local dance and the way he does it would put many of the younger "shicks" to shame.

Yard Condr. George Kerns, who has been spending some time at Excelsior Springs, is back on the job much improved in health.

Car Clerk Wm. Dunson is thinking seriously of entering the wallpaper business. Bill uses 64 sheets of paper daily making out the on-hand car report.

Yard Brakeman Leo Burger was off duty several days while visiting in Minneapolis.

Transit Clerk Harold Phillips was seen dashing wildly in and out of several doctors' office trying to find out what novo-caine was used for. Have you found out yet, Harold?

Now that the year 1926 has been entered in the annals of history and we have entered a new era, it appears as though there will be no calm on the sea of 1927 around Cedar Rapids. Contracts are being let calling for a new Memorial building, two new theaters, two new Masonic buildings, a new parochial school, not to mention several small factory buildings. With a large addition to the Quaker Oats Co., and a new hotel now under construction the aggregate cost of these projects will be around eleven million dollars. Big things are in sight, more business. We are taking into consideration, of course, that our solicitors will be able to secure a large share of the business for the "Milwaukeee."

## Kansas City Division

C. M. Gohmann

**A**T the opening of the bowling season the team representing the Milwaukee was organized, their start was not so good but they are now tied for third place, copping two frames of a three-frame series during the past few weeks speaks well for the Milwaukee pinnen. Their good showing is largely due to the splendid work of David MacFarlane, who hails from Milwaukee, where most of the good bowlers in the country come from. He has been assisting in the wiring at the new Junction Station. Mac, as he is popularly known, is a great favorite at the Bowling Alleys, as well as with those in the gallery.

Donald C. Bolton has been transferred to Madison, Wis. and C. McHaffey succeeded him on January 4th as Perishable Freight Inspector at Ottumwa Junction. Br. Bolton made a great many friends in Ottumwa and was well liked by everybody, and certainly was a capable worker.

P. R. Haseltine, who was associated with the local office for the past eight years, died at his home on December 20th, after a short illness. Pete was a bright fellow and a good clerk, and was one of the star bolwers on the Milwaukee team.

On account of heavy mail, express, and students from Madison University, we ran two sections of No. 25 on December 18th.

Ice on the Des Moines River is nine inches thick and the Ottumwa Sand Company are waiting for cold weather to start cutting. They have a contract to fill the John Morrell Co's. 12,000 ton Ice House, also the C. B. & Q. Rock Island lines and six of our Company's Ice Houses. We surmise that Yardmaster Jordan and his forces will be busy when the cutting starts.

M. W. Pumphrey is now Section Foreman at Ottumwa and A. R. Nicholson has taken Mr. Pumphrey's place as Section Foreman at West Yard.

G. B. McClellan, Section Foreman Laredo, is off on a two months leave of absence, W. W. Richardson relieving him. Chas. Carmer, Section Foreman at Harris has a three months leave and his position is being filled by Field Darr.

By the time this item is published we will all be back in our remodeled office building, with the clerical forces consolidated and our new waiting room and passenger facilities be fully organized.

We learn that Mrs. Charley Cross, wife of our Veteran Conductor C. E. Cross, passed away at her home at Marion recently.

The Freight House and Office efficiency meetings, which are held monthly, are proving of great value, all grievances and suggestions relating to the freight service are discussed and many good ideas and plans are worked out.

Dan Cupid has been on the job in the Freight Office and has had the satisfaction of securing two new members during the last month or so. Ivar R. Carlson, popular bill clerk, was the first to fall, and on Sept. 27th he secured as a life partner Miss Katherine Booth. The marriage took place at the home of the bride's parents at Gary, Ind.

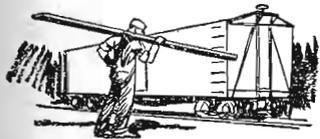
On Oct. 23rd, Carl Weems, hard working demurrage clerk, also fell in line and secured Miss Katherine Thill, to have and to hold till death do them part.

We all extend to the happy couples our most sincere congratulations, and wish them all the happiness that can be secured in this life.

We are sorry to know that Walt Hedrick, former demurrage clerk, had to take an ex-

# Railroad Shop Men— Do You Get Paid for "Hard" Work or "Head" Work?

TAKE a look, up and down the back shop. Give the car shed and rip track the once over. Everywhere—you see men at work—men, men, men. Some are highly skilled mechanics, foremen, inspectors and leadmen. They are the "head" workers. They are trained men—and they get the biggest pay in the shop. The others are just ordinary workmen. They do the "hard" work and come out on the short end on pay day.



MANY of these ordinary workers will get hung up on a siding and keep on doing the same kind of work for many years to come. Some will gain small promotions and a little better pay, but they will give up the best years of their lives doing it. Others will jump into the better jobs, right over the heads of their fellow workers, because they are quietly preparing themselves for the jobs ahead. Training for promotion is the only quick, sure way to get it.



ALMOST every man wastes an hour or more of his spare time every day. Yet that one hour put into training—put into getting ready for a better job—has doubled and tripled the pay of thousands of men. One hour a day properly spent, will positively lift any intelligent man out of the "hard" work into the "head" work class.



WHEN a man gets to doing "head" work instead of hard work, he begins to enjoy life. He not only has more money to spend for the things he wants, but he has an easier time all around. He likes his work. He enjoys doing it. He begins to be somebody—to get somewhere. He is satisfied because he is successful.



THIS great building is the home of the Chicago Engineering Works, Inc., two million dollar institution. No doubt you have heard of it and its reputation for training men for better jobs in Electricity. When you "hook up" with Hugh Christie and the National Railway School you will get the same wonderful training—the same unbeatable service—that has made thousands of other men big pay successes. This two million dollar concern positively guarantees it.

**Hugh Christie—Railroader  
for 17 years. Now one of  
America's Greatest Shop  
Authorities.**



## Let Me Show You the Difference — in Dollars and Cents!!

I'm a railroader too, so I know what you're up against. I carried a dinner pail myself for a dozen years till I got wise to what was holding me back—then I woke up and shot ahead. Since then, I've helped hundreds of other men into better jobs and bigger pay right in their own line. Now I'm ready to help you—and I will help you. I've got a two million dollar concern with a ten year record for helping men into better jobs, behind me. I've got fifty of the best known shop experts in the country lined up to help me help you. If you really want a better job—if you are really anxious to make more money—write me today. Mail coupon for my big free book, "Vital Facts for Railroad Men"—get the details of my amazing pay-raising plan.

### Better Jobs—Bigger Pay— Quicker and Easier

Hit-or-miss experience on your own job isn't enough. You've got to study your job and the job just ahead of you—then the job ahead of that—until you reach the top and get the big money that goes with the big job. *But with my training it's easy* to do this—an hour a day of your spare time is all that's needed. In a few short months you should be able to earn promotion that would take you years to get in any other way.

### Lack of Schooling No Drawback

If you can read and write I can help you. My home training for better jobs in railroad shop work, is simplified purposely to meet the requirements of men with little schooling. It's easy to read—easy to understand—and the most practical training ever prepared on railroad subjects.

### Special Training for Every Job

Men on different kinds of jobs need different kinds of help. That's the way my training is arranged—special training for every job. I give you everything you must know to earn promotion in the kind of work you like best. I give you everything that will help you—nothing that won't help you. I don't waste your time.

### I'll Help You Win Promotion

When you are ready for a better job I'll tell your boss about it. I'll keep him posted about what you know and what you can do, so when there's an opening you won't be overlooked. And this service is only one of a dozen valuable features—all given free of extra cost to the men I train.

### Send No Money—Mail Coupon for Big Free Book

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

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



**HUGH CHRISTIE, Chief of Staff  
2136 Lawrence Ave.  
Dept. 102 Chicago**

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

Name.....

Home Address.....

City..... State.....

Occupation..... R. R.....

tended leave of absence account of ill health. We hope Walt will soon be in good health and able to be in the ranks once more.

Carl Weems has taken the place of Walt Hedrick, as demurrage clerk, Charley Toole has stepped into Carl Weem's place as clerk, and Earl McCallister has taken Charley Toole's place as night clerk.

E. R. Hammond, Chief Clerk at Freight House, took his vacation during the holidays and we understand experimented on a new cure for the pipp. It seems as though a strange disease has taken hold of Ed's chickens and he is trying to secure some cure for them. Walt Hedrick's home procured cure does not seem to do any good, so Ed is working out me himself.

We understand that the young sons of Trainmaster Givens received a toy clamshell from Santa Claus and of course, on account of their father's railroad experience that it was necessary for him to show them how to put it together. We did not see Mr. Givens all day Christmas, or the next day. It is hinted that there was considerable argument in the Givens's household as to who was going to operate the clamshell after it was set up.

Mrs. Parish, better known as Grandma Parish, was recently confined to the Hospital for some time account undergoing a minor operation. But was able to be removed to her home in time to spend Christmas there. We hope she will fully recover and wish her the best of health and much happiness during the new year.

Southwestern Representatives of Jno. Morrell Co., occupied a special sleeping car on No. 26 night of December 28th, enroute to Ottumwa to attend a two days Convention at the Ottumwa Hotel, and also on their return trip to Kansas City. They were much pleased with the good service and courteous treatment given them. Mr. Kerr, Manager of their plant at Los Angeles, Calif., expressed himself as very grateful for the considerate and courteous treatment.

W. W. Bates, Traveling Engineer, has been ill with sciatic rheumatism. He spent some time at Excelsior Springs endeavoring to regain his health, and recently resumed his duties.

Today we're six and sixty,  
And we're hale and blithe and strong,  
Every day we thank our Saviour,  
In words, our acts and song.

For fifty years we've labored  
And have never missed a pay,  
Always blessed with health and courage,  
For our duties day by day.

Forty years we've had a help-mate,  
And our union is complete;  
We have children, eight in number,  
And have never known deceit.

We thank our Heavenly Father,  
For our vigor and our health,  
We enjoy our daily labor,  
And our children is our wealth.

Should He call us, we are ready  
To return His breath and soul;  
We have used them as He bided,  
And are ready for His Roll.

The above was written by J. W. Calvert, Agent at Ottumwa, to commemorate his 66th birthday, which he celebrated on December 13th. We hope Mr. Calvert will be with us many more years and will continue to enjoy good health and happiness.

## Rail Rumbblings from St. Paul

By Allen

THE sixth annual election of the Transportation Club of St. Paul was held January 18th. Officers and Directors for the ensuing year were elected at that time.

The Nominating Committee honored M. P. Graven, Agt. St. Paul in naming him and placing him on the ballot for President.

Mr. A. J. Dickenson, Vice President of the G. N. Ry. was the other so honored

This is only one of the many honors Mr. Graven has received from different organizations of the city during the past year.

It was only several weeks ago that his photo along with a dandy writeup appeared on the front page of the official paper of the Transportation Club of St. Paul.

The Boys of the St. Paul Roundhouse were very much surprised when they reached work Friday December 24th and saw right before them a beautiful Christmas tree with all its trimmings. The tree was the good work of Joseph Schneider forman of the tin shop and dedicated to Joseph Bader the youngest helper in the shop. About one dozen Missouri meerscham pipes were also on the tree and while all gathered 'round and sang Christmas Carols the pipes were passed around.

Mr. Brossard and Mr. Medinger led the chorus.

Now who said there is no Santa Claus?

With due apologies to any of my friends who may be Scotch or of Scotch decent I will repeat a little joke heard recently. It went something like this: John: "Did you see the beautiful Christmas card I received from Scotty?" Paul: "Yes, that was a dandy card to get from Scotty, he blew himself, didn't he? What did he write on the card?" John: "He wrote on it 'A Merry Christmas for 1926, 1927, 1928, 1929 and '30'."

Jos. Kalaher is planning now for his annual trip south to escape some of the cold weather looked for before winter is over.

Denny Harrington visited his brother in Austin for several days. His brother had the misfortune of losing his sight, but finds a great comfort listening in on his radio.

Otto Bork spends most of his Sundays at Cannon Falls, Minn. Why is that Otto?

## Splinters from the Wooden Shoe

"Brownie"

WELL what did you think of the January write up. See what a little help will do. Probably with a little more we will be able to have a whole page to ourselves.

Donald Harvey, Brakeman, was united in marriage at Crystal Falls, Mich. to Miss Helen Machurate. We understand the wedding party returned to Channing to attend a wedding dance at the Liberty theatre. We are all sorry we could not attend the dance, Donald, and offer our congratulations in person.

Another marriage of interest to everyone will be that of Agent E. A. Kenny at Fredonia, who shall be married at Withee, Wis. on January 15th. If there is going to be a wedding dance this time, let us all in on it. Congratulations.

Edward Heckler, Car Clerk at Iron Mountain, spent Christmas in Detroit. He claims he made the trip alone, but we wonder?

