

The
MILWAUKEE
MAGAZINE

JANUARY, 1928

TO PUGET SOUND
THE
CHICAGO
MILWAUKEE
AND **ST. PAUL**
RAILWAY
ELECTRIFIED



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—even in the end berths!

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Timken friction-elimination, reducing starting resistance *eighty-eight* per cent, is only one factor in all this advance. It is the exclusive combination of Timken tapered construction, Timken *POSITIVELY ALIGNED ROLLS* and Timken-made electric steel which assures invincible protection against the enormous load of shock, side-thrust and speed. That is why Timken Bearings lead.

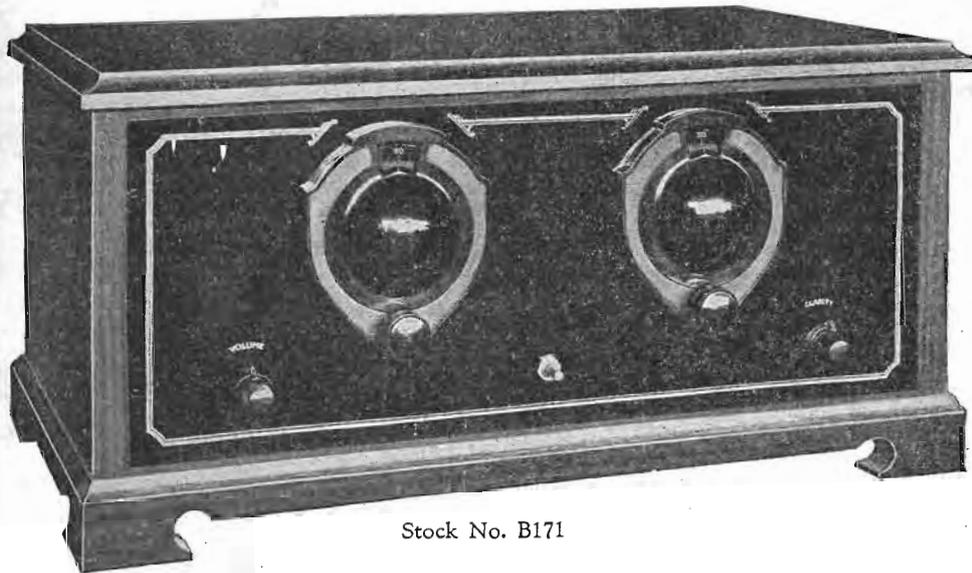
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CANTON, OHIO

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TREGO SCORES AGAIN



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Get our proposition before
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BIG PROFITS TO DEALERS AND AGENTS: Our dealers and dealer agents make big money selling Tregosix sets, you can work all or half time. Demonstrate the Tregosix right in your own home. Tregosix radios have no competition, lowest wholesale prices, greatest money making opportunity ever offered. Send in a letter or a postal for our proposition.

In building the Tregosix nothing but the highest grade low loss parts are used. A very high degree of accuracy, volume, tone and selectivity are thus attained by Tregosix users. The receiver is equipped with two Vernier type dials gives easy and exact adjustment for any wave length reception. Solid Bakelite panels used throughout. Beautifully decorated, equipped with automatic battery switch for turning off all batteries, and at the same time locking the set so that it cannot be turned on or off when set is not in use. This protects the set from unnecessary drain on the batteries. The Tregosix is equipped with precision low loss variable condensers, low loss coils wound on solid Bakelite, of latest design, constructed and balanced to the Tregosix for highest efficiency.

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In designing this receiver we have astonished the radio world by eliminating all howls, screeches, and body capacity—the set operating very quietly with ample volume. Stations are easy to tune in and the dials can be logged for future use and those stations received on the same dial setting at any time they are broadcasting. The Tregosix will easily give you coast to coast reception, and is known throughout the United States as a set with six points of leadership. Tone quality, volume, distance, selectivity, beauty and ease of control. Just place this wonderful receiver in your home and connect up and then forget about the usual troubles—forever! Actual tests covering the period of many months under the critical eyes of many of the nationally known radio engineers the Tregosix receiver has been repeatedly pronounced the ultimate solution of perfect broadcasting reception.

MONEY BACK GUARANTEE

WONDERFUL OFFER DIRECT FROM FACTORY! The World's greatest radio, guaranteed to give you complete satisfaction in every way or your money will be cheerfully refunded if this set is returned within ten days from the date which you receive it.

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1427 CHESTNUT ST., KANSAS CITY, MO.

Gentlemen: Inclosed find \$_____ please send me set number_____ on your ten days trial, if this set does not come up to my full expectations it is understood that you are to refund my money in full.

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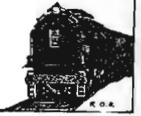
Are You a See-Saw Saver?

The see-saw saver saves aimlessly. As likely as not his savings pass-book will show that withdrawals are made frequently as deposits, then possibly for a period there will be no deposits nor withdrawals. His will be among the accounts classed as "dormant."

Do not see-saw when you save. Have a definite purpose. Whether it's for Christmas presents or your summer vacation, go about it in a systematic way and before you know it you'll have the desired balance.

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Capital and Surplus Ten Million Dollars



Personality

J. T. Gillick

In the December issue of the Brotherhood of Railway Trainmen's Magazine, "The Railroad Trainman," page 892, the following appears: It's a wonderful thing—this thing that we call personality—which includes your appearance, your manners, your voice, your conversation, everything about you that impresses you on those with whom you come in contact as an individual, different from every other person in the world. You do not have to be beautiful to have a charming personality. You do not even need to be wonderfully clever, but you do have to be careful, courteous, clean, well informed, ready always to be at your best and to give people your best. Personality has paved the way to fortunes. Are you developing yours to its fullest extent?—*S. Roland Hall.*

I hope every man who has seen the December issue of "The Railroad Trainman" has already read it, but for the benefit of those who have not, it is reproduced here.

We have many people using our service who come in contact with every class of employee, and some of them find the ones with the "personality" which create an atmosphere that is pleasant. The result of such contact is that our railroad has secured more friends and more boosters for our service.

The thing however that hurts is when others contacting the same engine, same cars, same everything, leave the railroad feeling that we are just ordinary railroaders, because they struck some employe who may have seemed indifferent about creating a good atmosphere and failed of making a good impression because some of the things called "personality" were lacking. I believe we should all undertake to qualify under that banner; it is not difficult.

The writer in *The Railroad Trainman* indicates that we need not be beautiful—our appearance, our manners, our voice and our conversation being gentle—the rest follows.

We all owe much to the employes and the officers who in 1927 set up many commendable records for service on our railroad. Many of the things that were advocated worked out so perfectly that the shippers as well as the passengers using our lines found us to be reliable and depended on us to do the things that we promised would be done.

It takes a lot of people doing the right thing all the time to get a small shipment or a carload shipment from one point to another on this big railroad, and do it in the time promised, delivering it in as good condition at its destination as it was when loaded. There were some failures last year, but we all improve with experience and can do a better job in 1928. I am going to do my share and I know that everyone else will do his to make the old railroad more popular than ever, so that the people who have kept their money in the property during its days of Receivership, and the people who patronize us in 1928, will not be disappointed in any of us.

More "personality" will accomplish much.

The Mayfair Track Elevation

T. H. Strate Engineer of Track Elevation



T. H. Strate

MAYFAIR is one of the sections of the Northwest Side of Chicago centering approximately at Wilson and Kenton Avenues, 4600 North and 4600 West, and served by the C. M. & St. P. Ry., with station at Wilson and Cicero Avenues (the latter being 4800 West) and by the C. & N. W. Ry., with station at Montrose and Knox Avenues, about four blocks South and East of the C. M. & St. P. Ry. station. Four surface car lines (Elston, Lawrence, Montrose and Cicero) also serve the territory. Their service to the loop, however, is more or less inconvenient as compared with the steam roads and the proportion of so called "commuters" is relatively large. Mayfair Station is just nine miles from the Chicago Union Station on the main line of the Chicago and Milwaukee Division, and approximately midway between the stations of Grayland and Forest Glen.

The present town of Mayfair comes into notice first in 1869 when the C. & N. W. Ry., stopped the first train at a station which was provided by the people. The town at that time was known as Montrose and held that name until 1881 when it was changed to Mayfair to express the beautiful surroundings of location. No other name but Mayfair could apply to this community.

The C. M. & St. P. Ry. was constructed thru Mayfair in 1872 as a single track line. Second track was constructed thru Mayfair from Grayland to Forest Glen in 1886. The community prospered and grew and as a result the City of Chicago passed an ordinance on December 29, 1913, authorizing and requiring the Chicago, Milwaukee and St. Paul Railway Co., to elevate the plane of its tracks from the North line of Irving Park Boulevard (the elevation South of Irving Park having

been completed in 1899) and the north-east line of Elston Avenue; similarly the Chicago and North Western Railway was required to elevate the plane of its tracks of the Mayfair cutoff between the north line of Irving Park Boulevard and the north line of Foster Avenue; also the tracks on its Wisconsin Division from the west line of North Kostner Avenue to the west line of Central Ave., with a total of thirteen street subways. They completed the part of the work between Lawrence and Central Aves., prior to 1923, and during 1924 and 1925 commenced on the portion east and north of the Mayfair Crossing, completing all that could be done without the elevation of the crossing itself. The C. M. & St. P. Ry., was unable to finance their part of the job and the City of Chicago voted approval at a general election of the issuance of bonds in the amount of \$1,500,000 to be advanced to the Railway Company to pay for the work, with the agreement that the Railway Company refund the amount in twenty annual installments. The agreement with the City provided, however, that in case of Receivership, the contract would be null and void. Much pressure was brought to bear on the Receivers and finally an agreement was made between C. F. Loweth, Chief Engineer, of the C. M. & St. P. Ry., and Col. A. A. Sprague, Commissioner of Public Works that the Railway would undertake the separations at Montrose and Cicero Avenues in 1926, and Lawrence Avenue in 1927, on which latter Avenue there was a great deal of travel, including a street railway. Incidentally, this program would also permit the C. & N. W. to proceed with its work. The 1926 program was to extend from the north line of Irving Park Boulevard to the south line of Lawrence Ave., carrying full elevation to a point just north of the R. R. crossing and thence descending on an incline to Lawrence Ave. A temporary opening was to be provided at Montrose Ave., a permanent subway at Sunnyside and Cicero Aves., and a temporary pedestrian subway at Wilson Ave. The 1927 program was to provide a permanent subway at Lawrence Ave., a temporary opening at Ainslie St., with the foot of the incline at or near Carmen St. This has been done as planned except that a permanent subway was constructed at Montrose Ave., and an additional temporary opening provided at Argyle St.

The ordinance requires nine street subways located at Montrose, Sunnyside, Cicero, Wilson, Lawrence, Ainslie, Argyle, Carmen, Foster and Elston Aves. Three streets, Gunnison, Strong and Winnemac are closed. The ordinance also requires subways at the alley intersections but provides that

the Railway Company may in lieu thereof, provide turnaround spaces twenty-five feet by twenty-eight feet adjoining the right-of-way on both sides. Another alternative is to provide a new alley parallel with the right-of-way extending from the present alley to the street, but to be so located that a continuous alley or connection is not made between two streets; in other words a T alley is not permitted.

The total length of line involved in this project is exactly two and one half miles from the beginning at the north line of Irving Park Blvd., to the foot of the incline just a short distance east of the North Branch of Chicago River Bridge at Edgebrook. The work to date extends over a distance of one and fifty-five hundredths miles or 62% of the total length. However, in the remaining 38%, there are only two subways against seven in the 62%. Neither are there any complicated crossing problems to be met in the remaining portion.

When the railroad was originally built the present westward track was constructed on the center line of right-of-way and through this particular territory the second track was constructed on the west or south side at thirteen foot centers. The right-of-way is one hundred feet in width except between Lawrence and Elston Aves., where it is sixty-six feet. In making plans for the new work the westward main track was shifted easterly seven feet and the eastward main track was shifted easterly six feet, placing them seven feet on either side of center line of right-of-way and at fourteen foot centers to comply with present day clearance requirements of the Illinois Commission. Had this not been done it would have been necessary to build a concrete retaining wall along the west side of the right-of-way from Irving Park Boulevard to Lawrence Ave., to take care of the slopes of the passing track which extends between these points, and which was shifted easterly together with the two main tracks. In like manner when the future fourth track is constructed on the east side of the present westward main track it can be done without retaining walls. When the time comes that six tracks will be needed, they can be accommodated on the one hundred foot right-of-way, but retaining walls will be required on both sides to do it. This may possibly answer some of our critics who think we are overlooking something by not building walls as the North Western has done east of the crossing. They would not have done so had they owned sufficient land to take care of the slopes of the embankment. Between Lawrence and Elston Aves., the Real Estate Department has bought or are buying sufficient additional land on each side of the sixty-six foot right-of-way to make it one hundred feet wide except where the cost of such additional land is more than the cost of a concrete retaining wall which would be required on the thirty-three foot line.

The average raise of the tracks amounted to about twelve feet and was



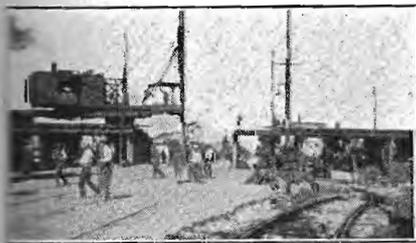
Last Train Through on Low Level at Mayfair Crossing, Nov. 21st, 1926



First Train Through on High Level at Mayfair Crossing, Nov. 21st, 1926



Temporary Bridge, Lawrence Avenue June, 1927



Driving Last Bent in Temporary Bridge, Lawrence Avenue, June, 1927



of Temporary Street Car Diversions, Lawrence Avenue



Montrose Avenue Subway, C. & N. W. Subway in Background



Frank Cleary, General Foreman, 1926



Mayfair Tower. Raised 12 Feet and Shifted East Without Disturbing Machine or Batteries



Lawrence Avenue, December 1927. Steam Shovel Excavating Street to New Grade, and Surface Line Track Under Bridge



Mayfair Track Elevation Field and Office Force



Miss Hazel M. Merrill and Mrs. W. A. Beaver on Hand at Daybreak to See That Things Were Done on Schedule, Mayfair Crossing, Nov. 21st, 1926.



Carpenter Gang Constructing Station Platform at Montrose Avenue

made on bank run gravel from Spaulding pit on the Illinois Division, thirty two miles from Mayfair. To date five thousand cars of this material have been unloaded on the job and about twenty five hundred more will be required to complete the raising. The

equipment used consisted of Hart convertible cars set for plow service; i.e., with flat bottoms, end gates out and aproned. The unloading was done by means of lidgerwood and center, left and right hand side plows.

In 1926 temporary crossovers (both

facing and trailing) were provided at Grayland and just north of Lawrence Ave., to permit diverting of all traffic to either the eastward or westward tracks as might be desired to permit raising the other or dead track. For 1927 crossovers were installed at Foster Ave., later moved to Edgebrook and used in conjunction with crossovers at the crossing. Gravel was plowed off on the live track which became dead track the next day. The average raise per day averaged about eight or ten inches and in this way the two tracks were worked up to their final elevation. The shifting was done at various times as seemed best. The outstanding feature of the 1926 season was the work at the C. & N. W. crossing. This was a double track crossing located at the intersection of Cicero and Sunnyside Aves., and was not changed except for the shifting before mentioned (to center the C. M. & St. P. tracks on its right-of-way). This subway which takes care of the two streets in one opening was planned to go directly under the railroad crossing practically at right angles to the C. & N. W. tracks. Avondale Ave., also crossed the C. M. & St. P. right-of-way at this same point, but in the final layout was diverted to cross the C. & N. W. right-of-way a short distance west of the railroad crossing, turning its traffic to the Sunnyside-Cicero subway. In order to construct the latter subway without the use of falsework to carry the tracks and crossing, both the C. M. & St. P. and the C. & N. W. tracks were shifted east and north respectively about thirty feet and new crossings located northeast of the old ones. This permitted of the construction of one half the concrete subway which was ready for the tracks in November. On November 21st, 1926 the change was made, it being necessary to put both tracks out of service from 9:05 to 10:10 a.m., this being the time necessary to bridge the gaps occupied by the temporary tracks.

The feature of the 1927 season was the work at Lawrence Ave., a street car crossing and with very heavy vehicular traffic. A temporary track was constructed to the west side of the right-of-way across the street and at a slightly lower elevation than the old main tracks. All traffic was diverted to this track while the permanent tracks were raised to the final elevation and stubbed on both sides of the street some sixty feet back of the street line. The street car tracks were relocated to pass behind the abutments temporarily until the completion of the concrete subway and changes in the street grades. Just before the change was made the falsework on the high line was carried out to the street car tracks, leaving a gap of about thirty feet to be closed in as soon as the street was blocked. At midnight of June 26th, 1927, street car traffic was stopped at the crossing, tracks taken up and street lowered a foot and a half to provide clearance for automobiles which had to use the street lanes until temporary roads on the sides were ready. The bridge was then completed and traffic was turned onto the high line at 12:40 p.m. Street

car service was resumed at 8:45 P.M. The driving of piling in this street was quite difficult on account of the presence of a 48" water main, a 48" gas main, a 36" brick sewer, a 15" tile sewer and other smaller gas and water pipes. The work of relocating these facilities and the moving of the street car tracks to their final location is still in progress. The paving will not be completed until Spring.

At Montrose, Ainslie and Argyle Sts., piling was not driven until the tracks had been raised to the cutoff elevation. The deck was then framed, placed, and the track brought to final grade. The embankment under the bridge was then removed and street excavated to sub grade and a temporary surfacing provided.

All of the track work, raising and temporary bridge work, etc., is done by company forces. The concrete work is being done under contract with the M. E. White Company of Chicago, who also have the North Western work. The slabs for the Montrose and Lawrence Ave. bridges were cast at Forest Glen by the contractor. They were loaded and set by company forces using the Chicago Terminals and C. & M. wrecking derricks. The waterproofing was also done by company forces. The track forces averaged about 100 to 120 men for the year, carpenter gang about 20 men. The Alumpic Commissary Company handled the camp which was located on the right-of-way between Wilson and Lawrence Aves. Despite the closeness to Chicago, the turnover was very light.

The signal tower at Mayfair Crossing, the Sunnyside-Cicero and Avondale subways were handled by the C. & N. W. Ry., they billing the C. M. & St. P. for its proportion of the cost of the joint work. There are six industries in the territory described above, which have to accommodate themselves to the track elevation at their own expense. The City of Chicago is planning a very extensive layout at the Pumping Plant, including three tracks on concrete and steel trestles and a new 150-ton track scale.

It is intended to move the platforms at Mayfair from their present location at the north end of the "plant" to the south side of Montrose Ave., thereby relieving operation through the plant and to better serve the community.

The Track Elevation office is located at 4812 Wilson Ave., in the building formerly occupied by the C. & M. Division Roadmasters, with V. S. Brokaw, Assistant Engineer, in charge. Frank Cleary now Roadmaster in Chicago Terminals held the position of General Foreman in 1926. He was succeeded in 1927 by Frank Cooksey, who has been connected with track elevation work in Chicago since the days of Bloomingdale. Mention must also be made of Harvey Costello and Ed Tobias, worktrain conductors, who have proved 100% in their line. Also Fred Woda, Traffic Director.

The work we have done the past two seasons could not have been accomplished without assistance by Messrs: D. W. Kelly, General Super-

intendent, N. A. Ryan, Division Superintendent, R. A. Woodworth, Trainmaster, and C. E. Larson, Chief Dispatcher of the C. & M. Division, and J. H. Valentine, Assistant Superintendent of the Chicago Terminals. They have all been ready at all times to help out whenever necessary. The General Storekeeper and the Purchasing Department has also been equal to all demands made on them, also the Signal and Telegraph Departments.

It is estimated that the improvements of the C. M. & St. P. Ry., and the C. & N. W., required by the ordinance of December 29, 1913, at Mayfair, will aggregate close to five or six million dollars. It is doubtful if many of the residents of the community realize that these improvements are made without expense to them, or the City, and that the return on the investment to the Railroads is so slight that it is almost negligible.

The Wail of a Weary Brakeman

I have been a brakeman for a number of years,
The service I have rendered brings forth bitter tears.
It makes the blood in my veins boil,
When I think of the hardships and toil.
I have suffered all this time,
With nothing to show but this little rhyme.

I came from little old New York, to teach the hicks,
In the far west, the numerous railroad tricks.
But it has dawned upon me, that I am not so wise,
For I have discovered among them, some very smart guys.
They have listened to my line of chatter for some little while,
And now my great wit of which I am proud, brings forth no smile.

I have played the game too long, am now growing old,
I have broken up house keeping, and have everything sold.
My wife and my kiddies went to live on the west coast,
It is the only place now of which I love to boast.
Only a few more months of this tiresome battle,
And You will hear of me, with the family in Seattle.

To tell you the truth, my dear friend and foe,
I don't know where in hell I really shall go.
But I am all caught up on this awful fight.
Of riding these brownies from mornin' till night.
I am wearing my last pair of overalls, that used to be blue,
And when they are gone, I know that am thru.

Announcement

All 1927 C. M. & St. P. Ry. annual and time passes will be honored until March 31st, 1928 unless otherwise ordered.

By Order of
H. E. Byram
Mark R. Potter
Edw. J. Brundage
Receivers

The Permanent Way

By Edmond S. McConnell

THE "Steel Trail," taken in its most literal sense, as we know it, is the permanent way of inverted T-shaped rails about thirty-three feet long, spliced together at the ends with joint bars, and fastened with hook-headed spikes to wooden cross-ties embedded in a ballast of gravel or broken stone, resting on a road-bed made by grading down the hills and filling up the hollows in the line of the road, and constructing such culverts, bridges, viaducts, tunnels, and other structures as are essential to a smooth, unbroken, and permanent path.

The idea of a permanent way probably dates into the most remote antiquity; the famous Roman roads of two thousand years ago were built to meet the demands of heavy transportation over long distances. The more modern ancestor of the railroad is found in the efforts of the English mine owners of the eighteenth century to provide a better roadway for their colliery wagons by laying longitudinal planks or stringers of wood in the wheel tracks. From this evolved the cast iron plateway having flanged edges, which was laid on transverse "sleepers" or cross-ties of wood or stone. In 1778 William Jessop, who was building a plate-way conceived the idea of transferring the flange to the wheels and turning the plates on edge as "edge-rails"; with that improvement the "railway" came into being.

The gauge of a railroad is the cross distance between the inside of rail heads, and the vast majority of railroads in Europe and America are constructed to the standard gauge of four feet eight and one half inches—half an inch wider than the tread of an automobile. This distance seems an odd sort of measurement, and many people have wondered how it originated. It is said that the English colliery wagons were built with the same wheel tread as the old Roman chariots, and when the flange was placed on the tires to enable the colliery wagons to run on "edge-rails" the resulting relation between wheel gauge and track gauge happened to be four feet eight and one half inches. This relation accompanied the development of the colliery tramway into the commercial railway in England, whence it extended to Europe and the United States. There were many deviations from this standard gauge during the early years of railroad building, one notable instance being the South Carolina Railroad. In 1830 its gauge was fixed at five feet and this became the standard in the Southern States.

There was little uniformity of gauge for many years, even among connecting railroads, but in the Act of Congress, approved in 1862, chartering the Pacific railroad companies, it was pro-

vided: "That the track upon the entire line of railroad shall be of uniform width to be determined by the President of the United States, so that, when completed, cars can be run from the Missouri River to the Pacific Coast." By following legislation, approved in 1863, it was established, "that the gauge of the Pacific railroad and its branches throughout their whole extent, from the Pacific Coast to the Missouri River, shall be, and hereby is, established at four feet eight and one half inches. That settled the matter for every railroad interested in transcontinental traffic, and by 1886 when the southern railroads changed to the legalized standard gauge, it had become virtually universal in the United States.

A great many of the structural details of the railroad are obvious to the most casual of non-technical observers, but the technique of railroad location and construction is one of the finest applications of civil engineering.

One of the most puzzling aspects of a railroad track is that it always appears to be on a level plane, yet in some mysterious manner the railroad ascends and descends high mountain ranges and crosses deep, broad valleys in which flow mighty rivers. The Coast Line crosses five mountain ranges and three major rivers on its journey to Puget Sound, so perhaps a brief explanation of how it is done would be appropriate first of all.