Chief Clerk H. C. Ballard of Green Bay spent Christmas at Ottumwa, Ia. Mr. Ballard had quite a serious accident just previous to Christmas and we didn't know if he would make the trip or not. On Sunday night he tried to crank his Chevrolet and evidently

it kicked and caused a severe break in the left wrist. He now has the wrist out of the cast and can work it is good as ever.

Joel K. Bronoel, Cashier, Iron Mountain, had Christmas dinner with his parents in Ontonagon, better known as the Fishy City.

Carl Luth, the Interchange Clerk and Car Checker at Iron Mountain, makes on an average of fourteen miles a day covering the job at this point. He does not mind carrying his lunch, but objects to paying for his bed on account of not being able to cover the ground in one day. Oh! the yard checking job at Iron Mountain.

Art Gergen, Bill Clerk, is always telling us what a fine place Beaver Dam is. We wonder what the attraction is.

Logs! Logs! Logs! Any time anyone tells these old time switchmen, Bob Wallace, Mat Thornton and Hert McDonnell they don't know what logs are, they have another guess coming. They never do any railroading off of the job. For an illustration, one of these men had a roomer at the house for ten months and one day when this veteran was leaving the house, the gentleman roomer said to this mans better half, "What occupation does your husband follow?" This should be proof as to the railroading on the job, and guess who this veteran was.

The new mechanical coal shed at Iron Mountain is working fine, and oh what a treat to get away from that noise, "No Coal!"

We all extend our sympathy to Operator McClean upon hearing of his sisters death. Roy tried to get to Los Angeles before her death but did not succeed.

The logging business is in full swing at the present and work is not scarce.

Conductors Howlett and Deman quit Nos. 98 and 99 account three crews put on this job and Frank says the West end is too cold for him.

We hear that J. J. Clark, Operator at Ontonagon, is sure bringing in the money with his show house this winter. Well John are you going to spend the winter in Sunny California.

The West end of the Division has plenty of snow about three to four feet on the level.

Sympathy is extended to A. V. Kenny Agent at Republic, loss of his wife.

Mr. Tim O'Connor, Sectional Stock Foreman of the Store Department, is the proud possessor of a new corn cob pipe stem. We were in hopes he would lose the pipe bowl as he claims he had this when he took the famous fiddle to the Mardi Grass in 1882. He is very fond of P. A. Tobacco, but prefers O. P.

J. A. Giese, Stockman at Store Dept. in Casting House, took a trip to Pound on No. 33 Saturday with his wife to visit his folks. John always makes this trip at Harvest and Hog Killing time as his folks are on a farm. How much pork this time John?

R. F. Harmeyer, Division Storekeeper, has traded in his old Sedan and now drives a nice new Chevrolet.

Red Ryans' hair is changing color, so they say, getting redder.

Miss Clara Hnickla, Steno for Master Mechanic's office, weighed her goloshes the other day and to her surprise found they weighed  $2\frac{3}{4}$  lbs. Some of the men say you can't judge the size of the feet by the weight of the goloshes and they were trying to prove it.

Wilfred Stram, Supplyman at Store Dept. has been nursing a sprained ankle.

Thelma Hendrickson is now located in Mr. H. R. Jones, Car Foreman's office.

# How

## ruling grades are practically eliminated

The Maltrata Incline, which is the maximum-grade division of the Mexican Railway Company Limited, extends for a distance of 30 miles with a ruling gradient of 4.7%.

With its previous type of motive power, a 360-ton freight train was handled with difficulty by two locomotives. Now, however, two electric locomotives take a 660-ton train over this division in half the time.

Passenger trains, formerly hauled by two steam locomotives, made the climb in three hours. The same trains, now handled by a single electric locomotive, complete the run in two hours—a speed which could easily be increased were it not for the prevalence of dangerous curves.

*Second of a series depicting actual operating experiences on well-known electrified railroads.*

Actual operation is proving the worth of electrification.

---

AMERICAN LOCOMOTIVE  
GENERAL ELECTRIC

350-12



have been spending the last month at Milbank getting everything in good shape before the spring rush of maintenance work.

Miss Clara Samdahl, Asst. Accountant at Montevideo, has the sympathy of us all in the loss of her father, who passed away Dec. 17th.

Roadmaster Frank Barnoski of Kansas City, called on his friends at Montevideo one day last month.

Brand new schedule for local passenger trains the last month or so. No. 1 has Montevideo as a terminal, No. 4 leaving at 7 A. M. now from same place. No. 3 and 6 run thru to Mobridge as before, having changed, time somewhat however.

Conductor Jarvis Sinclair had a rather narrow escape in a fire at Aberdeen some time ago, and is bewailing the loss of some of his wearing apparel—didn't get just what he lost, but if you find it, return to Jarve at Montevideo—that's as far as he goes nowadays.

### R. & S.W. Division

Lillian L.

OH you girls with the fiery locks, your hopes are blasted. Our good friend Paul Smith, Chief Clerk at the Beloit Freight Office, has at last surrendered to the charms of a black haired beauty and was married December 31st at Crown Point, Ind., to Lenora Fredericks. Now what do you think of that.

The happy couple will reside in a new little home of their own on McKinley Ave., Beloit. Paul passed the cigars and candy, and we all hope he will do it again sometime.

Engineer Fred Miller and family, who have been living near "South Janesville" for several years past, have moved back to South Beloit, where Fred can get forty more winks in the morning before reporting for the early runs.

Has anyone heard Lloyd's new song—"Electric, Electric We're getting so Collegiate." Be sure your furniture is insured before asking for this famous selection.

A daughter, Katherine Theresa, born to Conductor and Mrs. Frank Beeler January 4th. We enjoyed the big box of chocolates that Mr. Beeler brought into the office.

Allie Merrill, our Agent at Rockton, says it makes quite a difference whether you step on the brake or the "gas" when spotting your auto in the garage. He recently discovered the difference when he pushed the gable end of his garage out in the alley about fifteen feet. He now has his order in with Roy Powers, Section Foreman, for a bumping post similar to the ones they use on the railroad.

Engineer Jim Kober, who has been hauling gravel stones on the Janesville Branch all summer, has taken the passenger run out of Janesville with Conductor Howland.

Mr. and Mrs. George Stauffer will leave Saturday, January 15th for Florida. On the trip they expect to visit at Washington, D. C., Richmond, Va., Harrisburg, Pa., Philadelphia, Tampa, Jacksonville and Key West, returning via Atlanta and Nashville. Mr. and Mrs. E. B. Dawes of Rockford, who are also making the trip to Florida, will meet Mr. and Mrs. Stauffer at Baltimore.

Engineer Ed Snively has recently been divorced from his old Conductor, Bill Smith, but Ed says he will still put Bill up against the world for figuring honest tonnage.

We were glad to receive a call from former train dispatcher Embick during December. Mr. Embick is now located at Des Moines.

We were recently informed that Fireman

"Doc" West won first prize in a pig sticking contest at Lyons. Understand Doc is a past master in the art of butchering hogs.

Ed Snively had a dream. Ed dreamed that he was on No. 25 and took this limited train into Savanna with St. Bernards and was only ten minutes late arriving there. It has been suggested that the 5529 be changed off for a pair of St. Bernards.

Just in time for Christmas Conductor Frank Horton received a sixteen pound goose at Bardwell. This goose was given the undivided attention of the whole crew during the entire trip to Milwaukee. It was necessary to put a body guard on the 0364 all day, or until such time as the fowl was removed by Conductor Horton and taken home for his Christmas dinner. Understand Frank has been taking a tonic for his nerves ever since his strenuous trip with the bird.

Understand Assistant Engineer Hamilton had quite an exciting experience a short time back. He was standing at the corner of State Street and Grand Ave., when a big policeman came up and inquired where he lived, etc., in fact put him through a regular third degree.

It seems that the Bailey Dry Goods Store at this particular corner had been broken into a few nights before and a considerable amount of money taken. Now we all know that "Ham" is perfectly harmless and were somewhat surprised to learn that the police considered him a suspect. Another case of mistaken identity.

Miss Mary McDonald spent New Years at Davenport, Ia., visiting relatives, Felix Raue went to his home in Horicon, Frances Hawkins to Kansasville and Florence Buck to "Michigan," so she tells us. She did not deign to tell us at what point she visited in Michigan. If we are able to find out we will tell you all about in the next issue.

Miss Dorothy Campbell, daughter of Conductor and Mrs. Floyd S. Campbell, was married at the Episcopal Parsonage at Rockford on December 28th to Ralph C. MacDargh of Buffalo, N. Y. Mr. and Mrs. MacDargh spent their honeymoon in New York and Canada and will be at home after the middle of January at Buffalo, where the groom is a Chiropractor.

### Dubuque Division

By E. L. S.

MR. and Mrs. E. A. Meyer spent the Christmas Holidays at Milwaukee.

Mr. and Mrs. C. E. Kinney and daughter spent the Christmas Holidays at Mrs. Kinney's home in Abelman, Wis.

Understand we will see a familiar face on the Dubuque Division occasionally, as Mr. Geo. Ehmer, former Division Accountant and who has been a Special Accountant in the Auditor of Expenditure's office has been promoted to a Traveling Inspector, vice E. A. Anderson. Mr. Ehmer will have Southern District as his territory, and Mr. Anderson the middle District.

Conductor R. H. Kearney laid off during the Holidays.

Mr. J. H. Roszbach, formerly Ticket Agent at Dubuque, passed through Dubuque recently from LaCrosse on his way to Kansas City where he will hold a similar position. Those acquainted with Mr. Roszbach were glad to see him, and wish him success in his new work.

Bill Teague, Operator, is still enjoying the Southern Climate at Houston, Texas. He expects to return sometime during the latter part of January.

We sympathize with Mr. Otto Rampson, Dispatcher at Dubuque, whose mother died

# Sensational Typewriter Offer



## The World's Only Ball Bearing Typewriter

NEVER has there been such a typewriter bargain on as easy terms! A genuine Silent Ball Bearing L. C. Smith at a 40% savings!

Only the L. C. Smith has all these features:

Ball bearings (636 of them) at all points of wear. All the writing visible all the time. Non-shift carriage. 2-color ribbon. All the latest operating conveniences. Beautiful—renewed.

If you decide to keep it only \$3.00 DOWN BALANCE EASY TERMS

## Guaranteed 5 Years

Money cannot buy a better typewriter. U. S. Government bought 50,000. The choice of railroads, big corporations like the Standard Oil Co., etc., because of its exclusive ball bearing feature. Easiest running, longest wearing of typewriters.

## Send No Money!

Just mail coupon. Without delay or red tape, typewriter will be shipped you. Use it 10 days. See how speedy and easy it runs—the perfect work it turns out. If not delighted, return at our expense. You'll want to keep it. You can, for \$3 down and \$3 monthly. Now is the time to buy. \$3 worth of extras free. Send coupon now before offer is withdrawn.

**40% SAVED by Using this Coupon**  
SMITH TYPEWRITER SALES CORP.  
942-360 360 E. Grand Ave., Chicago

Ship me the L. C. Smith, F. O. B. Chicago. On arrival I'll deposit \$3 with express agent. If I keep machine, I'll send you \$5 a month until the \$66.70 balance of \$69.70 price is paid; the title to remain with you until then. I am to have 10 days to try the typewriter. If I decide not to keep it, I will repack and return to express agent, who will return my \$3. You are to give your standard 6-year guarantee.

Name \_\_\_\_\_  
Address \_\_\_\_\_  
City \_\_\_\_\_ State \_\_\_\_\_  
Employed by \_\_\_\_\_

# PILES STOP

NEW INTERNAL TREATMENT WILL DO IT  
No Operation—No Delay  
SEND FOR FREE TRIAL

Thousands have written of their cure by the Page Method—just the combination treatment with the tablets and the piles leave. They heal internally—the correct way. Salves and ointments give only temporary relief. Write today for Free Test Package—it costs you nothing; the Page Method will heal your piles. Send for free test. E. R. Page Co., 214 B Page Bldg., Marsha 1, Mich.

THE WORLD WORKS IN CROWN OVERALLS

# SUPER CROWN SHRUNK

## The Million Dollar Overall

Guaranteed Not to Shrink and Not to Fade

The Only Overall On Earth With This Iron Clad Guarantee



### THE MASTERPIECE OF ALL WORK GARMENTS

The most durable, comfortable, economical and best appearing Overall ever produced. Big, strong pockets and countless 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 great Crown Denim Mills. 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 Overall.

UNION MADE

Send for This Book: Good strong covers; inside pages high grade paper, contains latest, approved time sheets, special record pages, useful data and other information. MAILED FREE.

Beware of Imitations.

Demand SUPER CROWN SHRUNK—The Million Dollar Overall. Look for the CROWN TRADE MARK.