Although railroad tracks always appear to be on a level, they really do go up hill and down, very much like a highway, but to a much less perceptible extent, for railroad grades are very slight, even compared with a paved motor road or city street. Railroad grades are measured by the number of feet of vertical rise per mile, or more commonly as the rise per hundred feet expressed as a percentage. For example, a grade of one percent, which is moderately heavy for a railroad would mean that the vertical rise amounted to one foot for each hundred feet measured on the level, or at the rate of 52.8 feet per mile. Thus a rise of one hundred feet in an equal distance on the ground would form an angle of forty-five degrees, and would be a grade of one hundred percent—utterly impossible for a locomotive.

Theoretically a locomotive with all its weight on driving wheels, and without tender or train, could just barely haul itself up a grade of about twenty-five percent, and grades ranging from five to ten percent, have been used in rare instances, principally during construction work. Grades three percent, are rarely found in good main line construction, the steepest grade on the route of the *Olympian* and *Columbian* being 2.2 percent, of which there is only one, located between Beverly, Washington and the Summit of the Saddle

Mountains. Divisions on which the grade does not exceed 0.4 percent, are considered light; from 0.4 to 1.0 percent, heavy.

Grades may be long or short ranging from a few hundred feet to several miles of uniform rising or falling gradient. The ideal condition to be desired is to have a minimum uniform grade over as long a distance as possible whenever a perfectly level condition cannot be achieved. However, the roadway as built is usually the result of an economic balance between cost of construction and probable cost of operation.

The maximum elevation attained by our Coast Line is at Pipestone Pass Tunnel in the Continental Divide where the elevation is 6322 feet above sea level. This is 5728 feet above the elevation of Chicago, 1505 miles to the east, and 6307 feet above the elevation of Seattle, 685 miles to the West. This makes the average ascending grade from Chicago to the Divide only 0.07 percent.—very slight, and the average descending grade from the Divide to Seattle only 0.17 percent—a very easy grade. Thus by distributing the vertical rise over a long distance it is possible for the railroad to ascend and descend high mountain ranges.

The general trend of the grade is slightly upward, ignoring minor irregularities, all the way from Chicago to Melstone, Montana. From Melstone to Loweth the grade swings sharply upward to the summit of the Belt Mountains, then down again through Montana Canyon to Lombard where the Missouri River is crossed the second time. Through Three Forks and the Jefferson Canyon the grade rises gradually, swinging sharply upward again at Piedmont to Pipestone Pass Tunnel at the summit of the Rockies. Beyond the Divide the grade descends, sharply at first, then more gradually to the foot of the Bitter Root Mountains, whence there is a steep grade upward to St. Paul Pass Tunnel, then sharply down for a few miles, gradually descending for a half day's ride to the crossing of the Columbia River at Beverly, Washington. Between Beverly and the summit of the Saddle Mountains is the steepest grade on this route. To the summit of the Cascade Mountains and Snoqualmie Tunnel is another series of ascending grades, and then the short remaining distance is a heavy descending grade to sea level at Seattle. In speaking of ascending or descending grades we have assumed westward bound traffic; naturally on the eastward journey the conditions are reversed.

Easy curvature and a small amount of added distance are far less objectionable in railroad construction than steep grades, so there are many curves on this route, particularly in the mountainous sections. Railway curves are measured in degrees, a curve of one degree being one on which a chord of one hundred feet, that is, a straight line of one hundred feet connecting a portion of the curve, subtends a central angle of one degree. A ten degree curve is one on which a hundred foot chord subtends a central angle of ten degrees. A curve of one degree is relatively flat, having a radius of

5730 feet—more than a mile, while a ten degree curve, which is about the sharpest used on good main line construction, has a radius of 574 feet. Much sharper curves are used on switching and yard tracks, rare instances having been noted where curves of less than one hundred feet radius have been used.

Curvature adds somewhat to train resistance and where curves occur on grades it is the best practice to compensate for the curves by reducing the grades by an amount sufficient to make the combined resistance of grade and curvature just equal to the resistance of a uniform grade without curvature. On main line tracks where high speeds are the rule, the outer rail of a curve is elevated by a few inches in order to overcome the centrifugal, or outward horizontal force, of a train rounding the curve.

Generally speaking the curves seldom exceed five degrees except in the most mountainous sections where ten degrees is the maximum. It goes almost without saying that the curves are compensated and that wherever necessary the outer rail is elevated.

The shape and size of rails is the result of a long process of evolution which is still in progress. The inverted T-shaped rail dates almost from the inception of American railroad building, and the typical shape or section of rail with which everyone is familiar has been determined with a high degree of mathematical precision. Several sections varying in detail have been standardized by various technical societies, and the weight for most standard sections varies from about 60 to 130 pounds per running yard. Rails are rolled principally from open hearth steel.

The section and weight of rail chosen for a particular section of track are selected with reference to the weight, speed, and frequency of passing trains. A large proportion of the route of the Olympian is laid with rails weighing 90 and 100 pounds to the linear yard, though in some places heavier rail is used. The standard rail length of thirty-three feet was established as the most practical length for rolling and for handling on flat cars of the usual length, but there is a growing tendency toward the use of longer rails and a few thirty-nine foot rails are now in use.

American practice is to stagger rail joints as contrasted with the English practice of placing joints opposite each other in the two parallel lines of track.

Because of the uniform length of rails, it is possible to determine the speed of the train quite accurately by listening to the clicking sound of the wheels passing over the rail joints. On open track where the rails are uniformly thirty-three feet in length, the number of rails covered in an interval of twenty-two and one half seconds, as determined by counting the number of "clicks," gives the speed of the train directly in miles per hour.

Ballast is used as a top dressing for the road-bed, and is the material in which the cross-ties are embedded, commonly extending for a distance of

six to twelve inches beneath the ties. Ballast distributes the load over the more yielding earth of the road-bed, helps to hold the track in alignment, and serves as a drain to carry away water from the surface of the track. The ballast used on this route is coarse gravel, crushed rock, and in the mountainous sections nature has provided a natural ballast in the form of decomposed granite, which is found in many places along the right of way. Ballast is so called because of the early use in England for this purpose of the gravel brought by ships as ballast.

Cross-ties are made of various kinds of wood, and one of the most usual sizes is six by eight inches by eight feet six inches long, although these dimensions are frequently greater or less. The rails are laid on the broader surface of the ties. With the increasing cost of timber it is becoming more and more usual to subject ties to a preservation treatment of zinc chloride or creosote before use, which serves to protect them from decay for a much longer time than otherwise. Flat tie plates of steel are commonly used under rails laid on ties of soft wood.

Double track with equal traffic moving in opposite directions on the two sets of rails is the ideal conception of a railroad, but by far the larger proportion of railroad mileage in the United States is still single track, for as yet the volume of traffic does not warrant the additional investment. In some sections of the country where traffic is especially heavy three or four tracks are operated. In the case of a complete four track section of a railroad the usual method of operation is to use the two inner tracks for passenger trains moving in only one direction on each track, and the two outer tracks for the slower freight trains, likewise moving in only one direction on each track. On double or four track sections trains normally move in only one direction on each track or pair of tracks and it is only necessary to provide occasional cross-overs from one track to another or turn-outs and passing tracks in order that the faster trains may pass the slower ones. On single track trains operate in both directions and it is necessary to have long sidings or even short sections of double track in order that trains may meet or pass one another.

Approximately one third of the Coast Line route is double track—from Chicago to Aberdeen, South Dakota—a distance of more than seven hundred miles. Normally traffic moves on the right hand track.

Culverts, bridges, tressels, and tunnels are essential parts of the railroad, sometimes required by absolute physical necessity, as when it is necessary to bridge an important stream, more often an economic necessity, as when a heavy investment is made in an important tunnel rather than endure the high costs entailed by operating trains over or around the obstruction. Culverts through the railroad embankment are required to take care of small streams and minor drainage, and as a rule are to be preferred to small

bridges whenever possible, for culverts are usually more permanent and require less maintenance. Culverts are made of corrugated sheet metal, cast iron, tile, or built of wood, stone masonry, or concrete. Over-bridges are used to carry the railroad across large streams, or over highways or other railroads. Under-bridges are used to carry highways or other railroads above the tracks in order to avoid crossings at grade. Small bridges were largely built of wood in the past, but steel and reinforced concrete are rapidly and surely replacing wood construction. Larger bridges across wide rivers are largely built of steel in one or a combination of several different types, truss, girder, cantilever, or suspension, depending on the particular circumstances involved. There are many stone arch masonry bridges still in existence, but new construction or replacement is nearly always of steel or reinforced concrete. Tressels are built to open deep ravines and other places where a high embankment would be required, or as approaches to bridges. Pile tressels are sometimes used to cross swampy ground where the character of the soil will not support the usual embankment. As the railroad is first built, wooden tressels are frequently built to hasten construction, with the intention of making the embankment later by using the tressel as a fill bridge. Permanent tressels, like bridges, are largely built of steel or reinforced concrete.

Tunnels are bored to cross the summit of mountain ranges, to penetrate lesser obstructions in the path of the railroad, or to cross beneath wide rivers which could not easily be bridged. Several methods of construction are used depending on the particular circumstances involved and the nature of the obstruction. Mountain tunnels which are usually through rock are drilled and blasted by either the top or bottom heading method. Sub-aqueous tunnels are frequently built by forcing a steel casing ahead of the work, which remains as a lining for the tunnel bore. It is frequently necessary to line mountain tunnels, particularly where they penetrate earth or broken rock, and timber, masonry, brickwork or concrete is used for this purpose. Tunnels are usually built on a slight grade in order to facilitate drainage, and tunnels built on curves are not infrequent. Forced ventilation is necessary for long tunnels under steam operation, and in fact the first instance of steam railroad electrification came about as a result of the disagreeable conditions caused by steam locomotive operation in a tunnel.

The Line crosses the Mississippi River three times—at La Crosse, Wisconsin, at Hastings, Minnesota, and again between St. Paul and Minneapolis; it crosses the Missouri River twice—at Mobridge, South Dakota, and at Lombard, Montana; the Columbia River is crossed once at Beverly, Washington. The bridges at these places are notable steel structures, and there are a number of other excellent examples of the bridge builders skill along the route. Altogether this line cross-

es more than twenty rivers, and hundreds of lesser streams. Several of the rivers are crossed more than once—notably the Clark Fork River which is crossed several times in the 150 miles between Deer Lodge and St. Regis, Montana. There are about twenty five tunnels on the route, ranging in length from a few hundred feet to more than two miles. All but one of the tunnels are located in the mountainous sections of Montana, Idaho, and Washington, and the four longest are located at the summits of the principal mountain ranges: Pipestone Pass Tunnel on the Continental Divide at the summit of the Rockies, St. Paul Pass Tunnel at the summit of the Bitter Roots, Johnson's Creek Tunnel at the summit of the Saddle Mountains, and last and longest of all, Snoqualmie Tunnel at the summit of the Cascades.



Fred Williams, Conductor; Davy Gordon, Engineer; Harry Frick, fireman; Wm. Heden, Baggage man; Geo. Freeman, Brake man; Henry Petersen, Agent, Anamosa

"The Passing of the Farley Train"

C. L. Sherwood, C.T. & P.A.
Cedar Rapids

THE train known as the Farley Passenger has been in operation for the past sixty years, between Cedar Rapids and Farley with connections at that point with the Illinois Central for Dubuque. I do not believe there is a train in the State of Iowa that has had a record like this one for continuous service.

The Line was originally built by the Dubuque & Southwestern Railway Co. and taken over by the Milwaukee Road early in 1878. It has been a good and faithful servant to the public all these years. It has battled the storms of winter and rolled in on time as a usual thing.

I have sold tickets for this train here in Cedar Rapids for thirty years past, and when I sat in my office tonight and saw it pull out on its last trip, it was like parting with an old friend. While I am not as a rule very sentimental, I could not keep down the lump in my throat, and a tear did trickle down my cheek.

In its day the Farley Passenger was some train, consisting of a mail car, a baggage and express car and three coaches together with its brightly polished engine—five cars, which for a branch line was some train. For many years we used to pack these three coaches with passengers to their full

Snoqualmie is one of the longest tunnels in America, more than two and one quarter miles, and is notable in more than one respect. Throughout its length it protects the line from one of the heaviest snow falls in the United States, for the annual snow fall often exceeds forty feet and more than three feet have been known to fall during a single day.

The permanent way of a railroad, unlike most immense structural projects, is never finished, and though it is called the permanent way, it is subject to constant repair and betterment. The permanent way must be maintained against the ravages of wear and weather, rails become worn, ties decay, ballast is washed away, and bridges gradually weaken. Corrosion, erosion, and decay never cease; maintenance of way is one of the major items of railroad operating expense.

capacity day after day. This was before the paved roads and privately owned automobiles came into vogue. This train had a very fortunate career, meeting with but few accidents, and it was always dependable.

When I go back over the many years that I have been connected with it, memory brings to me the dear old friends and fellow workers who operated this train for long periods at a time and who have now passed on to their reward. There were Conductors Thos. A. Hefner, Frank Pike, Fred Williams and Engineers Chas. Gault, Davey Gordon and probably some others whom I do not now recall. If this old train could talk what a story it could tell of the happy wedding couples on their honey moon trips with their showers of rice; of the sad funeral parties with their tribute of flowers who have used this train, also the students coming and going and more particularly the residents in the smaller towns between here and Farley. It was a very popular train for shoppers living at these points, and I am sure that The Farley Passenger train will long be remembered and missed by these people.

It will be replaced by a gasoline-electric car, which will make the round trip daily except Sunday between Calmar and Cedar Rapids. As the crew of the Farley train came in one by one today to bid me goodbye my heart was sad. They have all been assigned to other runs, and their faces will be seen by me but seldom. So goes the world. The old must give way to the new and the watchword of the day is "Progress" but while we do live, our greatest treasure and satisfaction is the memories of good comradeship which we have formed among our associates on the good old Milwaukee Road.

"Are you copper-bottoming 'em, my man?"
"No, I'm aluminuming 'em, ma'am."

Anybody who can rattle that off swiftly—Try it.

Tongue twisters, as a rule, are easily mastered. "Peter Piper picked a peck of pickled peppers" can, with a little practice, be rattled off swiftly.

But there is one tongue twister that is the real thing.

A progressive railroad is always being improved; double track must replace single track as the traffic grows, bridges become inadequate under increasing loads and must be replaced, new and heavier rail tends to reduce operating expense. From time to time additional investment in the way of grade reduction, improved terminal facilities, and similar improvements are warranted because of increasing traffic. Sometimes it becomes advisable to relocate a portion of the line in order to overcome adverse grade and curvature, or to shorten the distance between terminals. Again electrification may be advisable in order to overcome physical difficulties or to reduce operating costs.

The work of building the railroad is never done; engineering progress and the laws of economics govern the work of railroad construction and improvement.

Two Million Miles on the Same Run

ELMER Houghton, veteran Southern Minnesota Division brakeman has thirty-six years of continuous service on one run, and has computed his mileage during that time, as an average of 60,000 miles a year. Recently he "reminisced" a bit for a local newspaper in his territory, and this is a part of his memory page:

"I was figuring up just how many miles I have ridden over the tracks of this division," said Mr. Houghton. "I found that I average 60,000 miles a year, and for thirty-six years it has counted up a long ways. I have ridden on these yellow cars a total of 2,160,000 miles."

It was suggested that Mr. Houghton tell some of his interesting experiences in the last thirty-six years.

"Well, yes," he said, "I can think of one that happened right there by that water tank. Three men attempted to board the front end of the baggage car, and when I tried to stop them they attempted to throw me off the train. I don't know to this day how I ever did it, but I licked the whole three and they had to go to a doctor's office. Of course I didn't fight fair. I kicked one of them in the jaw and broke my lantern over the head of another. This happened twenty-five years ago, but I'll never forget that experience."

Card of Thanks

Mrs. A. Christensen wishes to extend her thanks and deep appreciation and thanks to the Women's Club and Railway employees for their help and kindness shown her during the illness and death of her husband Coach Cleaner A. Christensen at Council Bluffs.

Porter: "Where's you' trunks, suh?"

Salesman: "I use no trunks."

Porter: "But ah tho't you was one o' these travelin' salesmen."

Salesman: "I am, but I sell brains, understand? I sell brains."

Porter: "Excuse me, boss, but youse the first travelin' fella that's been here who ain't carryin' no samples."

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The Pacific International Live Stock Special

THE special train of show live stock bound for the Pacific International Live Stock show at Portland on the Chicago, Milwaukee & St. Paul left the Western Ave. yards, Chicago, promptly at 7:25 AM Sunday morning, Oct. 23. The original train consisted of ten cars of cattle and horses, three sleepers, a diner, observation car, coach and baggage car. Eight cars of horses and cattle were picked up at South Minneapolis, a car of horses and one of sheep at Aberdeen and two cars of cattle at Deer Lodge, making a total of twenty-two cars stock out of Deer Lodge. After picking up the last of the stock, there was a total of seventy-nine passengers with 36 of the party using sleeping car space. The dining car and sleepers were in charge of Louis Berger, steward, who regularly runs on train 5 and 6. He certainly was a genial host and made his passengers feel right at home during the whole trip. The porters and dining car crew also gave splendid service. The meals were excellent and the sleeping cars comfortable, and all the passengers expressed themselves as pleased with Milwaukee service.

The train was on time all the way reaching Portland on the dot at 12 o'clock noon, Oct. 27 with all the passengers and stock in fine condition. O. M. Plummer, secretary of the Pacific International, wired that it was the best run and best train of its kind ever operated in the United States.

Four exhibit stops were made en route to show people the stock on board the train. These stops were made at Aberdeen, S. D., Miles City, Melstone and Missoula, Mont. The total attendance estimated at 5000 for the four stops. The train arrived ahead of time at each place which greatly aided in getting the stock unloaded and back on the cars in the limited length of time allowed for each stop. Freight house and auto platforms were used with three portable unloading chutes for handling the stock. The section crews and B & B gangs did good work at each stop in moving the heavy portable chutes from car to car and then loading these chutes back on a flat car to be used at the next stop.

Melstone, Mont. turned out the whole country side. One of the residents stated that it was the largest crowd that had ever been in town. The farmers and business men arranged a splendid display of farm products in the park west of the depot. It looked like a small farm with a bumper crop and certainly interested the visitors.

The gatherings at the four stops were much enjoyed by both the stockmen on the train and the farmers and stockmen who came in from the surrounding country. Opportunities were given for visiting back and forth and discussion of the live stock informally. Geo. Bulkeley, of the Carnation Farms, introduced the visiting stock men and their live stock to the people and told about the Pacific International Stock Show which he represented. He is a strong and pleasing speaker and was easily heard all over the crowd. The Carnation Farms have put much effort into organizing and handling the Pacific International special train each year and have been a big factor in successfully transporting live stock for a number of years from the central and eastern states to this growing live stock show.

The exhibitors on this train were as follows:

W. S. Wood & Sons, Rives Jc., Mich.
Milking Shorthorns
Forum Farms, Dyke, Iowa, Holsteins
Carnation Milk Co. Seattle, Wash.
Holsteins
Fairfield Farms, Topeka, Kan.
Ayrshires
Emmadine Farms, J. C. Penny, 2 cars
Gurnseys
Fern-dell Farms, Green Bay, Wis.
Guernseys
Adolph Arp, Eldridge, Iowa, Red Polls
Dwight Smith & Sons, Bozeman, Mont.
Milking Shorthorns
Child & Anceney, Gallatin Gateway, Shorthorns
Bruce Robinson, Des Moines, Iowa
Light Horses
John Hubly, Mason City, Ill.
Light Horses
Harry Gorham, Morris, Ill., Ponies & Jumpers
Jean and Mary Anderson, Minneapolis
Saddle horses
Ralph Fogleman, Calendar, Iowa, Shire horses
C. E. Jones, Livermore, Iowa, 2 cars
Belgian horses
J. O. Singmaster, Keota, Iowa, 2 cars
Percheron horses
F. L. Anderson & Sons, Templeton, Iowa, Clydesdale horses
Chase Bros, Willow Lake, S. D., Sheep
W. G. Miles, Evansville, Wis., Sheep
J. G. Hubbard & Son, Hubbard, Ore.
Sheep
H. Boerfier, Silverton, Ore., Sheep
C. P. Kizer, Harrisburg, Ore., Sheep

The success of this train as far as the service rendered by the CM&StP is concerned, was due to the splendid co-operation of the whole organization reaching from the Chicago offices clear out to the section and B&B crews who moved the portable chutes and helped unload and load the stock. Every division did itself proud and it would be impossible to name any single inivi-

dual or department which did any more than any other to make this train the most successful train of its kind ever run. This is the same co-operation which is going on daily and the public does not realize because it is not widely advertised. Each day the transcontinental freights on the CM&StP, 263 and 264, west and east, are making the same remarkable on time performance due to the daily work of the thousands of Milwaukee employes.

The milk used on the diner of the Portland Live Stock special was made right on the train by some of W. S. Wood & Sons' Shorthorn cows. Louis Berger, the steward, was sure pleased to have good supply of fresh milk right on the train and the passengers enjoyed it. Mr. Wood lives at Rives Junction, Mich., and his big broadbacked dual purpose Shorthorns were the center of interest in the Montana territory because they are the type of cattle that fill the bill in the semi-arid west.

IN interesting confirmation of the successful run and successful service of The Milwaukee all the way from Chicago to Marengo, the following are published. They also give credit where credit is due,—namely to the entire personnel that took part in handling this remarkable special service:

Telegram

Portland, Ore.
Oct. 28, 1927

Evan W. Hall, CM&StPry.,
Miles City Mont.

Train arrived on original schedule to split second. Most successful of all trains operated up to date; and the like of which has never been seen in America before. Bulkeley and entire crowd loud in their praise your treat and say that stops and starts were so smoothly made that they really didn't know they had taken place. Arrived Marengo ten thirty PM. Splendid moving pictures and many stills made upon arrival. Letter fully covering our opinion will follow shortly. Congratulations.

(Signed) OM Plummer, Sec. Pac.
International Live Stock Show

Letter from Mr. Gillick

Mr. Evan W. Hall,
Agricultural Supervisor Miles City, Mont.
Dear Mr. Hall,

I was very glad to get your letter of October 28th enclosing telegram from Mr. Plummer indicating that the trip was made over our line with many cars of fine cattle enroute to the Pacific International Live Stock Exposition at Portland; also with sleeping and dining cars to accommodate the gentlemen in charge, was handled to the satisfaction of everyone.

I think you are quite right, that in trying to locate the one person or department that is responsible for such complimentary remarks, it cannot be done. Service such as was rendered to these people moving from Chicago to Marengo where the train was delivered to the OWR&N, can only be accomplished by a machine where everything functions, and I believe that the employe body on our railroad know more about handling shipments of freight and passengers in a manner that will please everyone, than any one individual might.

Therefore the success of the movement is due entirely to everyone who came in contact with it.

Yours truly,

(signed) J. T. Gillick,

Chief Operating Officer

Lastly, the following letter from Mr. George Bulkeley, in charge of the entire expedition will be read with satisfaction and interest.

Carnation Milk Products Co.
Seattle, November 14, 1927

Mr. L. M. Jones, Supt.
Sleeping and Dining Cars,
Chicago, Milwaukee & St. Paul Railroad,
Chicago, Ill.

Dear Sir:
This letter is rather late following the arrival of our Live Stock Special Train at Portland, Oregon, but these stock shows do not give anyone much opportunity to write letters and yet we want to be on record with you regarding the service which your department rendered to our owners and exhibitors on this Special train.

Mr. Strathearn tells me that you are the one who was responsible for the remarkable dining car service and the food which we enjoyed on this trip. I want to say that we have the personal thanks of every person aboard that train because there never was a dining car in our experience which gave us the wonderful food and service that was provided this trip. We do not write this kind of a letter every year after this train arrives just to be good fellows, but this year following days of continuously remarkable food, it seemed to us very important that we let you know how much

we all appreciated it.
Mr. Berger, the steward, was busy all the time; had a very good crew of men who were willing workers and courteous and there were no complaints on the service. Mr. Berger personally met all of the guests, handled their Pullman space collections diplomatically and was attentive to all of them at each meal. He is a very good man.