Ask Your Dealer—If He Cannot Supply You—Write US. Dept. A-42.



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

## This Beautiful 1927 Model BUICK Sedan GIVEN or \$1195.00 in CASH

I am going to give this beautiful new Buick Sedan—also a 1927 Chevrolet Coach and a large list of additional costly prizes. I have already given over 50 new automobiles to advertise our business and now YOU can get this new Buick Sedan or \$1195.00 cash.

### Can You Put a Star Around the Buick?

By drawing six straight lines with four dots on each line you can make a six pointed star—can you do this? Draw the lines—cut out the ad—send your name and address. Get 5,000 points toward a Buick Sedan. You can have \$1195.00 in cash instead of the Buick if you win first prize and prefer it.

### \$250.00 Cash Extra for Promptness!

Think of that! I will pay \$250.00 cash extra for promptness. A word to the wise is sufficient—be prompt. Duplicate prizes will be paid in case of ties. 30 big prizes will be awarded March 25th. You don't risk a cent of your money now, later, or ever. Solve the puzzle—act promptly—reply now.

F. G. REYNOLDS, 500 North Dearborn Street, Dept. 72 Chicago, Ill.

Cut Out This Ad.

\$1195.00



1927 BUICK GIVEN

Send No Money Reply Today

## HOUSE GIVEN AWAY



Surely you want a fine 6-room house of your very own. I give this beautiful and comfortable house away, just to advertise my business. Surely you have longed for the day to come when you could stop paying rent and call your home your own. Just picture a handsome 6-room house, nice lawn, pretty shrubbery and flowers growing in well-arranged beds and you will have a picture of what I want to do for you. Rush name and address today.

### I Buy the Lot

If you do not own a lot, I'll arrange to buy a lot for you. House can be built anywhere in the United States. Maine, California or anywhere. You run no risk. Costs nothing to investigate. This beautiful house may be yours if you send me your name and address promptly. A postal card will do. Just say, "I want one of your 6-room houses; please send free plans. I risk nothing."

C. E. MOORE, Pres., Home Builders Club, Dept. MM, Batavia, Illinois

during the latter part of December.

Understand Ed. Olson, Dispatcher, spent a joyous New Year's at Cedar Rapids.

Mr. J. W. Hilliker is now working the 2nd Trick Operator's position in the Dispatchers' office.

Operator Fred Gassman is working at Dubuque Shops account Agent Webb being off for a few days.

Robert Carpenter, Baggage man at Dubuque Passenger Station is taking a 3 months leave of absence since December 1st, and C. Spielman is relieving him.

J. J. Rellihan, Agent at Harper's Ferry was a Dubuque visitor recently.

We welcome Elmer Schwinn, a new clerk in the Superintendent's office since January 10th.

### "M. C. B. News" "S. E. R."

NOW that the excitement of the holidays has passed and everyone has settled down to the usual run of things, just look at the calendar and see how the holidays are arranged for this year—practically every one is on either Saturday or Monday. Three days every time—isn't that wonderful.

Santa left Al. Barndt rather perplexed. He can't understand why he got seven blue ties. The factories are still making red, green, and tan ties, Mike, but maybe Santa wanted your ties to match your blue eyes.

We are all wondering if Steve started celebrating the day before New Year, for during the morning of December 31st, when asked a question about Gilbert Allcott, he said, "Gilbert's sick, his wife fell on the ice."

No, girls that good looking man in the back office isn't a new man—that was just Eddie O'Brien with his hat off. I didn't know him either.

Bernice Kruse is now handling Freddie Andrew's work, and Frieda Loosen is back with us doing the work Bernice formerly handled. Hope you'll stay this time Frieda.

Rumor has it that Wallie has decided that despite the fact that he has a radio and a car, he can afford a wife too. He admits he went to Iowa to see a fair lady, but please 'fess up Wallie, did you bring her back with you?

During the holidays Ethel Mallon's engagement to Norman Fuller was announced. I'm sure many of us will remember that Monk was one of us not so long ago. We all extend our heartiest congratulations and best wishes for their happiness.

John Freiman has asked me to thank the office for the Christmas present sent him.

It was a dark and stormy night, but Frank waited and waited. But after a while four pretty maids did come. (Yes, Frank isn't content with one he must have four.) After taking home the fairest of the fair, our Frank strolled slowly home. Just how many miles was it, Frank? Remember girls any time you need a gallant knight on a stormy night, or any night at all, just call Frank, he'll be glad to escort you home. It's best, however, to make your appointments in advance for he's a busy man, I understand.

Did you notice how Gene stuck to his chair for practically a whole afternoon. Never an inch did he move. Maybe you could write a testimonial for that company, Gene, telling them that their glue will stick to anything.

During the holidays Al. Barndt, went to Minneapolis and LaCrosse, Clifford Cullen went to Lone Rock Steve Filut went to Chicago, Loraine Adolph to Marquette, Walter Stark—LeMars, Iowa, and Bernice Kruse to Chicago.

Wisconsin Valley Division News  
Lillian

MR. and Mrs. Jule Manhart were called to Hillsboro on account of the death of a relative.

Mary McEwen little daughter of William McEwen, switchman, is reported as seriously ill as a result of an attack of appendicitis. She is receiving treatments at a local hospital and we hope to receive better news as to her condition before very long.

Conductor B. Rassmussen wishes to express his sincere thanks and appreciation to the Milwaukee Railway Women's Club for the Sunshine work tendered to his daughter Jane, who is receiving treatments at Rib View Sanitarium. There has been a marked improvement in her condition and every assurance of complete recovery.

This month we have permission to announce the marriage of Miss Grace Seefeldt and Gaylord Carpenter, O.S.&D. Clerk in the freight department. The wedding took place, Monday, Jan. 12th at the parsonage of the First Methodist Church, followed by a wedding dinner served at the home of the bride's parents. The couple departed for an extended trip through the Grand Canyon and to several points in California and Mexico. The Candy and Cigars arrived in due time, and we all wish to thank you for your thoughtfulness and our best wishes for a long and happy wedded life go to Carp and his wife.

Mr. R. H. Janes, of Milwaukee visited at our office recently. He has many friends in Wausau and on the W. V. Division, all of whom were glad to see him and shake hands.

During the Holiday season the passenger business on the Valley Division showed a very nice increase. Many of our trains had twelve and thirteen passenger coaches, and it was necessary to run an occasional special to accommodate all of the passengers. The MILWAUKEE ROAD speaks for itself, as it is evident that passengers prefer to travel this way, and the northern country, even in the winter, attract people from the different parts of the globe—no we are not boasting—just stating facts.

Mr. Gus Sanger injured his knee while at work on the section, but fortunately was laid up only for a short time.

This being the beginning of the New Year, we thought it would be in line to make another appeal for news notes—anyone having anything that would be interesting to our readers, either "up their sleeve" or otherwise, we will be very glad to have you send 'em in, we could make our notes most interesting if everyone along the division would keep this in mind and contribute a little news now and then. Any news sent in on or before the ninth day, will appear in the next months issue. Here is hoping—????

Alcide Lamey, former Storekeeper at Wausau, now at Austin, Minn. came up with his family to spend the Holiday season with relatives at Tomahawk, and also visited at Wausau. We are glad he did not neglect to make his call at the office, for several reasons, but he did fail to keep his promise of running up and saying "Goodbye."

Roadmaster, B. Jim Deneen left for Austin, Minn., to take up other duties. We were sorry to have him leave our midst, and had a little party, in the nature of a farewell. Apples, candy, peanuts, n'everything just before his departure. The Office force presented him with one of Woolworth's Best, watch and chain, so he would know when it was time to come again.

Mr. Terry McMahan, of LaCrosse has

accepted the position as Roadmaster, vacated by Mr. Deneen, and has moved his family to Wausau. We welcome him to our city and hope everything in connection with the new move, will be most pleasant.

Train Dispatcher M. C. Harris, was on the sick list and off duty for a few days. He surely is missed around the office when not able to occupy the same old chair, and we were glad to come in the morning and find him back on the job. Don't do it again.

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

Nora B. Decco

WELL to start the New Year right and startle everyone who reads this colyum, we will state the glad news that on Dec. 22nd at Minneapolis, Minn. occurred the wedding of Miss Catherine Gilkey and Mr. Charles Davis. Mr. Davis is an old and popular employee of the RM division having come here when we started laying the rail or thereabouts and is an engineer on the Olympian and Columbian between Three Forks and Harlowton. Miss Gilkey was a teacher in the public schools in Minneapolis before her marriage and has many friends in Deer Lodge where she visited a number of times. We offer the happy couple the very best of wishes and the Rocky Mountain division trusts they will have a long and happy life. They will make their home in Deer Lodge where Mr. Davis has lived for a number of years.

A card from Fireman and Mrs. Bales states the fact that they are having a fine visit here and there and everywhere and don't expect to reach Three Forks until they have gone all the places they missed the last trip. They stopped at Excelsior Springs, Mo. and in Kansas City and will visit some time in Oklahoma and Denver and after visiting a few weeks in California will be on their way home.

Miss Helen Kirwan of the Musselshell doesn't need to be flirting with our Mr. Kohl-hase long distance. Mrs. Kohl-hase spent the Christmas holidays with friends in Miles City accompanied by her two sons and ACK stayed right at home and kept house.

Condr. Earl Wilson who has been laid up for some time with an injured arm is back again taking life easy. He expects soon to be able to swing a wicked lamp giving a high ball to the head end of one-of these 100 cars drags again.

Fireman Wilson and Brakeman Johnnie Jenkins are having such a good time making dates for the members of the Gallatin Gateway Entertainers here there and a few other places they have quit working on the railroad altogether, or so it seems to the rest of us, as when ever we see them now days they are rushing to a dance, or from one. This Orchestra is composed of three members Miss Dorothy Rector, daughter of Agent at Three Forks and the sons of Fireman Wilcox and Brakeman Jenkins. It is full of pep and certainly furnishes good music for the entertainments and dances where ever it has played. May good luck follow them.

Mr. and Mrs. Gosnell have gone to White-water, Wis. to visit with relatives for several weeks. Mr. Gosnell took his skates along, he needn't have gone back there for that, as we could have fixed up a nice lake here most any time this winter. The weather has been anything but hot since Winter made up its mind it was here to stay.

Miss Helen McKenna was home over the holidays from school at Jamestown, North Dakota. Mr. McKenna has been on the sick list for a week maybe too much Christmas,

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.



NO SEWING NECESSARY  
PILCHER BACHELOR BUT-TONS snap on. They fit ANY Garment. Are Detachable too—can be used again and again. Sold nationally. If dealer cannot supply, send his name and \$2.50 for full assortment of 3 sizes, 3 colors.

PILCHER MFG. CO., INC.

Dept. 405

Louisville, Ky.

**Don't Get Stuck**  
IN MUD, SAND, SNOW  
Because you'll probably end up by paying a big towing charge. Get with a Set of 4 of my (patented) Gets-U-Out Pressed Steel TIRE LUGS  
An Amazing Invention in the tool box, you're worry-free. In a jiffy you slip 2 on each rear wheel and out you go. A marvelous device. Just out. Nothing like it. Will out-last your car.  
\$60 IN ONE DAY  
That's what McLeod made the first day out with this much needed accessory. Grab this new, year-round seller. Make yourself a bank-roll—20,000,000 car owners waiting. Sells at low price—100% profit. Write quick for exclusive territory.  
ART BENSON, Gen. Mgr.  
CHICAGO TIRE LUG COMPANY, 792-338 47th St., Chicago

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.

**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.



Engr. Asher in his turn on 15 and 18, and Engr. Davies in Engr Barnes turn on these trains while Mr. Barnes is east.

Condr. Joe Wright was in California a couple of weeks during December. He reports Mrs. Wright as doing very well and from the kind of pictures she sends back I believe he is right.

A card from Mrs. Eva Shafer who is spending the cold weather in California says she is having the time of her life and as she is right down there where the moving pictures are made, she may not come back to railroad-ing.

Agent Pittman from Ringling has gone to Kansas City for a visit with relatives, he will be gone several weeks. Agent Smith of Jefferson Island has gone to Iowa for a few weeks visit also.

Engr. Langman who has been on the sick list for many months, went east to consult a Doctor in Chicago the early part of January. Engr. Barnes accompanied him and we trust we will hear good news from Mr. Langman soon.

Operator Shepard who has been off several months on account of being very badly burned while working there on duty one evening, has returned to work and we are glad to see him able to again 'OS' the helpers etc.

Brakeman Westbrook who has been on the sick list for a long while and has spent some time in the Three Forks hospital has been allowed to return home again. We are glad to see him improving.

Mrs. Frank Echard has been on the sick list for a few weeks and surely has been a great sufferer too. She was taken twice to the hospital in Butte and has now returned to her home in Lombard where we hope she will soon greatly improve.

From the looks of the Maytag special picture in the January issue of our magazine, we suppose ACK had to get down on the ground to hunt for Curley Peters, and so neither of them got in the movies, as there is no one in evidence on top the train although a couple of our old friends are looking out of the cab window on the motor.

We regret to tell of the death at Warm Springs, Montana of Frank Yarleite who passed away December 22nd. Mr. Yarleite was well known here on this division as he worked for many years as a fireman here. He had been ill a number of years and leaves behind his wife and small daughter to mourn his loss. We offer them our deepest sympathy.

From the Banks of the Wabash  
*Roberta Barr*

SEVERAL happy events mark the holiday season for our Car Department, one of the outstanding being the annual Christmas party which was held at the home of Mr. and Mrs. M. M. Dick, December 23rd. The guests were entertained with music and dancing, special numbers being graciously provided by Fred Stockwell, "stepper" for the Car Department. Mr. A. H. Austin also very charmingly rendered several solos on the cornet, accompanied by Mrs. Austin. There were presents for all, in fact many of them, and also, incidentally abundance of refreshments, which needless to say were enjoyed immensely by the entire force. Mrs. Dick goes down in the Car Department Record as the gracious hostess, and fame for Mr. Dick is established as the jovial host.

Miss Ethel Dick was home from Columbus, where she is attending Capitol University, and was present at the Christmas party.

The Car Department created a new diversion with the advent of the "Ham Party"

# Simplicity

Men are continually surprising the world by doing what has been pronounced impossible. The old arch-bar truck with its 41 pieces was considered a most satisfactory truck until Bettendorf created a new and more efficient truck with only ONE PIECE.



## THE BETTENDORF COMPANY

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BETTENDORF, IOWA

Where Savings are Safe



Capital, Surplus & Profits \$2,000,000  
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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

# Electric



# Castings

## Steel

### WEHR STEEL COMPANY

MILWAUKEE WISCONSIN

### Massachusetts Bonding and Insurance Company

is issuing the  
**“HEADLIGHT”**  
Accident and Health  
**POLICY**

It is especially designed for  
**Railroad Employees**  
and is the Most UP-TO-DATE  
Contract, containing the BROAD-  
EST and MOST LIBERAL  
BENEFITS Yet Offered

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

Gentlemen:

I am interested in an agency proposition.

I am interested in a “Headlight” Policy.

Name \_\_\_\_\_ Age \_\_\_\_\_

Street \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_

Occupation \_\_\_\_\_

Employed by \_\_\_\_\_ R. R. \_\_\_\_\_



PRIME'S PLUGS

**THE PRIME  
MANUFACTURING CO.**  
MILWAUKEE, WISCONSIN

last month, for they voted to have ham often and lots of it. The party was held at the home of Mr. and Mrs. T. J. Lentz, and the usual Car Department bunch was present. Nothing in the way of edibles was slighted, and no one left hungry. One of the features of the evening was the Virginia Reel, and it was discovered that much talent, hitherto unknown, is possessed by several members of our Department. Our Freddie also felt an inclination toward dancing, and it took but a little coaxing to cause him to burst forth into expression. This dance was particularly enjoyed by Mr. M. M. Dick, who was then induced to excellently perform an Irish Jig with Mrs. Pfeiffer. We can only say that the party was a great success, and ham is an extremely popular subject among the o ce force especially around 11 A. M.

One of the most recent parties was held in honor of a great discovery made in the Car Department. It was brought to light that two important people still have birthdays, and moreover, they occur but one day apart. The principals in this case were Mr. T. J. Lentz and Mrs. Flossie Waggoner. The event took place at the home of Mrs. Waggoner, and a very good time was enjoyed. The guests were provided with a variety of entertainment by the versatile and scintillating clerks in the Car Department. We don't want to neglect to mention the eats, which as usual were partaken with gusto by all present. This party served to definitely establish a precedent. We're going to expect one every year after this.

Martha Swanson of the Store Department wants to know if a one pint lubricator is an oil can.

#### WEST CLINTON

Say Herb, what it is that no one wants, yet does not want to lose after he has it? It's a bald head.

A freight conductor was he,  
Whose name was Mr. Stephen.

He never ran his choo-choos late,  
No record e'er was even.

Yet when he died the papers said—

“The late Stephen A. Hill!”—

Thus slandering the punctual dead.

This was indeed a bitter pill.

“After a little more training I expect to take on all challengers—or answer thru the “Milwaukee”—F. Stephenson.

We can't understand why Roscoe Wray should want a 108 ride pass between West Clinton and St. Bernice.

Resolved—“To make a special effort to get into West Clinton by noon.”—S. A. Hill.

Sympathy is extended Mr. and Mrs. Guy Milligan in the death of their little daughter, who died January 4th

O. S. Hadden narrowly escaped serious injury a short time ago when his train suddenly stopped, throwing him around in the caboose and onto the stove. From what we can learn, it looks as if Osie would make a good foot ball player.

Have you noticed C. N. Blake's new glasses? We wouldn't be surprised to see him enter politics before long.

We believe “Punkin” is as good a brakeman as he is a car inspector.

While we go about explaining that Sears & Roebuck get all our money, our Storekeeper says the doctor gets all of his.

“Who is that fellow? you ask—

As we saw the lineman at his task;

“He keeps the 'phones in good repair,

And makes the wires give longer wear.

As repair man, he has won fame—

R. F. Feller is his name.”

Note:—

We have had so many requests for poetry that we have finally consented to offer the following. Read on—

Toilers who go to their homes at night,

With tired and aching feet,

Are the “west side” boys whom we are sure,

You will be glad to meet.

The roundhouse is a busy place,

Where the boys get dirty in the face;

On overalls in lots of grime —

But they go marching on in time.

G. Kelley is a rough old lad,

But as a Yardmaster, he isn't half bad.

We call M.H.M. the “Master Mind”—

Because lost cars he can always find.

On the Rip they hammer and pound,

Not a better bunch can be found.

Sammy is a quiet boy—

But he is full of joy,

When he can type lots of reports

And never is he out of sorts.

George is always on the run

To him it's lots of fun

To call one north

And see it go forth—

Without the usual delay.

#### Milwaukee Shops

H. W. G.

THE Milwaukee Magazine comes out in the January number on finer paper and the half tones better, we all appreciate this good effort for the employes book that sets the pace.

Much is made of courtesy of railway em-

ployes to the public and rightly so, but if anyone will get in hailing distance of the information window in the Milwaukee Depot at Milwaukee they will soon be convinced that courtesy is a regular thing every minute to the crowd that asks for various information. Our Mr. Rankin is surely on the job.

Another of our good old-timers passed away, Mr. Davis of the up-town Freight Department office. A notice of this will be in the magazine elsewhere.

The other day when Freight Traffic Manager Mitchell of Chicago passed away, it was reported that it was Mr. C. W. Mitchell, conductor and president of the VEA, which however was soon corrected.

Another roller bearing coach has recently gone from the shops putting up quite a nice appearance.

Some of the head car men have occasion to go down to the Pullman Company lately, some new designs.

We are glad to see Harry Miller with us again.

The Racine-Sturtevant bus is getting the regulation color.

What will it be? C.M.St.P.&Pacific, or the Milwaukee Road, two samples are made up.

As to the Veteran's cards, we expect them most any day now. Quite a sure enough bunch went in from here.

If you want more Shop items sent in, let's have them. Some of the officials seem to think that more should be included, we so need a good column anyway.

## Tacoma Shop Notes "Andy"

HELLO Folks—the new year is now pretty well under way, but the bright outlook that was predicted by those who are supposed to know, does not seem to have affected the business of news gathering for the Milwaukee Magazine, for a very thorough canvas of the shops reveals the fact that news is just as scarce as ever, so we will have to resort to casual remarks about the various notables hereabouts, etc., and will start with:

Joe Strausman, an Accountant by profession, and a Radio nut by virtue. Joe has attached himself to one of these ultra super, three dial, six tube, non-radiating, self oscillating, re and degenerating, over and under balanced, staticless, B.V.D. special, which completely annihilates distance, and sometimes everything, however, it is a well known fact by this time that Joe has a radio, for if there is anybody around here that has heard Joe talk about anything else, must have heard him talking in his sleep, and what's more, he has just installed a ground antenna, no it does not look like hamburger, it is not ground that way, hamburger is ground up, this antenna is ground down, that is, it is underground buried in the ground. Well anyway, this underground antenna is supposed to utilize the ground waves instead of the air, and after being strained through many miles of ground, very fine reception should be obtained. Joe has not yet issued any report on this type of antenna, and there is a slight trace of suspicion that Joe has by this time, probably buried the radio also, however, we will suspend judgement until later.

Elmer Heath, there is another Radio hound. He now has a new Browning-Drake, and reports everything coming in fine.

Morton Eshelman—when he is not juggling shop orders, he's tickling the dials and losing a lot of good sleep.

Leonard Johnson—he looks good, feels

good, and we believe he is good, but of course that is as far as we can go.

Frank Opie—Time clerk and store Department taxi driver also seems to be percolating in pretty good shape.

Arthur Beinert—Accounting Department blonde, has advised Harvey Snyder, that his behavior is better than his (HLS). Of course since his statement was made on a comparative basis, it is possible to believe, but otherwise—well.

Louis Bay—also of the Accounting Department, is on the job and running smoothly, doing his stuff and so on. About the most important letters in his alphabet is A F E.

With Roy Long of the Accounting Dept. it seems to be matter of "Does" and "Dues". He does his stuff and collects our dues.

F. Burton Trout, reports that the gas buggy he bought a few months ago is working fine. Got caught in a snowstorm a short time ago, so now he scans the barometer very closely before venturing out.

Don't know if we mentioned the fact before, but George Pyette, has constructed a very beautiful home on Steilacoom Lake.

William Albert Owens, more commonly known to the underworld as "Battling Owens" by virtue of the fact that his main ambition in life is along pugilistic lines, at the present time he appears to be the most promising contender of the crown in the dead weight class. Aside from his pugilistic aspirations, Bill is a pretty good looking chap since he had his long Sampsonian locks sheared and the sheik louse ladders removed. This is no doubt very interesting news to the feminine of the species.

Matt Cline, our Special Apprentice is still specializing. Married life has not as yet shown of its ravaging effects upon his round boyish countenance.

Paul Jasmer claims that this is a dogs life—maybe because everybody has a bone to pick. One of the busiest guys around these diggings is Moike, our Messenger. You got to have a good nature to handle that job.

P. R. Horr, has just underwent an operation on his nose, and at the present writing is getting along fine. I guess no one knows like your nose knows what it feels like to be cut up.

Charles Reynolds, of the Store Department, has such a distaste for publicity, that we will not mention his name at this time.

Bill Brautigam, Chairman of the "Gimme" club, Swedish Division, No. 77777, says that business so far in 1927 is very good and can be had for the asking.

By the way, we forgot to mention the fact that our RHF J. E. Brady, is also an ardent radio fan.

## Des Moines Division Items Frenchy

WE regret to announce the death of H. C. Eby which occurred on December 21st. Mr. Eby had been agent and operator on the Des Moines Division since 1895.

Conductor N. McGrath is making quite an extended trip through the south, Tampa, Florida being his destination where he is visiting friends. During his absence Conductor Elliott is on the Storm Lake branch.

Mr. and Mrs. Chas. Crawford of Grimes made a trip to LeMars, Iowa and Milltown, Wis. recently.

Foreman Nels Young of Clive was laid up for some time with a broken toe but is now back on duty.

Dispatcher "Ole" Olson has had both day and night jobs recently. Day at the office and night at home helping take care of the kiddies

who have all been laid up with the whooping cough.

Several of the clerks in the Superintendent's office have been financially embarrassed recently owing to the fact that their funds were in the bank which recently became defunct. They are still hoping they will soon see at least a part of their money.

Jean Dallas is expecting a box of candy, doesn't know just when it will arrive but is pretty sure it will arrive. No particulars disclosed at this time.

Mr. and Mrs. C. H. Embick spent a few days during the holiday season visiting in Beloit.

Agent E. O. Watts was off duty several weeks account illness and we relieved by V. C. McGee.

Mr. and Mrs. Chas. Lemley spent the holidays visiting in Gibson City, Ill.

Conductor J. L. Tidball and wife visited their daughter in Storm Lake and son in Wisconsin during the holidays.

Conductor "Andy" O'Laughlin made a trip on 33 to Spirit Lake the other day, the first one since 1911. The Chief Dispatcher considered sending a pilot with him but finally decided to take a chance.