The porters on the two Pullmans and the observation namely, Bradford Sanders and James did their work properly and pleasantly at all times and were very satisfactory. I saw to it that upon arrival in Portland, these boys were taken care of in the way of tips and since I knew they did not get sufficient income from their own cars to justify the eight-day trip, I managed to get them a little over \$25.00 each, so they would at least be able to eat on the return trip.

The service which you gave us on this trip was one of the high points in the enjoyment of all passengers and we are very glad to express to you our appreciation in this matter.

Very truly yours,
(signed) Geo. Bulkley



The above picture represents 130 man years service for the Chicago, Milwaukee & St. Paul Railway Co. Left to right they are: J. H. McCarthy, Pass Condr. service date 1891 So. Minn. Division, Owen McCarthy, B & B Foreman, service 1872 So. Minn. Division, C. J. McCarthy, B & B Foreman, service date 1888 H & D Division. Mr. Owen McCarthy (center) is the father of J. H. and C. J. and has not been in service for some time.

The Father and Son List

A few more to add to the Generation to Generation count:

Evan E. Miller (father) service date 1894
Edgar W. Miller (son) engineer, service date 1914; Bryan E. Miller (son) fireman, service date 1919; Charles L. Miller (son) call boy, service date 1927.

E. E. Miller the father started work on The Milwaukee on the W.V. Division and the boys all started on the Trans-Missouri Division, and all still work there.

Thomas Henry Tuomey (father) Agent, Farnell, Iowa, date 1885; John Vincent Tuomey (son) Dispatcher at Ottumwa date 1901.

Robert White (father) engineer, R.&S.W. Div., date 1880; Oscar E. White (son) agent, Karsaville, Wis., date 1903.

A Father and Two Sons

SAM Pulford veteran R. R. employe celebrates 81st birthday.

At an all day party starting with a turkey

dinner at noon and ending with a buffet supper with a huge birthday cake decorated with 81 candles, Sam Pulford celebrates his 81st birthday on Dec. 11th at the home of his son George in Evanston. His children, grand children and one great-grand child helped him celebrate.

He was presented with a 60 year service button by his oldest son Charlie who is an engineer in the Milwaukee Terminal, also a veteran. His youngest son Samuel, Jr., is an engineer in the Chi. Terminal.

Mr. Pulford began to work for the Milwaukee Company in 1864. He learned the machinist trade in the shop at Racine, Wis. going from there to Savanna to work in the round house. From there he went to Chicago and worked as assistant round house foreman under Mr. Rapp.

He is still in active service as an engine dispatcher at Bensonville, Ill.

**Making Ends Meet
A Triumph of Resourcefulness
Over Spitefulness**

By J. H. Quinton, M. Am. Soc. C. E.

Reprinted from Am. Soc. Civil Engineer's Magazine

THERE comes a tense moment in every engineer's life when the arch center is to be released, the tunnel holed through, the traverse closed, or the water turned on. What if it doesn't work?

The old Romans had a legitimate excuse when the headings missed and they found themselves digging two parallel tunnels where they had hoped there would be only a single hole. Modern engineers, too, now and then need (and find) a legitimate excuse; but I knew one modern engineer—although it was in the last century—who had to have more than an excuse to hold up the dangling corner of his bridge. And thereby hangs a tale heretofore unpublished.

Three engineers, an inspector, and a commission of farmers were the principal characters in this story. First, there was the consulting engineer, but he didn't cut much figure—that is, in the story. His work was practically done, and well done, too, before I knew much about the job. Then there was the contractor's partner, a most capable young engineer; a man with

a brilliant future—if it hadn't been for that bridge. And, lastly, of the engineers there was myself, a young chap just starting out and acting as contractor's engineer on the job.

As often happens, an engineer didn't make the blunder but he paid the penalty. The bridge was in a Pacific Coast State. Although light, it was well designed. The inspector was old, and ignorant, and had a previous grudge against the Consulting Engineer. Only the commission of three political farmers know why he was appointed. Thus, any success for this enterprise had to be gained in the face of joint spite and ignorance, with only engineering resourcefulness as a positive influence.

Fortunately, the contracting firm was reliable, consisting of an old experienced bridge builder besides the young engineering partner. The concrete piers for this particular bridge were in the shape of a pair of cylindrical pedestals connected by a generous sized vertical wall or diaphragm. This diaphragm did not suit the crabbed inspector, who wanted the pier filled in solid. His insistence won over the commissioners, but not the engineer partner who was aghast at the idea of enlarging the pier and not the foundation. Finally, the commission offered to defray all the extra cost, and, over the engineer's protest, the senior partner yielded.

So the pier was changed and the engineer's worst fears were realized. It settled unequally, so much so, in fact, that one side skewed lengthwise of the bridge, leaving a gap of fully 9 inches between the edge of the pier and the bed-plate attached to the end of the truss, which was already on falsework waiting to be anchored. The story is easy to tell now but the reality then was a matter of tremendous importance to the conscientious engineer partner. A few days after this situation became known, he was found dead.

The commissioners were not only ignorant but obstinate. To prove to them that the settlement was not imaginary, I rigged up a long lever arm, magnifying the movement. "Seeing is believing" to men of such calibre. When they had watched this truth-telling pointer move 3½ inches in an hour, they became thoroughly frightened. The old inspector was discharged.

To remedy the situation, it was decided to remove the top 50 feet of the pier and replace it by lighter iron cylinders, filled with concrete. Imagine with what trepidation I followed my measurements as the pier again approached completion. The tragic death of the contracting engineer had unnerved me, and I dreaded the outcome of this new expedient. It was more than apprehension; my feelings bordered on alarm. Sure enough, again a pronounced movement ensued. The leaning of the new pier, when completed within a few feet of the top, apparently would cause the bed-plate to project fully 4 inches over the edge—an impossible situation.

(Continued on page 27)

Current Railroad Topics

Summary of Address by H. E. Byram Before Sioux Falls (S.D.) Cham- ber of Commerce November 21st, 1927

"THERE is an old saying that 'Everybody's business is nobody's business'" said H. E. Byram, Co-receiver of the Chicago, Milwaukee & St. Paul Road, in addressing the Sioux Falls, S. D., Chamber of Commerce last evening "but this should be amended to read 'Everybody's business is the railroad's business.'

"This is true" he continued "because the railroad's business is the transportation of the business of the farmer, stock raiser, fruit grower, lumberman, mine operator, miller, fabricator, manufacturer and all other lines of industry.

"Handling everybody's business in a prompt and satisfactory manner the railroad aids in the development of the country and prevents the territory it serves from reverting to the conditions of early days when there were only waterways and four footed beasts of burden to afford transportation for travelers and commodities.

"Citizens of the United States, more than those of any other country perhaps," continued the speaker, "have grown to depend upon rail services for their day to day subsistence and for their day to day supplies of the sinews of industry.

"Through continuous improvements in train schedules and operations, the railways have made it possible for various lines of business to avoid the tying up of immense sums in stocks of material that they were once forced to carry in order to meet demands.

"Manufacturers have come to depend upon the receipt of today's freight for tomorrow's operation of their plants. Interruptions of traffic have been almost entirely eliminated. Car shortages, for example, for many years considered a necessary evil, are no longer experienced, due to the extension of yard, side and passing tracks, efficient locomotives, improved dispatching methods and the cooperation of shippers and consignees in the prompt loading and unloading of freight, thus releasing equipment for use elsewhere.

"By increasing the number of miles per freight car per day 15% above 1920, The Milwaukee Road in effect placed thousands of additional freight cars at the call of its patrons last year."

"In another sense" Mr. Byram pointed out, 'Everybody's business is the railroad business.' Because transportation enters so largely into the affairs of everyone there is a general interest in rail lines. For years this interest was often displayed in criticism. Recently, however, the attitude of the public has changed and its interest is more pro-

perly displayed in a cooperative way.

"The Milwaukee Road operates nearly half of the entire rail mileage in South Dakota and realizes its obligations to residents of this state. Regardless of unfavorable conditions in the last few years" continued Mr. Byram "this road has not permitted its service to deteriorate, and even through receivership it has continued the progressive policy for which it is noted among railroads.

"In the thirty months ended June 30, 1927, the Milwaukee Road expended \$32,000,000 for new equipment, terminal yards, side and passing tracks, heavier rail, new structures, etc., etc. By these means and efficient operation, this road when it emerges from receivership will have lost none of the good will gained in its 80 years of existence."

Among the important savings in operations since the year 1920, referred to by Mr. Byram were—

an increase of 23% in average gross load per train;

an increase of 24% in number of cars per train;

an increase of 19% in average miles per train hour;

a decrease of 21% in pounds of coal consumed per 1,000 gross ton miles moved;

a reduction in percentage of loss and damage claims to freight revenue from 2.94% in 1920 to 77 hundredths of 1% in 1926.

an increase in number of miles run by locomotives between failures from 12,400 in 1920 to over 75,000 (counting as a failure any trouble trivial or otherwise, causing a delay of five minutes or more to a train, even though the delay was afterwards made up);

a decrease of 33% in cost of locomotive repairs per mile run;

an increase of 15.6% in average mileage per freight car per day.

"These are all important economies" explained Mr. Byram, "and were obtained by close cooperation of employes and supervisors in all departments."

Referring to material benefits from the railways aside from service, the speaker reminded his audience that Milwaukee Road payrolls in South Dakota amounted to about \$4,800,000 yearly, distributed among some 3,000 employes. Taxes paid to the state amounted to over \$1,200,000 annually. He also called attention to large sums being spent by The Milwaukee Road in National Magazines to advertise the agricultural and industrial opportunities and scenic attractions of the Dakotas.

Concluding, Mr. Byram spoke of the cause for Thanksgiving in the fine harvest this fall, estimates of the United States Department of Agriculture indicating that compared with last year South Dakota will show an increase of

55,000,000 bushels of corn
29,200,000 bushels of wheat
52,350,000 bushels of oats
21,300,000 bushels of barley
2,467,000 bushels of flax

a total increase in those items of about 160,000,000 bushels.

In addition there will be an estimated increase of 3,370,000 bushels of potatoes and 1,100,000 tons of hay. This fine showing to be augmented by increased returns from diversification,—live stock, dairying, poultry and eggs, fruits, etc.

"We of the railroad fraternity" said Mr. Byram "may be allowed to share in your good humor over nature's bounty as we share in the tangible results by transporting these great crops to market."

Mr. Byram Speaks to Des Moines Audience

"WE all share the feeling of thankfulness, you must have because of the large measure of prosperity that is being enjoyed this year by Iowa and neighboring states" said Mr. H. E. Byram, Co-receiver of the Chicago, Milwaukee & St. Paul Railway, in addressing the Des Moines (Ia.) Advertising Club on Nov. 22nd.

"The corn crop of this state is estimated at 378 million bushels, the quality is good, other crops have done well, and the prices of live stock, dairy products, poultry, etc., I understand promise a good profit to the producers. Conditions in the north west as a whole also have been very satisfactory.

As a railroad's business consists of transporting the business of others, quite naturally we are deeply interested in agricultural and general industrial conditions. Therefore, we are much pleased over the prospect of sharing in your prosperity.

You are all familiar with the slogan 'We are advertised by our loving friends' said the speaker, but unfortunately those who were not friendly for many years did a pretty good job of advertising the railways.

The most one could say about their effort is that it was free, and things one gets for nothing usually are not very desirable.

Within the last decade, the railways have dropped their indifference to criticism and have adopted the policy of acquainting the public with transportation affairs; explaining methods of operation, handicaps, financial returns, etc., etc. As a result there has been a remarkable change in public sentiment and there are everywhere evidences of a cooperative spirit.

Of course, these publicity efforts would not have been so effective, had the railways not supported them with first class service. They have improved train schedules and other op-

yards, new and longer side and passing stations, spent many millions for cars and locomotives, new and enlarged tracks, improved repair shops equipped with modern machinery, water treating plants, coaling stations, heavier rail, ballast, and a hundred and one items all playing a definite part in the safe and prompt movement of your business.

In planning its advertising campaign for this year The Milwaukee Road had unusual factors to consider, among them; its recent extension to the North Coast; the development of competitive traffic via the Panama Canal; the falling off of export and import business via Puget Sound ports; the depression in the northwest from which that territory is so splendidly recovering; the tremendous development of motor travel; and, as a consequence the receivership.

Under these circumstances a strong constructive campaign was decided upon in addition to the usual advertising for passenger business.

We feel that the program so far as results can be judged at this time while it is still under way, has been quite successful. The hundreds of thousands who read the advertisements can't help forming the impression that the regions served by The Milwaukee are rich in resources and have a most promising future; and that the future of The Milwaukee Road is likewise promising because of its close relationship with the business life of the territory it serves.

Many thousands of coupons have been sent in by readers of these advertisements who appear to be largely interested in travel to the sections so attractively described; and in agricultural opportunities. Many of them ask about opportunities for certain lines of business. We have heard from every state in the union and from most foreign countries."

Mr. Byram described the activities of the railroad progressive ways, such as the building of a beautiful inn at Gallatin Gateway, The Milwaukee's new entrance to Yellowstone Park; the installation of twelve new all steel trains; the application of roller bearings to these trains, for the first time in rail history; and various other improvements; stating that as a result of the policy continued through receivership, The Milwaukee Road will emerge in fine physical condition; with a highly satisfactory morale, and no impairment of its reputation for progressiveness built up in the last 80 years.

In closing Mr. Byram discussed the proposed merger involving the Great Northern Railway, Northern Pacific Railway, Chicago, Burlington & Quincy Railroad and Spokane, Portland & Seattle Railway, explaining that Iowa and other states in this section would be adversely affected by any consolidation that created practically a transportation monopoly and jeopardized the future of the Milwaukee Road, bringing about conditions whereunder The Milwaukee Road might be unable to meet the demands of this section for service and facilities. "In other words" said Mr. Byram, "the residents of Iowa have nothing to gain and much to lose by the proposed merger. I note that the Iowa Railroad Commission is alert to the effect of the situation and has intervened in

the case in the interest of the people of your state.

Freight Rates and the Price of Wheat

FREIGHT rates do not to any marked degree affect prices received by the farmer for wheat, according to a study just completed by the Bureau of Railway Economics as to the relationship of wheat prices to transportation costs.

The bulletin covers primarily the 1926-1927 wheat crop. The information regarding prices paid to farmers was obtained from country elevators, shippers or farmers at representative origin points throughout the principal wheat producing sections of the United States.

"It is sometimes assumed," according to the bulletin issued by the Bureau of Railway Economics, "that freight rates to primary markets have a definite effect upon local farm prices." Under this general assumption, the price to farmers at points more distant from market (measured in terms of freight rates) would be lower than the price at nearer points, the difference in price being definitely attributable to the difference in freight charge.

"Thus, at a point having a freight rate of 15 cents to primary market, the farm price might be expected to be 5 cents lower than at a point with a freight rate of only 10 cents.

Assumption Not Supported

"The rates and prices shown in this bulletin do not support this assumption. There appears to be no definite relation between prices paid to farmers and freight rates to primary markets.

"In the first place, at points having the same freight rates to a primary market, the prices paid to farmers not only differed considerably, but showed no uniformity even in their differences.

"Secondly, farm prices at points with longer hauls and higher freight rates to market were often higher than at points from which the freight rate to market was lower and the haul was shorter.

No Computable Relation

"Thirdly, although in many cases higher farm prices were paid at points near to market than at points more distant in terms of freight rates, the difference in price seemed to have no computable relation to the difference in freight rate."

While the United States is the largest producer of wheat in the world, it is relatively the smallest exporter among the great wheat-producing nations, according to the bulletin.

In respect to some of the marketing factors which enter into production and sale of wheat, the bulletin points out that "dockage" in wheat always affects the price to the farmer. Dockage includes all foreign material that can be separated from the wheat by appropriate cleaning devices.

"Dockage not only decreases," according to the bulletin, "the prices paid to the farmer and increases the handling charges at the elevators, but causes the unnecessary use of many railroad cars. It has been estimated

that during the years 1923 to 1925, an annual average of over 34 million bushels of dockage was included in the estimated wheat production. Had all of this been transported by rail, it would have unnecessarily required more than 26,500 cars annually. The Department of Agriculture estimates that spring wheat farmers who clean their market wheat gain more than 5 cents per bushel as a result of cleaning."



Veteran River Division Conductor Frank L. Baker.

Things Usually Go Right With Him Who Goes Likewise

Guy E. Sampson

The world goes well
With him who looks
At things through smiling eyes,
Who tackles every job with cheer,
No matter what it's size;
Who always has a cheering word
For every one he meets,
Who never brags of his success
Nor growls at a defeat.
Who always looks one in the face
Whom he should chance to meet,
Who never says a lot of things
Then whispers, "Don't repeat";
Who never tries to tell you why
Some folks don't get along
But takes an invoice of himself
Before he "spiels" his song.
If each of us will take these lines
For just what they are worth
We'll find a lot more happiness
On this old jolly earth.

Night

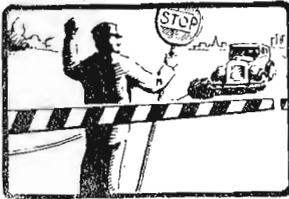
Edna Clare Nesral

The sable night takes on
The splendor of ivory tusks,
And stalks the globe as the prehistoric
Mammals of olden dusks.

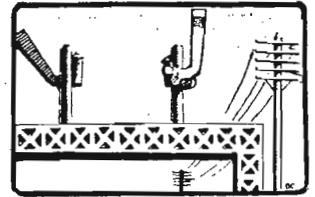
Far on the rim of the world,
Holding converse with the sky,
A long ragged line of trees
Goes droning by.

Is there anything in all the world
As lonely as the night,
When the trees hold converse
In the half tone light.

Or is there anything anywhere
That I, could ever find,
As soothing as the darkness
To my tired mind?



BUREAU OF SAFETY



WE LIVE

Two fool jackasses - Say, get this dope,
Were tied together with a piece of rope.

Said one to the other "you come my way,
While I take a nibble at this newmown hay"

"I won't," said the other, "you come with me
For I too have some hay you see."

As they got nowhere, just pawed up dirt,
And Oh, by Golly that rope did hurt.

Now get this lesson, don't let it pass
Railroad men should copy from the poor Jackass.
By pulling together tis the only way
To put your Division on the map for aye.

Halp
Springfield Divn

TO LEARN

Then they faced about these stubborn mules
And said, "Were just like human fools"

"Let's pull together, I'll go your way
Then come with me and we'll both eat hay"

Well, they ate their hay and liked it too
And swore to be comrades good and true

As the sun went down they were heard to brag
"Ah! this is the end of a perfect day"

ing a thought to the consequences. It is because of this thoughtlessness that most accidents occur.

If every one will practice Safety First continually for a reasonable length of time, it will soon become a firmly established habit, so that we will unconsciously do the right thing all the time.

There is one particular thing which I would like to impress upon all of you, and that is, contributory negligence. If any employee observes a fellow employee taking dangerous chances, or if he observes any dangerous condition of any kind, and fails to take action to prevent it, he is guilty of contributory negligence; and should an accident occur on account of such dangerous condition, he would probably feel that he was in part responsible for it.

Let us observe Safety First all of the time.

E. B. Cornwell
Chief Dispatcher.

Northern Montana Division
WHEN Mr. A. J. Richardson, Engineer on the Northern Division was asked to write an article on Safety, he accompanied it with the following note:—"Enclosed you will find the result of my efforts, and should you find it not suitable for your purpose please do not hesitate to consign it to the traditional for all manuscripts for which bud-

Safety First

SAFETY First are the two most suggestive words which I know of. They apply to every phase of human life, domestic and industrial. We safeguard our health, wealth, and happiness by careful consideration of ways and means to that end, but every now and then, we hear of some brother worker who becomes careless in the pursuit of his duties, and who pays the penalty by loss of life or limb. Probably

99 per cent of personal injury accidents are preventable if proper care is exercised in the performance of our duties. Statistics prepared by the National Safety Council show that ten lives are lost in the United States every hour by accidents, most of which were preventable had proper care been exercised. Most of the accidents on our railways are due to thoughtless disregard of rules and instructions. I do not believe that rules and instructions are intentionally violated, but that it is done carelessly, without giv-

ing authors neglect to send return postage." However, I am sure that better results will be obtained by "broadcasting" this article, so the waste-paper basket is spared for other purposes.

"Cross Crossings Cautiously. The Chance Taker Always Loses."

These words on posters placed in conspicuous locations around railroad property should remind us that each employee of the road, regardless of the

nature of his work, is expected to do his duty in such manner as to help the Safety First movement.

The scene usually depicted on these posters should be an especial appeal to engine men to do all in their power to eliminate, or at least reduce, accidents at grade crossings. Allowing for the increased number of automobiles, reports by the Interstate Commerce Commission show a reduction in the number of accidents at highway crossings, and while this is gratifying, it should not cause us to permit our caution to relax. Instead, it should be an incentive to increase care and watchfulness.

One of the early patriots of our country is often quoted for his declaration that "ETERNAL VIGILANCE IS THE PRICE OF LIBERTY," and just so surely today eternal vigilance is the price of SAFETY.

A watchful engineer can do considerable in boosting Safety First movement. Almost daily we read of some horror at a grade crossing. Did the engineer do all in his power, short of coming to a stop. The whistle on a locomotive can be heard a long distance and if the whistle signal for a highway is properly sounded at a proper distance the majority of motorists will heed it.

On some highways at certain seasons the traffic is particularly heavy, and sometimes drivers are absorbed in the operation of their own machines, and it can do no harm if the highway whistle signal is repeated. Sound the whistle in such a manner that those in the vicinity may know that a train is coming and expects to have sole use of that crossing for the time being.

The season is here when drivers will be travelling with windows of their cars closed, and for that reason they may not be able to hear the whistle as well as they could with the windows open. Engineers can particularly overcome this handicap by prolonging their warning.

Every engine crew has seen some "chance-taker" dart across on short time, with a very scant margin of safety, in spite of all warnings. Of him it can only be said: "Eventually, if not now."

For an engine crew to be on the alert at highway crossings only is not sufficient. Switching cars is a dangerous occupation and it is a Safety First move to prevent injury to your train crew. Sometimes your efforts in this direction may not be appreciated by the brakeman, but it is easier to take a saucy signal than to help pick up a man with a limb cut off. Frequently a trainman's lamp may go out, or his light disappear while cars are in motion. The engine-man has no means of knowledge whether or not all is well. The brakeman may have slipped or stumbled and fallen, and continued movement of cars may perhaps cost him the loss of a limb or possibly his life. It is better to play the game of SAFETY FIRST, and stop. If you have done that which you ought not to have done, signals will soon tell, and it will be pleasanter to see him ready for work the next day or trip, and say "Hello", than to inquire at the hospital as to "how is he getting along?"

Railroad companies are spending real money to advance Safety First, but unless every employee, in the discharge of whose duties there is any element of danger gets into the game, little progress can be made, and your job and mine will still be hazardous.

Safety First is a slogan adopted at the outset of the movement, and by the exercise of carefulness and efficiency it can be made a reality. SAFETY FIRST, LAST AND ALL THE TIME.

Attendance at inquests or lawsuits may be considered as "easy money" when members of a train crew are called as witnesses, but thru your neglect or carelessness someone may be suffering. The money earned in the regular discharge of your duties will look just as good, and buy just as much as that received for telling a judge and jury how the other fellow was not as careful as he might have been, while at the same time a little more care on your part might have permitted someone to go thru life uncrippled.

That Safety First is a paying proposition reminds me of a story heard a good many years ago. After warning me of the danger of the work I was doing at that time, the kindly old lady drove it home by telling of an English gentleman who was about to embark on a long journey and was in quest of a coachman to drive the family carriage during his absence. Several applicants presented themselves, and as a test of their skill in handling a pair of spirited horses, they were asked to drive as close to the edge of a cliff as they could. They were complimented on their ability in the test, but the one who got the job was the one who remained back at a safe distance. He would not take a chance.

Let us all contribute our bit toward hastening the evolution of the human race into beings who can live in the age of automobiles and trains, just as our ancestors learned painfully and tragically to live in the age of domesticated horses and cart wheels.

Mr. George Huffman, Engineer on the Terre Haute Division was the writer of the following article. Mr. Huffman has a very enviable safety record, and is considered one of the best Safety Men on the Terre Haute Division, which would seem to indicate that he believes in "practicing" what he "preaches."

Ever since the beginning of the so-called "Mechanical revolution" and even before that time, every age, almost every generation has been called upon to adopt itself to new methods of life. As civilization develops, life becomes more and more complicated and no one has been found to eliminate the complications once they have arrived. We sometimes go at the problem from the wrong end and adopt strong rules and laws to govern the new complications, but in the end we find that this is folly, that the only thing adoptable is human nature itself.

During the past few years the Railroads have been struggling with the problem of automobiles which is a problem that the public must solve.

The Railroad has been put to a large expense of protection at their highway crossings, but until the public has been taught that the mechanical crossing signals are not perfect and are apt to go wrong at any moment, it should approach all crossings under control.

If the public could attend our Safety Meetings and see what has been done for the Safety of employees, and how each suggestion given has been handled, it might pave the way for such meetings to be held by the public with some safety official to tell them the dangers of railroad crossings. It seems as if there are more automobiles hitting trains, than trains hitting automobiles, due first to carelessness on the part of the driver, and second to faulty brakes.

On the railroad if the engineer finds the brakes of his train do not hold, extra precaution is taken, and so should the auto driver do the same, being forced to keep his brakes in good condition for the protection of himself and the public in general. A new safety record was set in this country by the railroads for the first half of 1927 in which two passengers were killed out of millions carried. A direct result of safety meetings being held throughout the country.

Of course, the accident list for employees is less satisfactory, due to the nature of their work. Employees are exposed to danger from which they cannot always be guarded. The railroad company is constantly stressing the idea of caution among its workers, also the general public, to the end that further reduction of loss of lives and injuries may be affected.

There always will be the possibility of accidents due to mental lapses which occur to other than highly efficient employees, but the railroads have reduced the death list until it is almost non-existent. If the careless auto driver knew how quickly an engineer had to decide whether to take the chance of hitting an automobile, or injuring one of his own train crew, he would surely be more thoughtful.

Now that winter is here, the whistle should be sounded and the bell should be rung until the crossing is passed as people in an enclosed car might not hear your train coming.

We have regular Safety Meetings on our division, and it is wonderful what has been accomplished during the last six years. Our operating officials are with us and gladly handle any suggestion which is given. Our section men deserve a great deal of credit for their interest in safety first, also.

I attend every meeting when possible and always hear of something new, or something that I had not thought of, thereby profiting by the other fellows experiences. If we practice safety first on the railroad, we will do so at home, and this means a great deal.

Mr. Wm. J. Esslinger, Engineer on the Musselshell Division, writes that "Safety First is such a large field, and covers so much ground that I hardly know how to go about it. However, will give my views as I see them" and

then proceeds to express himself most aptly:

When speaking of "safety first" the average person usually assumes that it means personal protection, although our railroad men of today take a much broader view and take property as well as human life into consideration.

In writing this article I am relating my views as an Engineman, as I have been in the Engine Service for the C. M. & St. P. Ry. for more than twenty years.

To actually practice Safety, an Engineman must first of all use his very best judgment and I want to say that good judgment means everything to himself and to the company for which he is working.

Eternal vigilance while on duty is very essential for our own Safety as well as our fellow workmen.

Our railroads have spent huge sums of money for devices and appliances to safeguard us and the public. But, the moment that we as individuals relax, and shirk our responsibility, disaster and the resultant pangs of remorse are waiting just around the corner.

The nature of our work is such that we must necessarily depend upon one another to a very great extent and an oversight or failure on the part of any one of us nearly always plunges others into trouble or disaster.

EXPERIENCE—how small it may sound, but what a heap that word means to a railroad man and especially to the one who is ready and willing to profit by valuable knowledge thus gained. When working with a beginner, it has always been my desire to impress upon him the importance of **SAFETY FIRST**, and, as one would say, to get him started off on the right foot.

Good advice at such a time, if given in a friendly manner usually bears the desired returns to the one receiving same, and also for our Company.

While we railroad men depend upon good judgment, experience and education, for Safety—the Public must be educated to the danger involved on a railroad, and especially at highway crossings. The railroads are doing considerable along these lines, and we railroad men can do considerable by discussing this matter among our friends and acquaintances and especially if a little diplomacy is resorted to, and we do not allow ourselves to be drawn into arguments, a little "soft soap" and less "sand" will work wonders.

If the average auto driver could but know the feeling experienced by the locomotive engineer when an automobile has a close race to make a crossing, and sometimes doesn't make it, I feel certain the taking of these chances would cease entirely. The Engineer usually has left loved ones at home and he knows just what it means for some lives when his engine strikes an automobile.

It has occurred to me that some of us might prevail upon the Editors of papers where we live, to do some missionary work as to **SAFETY FIRST** on railroad crossings.

I am glad to say that our local officials have everyone on the **MUSSEL-**

SHELL Division taking a keen interest in **SAFETY FIRST**.

Superintendent M. J. Flanigan of the Iowa Division addressed the largest assembly of employees at a Safety meeting since he has had charge of that division. At their October Safety Meeting, held October 28th at Perry, Iowa, there were present 156 employees representing all branches of the service. (Leave it to the Irish!) Mr. Flanigan spoke to the men present, as follows:—"It does not make any difference what we are doing,—let's square the job with Safety First. Let's not only make it safe for ourselves, but let's make it safe for the fellow who has to use what we are working on, whether it's a locomotive, bridge, track, or anything. If we were at war in a battle there were 785 wounded, which is the total number of injuries on the System for September, every newspaper in the country would have it on the front page, in bold red type. We don't think about these things until they happen to us; until we or some of our near and dear relations are crippled or killed. I think our men are as clever as on any other part of the system, or any other man's railroad, but we have got to give it some thought and I am sure and satisfied that if we do, each and every one of us will be a real Safety First Man." That's the spirit, Mr. Flanigan, and here's hopin' the next blue print report shows the Iowa Division up a half dozen or so notches. If anything will do it, Safety Meetings of the "October Brand" should.

WHY NOT THINK

It's a little thing to do,
Just to think.
Anyone, no matter who,
Ought to think.
Take a little time each day
From the minutes thrown away;
Spare it from your work or play—
Stop and think!

You will find that casualties.
Are mostly caused by men like these,
Men who "haven't got the time" to
Stop and think.
Half the trouble that we see,
Trouble brewed for you and me,
Probably would never be,
If we'd think.

Shall we, then, consider this?
Shall we think?
Shall we journey, hit or miss,
Or shall we think?
Let's not go along by guess,
But rather to ourselves confess
It would help us more or less
If we'd think!

A Possible Future Attraction

AN enormous gathering attended the first annual beat-the-train-to-the-crossing contest held today. Gate receipts were large. There were seven entries. Trains were chartered to cross every ten minutes until all of the entrants had contested.

First prize went to Lightning Johnson who crossed three-fifths of a second ahead of the engine. He received

a new sport model Blue Lick auto as a trophy and will get a hundred dollars more for a signed testimonial saying he prefers the Blue Lick for crossing crossings. Second Prize, a cheaper model Blue Lick auto, was won by Dare Devil Hudson who lacked only a fraction of an inch of clearing the engine. He will receive fifty dollars for a signed testimonial.

The other five contestants who drove Blue Lick cars all received sums sufficient for handsome funerals, the amounts being paid to their heirs for the suitable gift.

—College Humor

Route Your Merchandise by Freight

BELOW is an appeal to the business men of Mankato, Minn. by the various truck and transfer interests of that city; urging the importance of such interests and of the personnel thereof, to a city, because of their patronage, etc. The idea will fit most anywhere.

Mr. Business Man

You are constantly striving to keep out outside competition, Peddlers, Mail Order Houses and other salesmen who give no support to the City whatever—they come in, make a sale and leave. they are never here when a donation is wanted for some needy cause. To assist you in this work you have a Chamber of Commerce and maintain a Retail Merchants Association.

But did you ever stop to think that while you are out protecting the interests of your business, you are in many cases doing what is a detriment to your own business, for instance the more steady-employed there are in the City the better business and collections are. But if you take your work away from the local concerns they in turn must cut down on the number of their employees—and this is just what is happening to your local Transfer men at the present time. Not thinking that it is any concern of yours you are thoughtlessly availing yourselves of outside transferring of freight, counting the slight gain (if any) as sheer profit, never thinking of your own customers whom you rely on to pay you each week, who are employed by the local Transfer Houses. If outside competition is allowed to come in and take your business from these companies your customers will be out of work and there are about three hundred families directly concerned in this matter, quite a few of these are your own best customers. To retain their business you must co-operate with the Transfer men and eliminate the outsiders, and turn your work to local men who are contributing to your business in some way every day.

Route your merchandise by freight

Aug. Dieke
C. W. Jessup & Son
Fred Dieke
Glen Page
Ben Dieke
W. R. Hammett

SPORTS

Chicago League Notes

WELL the turkeys are all gone by now however we must let you know that E. May of the Officer's team won one with a count of 234 while Hank Mohr of the Asst. Comptrollers won the other with a 225 score. Hank evidently did not have much confidence that night as he had a turkey order. d. Hope you were able to cancel the order Hank.

Just when the lowly Comptrollers were about to claim a lot of glory for piling up a 1040 game the Car Accountants had to get sore and tie the Comptrollers score. There is one thing however you must give the Comptrollers team due credit for shooting the first thousand game of the year. It might be said, however that both teams shot a 700 game before going in for the big counts. Might pay other teams to try this policy out.

The individual three high game series and high single games have gone by the boards in the past month. Our old good natured friend Treskett kicked the maples over for a 651 count thus chasing Shorty Dales 650 to the ash can. On the same night Faus started with a 267 game, came back with 217 and 181 for a total of 665 which is high to date.

Peterson of the Freight Auditors has had a tough time this year trying to reach the 200 mark. Dec. 13 (Unlucky) he finally was able to push 'em up to the head pin for a 232 which was also good for the buck. Nice work Pete jump on 'em. Page Andy.

Reinert has started to take dancing lessons from Bubbles Hegardt. Be careful you fellows you will fall away to a ton.

Faus and Albright have now joined Fellers gutter ball club, you have to throw the first ball in the ditch before you can classify.

Belter where has the dope on your ball gone?

Felix Specht is still at it with the old hook, he too, like Peterson has finally nicked the pins for a 200 count.

The CM&StP League will pay the entry fee to the National Tournament for one team and here's hoping the boys get a lotta wood.

How about Madison, Wisc. Milwaukee, Green Bay, Minneapolis and various other places along our lines, we would like to see your standings published in this column. Why not make a carbon copy of your league standing about the tenth of each month and mail it to the editor of the magazine.

Krumrei of the Ticket Auditor's team rolling in Schueneman's Logan Square Tournament totalled 681 in the singles and also registered over 1800 in the all events which counts were both good for a slice of the prize money. Nice work Harry, the ball must have had the old time zip.

Where has the Officers confidence gone to? Finder return to E. May. Beckman in a panic 443. Well as I was saying, "It won't always be like this." Captain O'Shea says, "I hope not."

Gannon has been on the sick list for

Standing of

CHICAGO MILWAUKEE and ST. PAUL RY. BOWLING LEAGUE

Teams	Won	Lost	Per Cent	High	Totals	Average
Ticket Auditor	27	15	.643	979	365.33	870-23
Car Accountant	24	15	.615	1040	359.54	853-2
Freight Auditor	22	20	.524	937	354.30	843-24
Auditor Investment	21	21	.500	988	333.92	836-20
Ass't. Comptroller	19	23	.452	934	354.19	843-13
Records	19	23	.452	945	350.25	833-40
Officers	18	21	.462	954	322.78	827-25
Comptroller	15	27	.357	1040	344.84	821-2

INDIVIDUAL AVERAGE

Player and Club	Games	H.	Pins	Av.
1. Albright Aud. Invest.	42	244	7833	183-21
2. Treskett Car Acct's.	42	234	7753	184-25
3. Lange Ass't. Compt.	24	222	4421	184-5
4. Faus Compt.	42	257	7791	183-15
5. Krumrei Ticket Aud.	39	238	7973	181-14
6. Dale, J. Auditor Invest.	18	255	3470	181-12
7. Gumz Ticket Aud.	42	235	7575	180-25
8. Gavin Ticket Aud.	39	220	7041	180-21
9. Gentz Frt. Auditor	39	238	7033	180-13
10. Mohr Asst. Compt.	42	225	7518	179-
11. Dale, F. Record	39	237	6976	178-34
12. Schell Auditor Invest.	42	228	7376	175-19
13. Hegardt Frt. Auditor	41	221	7184	175-9
14. Ramsey Car Acct's.	42	235	7324	174-16
15. Patrickus Records	42	236	7276	173-10
16. Tobin Ticket Aud.	42	203	7199	171-17
17. Peterson Frt. Auditor	39	232	6983	171-34
18. Peters Officers	36	236	6143	170-25
19. O'Shea Compt.	39	220	6649	170-19
20. Specht Asst. Compt.	39	232	6631	170-1

HIGH TEAM AVERAGE—THREE GAMES

Freight Auditor 2773	Ticket Auditor 2733	Auditor Investment 2719
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HIGH SINGLE GAME

Car Accountant 1040	Comptroller 1040	Auditor Investment 988
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HIGH INDIVIDUAL AVERAGE—THREE GAMES

Faus 665	Treskett 651
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HIGH SINGLE GAME

Faus 267	Dale, J. 255
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Standing of

C M & St P Women's Bowling League

Teams	Won	Lost	Per Cent	High	Totals	Average
Computing No. 1	31	2	.939	448	12658	383.19
Car Accountant	24	9	.727	453	12462	377.19
Typing	21	12	.636	388	11141	337.20
Ticket Auditor	17	16	.515	369	9803	297.2
Computing No. 2	14	19	.424	386	9690	292.24
Freight Auditor No. 1	10	23	.303	406	8995	272.20
Auditor of Expenditure	8	25	.242	363	8768	265.23
Freight Auditor No. 2	7	26	.212	383	9164	277.23

INDIVIDUAL AVERAGE

Player and Club	Games	H.	Pins	Av.
1. E. Albright Computing No. 1	33	235	4777	144.25
2. J. McDonald Computing No. 1	33	202	4548	138.4
3. V. Kulton Car Accountant	33	196	4365	132.9
4. G. Narjes Car Accountant	33	190	4273	129.16
5. M. Porten Typing	33	159	4139	125.14
6. F. Benson Car Accountant	33	164	3834	116.8
7. M. Maney Frt. Auditor No. 2	33	168	3701	112.5
8. M. Prestin Typing	30	160	3268	108.28
9. M. Baer Ticket Auditor	30	152	3194	106.14
10. M. Freitag Ticket Auditor	33	136	3443	104.41
11. E. Reck Computing No. 2	33	142	3430	103.31
12. C. Barber Ticket Auditor	18	148	1822	101.4
13. C. Lakowsky Computing No. 1	33	152	3323	100.23
14. M. Drebbs Freight Auditor No. 1	33	136	3291	99.24
15. P. Kinney Aud. of Expenditure	21	141	2047	97.10
16. G. Dorr Computing No. 2	33	138	3179	96.11
17. E. Ryan Typing	27	132	2582	95.17
18. L. Teske Freight Auditor No. 1	33	137	3117	94.15

HIGH TEAM AVERAGE—THREE GAMES

Car Accountant 1324	2nd. Computing No. 1—1267
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HIGH SINGLE GAME

Car Accountant 438	2nd. Computing No. 1—448
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HIGH INDIVIDUAL AVERAGE—THREE GAMES

E. Albright 535	2nd. G. Narjes 490
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HIGH SINGLE GAME

E. Albright 235	2nd. J. McDonald 202
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several weeks with a bad touch of the flu. We hope to see you back in the lineup shortly, John.

We hope that everyone had an enjoyable Xmas and that the New Year will bring an abundance of prosperity to all and a little luck to some of the bowlers.

CM&StP Ry Women's Bowling League Notes

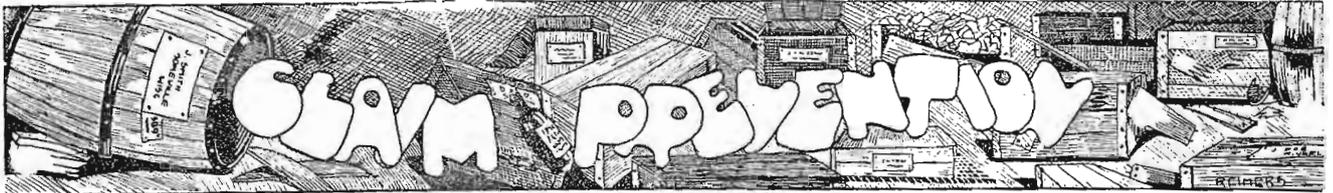
THERE has been no decided change in the standing of the league since

last month however everyone appears to be having a wonderful time and it is hoped that next year the teams will increase their membership from three to five. This should give everyone that wishes to bowl an opportunity to show their skill and incidentally get some healthy exercise.

E. Albright still retains the coveted first place position with a nice average of 145. Recently she hit the maples for a 235 game which is high to date. J. McDonald also has a 202 score which is second high. V. Kulton has an

average of 132 for third place while G. Mayes holds fourth with 129. These are nice averages for women and we are sure that as the season goes on there will be a decided improvement of all the bowlers.

Just by way of suggestion we wonder if there are any other CM&StP Ry. Women's Leagues, if so why not send in a few articles for this column or at least the scores. Would like to see how Chicago compares with other cities along the Milwaukee Line.



Shadow Boxing Methods of Fighting Claim Causes

WE have learned from our past experience in this freight loss and damage prevention work, that from some points on the line we get genuine co-operation. This is to say, when we call a claim breeding condition at a station to the attendant of the Agent or official in charge, an honest effort is made to analyze the situation with the view of applying a remedy. This may refer to loading and stowing of freight, getting cars to the ice house to be iced promptly, securing an accurate record of seals, or any similar cause of complaint. At some stations, however, (not many we are glad to say,) we are treated to a display of shadow boxing which would do credit to the heavy-weight champion himself. On such an occasion, we are advised that due to the hurry in loading a car, its proper stowing was overlooked; that the regular ice house man was sick and that the checker did not have time to take the seals. We receive everything but a clear analysis as to what caused the failure and how such failures will be prevented from taking place in the future. We realize, of course, that a busy railroad has not much time for post mortems, but it appears to us that time taken up to make analysis of conditions and to adopt preventive measures would obviate the necessity for any post mortems. As an illustration of what we mean, let us take the case of errors explained by the notation, "Due to a new man being on the job." When a new man takes over a job, it appears that every department with which he has to deal starts a correspondence school course to educate him in his new work by calling attention to his errors. After this man is educated in the job, the effect of the correspondence course is absolutely nullified for the new occupant because the letters are filed away out of sight. It is our suggestion that a complaint file be kept on every desk in the office, together with a file of instructions pertaining to the handling of the position. This could be turned over to an incoming clerk or other em-

ployee who, by reading same thoroughly, might obtain the benefit of his predecessor's mistakes. Along these lines we also advocate a study of the official classification, the icing regulations, the instructions on seals, the Bureau of Explosives regulations, car service rules, etc., etc. If we are going to be railroad men why not learn the business thoroughly.

The Great Importance of Notations

After you have made a notation on the waybill, with a slight twist of your imagination assume the character of the Claim Investigator who is to determine the extent of the damage or the condition of the shipment, etc., from the notation you have just made. If such questions arise in your mind as, "how many articles are stained with contents and to what extent," or "how many chairs have varnish rubbed off and where," "to what extent was the case broken," then you have not made a good notation. Take the expression "old break"; is the crack rusty and clogged with dirt and grease? If it is, then say so, because old breaks become new and the responsibility rests with you, unless you state why you marked them up as old.

Too much emphasis cannot be placed upon the importance of proper notations of exceptions whether given to you or by you. Remember that a notation is a brief but accurate memorandum of a fact, condition or circumstance recorded for further reference; a written record put away in tangible form—more substantial than a doubtful memory or an affidavit a year old; something that can be brought forth and will stand as legal evidence when occasion demands, when called upon to give or receive a notation, a situation presents itself where you ask protection from the other fellow or else he demands it from you, under which circumstances your first impulse should be to stop and think. Give the other fellow exactly what is due him and be no less exacting in demanding what is due you, and after making a notation don't forget to stop and try to figure out what information it will convey to the other fellow when he

reads it.

Courtesy of the Grand Trunk Railway System

Careful Handling of Freight a Boon to National Wealth

Courtesy—NYC Lines

IN its very determined effort to effect a substantial and permanent reduction in loss of and damage to freight, our Company in conjunction with others has been carrying on a very intensive, and, I might state, extensive program to perfect its freight service and has been devoting special attention to the avoidable causes for loss of and damage to freight, and has tried to be helpful to the station, yard and train forces in placing before them as completely as possible the best known methods of handling freight, loading and stowing in cars, and in the movement of its cars.

That the loss and damage payments made annually by the principal railroads of the country are still in excess of \$35,000,000, is evidence of great economic waste in products of manufacturer and agriculture that are incident to ordinary transportation, a condition that at once becomes seriously burdensome to both shipper and carrier, and has a material bearing upon the cost of living. Our Company is confident that with continued effort on the part of its employees, the major portion of freight loss and damage can be eliminated, thereby conserving products and increasing transportation efficiency, and with these objects in view, they invite practical suggestions tending to improvements in its transportation service.

There are several features in connection with careful freight handling, which might be called to your attention at this time:

There is, as you know, in any loss or damage the basis for an easy inference of improper handling by the railroad that readily becomes a conclusion, so let us determine the cause from the effect that all may profit therefrom.

Secure Packing Important

It should be the concern of shippers and carriers to provide in their load-

ing methods a maximum degree of security without waste of energy or material. At present there are in use several methods of securing carload shipments of barreled and boxed commodities and our experiments to date seem to warrant the opinion that the "Uni-Tie" method will ultimately attain a great measure of success in preventing damage, not to mention the lesser expense entailed by shippers and carriers in its use.

The ordinary hazards or risks of transportation have not been anticipated in the preparation for shipment of any commodities involved in our present day claims, so we must not only use greater caution in looking toward more care in the preparation and the employment of containers more suitably adapted to the commodity involved.

In order to adjust promptly and properly the claims presented to us, also to classify payments which we are obliged to make, we need all the facts classified and analyzed as the basis for a complete transportation record, and action should be taken to avoid a repetition of loss and damage to certain commodities and for certain causes, as the situation warrants, also immediate and searching inquiry in a definite and constructive program for correction are needed.

I know of no better way to maintain interest in the proper handling of freight and cars than the collection of evidence in specific cases of improper handling, which identifies beyond question the place and hour of occurrence and the degree of carelessness responsible for the loss of damage. Many carriers have installed stock recording devices in the cars in order to learn where, when and how the damages occur. From the knowledge thus secured they can very nearly determine what is best to do to overcome the particular difficulty.

During the year 1926 there were presented to the railroads of the United States 2,491,856 claims for loss and damage to freight, and it is fair to assume that a large percentage of these claims could have been avoided if the freight had been properly prepared for shipment and carefully handled by all those having anything to do with it from the time it was packed by the shipper until unpacked by the consignee.

The carriers in general are devoting intensive thought and effort to the elimination of avoidable causes of loss of and damage to freight not only in the handling of both packages and cars, but in co-operating with shippers and receivers in improved shipping methods, all of which accrue to the equal benefit of shipper, receiver and carrier.

Freight claim prevention, as you know, is a good deal like a wheelbarrow—it stands still if not pushed.

I believe there is a limit to the expenditure which we can expect shippers to make in preparing shipments for transportation. There is also a limit to what we can expect yard and station forces to accomplish in the handling of cars and freight, often as you

know, under adverse conditions of weather and visibility. However, some investigations into the essentials of careful freight handling bring prominently before us the following suggestions:

Proper classification of cars at initial terminals to prevent switching at intermediate terminals en route. Outbound freight house settings to be arranged in forwarding train order to prevent unnecessary switching when pulling out of the freight house.