We have the following from Mr. Harry Berman:

It sure was a hard blow to our old friend Bill Chase when the engineers on 35 and 36 agreed to double the road. In the shuffle he lost his side kick Guy Chinn. But Guy was very thoughtful and left poor Bill one of his towels with fringe on it and half bar of soap which was sent to them for Christmas from the Antlers Hotel. Bill figured on asking roundhouse foreman Murphy to leave Fireman Farley on with him as Farley always has a nice new towel and lots of soap. We wish you luck Bill.

Our popular helper at Spirit Lake known as "Missouri" quit our boarding house at O'Dea's and went over among the school teachers. Pass the butter please.

A good one on our famous baggageman Bill Moody. He is always asking for some new dope so the writer, H. B., told him he had a lot of dope for him and handed him the "dope" pail—Lots of dope.

"Pinky" Hartshorn is still on the night run. He lost his old "Hickory Limb". What do you say "Crutch."

Vonnie White, Train Baggageman on 35 and 36, took unto himself a bride on Christmas Day. Lots of luck and good wishes to Grace and Vonnie. Pass the cigars and bon bons please.

We have to hand it to agent Dungan at Marathon when it comes to soliciting business for the parlor car. Keep it up Bill.

## I. & D. Items M. R.

WISH you all a Happy and Prosperous New Year.

Th force in the Superintendent's Office put in an order for smoked glasses. Their eyes have been bothering them for the past month and it was discovered that C. E. Mutschler, Chief Clerk, was wearing a large diamond. It has been known in this same office for young ladies to receive diamond rings as gifts, but for the gentlemen, it is something new.

Mary Gen Braheny, steno in the Superintendent's Office was chosen to represent the I&D Division in a Popularity Contest. Each ticket sold entitles Miss Braheny to 25 votes, as well as giving the purchaser a chance on a \$30 Radio and admission to a big dance in Minneapolis, March 17th, 1927. Everybody! Let's Go—Make Miss Braheny the most pop-

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ular young lady on the Milwaukee System. The proceeds will go to the Milwaukee Band Uniform Fund.

The Superintendent's Office force prepared a Christmas box with useful and cheery gifts for S. Otto Secory, Assistant Division Accountant, who is on a leave of absence account of illness.

The December issue of this Magazine says that FHD went hunting two days and came home with one bird. This would lead one to believe FHD shot this bird. Al Keys says that after careful investigation he has learned this was a crippled pheasant and FHD caught it in a fence corner.

Clifford Smith, had a wee bit of experience in an effort to secure his typewriter from Business Car 5805 one day last month.

We have been wondering if Pete Weiland gave his mustache away for Christmas. We heard that he gave it to Bill Woodhouse, but it has been bleached if he did.

A very Pretty Community Christmas Tree was placed on CM&STP ground at Sanborn, Iowa, during the Christmas Season, which was enjoyed by the entire community, as well as passengers on I&D trains. Mitchell, S. D. also had a Christmas Tree on company ground.

Mr. Ben Oelson, Conductor on the I&D Division, carried a man by the name of H. A. Smith, from New Hampton, Iowa to Mason City, Iowa, November 24th, 1926. This man was sick and was unable to locate his ticket, altho' Mr. Oelson, learned that he had bought a ticket. This act of kindness and thoughtfulness was very much appreciated by the children of Mr. Smith, who passed away on December 18th, 1926.

Everyone has missed our jolly, good natured Conductor, George W. Bryan. We are sorry to inform you that Mr. Bryan has been ill for some little time, but we all hope that he will be improved in a very short time and back in our midst.

We have been sorry to learn of the illness of Michael Bresnahan, who is employed in the yards at Mitchell. We trust that he will enjoy a speedy recovery.

C. A. Montgomery, Roadmaster, located at Mason City, Iowa, who has been in poor health for the past year, resumed his duties on January 1st, very much better. We are all pleased to see Mr. Montgomery back at his old post, as well as we are sorry to have Mr. P. J. Weiland, leave us. Mr. Weiland returned to his duties as Yard Foreman at Mitchell, S. D.

Miss Emma Reyner, entertained the girls of the Superintendent's Office one evening in December. An informal social evening was enjoyed. Miss Reyner is Temporary Track and B&B Timekeeper and formerly Night Ticket Clerk at Mitchell.

The Goblins seem to be after Mary Gen Braheny, she had just recovered from a two weeks siege of the flu when an infection set in her shoulder and gave most people the opinion that she had rather a good opinion of herself, as she was only able to look in one direction, and that was straight ahead, for several days.

Charles Blanchard, Lineman, was injured Wednesday, January 5th, when his motor car collided with that of a section crew. He was blinded by the sun on the snow and did not see the other car coming. He was badly bruised and cut about the face and body.

Miss Emma Reyner, who has been with us only a short time, has been appointed to the position of Cashier at Mitchell, S. D. Congratulations Emma.

Mrs. Bert Moore, submitted to an operation Saturday, January 8th, at a local hospital and

we learn it is getting along nicely. Mrs. Moore is Clerk at the Mason City Roundhouse. Mrs. Dott Westfall, who relieved Miss Fiala when she was touring Europe, is also taking the place of Mrs. Moore.

Miss Irma Wilhelm, was elected Chairman of the Clerk's Unit of the Women's Club at Mason City. Everyone enjoyed working with Mrs. Stasia Harding during the year 1926, and we know that 1927 will be as successful with Miss Wilhelm in the lead.

All of the office girls at Mason City, numbering 16, gave a dinner and handkerchief shower in honor of Miss Emma Reyner, on Wednesday, January 12th, in the Club Rooms. It was mentioned that the next social affair of this circle will undoubtedly be a bride's shower.

Leonard Anderson, former Chief Clerk to H. E. Rice, I&D Division Storekeeper, has been promoted to position of Chief Clerk to E. H. Lyons, Chicago Terminals. Good for you "Andy", but don't forget the I&D.

Roadmaster Montgomery's office say that they would have some good news for the Magazine, if they knew what Marion Schultz, wanted of the Minneapolis Directory.

What would happen if Harry McAndrews didn't receive a letter every day from Minneapolis.

We have learned in a roundabout way that Gerald Herbener, boilermaker helper, Mason City Roundhouse, entered wedlock, during the Christmas Season.

Miss Irene McLaughlin, stenographer in the Mason City Freight Office, surprised everyone, when she was married to A. Russel Calvin, Traveling Inspector, on December 29th. Congratulations *Calvins* from the entire I&D.

C. B. Higgins, night train dispatcher at Mason City, had the misfortune to fall and break his wrist when he was sweeping the snow from the walk in front of his home, the early part of January. Mrs. Higgins had just recovered from the same misfortune.

Mrs. James Conners, wife of Lead Boilermaker, Mason City Roundhouse, has been undergoing treatment at the Park Hospital at Mason City and we understand is improving nicely.

Mr. J. T. Patton, Condr., who was sick for about eight weeks with a bad case of the flu, is much better we understand, altho' it will be some time before he will be able to be among us again. Mr. Patton lives at Rapid City.

Has everyone seen Condr. W. C. Buirge, riding around in a Hupmobile Sedan? I'll say he is.

Yard Conductor, C. H. Thoma, visited the Twin Cities during the Holidays.

Work commenced filling the Mason City Ice House, Thursday, January 13th. Coliana & Co., Inc. of Minneapolis secured the contract.

There was a heavy run of stock on the I&D Division during the month of December.

Did Santa Claus bring all the new suits, MO, LRM, CEM, etc?

A number of young conductors made their annual trip account so many laying off over Christmas.

Anyone caring for free instructions on handling mail, call on OAB.

## Chicago Terminals Guy E. Sampson

The new year finds the Terminal very busy, and to make a better record than 1926 will need the combined effort of every employee. Seven times during the year just passed the record for number of cars handled in a single day was broken when the high record of

8400 cars was reached and this now stands as a record for 1927 to try and break. All employees from the Supt. down are interested in putting Chicago Terminals at the top of the list from every view point. The claim prevention, fuel conservation and safety first committees are all very wide awake and are constantly on the look out for increasing the efficiency and are taking advantage of every suggestion along these lines. We are going into the new year determined to set some new high records.

Yardmaster Leroy Smith who was reported ill is still unable to return to work. Roy Hayden working in Smiths place and John Melvin working Roys job at the west end of Bensenville yard as yardmaster from 10 A. M. till 8 P. M.

Bensenville roundhouse foreman, Herman Beyer who was ill is again able to be back on the job.

"Smithy," of Mr. Valentines office, was very emphatic in his accusations that we never mention the "office force on the Hill." We sure would be glad to get any news form that office if said "Smitty" would drop us a line or two which he should find plenty of time to write during his daily "20." That's when we have to gather our bit of news and then write them after hours. We are always anxious to get any bit of interesting news for the Terminal.

January 12th gave us the first snow storm of the season. when about 16 inches of snow fell. Chicago Terminal employees have seen snow storms before and a very satisfactory performance continued during the storm period. Much credit is due all employees who had any thing to do with getting trains in and out on time.

During the recent contest for appointment of deputy sheriff in this part of Du Page county a number of our employees manufactured a huge star, mounted it on a horse blanket pin and presented it to M. J. Wiltsie. Mike is a good sport and promised not to have any of his co-workers jailed for their part in the joke. That' right Mike, a good sheriff don't let a little thing like that excite him, for an excited man don't always shoot straight.

We forgot to mention last month that switchman Carl Leach had taken unto himself a wife and that they were touring the Pacific Coast on their wedding trip. However it is a fact no matter what Carl had always said about one could live cheaper than two or more. Guess he finally decided that a home is far better than a boarding house. We all congratulate the newly weds and wish for them a long and happy life.

Mr. James Glidder, an old employe at the Bensenville repair track recently passed away at his home in Franklin Park. Sympathy of all employees extended to the bereaved family.

Trainmaster C. E. Elliott remained home a few days this month account of being under the weather. Really we do think that he should have waited till this snow storm when he could have enjoyed being sick better than that nice weather when he was off.

Ass't Supt. J. H. Valentine also threatened with illness but managed to keep on his feet and get to the office a few hours daily.

The boni fide correspondent for the Womans Club will no doubt report on the Kiddies Christmas Tree at the club rooms as well as the feed that the club members put on for the families of Milwaukee employes, but we want to thank the club in behalf of the husbands and brothers who enjoyed that feed. It was a wonderful supper with a little of everything and enough for all. Really we don't know of any place where one can get

a better meal than at the Bensenville Women's club house when they put one on. O, yes one good turn deserves another and we all are anxious, as contributing members to get our dollar in for this year's dues for we know that one good feed (of which there are several each year) is well worth the price of the yearly dues. And that reminds us those dues are due now and we must hurry and replenish that treasury box for our ladies are surely doing a great work with their funds, outside of putting on feeds.

As our items are being mailed we are informed that one of the liveliest club members of the Bensenville chapter was married Wed., Jan. 12th and we desire to congratulate the former Miss Louise Bodenburger and her hubby and in as much as they will reside within easy driving distance of her old home may we see them often and may they live to enjoy a long and happy life together.

### Deer Lodge and Missoula Division M. E. S.

A Safety First Meeting was held at Deer Lodge, Monday, December 21st, which was the first meeting attended by your new Safety First Inspector, Mr. R. H. Vanderburg. Meeting was conducted by Superintendent Phelan. There was a large attendance and lively discussions were held on Safety First matters.

Conductor John Rogers is laying off for a few months and is visiting in California.

Mr. J. F. McKnight, Switch Engine Foreman in Deer Lodge has been on the sick list for several days. He is reported to be improving and will soon be back on the job.

Miss Laura Critzer spent the holidays with her parents in Spokane.

Donald Tavenner, son of Mr. and Mrs. F. L. Tavenner, who underwent an emergency operation recently, is improving rapidly and will soon be able to resume his studies at school.

Tony Byrne, for many years a resident of Deer Lodge, has moved to Missoula; however, is often in Deer Lodge, having spent the holidays here visiting friends.

Mrs. Anna Whaley of the Superintendent's office, who underwent an operation recently has returned from Tacoma and is reported to be getting along nicely. She will not return to work for several weeks.

Mr. M. J. Welch, Missoula Division Dispatcher, spent the Christmas holidays with his family in California.

Engineer Horning and Dispatcher Baker who have been baching for some time were able to return to their homes recently, the quarantine having been taken off.

Mr. J. P. Rice, Conductor who has been on the Northern Montana Division for several months has returned to Deer Lodge and is taking Condr. Rogers place in passenger service.

At the meeting of the Milwaukee Women's Club, December 10th, the new officers were installed and a number of new members taken in.

Miss Catherine Bell of the Superintendent's office spent Christmas with her parents at Two Dot, Montana.

Chief Clerk David Ehrlich of the Superintendent's office spent his vacation at his home in Butte. Division Accountant H. C. Johnson taking his place in the office, during his absence.