Giving attention to arbitrary time allowed for classification manifest and other fast freight trains in or

There are many other features which might be touched upon, that with which our station, yard and train forces are thoroughly familiar and which are, undoubtedly, receiving the attention which they deserve.

The carriers have indulged in many activities to promote careful freight handling through the institution of the Freight Container Bureau to assist shippers in devising the best possible containers for their commodities; in the establishment of inspection bureaus to aid shippers and receivers to conform with classification requirements; founding a Freight Claim Prevention Committee of very able men to assist in the study of "Cause and Effect," in addition to which the United States Government through its Forest Products Laboratory at Madison, Wis., has conducted several tests and helped many shippers involved in transportation matters to solve various problems of packing, construction of containers, etc., besides issuing some very valuable and interesting pamphlets on such subjects, all leading to starting goods right and handling and moving them to destination in the same manner.

The direct losses sustained by the railroads of this country from the inadequate conditioning of the goods, as well as from improper heading while in the carrier's hands, have in recent years averaged about \$35,000,000 annually, and to this great loss may properly be added consumers through failure adequately to prepare shipments so that with reasonable handling by the railroads they will reach their destination in sound condition.

Damage Means Waste in Industry

If it is fully realized that this benefits no one, but is strictly a waste of natural and manufactured products, constituting a drain upon the production of the country, lowering railroad earnings and increasing the cost of living, we will be anxious to do our part to cut down the useless expenditure.

Surely, we all appreciate how illogical it is for a manufacturer to spend hundreds of dollars and hours of time in perfecting and adjusting a product and then have it neglected during practically the hardest treatment of its career, having in mind that the transportation jolts, as you all know play havoc with articles that are not properly prepared for shipment or braced or stowed in cars.

Those who discover irregularities or acts of carelessness in freight handling

and neglect to correct them, or who permit losses or damages to continue without effort to remove the cause, are unintentionally, perhaps, but surely retarding their own progress as well as aiding in the continuance of that which others are striving to remove, the avoidable causes for loss of and damage to freight.

If you could be in the position of a freight claim adjuster for a time, and endeavor to explain to the satisfaction of complainants and claimants why their shipments have gone astray and when they will be delivered, or what we intend doing about the goods which we have lost or damaged, you would perhaps realize more fully the consequences of avoidable mistakes, and with more earnestness endeavor to make your special work contribute to damages to the least possible extent. You would appreciate very seriously how an injury or great inconvenience may result from the loss or breakage of a small wheel or specially made casting for a machine, which must remain idle until complete, or the loss or damage to merchandise intended for holiday or other special trade, or loss or delay to household goods, whose owner is impatiently and at extra expense awaiting its arrival. You would be confronted with these and many similar cases, some of questionable character, but mostly meritorious and deserving of the Company's prompt and courteous consideration.

Transportation Affects Prosperity

What we desire and need is your fullest co-operation. This, as you know, is the basic and most important factor in any organization co-operation not only in name, but in the broadest and truest sense of the word.

Unfortunately, I am not as conversant with your many good qualities and commendable achievements as of your occasional omissions or errors, the Freight Claim Department having to deal largely with the negative and corrective side of freight transportation matters. Nevertheless, our department should be of much assistance to you in the discharge of your many duties and responsibilities.

When we understand that the health, happiness and prosperity of the American public depends to a great extent on the efficiency and adequacy of its transportation more than on any other single factor in our national life, all will realize more than ever why this Company is asking the full co-operation of its employes in connection with its campaign for careful freight handling.

The subject, "Careful Freight Handling," is susceptible of endless comment and elaboration, both from the viewpoint of those who are directly responsible for the handling of property, and those who are responsible for the handling of property, and those who are responsible for the investigation and adjustment of the claims presented, but sufficient has perhaps been said to illustrate the need of close relationship and real co-operation between the different departments of our Company for the greatest good to our patrons and the Company alike.

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



Interior of Lydia T. Byram Community House, Savanna Chapter, Ill.



Exterior of Club House, Savanna, Ill.

Madison Chapter Mrs. C. A. Parkin

THE Madison Chapter of the Women's Club held their fall luncheon at Hotel Loraine, October seventeenth. After the luncheon an interesting program was given. Community singing was directed by Professor E. B. Gordon of the music department of the University of Wisconsin. Mr. Volney Barnes talked on, "Why we should support the community union."

Mrs. C. F. Rodolf gave two piano numbers, Mrs. Parker of the Portage Chapter sang a group of songs. The program was ended by Mrs. Dr. Sullivan, who gave a most interesting lecture on her trip to Alaska. Seventy-two members attended the luncheon.

Kansas City Chapter Dorothy Jackson, Historian

KANSAS City Chapter gave a Halloween Dance, Nov. 2, at 5406 Independence Ave. The big hall was crowded to its full capacity with masked dancers and everyone reported having a delightful time at the crowning event of the season.

Prizes were awarded as follows: Best dressed person, first, a Colonial Maiden, Mrs. James Talbot; second, negro twins, Mrs. Leaton and Mrs. Louthan. Most comically dressed, first, an old lady, Miss Ruth McClellan; second, Negro man, Mrs. McClellan.

Cider, doughnuts and candy were served on the balcony.

The proceeds of the dance were \$110. On Monday afternoon, Oct. 31, Mrs. W. F. Fesler gave a benefit bridge for the club at her home. Table prizes were awarded. The receipts of the party amounted to \$29.

The K. C. Chapter wishes to express its deepest feeling in the recent loss of one of its most beloved members, Mrs. E. G. Woodward. Mrs. Woodward was the first president of the K. C. Chapter and was an ardent supporter of the Club's work. She was a charming woman with a beautiful character—we'll miss her beyond expression—we hope her inspiration "carries on."

Mason City Chapter Mrs. Ulrick

OUR Dec. 1st meeting proved to be a busy one as there was so much to be done. The reports from the several committees were interesting and showed that many members had been busy with the club's business. A work day is set for about the 15th when we plan to have a picnic lunch and stay the afternoon and make comforters. Many of the members have pieced a block or more, and will bring them in and put them together on that day.

We also had several more quilts and 1 blanket given to us. Two of those given will have to be tied as they were not quite done.

We were happy to be able to help a fireman and his family with money and bedding and clothes. Sickness of the wife and other difficulties had almost floored him. We also had a wonderful surprise at our meeting when \$353 and some cents was returned to us. This was money spent two years ago to aid one of our members when heavy expenses had been incurred through long hospital care and operations. We certainly were happy and everybody rose and cheered when the letter was read.

Officers for next year were chosen by ballot and are as follows: Mrs. W. F. Ingraham, Pres. Mrs. F. Ulrick, 1st Vice Pres. Mrs. Henry Smith, 2nd Vice Pres. Mrs. Robert MacClintock, Secy. Mrs. Victor Randall, Rec. Secy. Mrs. W. C. Johnston, Treas. Mrs. H. G. Crow, Historian.

A Christmas party for the children and

grown ups will be given during the week of the 20th.

The club president gave a lengthy report of the business meeting in Chicago and Mrs. Davis gave the report of the luncheon and talks in a most interesting manner.

A quartette of club women sang several numbers in their usual pleasing manner. The ladies were Mrs. W. F. Ingraham, Mrs. Geo. Stevens, Miss Irma Wilhelm and Mrs. Robert Iwandahl. Miss Katherine Sheffier read two humorous selections and Mrs. Oscar Sorlien played the accompaniment for Mr. Sorlien who sang two very pretty songs.

Refreshments were served and everyone stayed and visited till a late hour. Mr. Ingraham talked about safety first work and stressed the appeal for the women to help their men to be ever on the watch and urge them to be more and more careful in their work.

Aberdeen Chapter

Mrs. W. O. Hiddleston, Historian

OUR regular monthly meeting was held in the Club Rooms Thursday Dec. 1st. Mrs. E. H. Soike, President, presided.

After listening to the reports of the various Committees, the election of Officers for the year 1928 was held with the following being elected:

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

Mrs. E. H. Soike who attended the General Meeting at Chicago as Delegate from our Chapter told the members present the details of this meeting.

Our Club is to sponsor a Dance and Card Party on Tuesday Evening Dec. 13th. This affair will be held in the K. C. Hall and we hope for a good turn out. There are to be tables of Bridge and Whist and prizes will be awarded for high and low scores in each. We will dance in the Hall and cards will be played in the Club Rooms. Refreshments will be served during the evening.

We will also sponsor a Bazaar and Food Sale Saturday Dec. 17th. This sale will be held in the store formerly occupied by the J. C. Penny Co. All members have been solicited for articles that can be disposed of for a reasonable amount and we hope to materially increase our finances through this sale.

The Chairman of the Relief Committee reports one family in need and they will be taken care of promptly.

We held a Sewing Circle Tuesday Dec. 6th at which time articles to be sold at the Bazaar were worked on. Another Sewing Circle will be held Dec. 20th.

A Children's Christmas Party will be held in the Club Rooms about Christmas time. A large Christmas tree will be provided and there will be presents for all children present.

This will be the last item from *Ye Historian* and I hope that my successor, Mrs. A. J. Anderson, will be very successful during the term of her office. I sincerely hope that all members will enjoy a Merry Christmas and a Happy and Prosperous New Year.

Terre Haute Chapter

Flossie Waggoner, Historian

THE November meeting of the Women's Club was held at the Club Rooms, Friday night, November 4th. The date of the meet-

ing was changed, as the President, Mrs. E. L. Kenney, was unable to be present on the usual meeting night, November 10th. Miss Alice Church was chosen to represent the Terre Haute Chapter at the General Governing Board Meeting to be held in Chicago, November 11th, as our President cannot attend. Plans were discussed for the Christmas bazaar, to be held December 9th and a bake sale to be held November 26th. Mrs. W. W. Griffith was the winner of the beautiful quilt which was given away.

Several men and children were guests at the meeting and there was a very good attendance of the members. At the close of the meeting, refreshments of doughnuts and coffee were served.

A Bridge Party was held in the Club Rooms, on Monday, November 7th and \$100.00 was made. Mrs. O. G. McCurdy, Chairman of the Ways and Means Committee, and Mrs. V. E. Engman are to be commended for the artistic decorating of the rooms. Everyone had a good time and we feel that we will have greater success when we give our next party, which will be in the near future.

Deer Lodge Chapter

Mrs. Arthur J. Buchen

THE Deer Lodge Chapter held its regular meeting at Club House Mon. Nov. 8 with a goodly attendance. President Mrs. Sears was welcomed home, after a vacation in eastern points.

Fifteen new members were reported.

Chairman of House Purchasing Committee reported 6 dozen spoons purchased and chapter at this meeting authorized the purchase of card tables, so our equipment will soon be quite complete.

Our Chapter now boasts a "Women's Quartette." Pleasing selections were rendered at this meeting.

Plans are taking shape for our second Annual Ball to be held Dec. 6. A delightful card party to which the public were invited was held in Oct. in our own Club House proving successful, both socially and financially.

A social half hour is enjoyed, following our business meetings, with refreshments.

Sioux City Chapter

Mrs. M. R. Landon

THE club enjoyed another of its popular "Pot Luck" suppers at the regular meeting on Oct. 30 in the club rooms.

A business meeting followed the dinner after which a social evening was spent at cards.

The Rummage Sale held by the Club, Nov. 1st netted a neat sum.

About 25 members of the Sioux City Chapter plan to attend the annual "Get-Together" Luncheon to be held at the New Stevens Hotel in Chicago. Needless to say, everyone hopes to have a most enjoyable trip.

The "Hard-time" Dancing party held at the Depot Nov. 5th was a very successful affair and greatly enjoyed by everyone present. Forty-six dollars being added to the Welfare fund.

A joint business and social meeting was held at the home of Mrs. Beuchler Nov. 19th. At this time Mrs. Beuchler extended an invitation to Board members to go to Sioux Falls in the Superintendent Beuchler's business car, to attend the meeting there, at which time Mrs. Byram was present. Ten members went and reported a most enjoyable time.

Annual election of officers of the club was

held Mon. Dec. 3 in the club room. Mrs. F. T. Beuchler, First Vice; Mrs. W. G. Bowen, Second Vice; Mrs. Geo. Wean, Secretary; Mrs. M. R. Landon, Treasurer; Mrs. B. O. Searles, Corresponding Secretary; Mrs. E. Hopkinson, Historian.

The club is making extensive plans for a Christmas party to be given Dec. 18 at the Milwaukee Station for all of the children of employes. Mrs. Geo. Scott, chairman in charge.

Mr. and Mrs. Beuchler attended the annual charity ball given by the Twin City Milwaukee club. More than 2000 people attended.

The Welfare Committee have been unusually busy calling and giving relief this last month. Mrs. Clexler reports having made about 40 calls, and fuel and groceries having been sent to various families, also several loans have been made.

We are glad to see Mr. Jenkins out again.

Mrs. Scott invited 25 ladies to her home Dec 13 to fill bags for the children's Christmas Party.

Marquette Chapter

WE have had a busy time this fall. Our new club house is completed and we will be moving very soon. To say that we are proud of our new home is putting it mildly. We have made a raid on the Prairie du Chien Lock-up and thanks to Mr. Dietrichs Dept. and Miss Lindskog we have a very good start in furnishings also. One of our members has kindly offered a stove to keep us warm and another members has on oil stove to cook our coffee on, so everything is lovely.

Did you see us at the Luncheon! Well you tell 'em we were there and we had such a fine time that we are already planning for next year.

Our Treasury is in fine shape to meet all calls upon it. Our collection taken up in the early fall added quite a sum and we certainly had a dandy crowd at our Masquerade Dance November 18th.

We are planning a lot of good times when we are in our new home and we extend an invitation to members passing through our town to come visit us.

Beloit Chapter

Martha Smith, Historian

AT the monthly meeting of the Beloit Chapter held in the depot on Wednesday evening December 7th officers were elected for the ensuing year. Mrs. F. T. Black was re-elected President; Mrs. John Marsh, Shirland First Vice President; Mrs. Jack Collins, Second Vice President. Mrs. Fred Artlip, Recording Secretary; Mrs. James Ferrero, Corresponding Secretary, and Mrs. Archie Morrissey, Historian. This was one of the largest meetings we have had this year, having about fifty present.

Wives of the Engineers and Firemen will hold a bake sale on Friday December 23rd. They will specialize on Christmas cookies and Fruit Cakes. Mrs. William Gilbert is chairman.

Plans for a Christmas Party were discussed.

At the close of the meeting refreshments were served by Mrs. Archie Morrissey, Mrs. Harry Brice, Mrs. John Callahan.

Wishing you a Merry, Merry Christmas and a Happy and Prosperous New Year.

Janesville Chapter

Mrs. James A. Hunter

JANESVILLE Chapter held its regular meeting Tuesday eve Nov. 1st in the coaches

back of Depot. Meeting being called to order by Pres. Mrs. Willis Taylor. Routine Business followed.

Reports from the Welfare and Sunshine proved the good work the club was carrying on. Plan for a card party by the governing board, with Mrs. James Fox, Chairman, to be held Nov. 8th in the Depot, to help appropriate funds for the children's Xmas tree.

Death has again entered the club with the passing of a member Mrs. John Connors who passed away Oct. 31st after an illness of a week with pneumonia. The sincerest sympathy of the entire club goes to the family in their sorrow. Members of the Club attended the funeral in a body.

Dec. meeting was held in the Janesville Center with Mrs. Carpenter Kendall 1st Vice-President General and Miss Etta Lindskog, Secretary-General as our guests. They gave us talks on many interesting facts, about the good they had found being carried on among the different units they had visited. Their visit was enjoyed by all.

Mrs. J. Black, President of Beloit Chapter was also a guest.

Election of officers took place at this meeting with Mrs. Geo. Ryan President, Mrs. Arthur Wobig 1st Vice Pres., Mrs. Frank Sullivan 2nd Vice Pres., Miss Blanch Hayes Rec. Sec., Mrs. Albert Hunter, Corresponding Sec., Mrs. Herman Dahlman, Treasurer, Mrs. Frank Drew, Historian.

Plans were completed for the Children's Xmas Tree Program with Mrs. Albert Hunter chairman, and Mrs. Willis Taylor, Geo. Ryan, Ed. Ripberger, Mert Kelleher assisting. Miss Harriet Mulligan had charge of the program, Mrs. E. W. Krenke, refreshments.

Bensenville Chapter

Freda Knowles, Historian

THE regular monthly meeting was held in our club house Wednesday afternoon December 7th. It was voted to give the usual donation toward the Village Christmas Celebration and in addition to sponsor the program for this years affair.

The annual children's party for all Milwaukee children in our territory will be given in the club house Wednesday the 28th.

Many cards of thanks were received for the good cheer brought to the many families visited by our Welfare Committee.

The Correspondence Secretary reported several condolence, congratulation and thank you cards sent out during the past month.

The result of the election of officers are as follows:

President—Mrs. Valentine
1st Vice President—Mrs. Divall
2nd Vice President—Mrs. Sonning
Secretary—Mrs. Yates
Corr. Secretary—Mrs. Sampson
Historian—Mrs. Knowles

The program: Community Singing led by Mrs. Lindquist; Violin Solos, Little Miss Lucille Ball.

Marion Chapter

Ethel M. Seager, Historian

MARION Chapter was well attended Thursday November 11, at their regular meeting. The total membership now being 441.

Reports were given by the chairman of different committees. Mrs. L. R. Blackledge, Sick committee is still keeping up her good work with 35 calls made and flowers sent to bereaved families.

Mrs. L. K. Owen spoke very nicely of our friend and charter member Mrs. John Reardon who passed away last month. Our first charter member who has been taken away.

Mrs. Louis Peckosh chairman of Sunshine committee reports no new cases. Mrs. Florian Francik Chairman of Sunshine committee reports where \$25.00 had been used in a case of sickness. Plans were made for the annual Christmas party for children, which will be given December 18th. The annual election of officers will be held at the next meeting, and also exchange of Christmas gifts.

The following program was given: Vocal duet, Mrs. G. I. McKibben and Miss Agatha McDonnell of Cedar Rapids, and two musical readings by Miss Arlyne Strickell accompanied by Miss Margory Beach at the piano.

Refreshments were served at the close of the program, Mrs. C. L. McDonnell was chairman of the committee.

Mobridge Chapter

Louise McComb, Historian

NEVER in the history of our Chapter have we attended a meeting that created such merriment and laughter as at our last regular meeting, held November 28th, with 100 ladies present, and at which time the Nominating Committee was appointed. Motion was made and carried that we buy milk during this term of school for railway parents' children who are unable to provide it.

Mrs. Archie Robison took charge of an impromptu program which included a number of those present and an informal hour was spent. Refreshments consisting of coffee and cake were served and the members adjourned at a late hour.

A special meeting was called on November 17th to complete the plans for our Thanksgiving Dance and discuss plans for the Community Christmas Tree, also the immediate relief of some needy families.

Our Thanksgiving Dance which was given at the Masonic Temple was one of the outstanding social events of the season. Hourigan's Derby Orchestra furnished the music and Mesdames Gillick, Rothman, Smith and Hourigan were on the reception committee. The Hall was very effectively decorated, reflecting the Holiday spirit. The door receipts for this pleasant affair amounted to \$354.00.

The following composition is by our pianist, Mrs. W. E. Harville:

MILWAUKEE SONG

(Tune "Smiles")

When they board the big Milwaukee
And eighteen comes steaming through,
Then the rubes and swells throughout the
country
Will know where to go and what to do.

They will turn their faces toward the mountains

And will leave all cares and fears behind.
Health and wealth are yours—there's no use
talking,

When you Gallatin Gateway find.

On account of the fourth Monday, (our regular club night falling on Christmas Monday) our next meeting will be held December 19th.

Dubuque Chapter

Myrtle Bock, Historian

ON Friday, December 2, Dubuque Chapter completed the last of a series of Bridge and Five Hundred games, begun November 18. This was the first tournament we have held and so we were much pleased with the

attendance. Mrs. T. P. Jones and her committee worked hard to make it a success.

Our regular monthly meeting was held November 18, when arrangements were made for sending out baskets at Thanksgiving time to several families having sickness. And such baskets as they were when ready! Sufficient food for several days, including everything in the line of canned goods, fruits and vegetables, and chicken.

The following officers were elected to serve during 1928:

President, Mrs. E. A. Meyer,
First Vice President, Mrs. J. Leonard,
Second Vice President, Mrs. O. Wellman,
Secretary, Mrs. C. Kinney,
Treasurer, Mrs. W. O. Wright,
Corres. Secretary, Mrs. J. Litscher,
Historian, Miss Olive Romig.

Chairman of the various standing committees are to be announced at the December meeting, which is to be our Christmas Party also.

Plans have been made for a potluck supper at 6:30, to be followed by a business meeting and a social hour, with 'surprises.' The men are invited and we plan to make it a real Christmas Party.

The Christmas Party is an annual affair with Dubuque Chapter and it is looked forward to by all.

At this meeting retiring Chairmen and Officers will give a summary of the work done during 1927.

On November 29, we gave a dance in our hall. Everyone reported a good time, and, incidentally, we were able to add a good sum to our treasury, the sale of home made candy and soda water increasing the amount. The Sunshine Committee is kept busy these days.

Next time will tell you all about our party and some of our plans for money making, relief work, and fun during 1928.

Fullerton Avenue Unit—Chicago Chapter

Mrs. Elizabeth Shortall, Historian

THE regular monthly meeting of the Fullerton Avenue Unit was held in the Club Rooms on December 10th. Luncheon was served at 1 o'clock, followed by a very delightful talk by Mrs. Byram on the activities of the Club in general. The election of officers was held. The meeting then proceeded in the regular manner. There were many matters of importance discussed, and we were very happy to see that Mrs. Byram took such an interest in our affairs and helped us out in solving some of our problems.

There are several parties scheduled to be held in the Club Rooms during the month of December.

Mrs. Barry turned the gavel over to Mrs. Sparrow, our new President and Mrs. Sparrow received a very pleasant welcome. The other officers were installed in their respective offices. We were very sorry to hear of Miss Martha Karsch being in the hospital having an operation on a goiter. We hope Miss Karsch will soon be well and back to work to take up her work as Corresponding Secretary for the Fullerton Avenue Unit for the year 1928.

We were very happy to see the girls from Galewood present, and hope to see more of them at the meetings in the future.

The Fullerton Avenue Unit wishes to extend to all of you best wishes for a Very Merry Christmas and health, wealth and happiness through the coming year.

Union Station Unit

Mabel M. Costello, Historian

THE Second Anniversary Meeting of the Union Station Unit was held on the evening of December 7, 1927, in the Conference Room, Union Station.

After a Buffet Supper served to eighty members the business meeting was held. Reports were made by the various chairmen. The Chairman of the House Committee, Miss Hazel Merrill, surprising us with the good news that we are to have a Club Room in the Union Station.

Election of officers for the year 1928 was held

President—Mrs. O. W. Dynes
1st V. P.—Mrs. J. L. Brown
2nd V. P.—Mrs. A. F. Merrill
Recording Secy.—Miss Vila Graves
Corresponding Secy.—Miss Kathleen O'Neill
Treasurer—Miss Grace Doyle
Historian—Mrs. J. H. Costello

Mr. and Mrs. Santa Claus (Mrs. Costello and Miss Baldwin) attended the meeting with a grab bag and many pretty and useful gifts were grabbed. Bridge and Bunco were then played and the lucky ones received dainty flowers.

The next meeting will be held January 5, 1928, 7PM, at which we expect to have a very interesting program.

The members are still Bowling at the usual place.

Wausau Chapter

Edna C. Larsen, Historian

THE Milwaukee Railway Women's Club entertained Mrs. Carpenter Kendall and Miss Etta Lindskog, 1st Vice-President General and Corresponding Secretary of the general governing board on Thursday afternoon, Dec. 8th. The ladies arrived in their special car in which they had been visiting other welfare clubs, among them being Milwaukee and Janesville. Their trip from here to Green Bay and Channing, Mich. was given up because of the deep snows. They commended the work of the Wausau Chapter and complimented them on the attractive interior of the club house. Mrs. Robert Scott, the second vice president general who had planned to come with Mrs. Kendall and Miss Lindskog, was detained at home.

The visiting ladies were entertained at Luncheon at the Hotel Wausau, and occupied seats at the center of a long table decorated with yellow and white chrysanthemums and lighted with tall tapers. Between courses Mrs. H. S. Anderson sang "My Mother Bids Me Bind My Hair" by Haydn, and "When Apples Grow on the Lilac Tree," by Gartman. Mrs. C. J. McAlevy played the accompaniments. Miss Edna Larsen read three poems of her own composition, "Night", "Wing Sandalled" and "Departure," which have all been included in recent anthologies.

After the luncheon a special meeting of the club was held at the club house, during which the following were elected to office: President, Mrs. B. F. Hoehn, first vice president, Mrs. J. E. Dexter; second vice president, Mrs. H. L. Vachreau; secretary, Mrs. Byron Thiel; treasurer, Mrs. Chas. Conklin, Jr; corresponding secretary, Mrs. Nile McGinley; historian, Mrs. A. I. Lathrop.

Miss Lindskog gave an interesting talk. She told of the membership of the Women's Clubs which has now passed the 8000 mark and is steadily growing. She explained the purpose of the scholarship fund established by several chapters and talked of the activities

of the various chapters for promulgating this fund.

Mrs. Lillian Atkinson, chairman of the local welfare committee, reported on the work of this department of the club, and Mrs. H. L. Vachreau, the retiring president, expressed her appreciation of the efficient work of her assisting officers and committee chairmen during her period of office.

Twin City Chapter *Ella S. Bantly, Historian*

THE greatest social event yet undertaken the Twin City Chapter C. M. & St. P. Ry. Women's Club was the dance given on Monday, December the fifth, at the Marigold Garden. This ballroom, one of the largest in the Northwest was most attractively decorated with gay streamers and varied colored balloons; all of fifteen hundred people were one the floor enjoying dancing, while others were happy playing cards.

The grand march was directed by Mr. Arthur Sturdevant, who was in the uniform of a drum-major and it was led by Mr. and Mrs. C. S. Christoffer. Two Pages, Betty Lou Neese and Lucille Gafslund preceded Mr. and Mrs. Christoffer and presented Mrs. Christoffer, President of the Club, with a bouquet of chrysanthemums.

During the intermission, all joined in singing the Club's booster song, led by Mr. Albert Bantly, who also announced the winners of the prizes, Mr. W. S. O'Flaherty of Wabasha received twenty-five dollars in gold and the ten dollar prize went to Mr. Henry Bode of Minneapolis. Novelty dances were given by Audrey Nelson, Maxine Morken, Betty Lou Neese and Lucille Gafslund.

Mrs. John Turney, chairman of Ways and Means, her splendid committee and all those who worked so faithfully in disposing of the tickets are deserving of great praise. The sale of these tickets amounted to one thousand dollars and the Board are very happy over the results. It was a wonderfully successful evening, socially and financially.

The regular monthly meeting of the Club was held on Monday, December the twelfth, at which time a covered dish supper was enjoyed at six-thirty. At eight o'clock the following program was given: Club singing of Christmas songs, led by A. G. Bantly, Mrs. Bornkamp at the piano; delightful readings by Miss Katherine Wright, accompanied by Miss Mae Osborn and a group of songs, well sung, by Forton Christoffer, accompanied by his sister, Alpha Mae.

The business meeting was then called to order by the President and at the finish of the usual Club business, the annual election of officers was held, Mrs. R. A. Bryant being chairman of the nominating committee, with the following results.

President—Mrs. C. S. Christoffer
1st Vice-Pres.—Mrs. E. H. Bannon
2nd Vice-Pres.—C. D. Gallivan
Corr. Sec'y.—Mrs. E. F. Palmer
Rec. Sec'y.—Mrs. A. J. Keller
Treasurer—Mrs. E. J. Sainsburg
Historian—Mrs. T. A. Morken

The last Board meeting was held at the home of Mrs. W. J. Lieb, a delicious luncheon was served by the hostess, assisted by three other members of the Board, and the afternoon given to Club business.

Perry Chapter *Ruby Eckman, Historian*

THE reading of the reports of the business meeting and Luncheon in Chicago, was the incentive for a big social affair for the

Perry chapter. A committee arranged for a pot luck supper to which the husbands and children of members were invited, and following the supper and reports of the business meeting which was made by Mrs. Banyard and the report of the luncheon which was made by Mrs. Heinzeleman the president Mrs. Schmitz called on all present for a talk. There were a lot of men at the supper who had never attended one of the open meetings and the result was they were all enrolled as contributing members to the club. Some of the ladies present were surprised at the interesting talks their husbands made.

Montevideo Chapter *Maude Hamlin, Historian*

MEETING in November was held on the 17th, with a fairly good attendance. Meeting was presided over by First Vice President, Mrs. Towner, owing to the absence of Mrs. Sizer, who was in Chicago attending the General Board Meeting.

It was decided to have a membership dues drive, to get money to defray some very urgent bills. Committees were appointed to collect dues from members and to solicit new members. Our next meeting will be Dec. 15th at which time we will make a report on this.

Chairman of the Sunshine Committee reported a new case, and reported that she had acted on it, and purchased some necessary clothing and other articles for this family. We hope to have a clothes chest, from which to draw for our families in need. This will be arranged for before next meeting.

Hostesses for the evening were Mrs. A. Lowe, Mrs. Maude Hamlin and Mrs. Helgeson. A fine lunch was served at the close of the business meeting, and we departed soon after, owing to the cold weather, and the Club Rooms not being so very warm.

Tacoma Chapter

Mrs. J. N. Strassman, Historian Elect.
ON Saturday night November 19th, occurred the Annual Dinner for members and their families. The Committee in charge consisted of the outgoing officers and committee chairmen of the year.

On Monday, November 28th, the regular meeting was held at the Women's Club house. After the cosy luncheon the business meeting was conducted in the assembly hall. Committees reports included thirty one visits made to sick and needy. \$25.00 voted from our treasury toward Christmas relief work to augment solicited donations from members. December 22nd was set as date of next meeting at which time the Christmas baskets would be filled. Membership committee reported 47 new memberships.

A vote of thanks was given our able secretary, Mrs. Geo. A. Loomis, and a beautiful pillow was voted her as a token of the esteem in which she is held. This pillow had been turned back to the club by the winner, Mr. Richard Baughn.

A rising vote of thanks was tendered our outgoing President, Mrs. C. F. Negley. It took great self control from making it three rousing cheers, but Mrs. Negley knew what was in the hearts of the members. This is the close of the most successful year of the Tacoma Chapter. The organization years are the hard ones. Mrs. Negley took over a well organized club, with a most efficient corps of newly elected officers to aid her. But the novelty was wearing off—interest flagging.

Thru her efficient leadership and wonderful personality she has brought our chapter to an active, interested and harmonious order.

To promote friendliness she instituted the regular luncheons at the Women's Club which have proven a great success in creating sociability.

The reception tendered our president general, Mrs. H. E. Byram in February, at the Scottish Rite Cathedral, was another outstanding social success due to her executive ability.

The Lydia Byram Scholarship Fund was established and a beautiful embroidered pillow of her own handiwork was donated by Mrs. Negley, the proceeds of the sale of which netted \$50.00 as a nucleus of this scholarship fund.

In September her work was interrupted by a very serious illness which necessitated dropping many active plans.

We are most happy to have her with us again altho it will not be possible for her to take up her active work.

She has set a precedent which will challenge the utmost resources of her successor and set an example which has been an inspiration to each and every member.

Our chapter is saddened by the recent passing of a very able member—the chairman of our Benevolent Committee, Mrs. C. J. Neimiller.

Portage Chapter

PORTAGE Chapter entertained about seventy members and guests at a Hallowe'en Party on October 26th, at the clubrooms. The clubhouse was most attractively decorated in orange and black and autumn leaves. The ladies on the committee who served wore little orange and black aprons and caps, lending much to the Hallowe'en atmosphere. Mrs. Lester Merrill sang two beautiful solos, which were followed by a clever gypsy dance by Dolores Champeny. Elizabeth Bower read fortunes, and this feature created a great deal of merriment. Bridge and Kensington completed the afternoon program.

Seventy-five members and guests were entertained at breakfast on Saturday morning Nov. 6th, in honor of Mrs. H. E. Byram, Miss Lindskog and Mrs. Dixon of Chicago. A delightful program was given. Mrs. W. B. McMahon and Mrs. Harry Parker sang two beautiful duets. They were accompanied on the piano by Mrs. David Bogue. Two piano selections were played by Miss Elizabeth Bauer; and Mrs. Dixon gave much pleasure by singing some Scotch songs. A. M. Kilion played a few piano selections and Mr. J. S. Dunn played the harmonica.

Mrs. Byram talked to the members of the wonderful work being done by the forty nine Chapters. Miss Lindskog and Mrs. Dixon were the other speakers. Superintendent Frick, closed the meeting with a good talk.

Portage Chapter gave a card party on the evening of November 14th at the club house, in honor of Mrs. MacDonald, 1st Vice President of Spokane Chapter, who was a guest of Mrs. O. H. Frick. Bridge and euchre were played during the evening, and Mrs. MacDonald received a guest prize. Other prizes were won by Mmes. Buess, Scott and Blossingham. Two vocal solos were rendered by Mrs. Harry Parker and Mrs. W. B. McMahon, accompanied on the piano by Mrs. Bogue. Delicious refreshments followed the program.

Portage Chapter sent out several baskets to the needy at Thanksgiving time.

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AT HOME



Patricia Gene, Little Daughter of Revising Clerk LaVerne E. Hall, Chicago



Nancy and Maybell Tuomey, Daughters of K. C. Division Dispatcher J. V. Tuomey

The Waist Line

CONSIDERABLE conjecture has been abroad among the women-folk as to the exact location of the line of demarcation between the waist and skirt; always supposing of course that we wear waists and skirts, which, equally of course, nobody does. But for the sake of discussion, let me presuppose the wearing of such, and so be able to broadcast the news that comes from Paris that the waistline is wherever it is most becoming. That is to say, the girdle or the belt is placed in position either just below the hip line, just above the hip line or down where we have been accustomed to look for it latterly—around the lower line of the hip bulge, if one may speak of the "bulge" in these days when the "girlish figure" does not permit any bulge.

Well anyway, here is what Bettina Bedwell who writes from Paris to the Chicago Tribune has to say on this important subject. In answer to the question from an American friend from Iowa as to just where the "wandering waist line has finally been established, if at all," she says "The waistline isn't parked anywhere particularly. It is in constant circulation and the problem of placing it is the responsibility of each woman who wants to be smart,

The Paris permitted stations for fashionable waistlines are anywhere between the pioneer normal trail somewhere below the armpits and the two-seasons-old parking area low on the hips. You can, if you wish put the waistline of your new clothes both high and low. Paris approves the double standard for girdles." Now wasn't that a nice, jazzy way of making answer,—and you get Bettina's meaning without too great a strain on the gray matter.

It further appears that Paris is prone to place the waistline on the top of the hips if the contour of the hip and thigh permits it. This location is very generally becoming because it leaves a sufficient area above and a becoming length to the skirt line. If you have a long body and short legs, better put the girdle as high as possible, conforming to the accepted mode of the present day gown; and contrariwise if your legs are long.

There are also wide, folded girdles, wide stitched girdles and plain, narrow belts of leather or fabric, according to fancy. The belts are of course held in place by loops attached to the under-arm seam.

A very becoming and attractive gown illustrated a stitched girdle: The gown may be made of any of the pretty woollens or crepes. The bodice is slightly bloused and fastened with a row of buttons straight down the front. The neck is square and plain and there is a perky bow at the back of the neck; and a patch pocket ornamented with three buttons on the pointed lap. The cuffs are decidedly "new." They are wide and flaring, closely stitched and are fitted into bands at the wrist. The skirt is circular with a wide, closely stitched hem. Come we now to the masterpiece of the creation,—the girdle. It is four inches wide, its top located just at the top of the hip line; but with four inches of width, it completely fills your desire, if you have the fancy for the lower line. It is fastened with a spiffy buckle the same width of course of the girdle, so that there is no fold or wrinkle to mar the smooth outline of the hip.

About that bow at the back of the neckline,—if you are inclined to be thick at the shoulders, beware of the bow. It isn't intended for your special style.

The Party Frocks

If Santa included in daughter's Christmas stocking, "the makings" of a party frock, perhaps Mother is wondering how the gown should be made.

Chiffon or taffeta make the smartest party frocks, and the bodices are simple little affairs straightly folded around the body under the arms or cut and very slightly fitted with mere suggestions of something over the shoulders of malines or tulle, ending in a big bow or

bow and streamers on one shoulder. The skirts are shirred onto the bodice; and if chiffon, the more beads you can work into them, the better; if taffeta, a scantily frilled malines or thin, silky lace drops below the silk. The skirt is generally short in front, sloping to five or six inches of the floor at the back. It may be scalloped or straight at the hem, and the wide folded girdle caught at the side with ends hanging below the skirt line is popular. One pretty black taffeta frock was made with straight bodice to the arm pits, straps over the shoulder and a lovely huge orchid at one shoulder tip. The skirt was very full and shirred, onto the bodice. It was long at the back and swept up to the center front in circling lines that met at the waist. The taffeta part was just knee length in front, about four inches longer at the back, and from the silk hem line hung a frill of black silk lace about ten inches wide. This followed the silk clear up to a join at the waist, making a soft, lovely jabot effect for the front of the skirt. In spite of its sombre hue, this was certainly a smart little party frock. The girls are also liking the light pastel shades,—green being high favorite. Hose and slippers match the frock, of course.

Now For The January Sales

The last Christmas wail of the counters in the shops having been sung; the last attack on the neckties, the beads, the jewelry, the handkerchiefs and the hosiery having been made with whatever success, now comes the march of the linens. . . the table cloths, napkins, doilies, towels, sheets and slins are all out in battle array, with prices to lure the raiding forces; and the housewives are massing for the attack. The January linen sales are time-honored, and most housekeepers wait for them to replenish the stocks because without doubt the prices are a real reduction and are always attractive.

January also brings in sales of other household necessities; likewise, many little personal accessories such as hair nets, hair pins, safety pins, pins, needles, etc., etc. Then as the month wears on and the sun climbs higher toward the zenith, there appears the preparation and the vanguard of the summer gingham, voiles, prints, muslins and underthings; and when February comes, there are the shoe sales—but that's another story.

Go Easy On Reducing

It is very unfashionable to have a "contour" and so now you see the girls at the lunch places, merely nibbling a little dry toast and sipping their black coffee. . . no deserts, no sweets and, if you ask me, very little nourishment,

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The Patterns

Send 12c in silver or stamps for our UP-TO-DATE FALL AND WINTER 1927-1928 BOOK OF FASHIONS. Address Miss Hazel M. Merrill, 898 Union Station, Chicago, Ill.

6027. Ladies' Dress—Cut in 6 Sizes: 34, 36, 38, 40, 42 and 44 inches bust measure. A 38 inch size requires 2½ yards of 54 inch material. The width of the Dress at the lower edge is 1¾ yard. Price 12c.

6022. Ladies' Dress—Cut in 6 Sizes: 34, 36, 38, 40, 42 and 44 inches bust measure. A 38 inch size requires 3¾ yards of 40 inch material together with ½ yard of contrasting material for facing on collar, cuffs and belt, and for bias binding 1½ inch wide on bib, belt and collar to be pieced. Without piecing ½ yard of 54 inch material is required. The width of the Dress at the lower edge with plaits extended is 2½ yards. Price 12c.

6019. Ladies' Dress—Cut in 9 Sizes: 38, 40, 42, 44, 46, 48, 50, 52 and 54 inches bust measure. A 42 inch size requires 4¾ yards of 40 inch material. If collar is faced with contrasting material 1¾ yard 22 inches wide is required cut crosswise. The width of the Dress at the lower edge is 1½ yard. Price 12c.

6023. Misses' Dress—Cut in 3 Sizes: 16, 18, and 20 years. A 16 year size requires 3¾ yards of 40 inch material. To make the girde with contrasting material will require ¾ yard 40 inches wide if pieced, or made with a centre back seam, or ¾ yard 54 inches wide cut on a lengthwise fold without piecing. The width of the Dress at the lower edge is 1¾ yard. Price 12c.

5996. Ladies' Dress—Cut in 6 Sizes: 34, 36, 38, 40, 42 and 44 inches bust measure. A 38 inch size requires ¾ yard of 32 inch lining for the underbody, 1¾ yard of one material 40 inches wide for blouse, puff

portion of sleeve; collar, revers, and cuff facings, and 3¼ yards of other material for skirt, upper sleeve portion and bolero. The width of the skirt at the lower edge with plaits extended is 1½ yard. Price 12c.

6006. Dress for Junior and Miss—Cut in 4 Sizes: 14, 16, 18 and 20 years. A 16 year size requires 2½ yards of 40 inch material together with ¾ yard of 40 inch contrasting material. The width of the Dress at the lower edge is 1¾ yard. Price 12c.

6014. Child's Dress—Cut in 4 Sizes: 2, 3, 4 and 5 years. A 4 year size requires 2½ yards of 27 inch material. To face trimming bands and cuffs with contrasting material will require ¼ yard 27 inches wide cut crosswise. Price 12c.

5031. Infants' Set—Cut in One Size. If made as illustrated the Dress will require 1¾ yard of 36 inch lawn or nainsook, and 2¾ yards of edging 3¼ inches wide for the ruffle. The Gown will require 1¾ yard of 27 inch material. The Sack ¾ yard of 27 inch material, and the Cap ½ yard of 18 inch material. Price 12c.

6039. Girls' Undergarment—Cut in 4 Sizes: 8, 10, 12 and 14 years. A 12 year size requires 1¼ yard of 32 inch material for the underbody, if made with shaped shoulders or ¾ yard if made with cam-isolet top and 1 yard of 36 inch material for the Bloomers. The Panties will require ¾ yard. Price 12c.

6013. Girls' Dress & Bloomers—Cut in 4 Sizes: 2, 4, 6 and 8 years. The Dress and Bloomers for a 6 year size requires 3¾ yards of 27 inch material, together with ½ yard of contrasting material. If made without Bloomers 1¾ yard less of 27 inch material will be required. Price 12c.

6017. Boys' Suit—Cut in 3 Sizes: 2, 4 and 6 years. A 4 year size requires 1½ yard of 32 inch material for the Blouse, and ¾ yard of 54 inch material for the Trousers. Price 12c.

6034. Girls' Dress—Cut in 4 Sizes: 8, 10, 12 and 14 years. A 12 year size requires 2¾ yards of 36 inch material together with ¾ yard of contrasting material for trimming bands, and facing on collar, cuffs and belt, cut lengthwise, or ¾ yard 54 inches wide. Price 12c.

Good Things To Eat

Baked Winter Squash. Cut in pieces two inches square, removing seeds and stringy portion. Place in pan, sprinkle with salt and pepper and pour over, allowing for each square, one half teaspoon molasses and one half teaspoon melted butter. Bake until soft in moderate oven, keeping covered the first half hour. Serve in shell.

Stuffed Mushrooms. Brush twelve large fresh mushrooms. Remove stems, chop finely and peel caps. Melt three tablespoons of butter, add one half tablespoon finely chopped shallot and chopped stems, then cook ten minutes. Add one and one half tablespoons of flour, white stock to moisten; one half teaspoon finely chopped parsley and salt and pepper to taste. Cool mixture, fill caps, well rounding over the top. Cover with buttered cracker crumbs and bake fifteen minutes in hot oven.

Jellied Vegetable Ring. Dissolve one tablespoon granulated gelatine in one fourth cup boiling water; add one fourth cup, each, sugar and vinegar, two tablespoons lemon juice and one teaspoon salt. Strain, cool and when beginning to thicken, add one cup celery, cut in small pieces one half cup shredded cabbage; one third cup small cucumber cubes; one fourth cup, cold, cooked green peas and one fourth cup cooked beets cut in thin slices and fancy shapes. Turn into ring mould and chill. Remove to serving dish and arrange around it, thin slices of cold meat. Fill center with horseradish cream dressing and garnish with parsley or cress. The center may be filled with mayonnaise and served as a salad.

Horseradish Cream Dressing. Beat one third cup heavy cream until it begins to thicken, then gradually add three tablespoons vinegar while continuing the beating. When mixture is stiff, add one fourth teaspoon salt; pinch of pepper and two tablespoons grated horseradish root.

Corn Pudding. Scald three cups of milk and pour over two cups of finely pounded corn that has been popped and let stand one hour. Add three eggs slightly beaten; one half cup brown sugar; one tablespoon butter and three fourths teaspoon salt. Turn into a buttered pudding dish and bake in slow oven until firm. Serve with cream or maple syrup.





Those of Us Who Do G. P. F.

IN the month of October, Mr. Ray Sheehan, Yard Clerk at St. Paul noticed a shipment for one of his large industries coming in over a competing line. Tracing down, he found the car originated at a competitive point, where it was loaded by an industry located on our rails. Of course, nothing like that could get by Ray Sheehan and he so forcibly agitated the matter that a diversion was secured on all future business in our favor.

Warehouse Foreman Harry Burns at Kansas City secured another carload of eggs moving via Chicago. It certainly is nice business to get, particularly at a period when loading in general is not so good.

Chief Bill Clerk Allen C. Rothmund at St. Paul heard that four of his friends were moving east, and on calling to say goodbye found that they were ticketed St. Paul to Chicago via a competing line. Mr. Rothmund changed that immediately; his friends turned back their "foreign line" tickets, and purchased four over our line St. Paul to Chicago.

We have another credit for Frank Wallace, Yard Clerk at Milwaukee,—a nice long haul carload.

Through his relations with and service rendered a certain large concern at Milwaukee, Yardmaster W. A. French in the year 1927 secured from them a total of 50 carloads of competitive business.

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

Terre Haute Division conductor Hewitt and brakeman Stultz while passing North Dewey on November 13th both noticed excelsior on fire in an empty stone car on siding. This crew stopped their train and put out the fire, which saved a possible serious loss.

F. I. DeLange, D. K. Doud and R. C. Longan, Mobridge, So. Dakota did excellent work in getting a car with a broken wheel in the clear on November 23rd, ahead of one of trans-continental passenger trains without delaying the train.

LaCrosse Division brakeman H. F. Mead, discovered a broken truck on car in train No. 63, December 5th. His watchfulness no doubt prevented a serious derailment.

Joseph Martin, Lawler, Iowa, while hunting with three others, walking along the right of way, found a broken rail four miles east of Lawler. Mr. Martin immediately reported the defect to the proper parties and repairs were made before any further damage occurred.

On Nov. 17th, while I. & D. train No. 191 was passing the section crew one half mile west of White Lake, foreman Charles Dekock discovered a dragging brake beam on car No. 91580 and signalled the train crew. Train was stopped promptly and the defective part removed, which no doubt prevented a derailment.

On November 28th, Terre Haute Division brakeman Tom Weaver, on No. 76, felt a broken rail while train was passing over, one mile south of Myron. Section men were

called and it was found that the rail had been piped and a portion of the inside broken away. This careful attention no doubt prevented a serious derailment.

While on S.C.&D. Division No. 91, November 29th, brakeman M. R. Burrell discovered a cracked rail on the main line near passing switch, while in the act of throwing the switch. It was a hard thing to see, and was only detected because he was especially observing. The break was only a crack about eight inches long and was covered with oil. It was a main line rail and broke off completely when being removed.

Terre Haute Division car foreman Gregory, on motor car between Cheneyville and Webster, December 14th, discovered six inches broken off of ball of rail, one mile south of Webster. Same was promptly reported which no doubt averted more serious damage.

R. & S. W. Division engineer Nathan Morgan, on December 12th, discovered a broken rail five miles east of Beloit on the Rockford Branch, and took prompt action to see that other traffic was protected.

Operator H. Bohrer, Lanark, Ill. discovered a hot box in Ex. 8349, passing his station December 12th. He notified Kittredge and car was set out.

On No Other Railroad in the Country

Below is a letter from an Eastern gentleman commenting upon a discovery he recently made while riding on one of our Chicago-Twin City trains. It is a curious fact that so many of our eastern neighbors harbor the same sort of skepticism in regard to the comfort and luxury of western train service until they have had a ride on one of The Milwaukee "crack trains."