Mr. Art Jersey is Acting Roadmaster on the West Subdivision of the Rocky Mountain Division during the absence of Roadmaster F. M. Webb who is visiting in Seattle.

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is known to the employes of every road today.

Mr. H. C. Davis is the new Roadmaster on the West Subdivision of the Missoula Division.

## Fullerton Avenue Building J. T. Griffin

**R**ALPH Klotz of Ticket Auditor's Office gave all present a surprise the other night by overcoming his bashfulness for four hours at least. This does not encourage the fellow who have "steadies." More power to you, Ralph.

Amelia Kellner of the Freight Auditor's Office has announced her intention of attempting the Catalina Island swim this month. She can be seen almost any day developing a powerful stroke in the environs of the North Branch of the Chicago River and from all appearances she will be an important contender for the prize of \$25,000.

Frank Schornack of the Record Room invites all his friends to attend an exhibition of wrestling that will take place in the Edelweiss Gardens, February 29th. He will not divulge the name of his opponent, but admits all cheek holds will be barred.

When the scandal it is rife.  
When somebody's had a battle with his wife.  
The man who knows why, bet your life  
Is our F. A. S.

When the clouds of battle clear  
And everybody has an itching ear  
The man from whom the cause to hear  
Is our F. A. S.  
When the static is in the air  
When the radio makes you tear your hair  
The man who tells you the trouble is there  
Is our F. A. S.

When publicity you are seeking  
And in terms of pretzels you are speaking  
The man to give the joyful greeting  
Is our F. A. S.  
F—for Freshman the radio superfine  
A—for advice without asking it is thine  
S—for Sherlock without a clue the solution  
of the office mystery is mine.

Harold Teen

A romance of the Ticket Auditor's Office has ended with that potential band the engagement ring. Emily Gannon is the happy recipient and Elmer Lukes the more than lucky donor.

Everyone in the Central Typing Bureau thought one of the girls had the seven years' itch, until we discovered she wore her mother's heavies, ready for a sleigh ride that was to take place January 14th. Another one of the girls brought blankets enough to cover both girls and horses, the only thing she forgot was a hot water bottle. It's a good thing it wasn't a Pajama Party, because one of the girls came down with her paraphernalia for the sleigh ride. One girl said she wouldn't go again because she couldn't stand wearing her red flannels another whole day.

If anyone saw a photographer walking around the premises looking for the Sleigh Party, this will inform you that he was the Chicago Evening American Photographer, another from the Tribune came around at seven-thirty to take pictures of the sleigh ride that never was.

Picture if you can or draw on your imagination and visualize good natured Sam Weinstein of the Ticket Auditor's Office with that sympathetic and good natured prevaricator Art Freitag waiting patiently at our Evanston Branch Line at Fullerton Avenue, with Sammy intently excited, to see that most excellent of

trains the Pioneer Limited flash by into the night.

Ed. Kush mentioned the fact that he was desirous of seeing his name in print. Well here you are Ed. How do you like it? We thought perhaps that you got enough notoriety up at the Garden handing out Soda Water and Ice Cream.

E. M. May has been promoted to the position of Asst. Freight Auditor and T. D. Fitzgerald has been promoted to the position of Chief Clerk, Freight Auditor's Office. Both of these promotions are well deserved and both are widely known and popular and the employes extend there congratulations and best wishes for success.

We gathered round the table  
Our hearts were light and gay  
The dizzy blonde our order took  
In the restaurant across the way.  
Bill Ryan blushed a rosy red  
Amid the noise and din  
For as the blonde his order took  
Tickled him under the chin.  
Oh, stay you hand  
Sweet William cooed  
It's not that I object,  
But father sits across the aisle  
And I'll get it in the neck.

Some people are just born lucky that's all. "Little Angel Child Nehf" was standing on the corner one morning when suddenly a cab stopped in front of him and the door swung open and he was invited to step in and take a ride. Well, well says Nehf, if this isn't luck and service. The cab sped on toward the office making one more stop to pick up Miss Munro and Mr. Petri at Robey Street, and then sped on to the office where the cab stopped and discharged the 4 passengers. Nehf walked into the office as did the other 2 and Nehf was heard to say, "Let Susie pay."

I hope everyone has noticed the new style "Galooshes" Leo MacCormac Freight Auditor's Office is wearing. He says they are a little feminine but he thinks they are the real thing and he hopes the girls will get used to them.

The officers and employes extend sympathy to

Peter Lencioni, Freight Auditor's Office  
Death of Father.

Laura Hinley, Freight Auditor's Office,  
Death of Sister.

F. Greenleaf, Freight Auditor's Office,  
Death of Mother.

Katherine Trophenbaum, Ticket Auditor's Office,  
Death of Father.

Wm. Lehwaldt, Ticket Auditor's Office,  
Death of Mother.

J. M. Robertson, Freight Auditor's Office,  
Death of Wife.

## River Division M. M.

**O**PERATOR F. G. Maloney spent a few days visiting in Chicago.

Harry Davidson, Signal Foreman and crew have returned to the Division after having spent some time in South Dakota. Good time to get away from the blizzards.

Miss Verna Anderson of the Freight Office at Winona is leaving for a vacation visiting friends and relatives at Seattle.

Wm. Reed, night hostler at Wabasha Roundhouse avoided a serious derailment December 28th when he discovered a loose wheel on Parlor Car Mineola of Train 17 and reported same. Mr. Reed needs special commendation for this discovery.

Trainmaster J. W. Blossingham is conducting examinations on the River Division. Mr.

F. G. Hemsey is assisting him with the work.

In last month's items the bowling team at Wabasha was reported as having done remarkable work since that time I have been informed that the entire write-up was erroneous.

The Captain is the Worthy—H. D. Witts who was too modest to mention that fact to the correspondent. The other members of the Gang are Dr. Replogle, W. W. Dinne's Tommy Klas, W. Waterbury and Mr. Albert.

Now with a make-up like that what team couldn't bring home the trophies. Here's luck to you.

### Idaho Division R. C. P.

**E**NGINEER James Marre is making a long visit in the east. We tried to persuade Jim to leave his new Nash six coupe with us but he couldn't see it that way, so now we are mad at him.

The bunch in the Supts. office seem to have a mania for Seattle. Miss Zelda Case was the first to leave for that city, then Ray Skook and Dick Gallagher followed and last week Bobbie Burns moved over. Jack Cole, of chief dispatcher's office has moved into Supts. office as a result of the vacancy created by Bob leaving.

Jackie Felton, age four, son of Condr. and Mrs. O. B. Felton, of Malden, accompanied his mother in the Lizzie to Spokane on Dec. 2nd, and while dodging traffic in the city Miss Lizzie had a collision and young Jackie was badly cut about the face. He was real brave while a doctor took several stitches; not even a whimper. But when the doctor had finished, large tears rolled down Jackies cheeks and he boo'ed, "Daddy'll raise hell about this."

Walter J. Phel, for many years a brakeman on this division, died at St. Lukes hospital, Spokane, Jan. 6th, as a result of ulcerated stomach. He had been in very poor health for a long time. Remains were taken to Mazeppa, Minn. for burial.

Agent W. W. Cutler of Spokane has returned from a two weeks visit to southern California. He reports enjoying the trip immensely.

The University of Washington students' special train, carrying the students home for the holidays, moved "Milwaukee" again this year. This train consists of nine or ten cars each year.

Switchman W. M. Cullen, St. Maries has been off a few days due to his being under the weather.

I wish someone at St. Maries would get the dope from switchman Andrews about the dog and slip it to us.

Agent C. H. Burt accompanied the Benewah County Road Commissioners to Boise, on a special request of that body, to attend a meeting with the State Commissioner, Dec. 20th to 24th.

Bobbie, son of fireman Carl Shewnack, was taken to Sacred Heart hospital Spokane by his mother to undergo a mastoid operation. While attending her little boy there Mrs. Shewnack was taken quite seriously ill. Both are now reported getting along nicely.

Trainmaster G. H. Hill and Car foreman A. A. Strand, of St. Maries started on a gas car for Plummer the other day. After covering the first mile in one minute they struck a dog. Just a plain, scrub dog. When G. H. H. came to some minutes later and dug the brush out of his eyes, he saw a part of A Strand draped over a stump not far away while other parts of him were still coming. A large monkey wrench returning to earth struck so near and with such force that he scuttled out in a hurry, then proceeded to gather Mr. A. A. Strand together. After checking over their many bruises they found the dog had not been hurt in the least.

Dispatcher G. A. Rossbach has come forth with a clarion call in a stentorian voice, (Whatever it all means) challenging Trainmaster E. M. Groble with his Paige and G. W. Lanning with his Nash, to a hill-climbing and speed contest in competition with the Chrysler. Pat Costello to hold the stakes and there is no limit to the amount.

What man or woman,

With nerve Galore.

Broke the Glass

In my office Door?

G. H. H.

### OTHELLO

**U**NDERSTAND Roadmaster H. C. Davis has received a promotion, more power to you H. C. and hate to see you leave but there is one consolation, won't have to listen to You and Roadmaster C. R. Strong talking about the old days in Montana. Believe after listening to Herwin, Strong and Davis, one of the qualifications for a R. M. is to kiss the Blarney stone, but the way this trio can throw it, believe they are natural born. But at that Dick Winn, still gets the bologny.

Car Foreman Weber and family spent Xmas at Othello with relatives and friends, Cons looking well, but still has the love for the sage brush.

Roundhouse Foreman Waterstrat is now a radio bug, cut in on Mobjridge to listen to Roundhouse Foreman Kidd broadcast, understand he heard Tom McFarlane announce, that in order to get the kick out of Roys talk you had to be in a position to watch his chin when he said 555.

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## Highway Crossing Signals and Accessories

THE RAILROAD SUPPLY COMPANY  
BEDFORD BUILDING CHICAGO, ILLINOIS

A. E. Johnson, former storekeeper at Othello but now one of Mr. Curtis' able assistants at Chicago, said Hello to his many friends when passing through Othello. OK this time, but longer visit next trip.

Condr. Collinges is ill at Providence hospital Seattle. Hurry out as it will soon be time to need your services as Gravel King.

Coast Dispatcher Monroe, thro force of habit of giving trains message to set out at Black River, gave 17 a message to this effect, as all cars in train were in service, Engr. Christenson, Fireman Butler noted a sand hill crane dead on head end of motor so reduced on it, Russel having no room in yard for same tagged same to W. A. Monroe, Tacoma. As Bill does not know that the mountain is called Rainier, how would you expect him to know that this bird was not a turkey, especially if received the day before Xmas. Bill was all set for the big feed when G. M. H. appeared on the scene and as G. M. H. can get things lined up in a hurry, sized up the situation and said, "That's Slat's from Othello and too hard boiled to eat."

Clerk Weber received a message to come to Spokane but as this was unexpected Duke had his winter suit at the cleaner and the weather too frigid, for the light suit, he failed to make the connection.

Storekeeper Ellis was showing us a picture of the group of storekeepers taken at their staff meeting at Milwaukee, fine looking bunch especially those from Moberge west.

Understand Yardmaster Whalen is putting whiskers on his Ford so it will look like Lincoln.

While debating about ice the other day, Yard Foreman Donley told Yard Condr. Williams to get up and tell them all he knew about ice as it would not take him very long.

### PONDERINGS FROM THE P. O. R.

IT has been a long time since the P. O. R. broke into print, but we have only been sleeping.

The many friends of Agent J. A. Viets who has been Stationed at Metaline Falls, Wash., were very much shocked to learn of his sudden death at that place Monday Jan. 10th, 1927, of heart failure. Mr. Viets had been on the P. O. R. Line of the Idaho Divn. since 1913, having come to work on this Line when the Idaho & Washington Northern was still in charge of the line from McGuire's, Idaho to Metaline Falls, Wash.

Mr. Viets was a native of Wisconsin, age lacking 2 days of 64 years, and had been in the R. R. field practically all of his life, as Operator and Agent. Mr. Viets was loved and respected by all his friends and associates as a very square, honorable and upright man. He leaves to mourn his departure, a wife one

son and three daughters. Funeral services were held for him at Newport, Wash., Jan. 14th, and the body was then taken to Spokane for burial.

Business has been holding up fair on this part of the Idaho Divn. and activities promise a large business this coming year.

P. H. Murnane's smiling countenance was observed by the writer on his way to Metaline Falls, Wash. temporarily, Relief Agent Brown having been sent there as soon as it was learned Mrs. Viets had passed away.

Condr. Ed Bell is having a small lay-off and says when he gets back to work, he will have real store eyes that wont fool him when he wants to read.

I understand some of our recent radio fans hunt nothing but static, he can console himself with the idea that we all get the same thing.