New York University

August 20th, 1927

New York Evening Journal,

2 Columbus Circle,

New York City.

Dear Sirs:

I have traveled to and fro, crisscrossing our country from Key West, Florida to Portland, Oregon and from San Diego to Portland, Maine. I have traveled on special fare and regular fare trains. And so far as my journeys are concerned, I have made a treasured discovery about one railroad.

My discovery came about in this wise: An advertisement by the "Milwaukee" road in your paper persuaded me to use that road from Chicago to the Twin Cities and West. I was skeptical that a Western road could be so luxuriously comfortable and easy riding as the advertising indicated, however. An hour of travel and I discovered that my skepticism was unfounded. Here was a railroad, I found that without extra fare, gave me comfort in travel that I found on no other road in the country.

I wish my discovery of this road with its incomparably perfected equipment and service could be the discovery of every business and professional man traveling West.

Can't your paper broadcast to New Yorkers the merits of the MILWAUKEE ROAD?

Very sincerely,
(signed) Alvin C. Busse

More Than Favorably Comparable
Mr. McDowell of The Taylor Engineering & Manufacturing Company, in the letter below says that after trying the service

of one of our competitors, found Milwaukee service "more than favorably comparable":

**TAYLOR ENGINEERING AND
MANUFACTURING COMPANY**
Allentown, Pa.

Chicago, Ill.

October 17, 1927

Mr. Geo. B. Hayes,
Passenger Traffic Manager,
Chicago, Milwaukee & St. Paul Railroad,
Chicago, Illinois.

Dear Sir:

The writer has traveled extensively over the United States during the past twenty-six years and this is the first instance that he has felt the inclination to write any railroad official regarding the personnel of their employes with whom he has come in contact.

I left Chicago Thursday night, the 13th, for Omaha over one of your competitor's lines—the general service left much to be desired. I returned from Omaha taking THE ARROW, the 14th. It gives me great pleasure to indicate to you that the personnel service on this train is more than favorably comparable with the best trains in the United States, particularly so the excellent dining car service. And I also take the opportunity of stating that in my opinion your Mr. H. J. Jones, Steward, is a distinct asset to his Company. I believe a man as efficient, pleasing and accommodating as Mr. Jones is, should receive the economies due him from the public. Needless to say I am not acquainted with Mr. Jones in any way.

Your very truly,
(Signed) W. C. MacDowell
Vice President in Charge of Sales

Columbian Service Is Complimented

On Line, November 5th, 1927

Mr. L. M. Jones,
Supt. Sleeping and Dining Cars,
CM&STP Ry.,

My Dear Sir:

A party of five have been traveling for three days on your train "The COLUMBIAN." All join me in wishing to express to you their appreciation of the dining car service on this train.

The meals were excellent; the prices reasonable and the steward, Mr. A. J. Leader, was most courteous and thoughtful. In fact, he is more than a steward—he is a host.

Sincerely yours
(signed) J. A. Given

Dr. Boys Thinks It Is A Wonderful Train

Kalamazoo, Michigan

October 25, 1927

Mr. L. M. Jones,
Room 208 Union Station,
Chicago, Illinois.

My dear Mr. Jones:

I wish to take this opportunity to express our great appreciation and applause relative to your new train—the OLYMPIAN. Our party all agreed that they never rode on a more wonderful train. We noted particularly the joltless stopping and starting of the train and enjoyed greatly the automatic ventilating system installed in these cars.

Very sincerely,
(signed) C. E. Boys

**Some of the Interesting Points About
Milwaukee Service**

THE WHITNEY COMPANY
Industrial Traffic Service

4750 Sheridan Road,

Chicago, October 26th, 1927

Mr. H. E. Byram,
Receiver, CM&STP Ry.,
Chicago, Ill.

Dear Sir:

On a recent trip from Lincoln, Nebr., to Chicago, Mrs. Whitney and I rode "The Arrow" from Omaha in, and we were so much impressed with the service that I

cannot help but write to express appreciation of it.

Probably you will be interested in the things which impressed us, and if you will pardon the length of the letter, I will be glad to relate them.

In the first place, we found the porters very alert and the "snappiness" of their caps added to that impression. On going into the diner, we noticed that the rounded table corners gave an impression of roominess which the diners with square cornered tables do not have.

The stewards were most gracious, and the waiters very solicitous. The food was absolutely beyond criticism, and the dinner which we had could not be duplicated anywhere in Chicago for \$1.25, bearing out fully the statements made in a recent editorial in the Christian Science Monitor of October 7th entitled "Meals on Wheels," of which I believe you have a copy.

On retiring we found that the unusual thickness of the mattresses on the berths resulted in the most comfortable train bed we had ever had, on which it was possible to enjoy a good night's rest. All in all, we left the train with a vivid impression of the friendly desire of the Milwaukee to please and serve its patrons.

At dinner we heard a gentleman at the table across from us tell the steward that a friend of his on the Coast had told him to be sure to come to Chicago over the Milwaukee. He said that while his friend's comments had somewhat prepared him for the experience, the food, service, etc. certainly exceeded his anticipations.

We have enjoyed friendly relations with the freight departments of the Milwaukee for quite some time and need hardly to say that we will be enthusiastic boosters for your passenger and dining car service after this experience.

Very truly yours,

(signed) L. E. Whitney

Making Ends Meet

(Continued from page 11)

What to do in this emergency was a poser for me. I knew that if this disturbing fact became generally known the whole work might be called off then and there. So it seemed to devolve upon me to do some solid thinking and to come to a quick decision. It was evident that once the spans were connected to this pier, settlement would cease to be unequal, and I decided that, as the steelwork couldn't be stretched to make it reach, it was the pier top that must be stretched—in a way.

Early next morning, with the foreman (my only confidant) I accomplished this feat quite neatly. With a screw-jack and some blocks we distorted the unfilled top of the cylinder to an elliptical shape—imperceptible to the casual eye but just enough to fit. That day, the casing was filled to the top with concrete, and the bed-plates laid in their proper places.

In due time, the spans were placed upon the piers, and the whole structure gave good service for thirty years, in fact, until it was removed to make way for a stronger bridge to withstand the heavier modern traffic. No one else but the foreman ever knew of this little stratagem.

It may be said that this incident was figuratively and literally a case of "making ends meet." The principal actors in this little play—a real tragedy in its way—are now all dead, except the foreman and myself. Even the old inspector, who was the cause of all the mess, has long since gone where "the wicked cease from troubling."—Requiescat in pace.

Go Easy on the Reducing

(Continued from page 24)

It doesn't seem really believable that the girls are actually going without their cake and candy because flesh is taboo, it does seem to be actual condition confronting the populace, and not a theory or an idle dream. Dieting is a craze and it is becoming a menace, say the doctors, because women do not eat nourishing food, nor do they eat enough. No physician decries a reasonable dieting, because, say they, most people eat too much anyway—but the human machinery requires sustenance, such as bread and butter and starchy vegetables in moderation; as well as other calories that now go by the board. Women want to reduce at the rate of two pounds a day or something like that, and that is beyond reason. Go slow, girls, get good advice from "the doctor" and eat what is good for you. Also don't overdo the exercising. A hundred genuflections of "the maiden's prayer" is too much at one time; that other stunt of lying on the floor and uplifting your legs and feet, from the hips to a right angle, a hundred times "at one sitting," so to speak, is too many. Begin with ten and never crowd yourself beyond twenty-five, of these uplifts, practiced morning and evening with a like number of "the maiden's prayer" will bring you down gradually with no danger to your heart action.

Scalloped Apples. Cut in one small, stale loaf of bread in halves and remove the soft part. Crumb this by rubbing through a colander. Melt one fourth cup butter and stir in lightly. Cover bottom of a buttered pudding dish with the crumbs and spread over one pint of sliced apples. Sprinkle with sugar, season with lemon juice and nutmeg, or with cinnamon. Add another layer of apples, sugar and seasoning. Cover with remaining crumbs and bake forty minutes in a moderate oven. Cover at first to prevent crumbs from browning too quickly. Serve with sugar and cream, or with hard sauce.

A Modern Santa Claus

"Georgie, who taught you to use those dreadful words?"

"Santa Claus, mamma."

"Santa Claus?"

"Yes, mamma, when he fell over a chair in my room on Christmas eve."

—Good Hardware

Willie finally persuaded his auntie to play train with him. He took great delight in arranging the chairs in line, and with an air of knowing his business began issuing orders.

"Now, you be the engineer, Auntie, and I'll be the conductor. Lend me your watch and get into the cab."

Willie then hurried down the platform holding the watch in his hand; suddenly turning around, he waved toward the engineer and yelled:

"Pull out, there, you red-headed, pop-eyed, pie-faced boob."

"Why Willie!" exclaimed Auntie in amazement.

"That's right, chew the rag," he retorted. "We're five minutes late already. Get the 'ell outa here."

Willie's parents now forbid him playing down by the station and are persuading him to give up railroading.

Total Disappearance

Another way to keep cookies and doughnuts safe from juvenile hands is to lock them in the pantry and hide the key under the soap on the washstand.—Chicago News.

"When I arrived here, I had only \$1 in my pocket. With that small amount I made my start." "What did you do with the dollar?" "Wired home for more."

—Montreal Gazette.

Teacher: "Joseph, what are you going to give your little sister for a Christmas present?"

Joseph: "I dunno; last year I gave her the chicken pox."—Rexall Magazine.



ON THE STEEL TRAIL

LaCrosse Division Items

"Donnie, the valorous timekeeper has become the possessor of a wrist watch, which it is insinuated, was presented to him by one of his fair admirers. Inasmuch as Christmas is still to come, speculation runs rife as to just why the presentation was made at this time. It is a well known fact that wrist watches won't keep time, in fact most of them have a heck of a time to keep going at all let alone keep time, still there must be some reason to explain the strange fact that Donnie has the watch and as it is all dolled up with a white gold wrist band 'neverthing, it may be just possible that Don has been diverging from set times of heavy dates and the timepiece is to serve as a gentle reminder."

"Well upon my soul" exclaimed a well-known traveling man as he shook the snow from his overcoat upon entering the Oneida "these free movement dancers must be out of their mind and it makes me shiver to even think about it, but would you imagine that when I came past the high school park, I saw one of them going through performance and if it wasn't for the weather, I'd say the dance was good. He has a new idea anyway for he had some kind of a scheme that looked as if he was chasing bed sheets or pillow cases or something of the kind and when he got one he would count aloud as if he was counting a score. Well, everyone to his taste, I guess."

This kind of talk naturally aroused the curiosity of those present and they immediately adjourned to the high school park and there found Eric counting up the weekly wash. It appears the battery of his car went on the hummer and the winds decided to enter into the spirit of the thing and took liberties with Eric's wash and no doubt the battle that ensued forwith was the occasion of the traveling man's amazement."

District Accountant's Office— Tacoma, Wash. K. K. K.

FRANK says he ran out of gas the other day and had to walk three blocks to get some. He should move to a well settled part of the city. He sure must live out in the wilds if he has to walk three blocks to a gas station. That didn't go over very big, Frank, try again.

Gee, Louis Bay is sure some popular young fellow. On Nov. 16th he had a birthday. (These only come once a year to some people) and the girls of the office gave him—a big cake with—candles on it. Of course Louie is a bashful sort of a fellow and he didn't know what to do except eat cake. During the cake eating session there were quite a number of remarks made and my advice to Louie is, follow them up my boy, follow them up.

Rose Lindquist spent a few days in Deer Lodge, Mont. during November. When they go back to the old home town, you never can tell whether they are coming back single or otherwise.

Olga, our prairie flower from the plains of North Dakota is still with us. She says she is going back to the country God Forgot one of these days on a visit, but she has

promised me, she would come back to us.

Ruth Rundle has had a new arrival. It is her Grandmother from Butte. Ruth will have someone to look after her now, and maybe she will gain back the weight she lost while getting her own meals.

Everybody is looking forward to the Clerks Annual Ball, which will be held December 10th in the new Masonic Temple.

In November the Milwaukee Women's Club gave their annual banquet which was well attended by the members and families. We all enjoy these affairs as one big family gathering.

One morning this month we were all sitting around (that is most all) waiting for time to go to work, when who should come in but our old friend and college bum, Archie Long (who had been on sick leave for some time). For those that don't know Archie I'll give you a tip. Archie is the office shiek. When he arrived (error, 7:55 AM) all the girls made a wild dash for him. There was blushing and smacking of lips, everyone was trying to talk at once, Archie was lucky, as they only had 5 minutes to talk and he therefore saved his arm because 10 minutes more and it would have been talked off. The best part of it is the only thing the girls were saying was "how are you," but they kept repeating it. This fellow Long knows that the girls just can't resist him, he has such a wonderful power of attraction. There is only one bad feature about his coming back and that is, when we go home at night the girls all fight to see who is going to ride with him. Take my tip Archie get a motor coach so you can take all of them.

Most of the force are spending their evenings working on the log rate case, so there is not much "news" to tell.

We congratulate Mr. E. P. Willey, our new Auditor of Expenditure.

Drippings from the Ice Bunkers Sonia

THE "rich little rich boys" are treated to rara avis' (rare birds), pheasants—rare birds to eat, prettily dressed debs—rare birds of paradise to see; SO were the boys of Mae's set; when that young lady condescended to go to a party dressed Spanish style. Oh, what a rare treat *theos Sponeesh* bird of paradise, and if you know Mae. can't you just imagine the twinkling Irish mood 'neath the Spanish feathers!

Clamor, Clamor! Inspector Dietrich please note: "Answer quick, what are Goofor Feathers?"

The bright lights of the Refrigerator Service Department are either withholding their usual bright sayings or have become awfully genteel lately (speaking Oh so nice and low), for ye critique has not overheard any wise cracks, etc. The New Year cannot be picked upon for a subject, for resolutions are to be done not said, but lo, Mr. Doyle saves the day and "colyum," by sending the following clever anecdote:

"Conversation between Chief Inspector and Perishable Freight Inspector regarding the handling of perishable freight moving in a time freight train at some of the terminals."

C.I.—Hawaii, is this train going to Rumania here very long?

P.F.I.—I'll Russia to the Yard Office and find out.

C.I.—Find out Venice going to go?

P.F.I.—I don't think it is going to Fiji very fast, but I'll Alaska about it.

C.I.—Have the heaters been attended to?

P.F.I.—Yes, everything is ready.

C.I.—Denmark the bills!

P.F.I.—I don't Caribbean when it goes now, I'm finished!

C.I.—Samoa your wise cracks, don't Genoa that's part of your job?

P.F.I.—I don't Bolivia know conditions here.

C.I.—Canada racket, don't think this arguing Alps things. I'll report this matter to the boss and he'll probably Kenya. What's got India?

P.F.I.—You sure Armenia!

C.I.—Yes, Siam!

Des Moines Division Items Frenchy

ON November 22nd Mr. H. E. Byram was in Des Moines where he spoke at a noon luncheon given by the Des Moines Advertising Club. He was accompanied on this trip by Mrs. Byram and a party of eight officials of the road. In the evening Mr. Byram and party were entertained at a special meeting of the Women's Club where short talks were given by Mr. Byram and members of the party, which were enjoyed by the large number of CM&STP people present.

December 1st Mr. H. W. Warren was appointed D. F. & P. A. to succeed the late Mr. C. E. Hilliker. Mr. C. W. Rink was appointed D.P.A. succeeding Mr. Warren. Mr. N. P. Van Maren was appointed Traveling Freight Agent succeeding Mr. Rink and Mr. R. H. Conrad appointed City Freight Agent succeeding Mr. Van Maren.

On the evening of December 8th several young ladies of the Union Station gave a spread in the new Women's Club rooms, it being in the nature of a farewell party to Miss Jean Dallas who leaves soon for a trip to Calif. After a delicious luncheon Miss Dallas was presented with a number of little articles which would be of use on a trip, all the way from handkerchiefs to chewing gum. (We trust she will not chew all the way out, it might become tiresome.)

Our old friend Parlor Car Sparta has left us. Parlor car Eagle is in its place. The Eagle has a deep observation platform and under the culinary direction of Mr. Fitzpatrick is quite popular with our travelers.

Mr. H. P. Funk visited Mr. G. A. Williams about Nov. 22nd on his way to Minneapolis.

Conductor Raaz is back on the job after a severe illness.

Conductor Nick McGrath leaves soon for a trip to Birmingham, Ala., Albany, Ga., and Tampa, Fla. We envy Mr. McGrath the opportunity to get away from Old Man Winter for a few weeks.

On the evening of December 2nd Mrs. Florence Ibson of the Roadmaster's office, entertained the young ladies of the Union

Station and a few other friends, at a little bridge party. A delicious luncheon was served indicating the fine culinary ability of the hostess. Every one admired the charming little apartment and the exquisite taste with which it is furnished and reported a fine time, notwithstanding the wintry weather prevailing outside.

At the Cross Roads of the World *Roberta Lair*

THE new stone mill recently erected on our line at Heltonville, Indiana, is now in operation and doing a good business. The mill is about twice as large as was originally anticipated and as a result of a power line being extended to this mill, the town of Heltonville is now electrically lighted and housewives are enjoying the use of electric appliances in their homes.

Our Master Mechanic and Roundhouse Foreman and, in fact, all the Mechanical Department at Terre Haute, are all smiles these days, owing to the fact that they have received a wonderful Christmas present in the way of a new 5 stall roundhouse and machine shop, comprising 13,000 sq. ft. of floor area, which will make a handsome addition to the present 10 stall roundhouse at this point. This work was started on December 12th and we expect to complete in 6 weeks.

Fred Mancourt of the timekeeping department is off duty on a rest cure, visiting relatives and friends in Texas and California.

Mr. A. C. Hultgren, Asst. Gen'l. Frt. Agt. of Chicago spent a couple of days on the Division recently.

The mother of J. T. Averitt, Coal Traffic Manager and C. H. Averitt, Traveling Inspector, is critically ill at her home in Decatur, Illinois.

Pump Repairer L. D. Hos and wife of Terre Haute are the happy parents of a new baby son. Congratulations.

Miss Jane Amour, Comptometer Operator, recently spent a couple of days visiting her brother Scott Amour of Chicago.

Mrs. R. M. Burns, wife of our Field Engineer, spent the holidays in Sanford, Florida, visiting relatives.

We are pleased to report favorably on the condition of Sam Amour, Clerk to Trainmaster, who recently underwent an operation for appendicitis at Union hospital, Terre Haute.

Mrs. L. S. Amour, wife of our Division Accountant and Miss Marie Stwalley, Comptometer Operator, were hostesses to a Christmas party for the Terre Haute Division office girls at the home of Mrs. Amour, 815 Beech Street, evening of December 19th.

Motoring on the Milwaukee Up and Down Hill on the Rocky Mountain Division *Nora B. Decco*

WHY Helen! and after I held off and waited so long for some one else to take my place, and no one offered and I had to go all the way by myself. Next time tho, I will know who to call on for any thing that looks like it might work its way into print, and besides that I hear we have 'liquids right here in our own town that they stick their finger in and if the finger don't come off they drink the stuff' so come on with a real good old story now.

We regret very much to write of the death of Engineer Jesse Langman which occurred December 10th. Mr. Langman had been ill for a long time and his death was not unexpected, but we are very sorry to lose him and will miss his pleasant smile and cheery voice. He was laid to rest in the local cemetery and leaves behind to mourn his loss a wife and small daughter. The entire division offers them their deepest sympathy.

Mr. E. H. Mundt Car Foreman at this point was very seriously injured in the loss of his left arm while making repairs on a caboose off center, on the rip track here the evening of Dec. 8th. He was taken to the local hospital and is now on the streets again and we most surely sympathize with him in this trouble. The same evening that he was hurt and only a few hours after he was taken to the hospital his little daughter was also taken there and operated on for appendicitis. She is home again and feeling fine. The car forces were taken off at this point the 15th of December and Mr. C. E. Baker has gone to Butte to work on the rip track and John Haugan will handle the road work for the time being.

Mr. Haugan has taken his wife to Galena for treatment for the winter, she has been quite ill for some months and we hope for very rapid recovery there.

The local chapter of the Milwaukee Women's club thought they ought to get some more money away from the men folks and so gave a little party to get it in the easiest way possible. Did they do it? Well I should say so, Mrs. Tom Young will tell you all about it but I will be permitted to say that the whole town arrived early and stayed late and took chances on everything. They played cards and danced and ate cake and sandwiches and everything else they could find to eat and Condr. Coffin won the Doll, that Mr. Lane took off the express car the night before and when he laid it on the truck and the poor thing hollered 'Mama' he thought somebody had forgotten their smallest child. Every body won something including operator Jost who has a slip good for \$2 in the beauty shop up town.

Fireman A. L. Wagner has gone to California, he uses pretty good judgement, for the weather we have been having.

Mrs. Hamp wife of Condr. Hamp who has been in the hospital at Deer Lodge for a long while is back home again, we are all glad to know of her recovery.

Condr. Joe Wright has gone to California for the Christmas holidays, as has Condr. Donner only he went to visit his family in Washington, Condr. Fairhurst has taken his run on the east end local.

For goodness sake what is Jim Beatson up to now, always trying to beat some body out of something, never saw him carrying anything on his back but a tool kit or maybe a

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INVITE YOU TO PRE-OPENING
SALE OF
Touhy Ave. & Milwaukee R.R.
PROPERTY
(163 Acres)
Adjacent Edgebrook Station

For Particulars Write Now To
N. W. COE (Ex-Employee)
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The Problem of Embrittlement

Embrittlement of boiler metal may follow as a result of the effect of the natural water, or it may be caused by the use of compounds carrying certain chemicals which induce embrittlement in a dangerous degree, whether used as so called "external" or "internal" treatment.

Dearborn Treatment does not induce embrittlement; and when in our laboratory analysis, the water shows the characteristics of an embrittling water, provision is made in the prescribed treatment to correct this tendency.

A House of Chemical Engineers—at your service.

**Dearborn Chemical
Company**
299 BROADWAY
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CHICAGO
Serving Steam Users Since 1887

SAVE AND HAVE

PREPARE YOURSELF TO TAKE ADVANTAGE OF THINGS
WHEN THEY ARRIVE

SINCE there is no LAID-OUT way of success, there are certain things necessary that lead to it— — —

THE WILL TO STICK COURAGE A GOOD STRONG MIND

MANY an opportunity is let go by for the lack of FUNDS—MANY a savings account has been neglected for the lack of STICK-TO-IT-IVENESS..

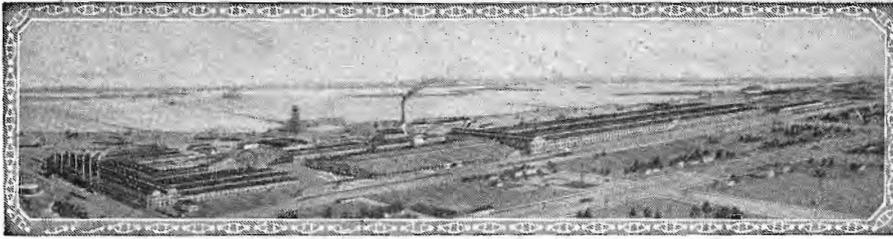
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\$5.00 a month 130 Months matures to \$1000.00

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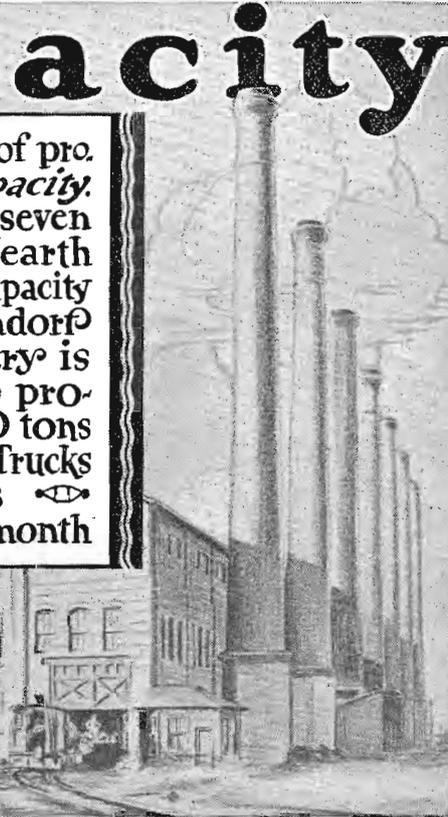
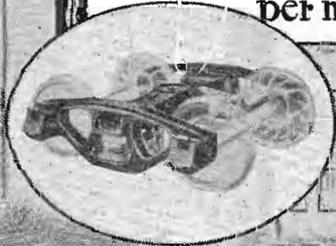
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Capacity

The measure of production is *Capacity*. With its seven Basic Open Hearth Furnaces the capacity of the Bettendorf Steel foundry is sufficient to produce 6,000 tons of Cast Steel Trucks and Bolsters per month



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OFFICES AND WORKS

BETTENDORF, IOWA

WE are Miners and Shippers of Pine Ridge, St. Bernice and Essanbee Coals.