Condr. Linehan is at present handling the Spirit Lake to Dishman turn with Joe Lawrence. Wm. Johns and Merle Miley as Assts. while our old reliable North end Captains Meeks and Schurch continue to switch the gin poles, and pulp wood spurs between Spirit Lake and Metaline Falls.

We did hear once that our Agent at Blanchard had gone into the fancy chicken business but he seems to be afraid his wife will think he talks about the wrong kind of CHICKENS so we haven't heard him say much about his chicken farm lately.

The writer was advised early in December by the Company Doctor he had to have his tonsils out so we proceeded to St. Lukes Hospital, Dec. 8th and had them snipped out. It is no fun either, however we had the benefit of advice from Chief Dispr. Hays who preceded us a couple of weeks and with this we knew a little better how to act in the presence of the nurses.

### General Office Items *Vila*

HOPE you all noticed what a nice magazine we started the New Year with. I have heard lots of compliments on it.

Mr. Earl Hyett, Chief Clerk in Mr. Pierpont's Office, spent his vacation in Seattle, visiting his son. You must have had an ideal time, Earl.

Miss Faye Shanberg was confined to her bed with an attack of diphtheria during the holidays. Glad you have fully recovered and are now back with the "gang" again.

Mr. Thomas Findlay, of the General Freight Department, is the proud father of a bouncing baby boy, born New Year's Eve, who, we understand, resembles his dad and hope, with the years to come, he will outgrow it. Anyway, congratulations, Tom.

Mr. Ben Melgaard of the Purchasing De-

# Dependable RAIL ANTI-CREEPERS

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ports that business is on the up grade in the city made famous by the "Great White Way," there being plenty of demands for men in all lines of work, with wages good, but that living conditions are better out here in the land of sunshine and promise.

That streak you just saw pass by was not Tom Zerza going to a fire, nor was it Pat calling the wrecking crew, it was only Ole hot on the trail of his air hose dummy.

John Eliason, left for Sisseton, South Dakota, December 10, where he plans to spend some time visiting relatives and friends.

Most of us spill the beans once in a while, but we'll hand the first prize to Cliff. Stein' houser, when it comes to spilling the pork gravy. He sure does it classy.

John Proto and family, are back in Harlow after traveling around in other climes for several months, and Johns is back on his job at the depot.

Pat Carrager, Water Serviceman at Melstone, spent the holidays in Harlo visiting old friends. Pat looks as handsome as ever.

Musselshell Conductor, and Mrs. A. A. Arnold, journeyed to Minneapolis, December 23 where they spent the holidays with relatives. Returning home in time for Diver to start the New Year right, by going out on the local January 3.

Nels is now figuring on a problem that requires deep thought namely, how can a Can't-a-ford compete with a Studebaker? Anyone knowing the answer will please submit same to him, in care of the Round House.

Other Harlowton people to spend the holidays in the Flour City, were Mrs. A. E. Hoops and daughters, Phyllis and Betty, family of General Yard Master, A. E. Hoops. Art. batched during their absence and the experience did not seem to hurt him at all.

Herman is getting so accustomed to being squeezed that he does not even mind being squeezed in the brake rigging of a silk car. Gee, but it must be grand to be in that frame of mind. Herm, when are we going to get one of those eight cylinder cigars?

Machinist Helper, and Mrs. W. H. Wirth and family, spent several weeks visiting relatives at Spokane, Washington.

L. W. Smith, of Sioux City, Iowa, was a holiday visitor at her home of his brother, J. F. Smith, P. F. I., at this terminal. This was Smith's first visit to this section of the universe and, excepting the wind, he was very much impressed with the country.

Captain of Police, Clemmons, of Deer Lodge, accompanied by Captain of Police, S. D. McCauley, who has been transferred to this district from Sioux City, Iowa, made an official call at this terminal December 30. It's hard enough to keep an eye on one Yard Cop, but three of them strolling around all in a bunch is to many. Perhaps though, they were on the look out for absent-minded Claim Agents who, we are told, have a habit of walking out of Beaneries without paying for their breakfasts, and have to be rounded up and brought back by the Yard Police. No matter what their mission is, a common ordinary mortal sure has to watch his step when Yard Cops get to ganging up.

The club house of the Harlowton Chapter of the Milwaukee Women's Club has been moved to its new location in Milwaukee Park, just to the rear of our Grand Central Station. The building is being fitted up with electric lights and everything, that tends toward making a real club house, and the women held their first meeting in it January 3. To date we haven't even heard any rumors about the ladies planning to treat their hungry men folks to good eats at the club house. Hope they don't defer it too long.

Ole Osmundson, spent several weeks at Chico Hot Springs, taking treatments for a lame back. He is back on the job again and is going as strong as ever.

Conductor John Rice, who has been running on the Lewistown Muddlebug for several months, is back on those nice long trains of yellow cars again, on the main line. We understand that John and the Mrs. are planning a trip to California soon, perhaps they are making this trip in order to find out how good a state Montana is in which to live. Conductor O'Dell has put on the blue serge and is punching the tickets on the huddlebug.

Now it is J. R. Reagan, Traveling Freight and Passenger Agent with headquarters at Butte. Jack was formerly agent at this point and his many friends here are glad to hear of his promotion. He spent the day here January 3, looking after business matters and shaking hands with friends.

Electrician Helper, Edward Oliphant, spent several weeks in January visiting relatives at Cedar Rapids, Iowa, and Chicago.

## Iowa and Middle West *Ruby Eckman*

**R**ECAL Trask, son of Car foreman C. A. Trask of Perry who has been at Oakdale Sanitarium at Iowa City for several months taking treatment has been released and returned home. He has to report at the hospital every month for treatment, but is improving nicely and with a year or two of complete rest will be all right.

Joe Adey of the Car Department force was up in Minnesota during the holidays for a visit with his family who are on a farm there.

William Langdon for almost forty years an employe of the Milwaukee in the track department, died at the family home in Perry January 9th. Mr. Langdon retired from work about four years ago and since then his health has been failing. He was the father of Herbert Langdon of the Round House Clerical force.

Betty Fern is the name given to a fine little daughter born to fireman Robert De Groate and wife on January 3rd at Perry.

H. C. Gustafson third trick operator at Manning knows now how it feels to have a fellow point a gun at you and tell you to hand over the contents of the cash drawer. A hold up man instructed Mr. Gustafson along those lines January 9th. "Gus" thought to save the company funds by tossing out a couple silver dollars but the fellow told him to come across again as he had seen him selling some tickets so "Gus" handed over enough to make twenty dollars, and the fellow being a novice at the trade, didn't argue the matter further. He went to the Great Western depot, bought a ticket for Fort Dodge and when the Great Western police were notified he was taken from the train at Carroll, given a preliminary hearing and bound over to the grand jury for trial in February.

Conductor William Simpson who has been in the Washington Boulevard Hospital for about fifteen months returned home the fore part of January. Mr. Simpson injured his leg and the wound would not heal so after fourteen months of treatment his leg was amputated.

Engineer Henry Nichols one of the oldest engineers on the Iowa division has been confined to his home for about ten weeks. Henry had three serious operations at the Rochester hospital. The wound did not heal and when he returned home the family doctor advised him to go to bed. It was a hard task for him after having spent so long in the hospital, but

he did so and has been feeling fine the last couple weeks. He expects to resume work soon.

Engineer Ralph Shaw and family went down to San Antonio, Texas to spend the holidays with friends and had a wonderful trip. They happened to be there during the open season for hunting deer and a friend gave Ralph a hide of a young buck he had killed. Ralph will have a rug made from it.

Conductor Fred Bolender now has a grandson. The lad has been named Ralph, after his father.

Engineer Clate Kerlin is now a proud grandfather. A daughter was born in December to Mr. and Mrs. Harry Upton at Newton. Mrs. Upton is a daughter of engineer Kerlin and Clate and Grandma Kerlin went over to Newton right away to get acquainted.

Mr. and Mrs. C. Judd welcomed a fine eight pound son into their home the latter part of December. The lad's father is one of the Perry round house employes.

John D. Higgins father of engineer Wm. Higgins of the Iowa division list and Miss Druce Higgins of the Road Master's office force, died at the family home December 23rd following an illness extending over a period of several years. Burial was made in Perry beside the wife and mother who died a year ago.

Alex Borg for many years the foreman of the Perry coal shed is seriously sick at his home. He suffered a stroke of paralysis December 24th and has never recovered from it.

An event of considerable interest on the Iowa division was the celebration on January 10th of the fiftieth wedding anniversary of Mr. and Mrs. Edward Collings of Perry. Mr. Collings was for many years in the B and B department of the Milwaukee having retired from the position of Chief Carpenter on the Iowa division a few years ago. The party was held at the home of their daughter in Persia, Iowa and all the folks from the vicinity called and extended their congratulations. Mr. and Mrs. Collings were the recipients of many beautiful gifts, including gold coins as well as numerous congratulatory messages and letters from officials of the company with whom Mr. Collings has been associated for so long.

## S. M. East *M. B. M.*

**J**OHN Schultz, our congenial ticket agent, has made a very good New Years resolution not to flirt with the ladies any more, but we are afraid he will do it just as much so here's another brick in his downward path.

Mr. and Mrs. Charlie Hans are spending the winter in San Diego, Cal.

Roy Wood, Chief Dispatcher at Madison, South Dakota, spent a day visiting old friends last week. We were all glad to see Mr. Wood and hope he will come again soon.

Mr. Clayton expects to spend Sunday with his folks and also at Her house in Mankato.

Mr. Ray Hoffman spent a few days the last of December at his home in Caledonia, Minn.

Engineer Felix Vidal, of Madison, So. Dak. was a visitor at Superintendent's office last of December.

Mr. and Mrs. Waler Chestnut have gone to California to spend the rest of the winter.

One of the Teachers of Minot, N. Dak. was in St. Paul lately so our Ron was there also.

Mr. A. M. Lemay and family spent Christmas with home folks at Tomahawk, Wis.

Mr. Herbert Norgorden visited friends in

Spring Valley, Minn., last Sunday. She was up here the week before and spent Sunday.

Mrs. L. Grau has returned from a week in Rochester, Minn. While there she went thru the Clinic.

Violet Beaty was unable to be at work a few days last week. A very bad cold she said.

Margaret Dundar has been chosen to represent the Southern Minnesota Division in the popularity contest to be conducted in the Northern District. There was considerable excitement in getting a photo for the occasion, but now that the bills are all printed we are sure the 'Judges' will smile kindly on our contestant.

### S. M. West Notes

L. H. Palmer

LAST MONTH, the roundhouse asked us to report that engine 362 would be turned out with a new pilot plow. Since that item appeared, Roadmaster Larkowski has been making it embarrassing for the correspondent, as the plow has never been seen by anyone outside the roundhouse. In tracing this matter, I find that the plow was attached as promised, but was lost somewhere between the roundhouse and depot the first time it was sent out.

Roy Wood has been after some G17 engines to handle the increased tonnage between Madison and Jackson. He now has three in service between those points, and they have proved satisfactory.

Tony Malek, agent at Vienna, spent Sunday with his folks at Lakefield recently.

M. L. Gary spent Christmas with relatives and friends at Wykoff.

There is a rumor around that Operator Banks at Jackson, is in need of some "moral support" with the ladies. He needn't think that Maynard Bloom is the only one who can help him out in that way.

George Harris, who is employed in the Madison Roundhouse, is visiting in Stockton, Ills.

The roundhouse at Madison is talking about the fact that Arthur Shaver has another Buick.

It has been comparatively quiet around Madison, according to Cy. Willard. Since the pheasant and duck season has closed, Mr. Bibbs has run out of something to talk about.

Two more radios have been installed lately. There was a report around that a station in Cuba had been heard. Wayne Goudy claimed to have that record broken. He said that he had a station in the Hawaiian Islands. When pressed for proof, he said that he had heard some one playing a uke. Come to find out, it was station WSOO, Sioux Falls, only forty miles away.

### Twin City Mechanical Department

N. A. H.

WE had the pleasure of meeting Miss Dot Westfall formerly roundhouse clerk at Murdo. Miss Westfall at the time of her visit was visiting relatives in St. Paul.

The C. M. & St. P. Ry. Band of Minneapolis has decided to put on a young Ladies' Popularity Contest for the Band and Quartet Fund Campaign which will wind up with a big dance St. Patrick's night.

Mrs. H. J. Wandberg has been very ill in the hospital but now is improving and we all wish her the best of health. Mr. Wandberg was confined at her bedside for a number of days.

We note in the December issue that Dispatcher C. N. Williams of Aberdeen says there should be a law prohibiting the gentler sex from driving an automobile. How do you

get that way Claude, but you aren't the only one in Aberdeen that feels that way but the other fellow has been shown and it is up to Mrs. Williams to show you. Go to it Mrs. Williams, it can be done, because you are doing it.

A baby boy arrived at the home of Roundhouse Foreman J. L. Brossard's home in St. Paul and the last report is that both mother and baby are doing fine. Congratulations. Mr. John Carlson, Assistant Blacksmith Foreman of Minneapolis, passed away suddenly the morning of December 20th. Mr. Carlson had been home for about two weeks resting up and was preparing for work the morning that he was stricken in his home.

Mrs. W. F. Osterwind wife of Mr. Osterwind of the Wheel Gang, South Minneapolis Shops, passed away the morning of December 30th after a long illness and we wish to extend to Mr. Osterwind and son George our deepest sympathy.

### News from the Connecting Link

Betty

WELL, I suppose all the New Year Resolutions have been made and broken, but there is one resolution I wish the Agents along the line would make and then be ever so careful not to break it.

I wish that about the 25th of each month each Agent would think up all the interesting things that happened during the month at their station and send me a note on them, so that I would have "News from the Connecting Link" and not just news from the Joliet Station, and besides that news at the Joliet Station is very scarce.

There are only a few really exciting events to write about this month and they are as follows:

Mr. William Carstensen, Conductor on the CM&G, has left the Merry Bachelor's Club and is going to spend his evenings at home from now on. Bill was married January 7th, 1927. Congratulations, Bill, the employees of the Division wish you every happiness.

This item is written in the hopes that the two persons most concerned will read it and be consoled and thus end some of the rivalry between the above mentioned two persons. Bill comes down in the very last words in scarfs, Glenn, the other Shiek in the Agent's Department goes him one better and arrives bright and early one morning in a slave bracelet.

Mr. Leison, of the Claim Department, was at Joliet January 6th. This is the first time Mr. Leison has visited us, now that he is quite certain as to where we are located we hope he will call oftener.

We just heard about this the other day, no doubt, everybody on the Division knows it, but just the same we want to congratulate Frank Lichtenauer, who is a proud daddy of a baby boy.

### Illinois Division

M. J. S.

SAVANNA Roundhouse will soon adopt "School Days" as the popular song. Anyhow they have the A-B-C's in every prominent place about the premises. There's a reason though, for the letter spell—Always Be Careful, and makes a mighty fine Safety First Slogan, as well as presents a neat appearance to the Roundhouse "thresholds." Savanna Roundhouse is up-to-date U-Bet!

Two of the Superintendent's Office old stand-bys called on us a few days previous to Christmas. Madison Viers, formerly Ill. Divn. Chief Timekeeper (now located at

▼ ▼

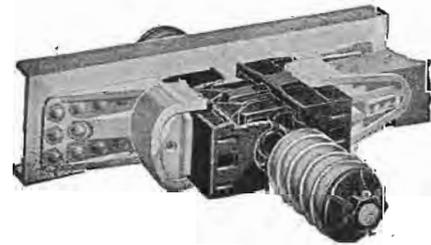
## THE SENTINEL BINDERY

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### The Vagabond King

"THE VAGABOND KING," at the Great Northern, is an operetta which is a work of art—a triumph of musical skill and the perfect blending of fine singers—a stirring plot, and scenery in the best imaginative mood of James Reynolds.

Presented by Russell Janney, who gave us melodious "Marjolaine" some years back, and "Sancho Panza" more recently, it is one more feather in his well-deserving hat, for he is no mechanical producer, as his labor of devotion and belief in his property are shown in every move.

Yes, "The Vagabond King" is nothing less than a triumph! It is the talk of Chicago and will be for many months, for now these people who love fine operettas will still be treading across the carpets of the Great Northern Theatre.

Rudolf Friml, who furnished the superb scores of "Rose Marie" and kindred musical successes, contributes another feast of melody in "THE VAGABOND KING." This talented composer is said to have written a score that outshines even his former notable compositions, which is most adequately interpreted by a chorus of over one hundred voices and a symphony orchestra of 30 musicians.

"THE VAGABOND KING" is a musical adaptation by W. H. Post of Justin Huntley McCarthy's tremendous stage success, "If I Were King," in which E. H. Sothern appeared with success for several seasons. Brian Hooker, who made the adaptation of "Cyrano" for Walter Hampden, is the author of the lyrics. The cast is headed by Dennis King as Francois Villon. He is a revelation! No other actor could sing the role so brilliantly; no other singer could approach King's exquisite acting of the part.

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Ft. Benjamin Harrison, Ind.) who stopped off in Savanna enroute to Denver to spend the holidays with his sister; also, Irvin Tyler, formerly Asst. Divn. Accountant (now patient at the Speedy Hospital, Chicago) who visited at the office between trains on his way to Tomah, Wis., to spend Christmas. We could hardly believe our eyes—Irvin is looking "hale and hearty."

Dec 24th was an EVENTFUL day for the Chief Carpenter at Savanna. The girls of the Superintendent's Office responded to the ardent invitation of Mr. Gradt to call at his office for a Kiss; the kisses that day were generously furnished. The girls are not telling how they enjoyed Mr. Gradt's Christmas treat, and PLEASE do not tell this to Mrs. Gradt, for it is a "secret" and not "scandal." (?)

Fireman Harry Casselberry is recovering nicely from his recent Mastoid operation at the St. Anthony Hospital at Rockford, Ill., a fact that his many friends on the Division are pleased to know.

Sympathy is extended to Engineer Leonard Johnson account the recent death of his brother, who was killed at Byron, Ill.

The cover on our January Magazine seems to have gone over big, according to all the compliments we have heard of it.

Joe Skelton of Engineer Heck's office has taken over the responsibilities of being a "Dad", although he didn't look much like one with the front tooth missing. Robert is the name of the young "responsibility."

My heavens! DID you hear what Doris said when Ted threw some snow at her? I never would have believed it, Never.

The "Three Wise Men" of the Superintendent's Office, in case you don't know them the—Joe (Roosevelt) Cassell, CM&G Divn. Acct. and his assistants, Merle Logue and Ted (Theodore) Bahwell. They don't get very far though on account of the Three Wise Women sitting right across from them—namely, Clara Cush, Delia Cush and Doris Calehan.

Anna Bahne, Enginemen's Timekeeper is again back on the job and recovering nicely from her recent accident, when she was knocked down by an automobile.

The girls in the Superintendent's Office wish to thank Conductor Thos. Coyle for his Christmas remembrance.

The office force in general wouldn't mind if Christmas came twice a year—the candy and cigars were certainly appreciated. We also wish to thank Mr. Fisk of the New Home Hotel for the candy and cigars he brought over.

#### MECHANICAL DEPARTMENT

Always

Be

Careful

Walter Getz, who has always proven himself very efficient as a timekeeper for the past six years, evidently does not apply his efficiency outside of the office as he ran out of gas the other night—after having driven a car for six years.

Don still believes in Santa Claus. Ask him who gave him the socks for Christmas and he will tell you Santy. Don't any one ever tell him that there isn't any Santa Claus.

Bill Sheetz has hopes again—he thinks he smells cigars.

Jos. Reese, our Boiler Foreman, is quite sick with inflammatory rheumatism.

Fay King, former Savanna Machinist and now Roundhouse Foreman at Marquette, came in to see us. Come again Fay, we are always glad to see you.

Harold Reiff, Chief Clerk in the Store Department, came in the office the other night and bid us all goodbye, saying he was being transferred to Ottumwa but he is still here.

Evidently Harold couldn't leave without finding out whether they did or they didn't.

Dan, Oh! Dan, how could you? They say you have a girl—and you never told us.

John Mahon, Machinist Helper, is back to work after being off for some time on account of sickness.

Anton Gaydostic has returned to work after an extended visit in Europe.

Ilene went so far one day as to forget herself and in the midst of transcribing her notes, which consisted of a very important letter, she wrote her "Sweetie's" name. Now tell me what is a poor Boss going to with a stenographer like that?

Last but not least—our "Fiery-Haired Steno" was absent from our midst two days on account of sickness and this morning she brought ONE of her roses for her desk. She can't enjoy them when the roses are home, you know. Don't know but it looks like you're slipping Frutchey.

#### SAVANNA YARD NEWS

It has been reported that Switchman Lyness Morse is happily wedded. About two weeks ago Mr. Morse's car broke down at Hanover and he reported for work ten days afterwards claiming that he was sick, but those who are in a position to know, claim it was love sickness. Anyhow, where are the cigars?

Miss Jewel McGrail received a letter from her sister Nell who is circling the globe—Nell got out of Shanghai just before the uprising and is sailing to Australia to see "Uncle Bim" before he passes out!

We handled a total of 1022075 cars thru Savanna Yard during the year of 1926. Expect to do more business than that in 1927.

Chief Caller S. Correll has not been over to Sabula of late due to the unsafe traveling on the river. It won't be long now before she invites him again to come over and see the beautiful scenery.

There are quite a few girls around Savanna getting diamond rings for their birthdays. Hope nothing serious develops out of it.

Asst. Yardmaster Tommy Griffin and wife left Savanna on No. 19 Jan. 13th bound for San Francisco and Los Angeles and other California points. Tom is going to send the boys back a box of oranges as soon as he reaches the sunny clime. Towerman Brown says he will miss Tommy's gentle voice.

Miss Mary Kennedy spent the holidays with relatives in Kansas City, Mo., Maquoketa, South Bend, Erwin, S. D. and Elizabeth, Ill. Mary suffered a very bad injury previous to her departure. Coming down Pike St. hill she fell on her left knee injuring the member very severely. She has had to say her evening prayers standing up ever since.

Mr. Harry Bahne Asst. Yardmaster remains the same. Everyone in Savanna Yard is anxious for his quick recovery.

Miss Hazel Bahne has been assisting the Car Record Clerks at Savanna Yard for the past month.

Chas Wilson, our genial yard clerk, is wearing an aviators cap to work. Charley goes up in the air so easy that it only proper and fitting that he should wear such heargear.

Lawrence Smith, who is attending Illinois University at Champaign, relieved Chief Callers in Savanna Yard during the holidays. Mr. Smith without any doubt will be a man that Savanna can be justly proud of as he has a determined and forceful personality, also beautiful red hair.

Grant Dahl is now the Asst. Yardmaster in "C" Yard—place of Mr. Bahne. Grant says the sun does not bother his eyes in the least.

# He taught a King the Value of HAMILTON Time



ENGINEER LUX, of the "Century," has had a world of experience at the throttle. But his greatest thrill came, no doubt, on that day when King Albert of Belgium climbed into the cab of his locomotive and piloted the "Century" with his Royal hand.

And there King Albert learned, from Engineer Lux, the value of Hamilton time. His Majesty, before returning to Belgium, purchased a Hamilton. And Engineer Lux has continued to time the "Century" with his Hamilton—a watch that has now served him for thirty years.

You, too, can know the time satisfaction that goes with Hamilton ownership. Ask your jeweler to show you the Hamilton 992 movement in railroad model case. Here is a combination of Hamilton accuracy and dependability with sturdy case construction of special design.

As you look upon the Hamilton models, remember they are watches that have helped make railroad history—and watches that will be doing the same thing a generation from now.

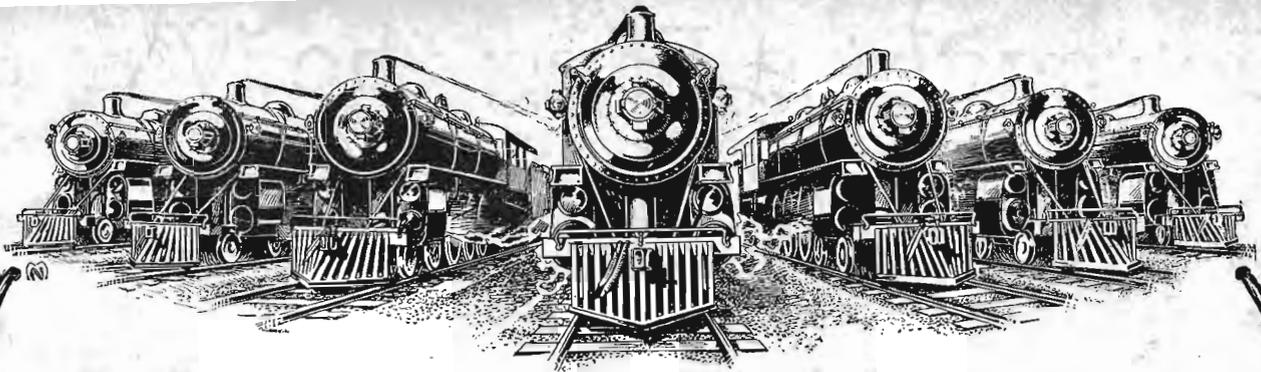
To railroad men interested in the purchase of a Hamilton we will gladly send a copy of the Hamilton Time Book and other literature illustrating and describing the various models.



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