5000 tons daily production from West Clinton District, Indiana.

Write for Prices

BINKLEY COAL CO.

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First National Bank Bldg., Mason City, Ia.
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Meyer-Kiser Bank Bldg., Indianapolis, Ind.

POLARIZED MERCURY BOILER CHEMICALS

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

B-A Anti-Foaming Chemicals

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

The Bird-Archer Co.

122 South Michigan Ave. CHICAGO

telegraph pole in case there was a rush and had to have one right quick, now its passengers.

Dick Lefever who has been away to school is back home for the holidays and has grown so we don't any of us know him.

Engr. Lieb has gone to Butte on one of the helper jobs and Charlie is expected home for the holiday vacation from school in Portland. The second helper was also pulled off at Lombard and engineer Crockett is now on the west end.

Mrs. Mithewison wife of Roadmaster EDM has been on the sick list but is about again now and ready for Christmas and wondering what she is going to get from Santy Clause. Their small daughter is right on the job too from what her Dad tells me, he leads a very hard life. Losing all that money he did too.

"S. C. D. Office"

S. E. R.

WELL, did Santa bring everything you wanted? I hope so. Now we can all sport some new ties and socks.

Now that Christmas and New Years are a thing of the past, we can look forward to our next holiday—Washington's birthday. I don't know what day of the week that falls on and inasmuch as we haven't received any new calendars yet, you'll have to look it up yourself.

Dorothy Yakes is back with us and reports a most wonderful time driving to California. She stopped at the Grand Canyon and many places along the way.

I guess Dorothy must have written some enthusiastic letters to Edith, as Edith Hamman started for California before Dorothy returned. From cards received from Edith, we understand she is having a wonderful time in Los Angeles at present.

Ruth Wolff was with us for a few weeks. We're sorry you couldn't stay with us, Ruth, but we're glad to have you one of us again for a while.

Did you notice that Santa brought us a present a few weeks ahead of time? Another Radiator. I don't know if its brand new or not but don't care as long as we get some heat. I thought I would never thaw out after that cold spell we had.

Eugene Norman is our new stenographer taking Ethel Mallon's place.

Bill Butbrod had very big plans to go to the Movie Ball with (he claims) one of the girls from our own office. But somehow or other, the plans didn't pan out right. While Willie went, the girl didn't, at least not the girl from our office. However, as Willie is such a popular Shiek, he had no trouble getting another girl and he enjoyed the party immensely although he didn't get in the movie.

It was a dark and stormy night and Charlie didn't see the cop, but the Cop saw Charlie and gave him an invitation to meet the Judge. Of course, he accepted the invitation but after the party, his pocket book was quite flat.

I'll give you all fair warning—Julia Barrows is learning to drive and intends driving to work all winter. While no casualties have been reported yet, it would be well not to go down the road for some time because Julia says she likes to drive fast and you might not see her coming.

Clifford Cullen spent a week-end at Lone Rock; Wm. Tschantz went to Forest Junction. Al. Barndt went to LaCrosse and Sheboygan and Helen Horan to Springfield.

Don't tell anybody, but Walter Stark is going to LeMars, Iowa again. I don't know if he is going to spend Christmas or New Years with her, but will let you know later.

Rail Rumbblings from St. Paul Allen

THE big snow storm is now history but it will live long in the minds of those who were on the job day and night to keep traffic open.

Altho' this storm did not bring as much snow as some storms we have experienced in the past it did drift more and higher than any we have seen or read about since the civil war.

And cold. No need of explorers like Amundson, McMillan and others going as far as the Arctic Circle to get tied up for the winter.

But then we have the grandest summer of them all, so why weep.

Mr. Frank Hennessy has the misfortune of spending the holidays in the hospital. We hope Frank will be back with us soon again.

Charles Cutts is also home on the sick list and we are pleased to learn he too is recovering.

Bill Davison came along the other day and marched away with one of the girls of the office and no longer can that young lady sign her name Miss Ann Larkin.

Olaf Hanson of the cashier's office as well as all his many friends were grieved to learn that death claimed a fourteen year old son.

Art, the camera is still here.

S. M. East M. B. M.

NOVEMBER 9th was a big day at the Division Superintendent Headquarters for nobody else but Inez McCarthy, former clerk in Dispatchers office, walked in and surprised the force. It was her first visit to the office since she was taken sick in May 1924, so you can well realize how pleased we all were to see her. Her many friends on the Division will be glad to hear that she is getting along very well and you would almost call in the "Plump" class now.

Mrs. H. S. Hoff, wife of Agent Lanesboro, visited in Austin with Mrs. Harold Knutson at the Ben Evenson Home.

Mr. William Anderson left the first part of December 1927 to spend the winter in California with relatives. He will visit in Seattle Wash. and other points in the west on his way to the Sunny South.

Mr. Clarence Swenson, trucker at Albert Lea, Minn., was married to Miss Ruth Meyer on Oct. 30, 1927. Congratulations are extended to the newlyweds who will make their home in Albert Lea, Minn.

The first K 1 Engine operated on the Southern Minnesota Division went out on No. 77 Tuesday December 6th, 1927 between Austin and Jackson.

Mr. J. R. Ibsen, Agent Peterson, Minn., and B. E. Halverson, Agent Easton, Minn., returned to work November 1st after spending a month abroad attending the American Legion Convention in Paris.

We do not know what the attraction is in the Women's Club room but it must be something worth while. If we can only get Chris Hageland to let out his secret perhaps some of the rest of us may be permitted to enjoy the privileges of the room.

Engineer George Haseltine is again able to work after his Chicago accident. Mr. Haseltine was in the big city on Company business

and in stepping from a street car was struck by a passing taxi cab. He spent several days in a Chicago hospital.

James Rickard, a former conductor, died at his home in Albert Lea, Minnesota, Sunday December 4th, after a lingering illness. The funeral was held in Albert Lea, December 6th many of the Railroad people from Austin attending.

Brakeman Charles Freeman passed away in a hospital in Milwaukee where he had been for some time. The remains were brought to Pemberton, Minnesota where interment took place December 7th.

Engineer P. G. McCarthy of St. Paul spent a few days calling on old friends and relatives in Austin and Mankato.

Mrs. Jake Shook, wife of the late Engineer Jake Shook of Spokane, Washington, and son Raphael visited friends and relatives in Austin during the month of December.

Switchman Jas. Marvlet was layed up for a few days the first of December with a bad cold.

Baggageman J. D. Williams seems to enjoy shoveling walks, keeping up fires etc. for he has moved from the Butler Apartments to a newly remodeled home closer to the depot.

Mr. and Mrs. T. F. Moony spent a week in Brainerd, Minnesota visiting Tom's mother whose health has been poorly.

Miss Eleanor Moran, Assistant Division Accountant, spent Christmas at her home in Lancaster, Wis.

The following article was taken from the Jackson Republic which I am sure will interest the many friends of Baggage man E. J. Vollmar:

The noonday luncheon held by members of the Kiwanis Club on Monday called out a full attendance and the program was a most delightful one. Through the efforts of H. R. Laugen, E. J. Vollmar of LaCrosse, was a guest of the club furnished the interesting part of the program. Mr. Vollmar is a past artist when it comes to entertainment and the several selections he gave on the harmonica were something wonderful and surprised his hearers who had probably never realized before the real possibilities of that little musical instrument.

Mr. Vollmar, who holds the position of Baggage man on the Milwaukee between Jackson and LaCrosse, is well known to the radio world having appeared before the "mike" over W. C. C. O. and W. K. B. H. on many occasions to the delight of his audience. His rendition of the "Turkey in the Straw" on a little instrument that contained only four keys, was something wonderful.

It is to be hoped that the artist may be induced to again appear before the club at no distant date."

Kansas City Division

IN lieu of wayfreight service between Ottumwa and Mystic we are now running a package train, handling LCL freight and passengers. Train leaves Mystic at 8:00 AM, arrives at Ottumwa at 10:30 AM, departs Ottumwa at 3:30 P.M. and arrives at Mystic at 5:00 P.M. This new service went into effect on December 5th and is for the accommodation of residents of Mystic and all stations between Mystic and Ottumwa to enable them to come to Ottumwa to shop.

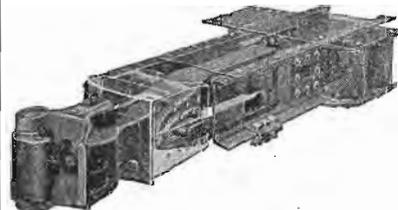
For six weeks Conductor E. Santee was off duty on account of an attack of acute appendicitis. It was necessary for him to undergo an operation. We are glad to know that he is well again and able to resume his work.

When you visit the Minturn-Central Theater, Chicago, you are assured of thrills, throbs and sensations, for wasn't it here that "One Man's Woman" and "Rain" broke all records and ran weeks into months? And now comes a new thriller. On Christmas night, Sunday, December 25th, the Minturn-Central will house William A. Brady's production of "A Good Bad Woman," by William J. McNally, with Miss Ruth Thomas and a complete New York cast, including Florence Ravenell, Helen Singer, Beryl Worth, George M. Clarke, Albert Morrison, Louis Hollinger and Charles Healey.

"A Good Bad Woman" is the play that ran at the Playhouse, New York, for seven months and was only withdrawn by Mr. Brady when the agitation of the self-appointed moralistic censors caused the withdrawal also of "Sex", "The Captive", "Desire Under the Elms" and other red-blooded dramas. However, no stigma was cast upon "A Good Bad Woman," except that it told the story of a young girl cast upon the world at the age of fourteen, and of her many temptations, trials and tribulations in this jazz age among cabaret hounds, gin babies and unleashed youthful passions. In fact, Mary Ferris, the girl in question, attempts to right the tempest which begets a happy home and it is only through the sacrifice of her own good name that she saves the happiness of a man and wife and reveals the invader in all his ugly contour.

The production at the Minturn-Central will be the first in Chicago and the demand for tickets is said to be so large that it has been necessary to arrange special performances for the first two weeks. There will be two special matinees on December 26th and January 2nd, and in addition to the regular performance New Year's Eve, Saturday night, December 31st, at 8:30, there will be a special midnight performance at 11:15.

"BUCKEYE" Yoke and Draft Attachments



The vertical yoke type of attachment, with cast steel yoke, offers the advantages of less parts, less weight, and less cost.

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COLUMBUS, OHIO
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Cautious Mother

Little Mabel was poking at something in the grass. Suddenly she cried: "Oh, mother, here's a little green snake!"

Her mother was one of those cautious women. She answered: "keep away from it, darling. It might be just as dangerous as a ripe one!"

One of the most important of the Christmas attractions promised to Chicago theatergoers is "The Squall," the cyclonic success that has been raging for more than a year at the 48th Street Theater in New York. This famous drama will open an engagement at the Adelphi Theater, Chicago, on Christmas night. Special matinees will be given on Monday, December 26 and Monday, January 1. A gala New Year's Eve performance will be given on Saturday, December 31.

Both from the standpoint of a well written drama and good acting, "The Squall" merits every bit of the tremendous success that it is having. It has color, life, emotion. It vibrates with action from beginning to end. Fierce gales of passion sway the characters, one and all. Love is presented in a variety of forms; mother-love, sex love, romantic love and the love of a wife for her husband of twenty years.

The story of the play has to do with Nubi, a gypsy beauty driven by a hurricane into a peaceful farmhouse on the outskirts of Granada. She begins as the servant in the house and ends as the lustrous temptress of the father, son and servant. True to its tempestuous title, this passion-swept play is the whirlwind success of the season—a riotous rocketing hit,—a standing room smash.

Blanche Yurka is the star of "The Squall," and as the patient, courageous mother in a Spanish household she gives a performance that was hailed by the New York critics as one of the finest characterizations of all time. Suzanne Cubayne will have the role of the gypsy wanton, Nubi. Others of the impressive original New York cast include Lee Baker, Ida Mülle, Willard Tobias, Charles Burrows Henry O'Neill, Dorothy Ellin, Frances Mc Grath, Anton Bundsmann and Aristides Di Leoni. The play has been staged by Lionel Atwill and is presented under the direction of A. L. Jones and Morris Green, producers of the famous Greenwich Village Follies.

Section foreman G. B. McLallen, Laredo, is off for the Winter and has gone to Hot Springs, Ark. to remain until the return of spring. W. Richardson is relieving him.

Chas. Carmer, section foreman at Harris is also taking a winter vacation. During his absence Field Darr of Harris will act as section foreman.

Chief Timekeeper C. H. Baker went vacationing in November, during turkey week. He motored to Indianapolis, Ind. and took a run over to Terre Haute to see W. W. Bates, Traveling Engineer, Terre Haute Division. CHB spent the last few days of his vacation visiting in Creston, Iowa.

Statistical Clerk, John Mooney, went motoring through Missouri during his vacation period. He stopped off at Kansas City and Excelsior Springs.

Our annual turkey raffle was held and dispatcher J. V. Tuomey was the winner. We understand that some of his coworkers, who are neighbors of his, were invited in to Thanksgiving dinner.

John Meagher, Jordan ditcher operator, has finished his season's work and has returned to his home in Ottumwa. He made a visit to the office to say 'hello' to all of his friends and former office associates.

Cecelia Thorne Dunham resigned her position as stenographer in the store department on November 30th. She left Ottumwa on December 5th for Wilkes Barre, Pa. to join Mr. Dunham, who has been transferred there as city salesman for the John Morrell Company. We certainly wish them success and happiness in their new home. On Tuesday, November 29th a noon luncheon was given at the clubhouse by young ladies employed in the Superintendent's office, as a courtesy to Mrs. Dunham. Yellow chrysanthemums, tapers and tulle were used in the table decorations. Mrs. Dunham was presented with a gift. Bernice Riley has been given the position vacated by Mrs. Dunham.

E. Thompson, Blakesburg, who has been out on the ballasting gang all summer, will take charge of his section, which is the east Blakesburg section, on December 16th.

Arrangements are being made to lay 55 miles of 100 pound rail on the Kansas City Division. Cinders are new being unloaded and stored at Chillicothe for ballasting of the new rail.

Jerry Long, stenographer in Chief Dispatcher's office, spent her vacation visiting in Kansas City during December. Jerry says she heard 'her master's voice' calling and she just had to go.

Condr. A. A. Floyd, who has been confined to his home at Marion, Iowa account illness is reported much improved and he expects to return to his duties by the first of the year. Sure glad to learn that he is better.

Dispatcher Sanford, since he has started associating with the younger fellows, is wearing a wrist watch and growing a moustache. But say! When it comes to a moustache Eddie Dornsife has 'it', and now Eddie blooms forth in a new hat. Opinions vary as to just what style hat it is. CHB claims it is the pancake style, that it looks like it just came off the griddle. Another decided it to be the Napoleon style, which Eddie agreed it must be for when he wears it he feels so big and brave, just like another conquerer bold. Eddie says it matters not what style it may be, but it is the latest, for his friend Con of Chicago, who visited him on last Sunday is always 'up to snuff' on men's latest wearing apparel and he assured Eddie that it is 'the latest thing.'

We are all agreed that with his moustache and new hat he makes a splendid character for the 'Poor Nut.'

John Warman, brakeman on the Marion Line Limited, is on a leave of absence, taking his usual winter vacation.

O. G. Thomas, Division storekeeper on Kansas City Division for ten years, has been transferred to Austin, Minn. George Sheridan of Moberidge, S. D. succeeded Mr. Thomas.

Almost any time you can hear our good looking bill and voucher clerk singing or humming 'Sweet Adeline.' We do not know what kind he uses, but most everytime that it is his 'night out' he goes to the barber shop and gets his hair all slickered and perfumed. Clyde will be 'sitting pretty' for the next few weeks, as he recently won a beautiful bottle of highly scented toilet water and talcum powder with which he can spray himself and which will make a little reduction in his barber bill.

"Out Where the West Begins"

D. H. A.

MRS. H. M. Gillick, president and Mrs. J. P. Rothman, first vice president of our Milwaukee Woman's Club, attended the annual meeting and luncheon held at the Stevens Hotel at Chicago. They report a very interesting meeting.

Mr. L. H. Plank and family of McLaughlin, recently moved to Moberidge, where Mr. Plank holds a run on the South Line.

John Clinker, formerly water service foreman for the Trans Missouri division, has received a fine promotion, and is now water service inspector, his territory being from Aberdeen to Harlowton, Mont.

The many friends of Mrs. Bess Bunker, now of Minneapolis, regret very much to hear that she had the misfortune to fall and break her left arm. She is getting along as well as can be expected, and we hope for a speedy recovery.

Harley Whitford, Chief clerk at the store department, has returned from a trip to the West coast, where he visited Mrs. Whitford at Chehalis, Wash. and other relatives and friends at Seattle and Tacoma.

"Snus" Carlson, material clerk in the Supt's. office, spent Thanksgiving at Minneapolis. Wonder what the attraction is?

We are grieved to hear of the sudden death of Mr. I. R. Green, third trick operator at McIntosh, his death being due to heart failure.

Nick Gahr has accepted a position as operator in the relay office.

George Sheridan, the division storekeeper for the Trans Missouri division, has been transferred to Ottumwa, Iowa, beginning his duties there December 1st. The many friends of Mr. and Mrs. Sheridan regret their departure, but our best wishes go with them, our loss is their gain.

Ernest Tatro, coal dock foreman at Hettinger, who was seriously injured some time ago, is now convalescing at the Moberidge hospital. Mrs. Tatro, who spent several weeks here with her husband, has returned to her home at Hettinger.

We are glad to welcome to our midst, Mr. Frank J. Kratschmer of Spirit Lake, Idaho, who will be our new division storekeeper.

Mrs. H. L. Steinstra, wife of conductor Steinstra, underwent an operation at a Minneapolis hospital, and her many friends here are glad to know that she is getting along nicely, and will soon be home.

Harry Johnson, one of our popular conductors, who has been in poor health for some

GOOD TENTS FOR GOOD TIMES



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time, left last week for Custer, S. D. where he will receive treatment at the sanitarium there. His many friends here hope to see him back soon, feeling as hale and hearty as ever.

E. A. Zimmerman, boilermaker at the roundhouse, met with a painful accident, when the speeder he was riding jumped the track. He is receiving treatment at the Moberge hospital, and is getting along pretty good.

Oscar Reis, trucker at the freight house, had his tonsils removed at the Moberge Hospital last week.

Dora Anderson attended the double Golden Wedding anniversary of her parents, and her uncle and aunt at Wheaton, Minn. on November 27th.

Mr. and Mrs. Frank Williams, and daughter Francis, spent a few days at Minneapolis, visiting Frank's mother and other relatives.

We received the sad news of the death of Mrs. J. G. McGuire, wife of conductor McGuire, who is running on the North line and living at New England. She passed away on December 7th at the Dickinson hospital, following an operation. She leaves to mourn her loss, her husband, and three daughters, Leota, Beulah and Marion. The McGuires are former residents of Moberge, and their many friends here extend sincere sympathy in their hour of sorrow.

Ere another month rolls by, old Kris Kriagle will be here with his reindeer, and his sleigh, and we wish all the magazine readers A HAPPY NEW YEAR.

Wisconsin Valley Division Notes

Lillian

A NINE pound baby boy was born to Mr. and Mrs. Bert Leney on November 14th.

Train Dispatcher M. C. Harris was called to Lyndon, Wis., on account of the death of his mother which occurred on December 2nd. The Milwaukee employees extend sympathy to Mr. Harris and family.

The many friends of Glen Somerville will be pleased to know that he was able to spend a few days at his home for Thanksgiving.

Mr. and Mrs. B. F. Hoehn spent Thanksgiving Day and the week end at Chicago.

Mr. W. C. Milne is at St. Mary's Hospital having undergone an operation and we hope that his condition will be very much improved before long.

Ellen May was born to Mr. and Mrs. Steve Schultz on November 24th.

Conductor J. D. Walden passed away at his home at New Lisbon on November 27th after an illness of about three months. Funeral took place at New Lisbon and a great many friends of Mr. Walden's on the Division attended. Sympathy is extended to Mrs. Walden and children.

Mrs. R. Relitz, mother of Henry Relitz passed away at the home of her daughter at Minneapolis on November 27th. The remains were brought to Wausau for burial. Sympathy is extended to Mr. Relitz and family.

Alcide Lemay, formerly storekeeper on this division, now of Austin, Minn. visited us this morning. He is just the same Alcide, and we are always glad to have him come, his greetings are so effective.

Mrs. J. P. Horn visited with her mother at Portage recently.

Mr. Lehrbas has returned from Chicago where he visited with Mrs. Lehrbas who is at St. Luke's Hospital and reports that there is a slight improvement in the condition of Mrs. Lehrbas and her many friends rejoice at the good news.

On November 16th Mr. Gust Olson celebrated his 81st birthday, passing cigars to his friends and chatting over times gone by. He has been in the service of the Milwaukee for more than 50 years the last thirty being in capacity of janitor. The boys hope to be smoking "ON GUS" as many more years as is possible.

Mr. and Mrs. W. L. Jones of New Lisbon visited with friends at Wausau, spending Thanksgiving Day and the week end. Carman C. Christensen relieved Mr. Jones during his absence.

Mr. and Mrs. Frank Gilham are visiting with their daughter, Mr. and Mrs. E. E. Lyman at Great Falls, Mont., where they will spend part of the winter, they also expect to visit with their son Roy at Lewistown, Montana before returning to Wausau.

Mr. Herman Redlich, formerly Roadmaster on the north end, has been ill at his home, but is slowly recovering.

Train Dispatcher, H. L. Vachreau is off duty on account of illness.

We enjoyed very much having Mrs. Carpenter Kendall and Miss Etta Lindskog. The next time they come we hope there will not be so much snow, especially now that we know Mrs. Kendall cares only to see it on mountain tops and then at a great distance on rare occasions. However, wasn't it a treat to see such an abundance of it? We are glad it was possible for you to visit us in spite of the inclement weather conditions.

The new sand tower installed at New Lisbon will enable the engineers to take all the sand they want at the coal shed.

Sparks from the East End of the Electrification

Adolph C. Knudson

WHEN these items appear in print 1927 will have gone into the discard and young, inexperienced 1928 will be with us to stay for twelve months. It is too late to wish our readers a Merry Xmas, but; we surely hope you all had one with lots of turkey and the trimmings that go with it. We wish you all a Happy, Successful New Year.

Mrs. J. P. Leahy, wife of our Night Round House Foreman, spent several days visiting friends in Billings.

Mrs. E. A. Patterson, of Miles City, spent several days in Harlowton visiting friends.

Wm. Derringer journeyed from Missoula, where he is attending the university, to Butte the Saturday following Thanksgiving to witness the foot ball games between Montana U. and Montana State. The U winning by the score of 6 to 0. Other Harlo rails to attend the game were Mr. and Mrs. Paul Hollister, they spent Thanksgiving Day with Mrs. Hollister's parents and remained in the city for the game, and Miss Alice Flynn.

Speaking of Thanksgiving reminds me, there are dinners that are cooked by the best of chefs, but, none taste quite as good as holiday dinners prepared by Grandma. That seems to be the verdict of Mr. and Mrs. Evan Maxwell and family, of Miles City, who spent that day at the home of Mrs. Maxwell's parents, Mr. and Mrs. Thomas Bundren. Believe me, Tom looks like Mrs. Bundren is a good cook.

Night Yard Master, Don Grivetti was off duty for a week due to illness. He is back on the job again now getting out those trains as snappy as ever.

With the dawning of the new year we hope our road will soon be out of hands of the receivers.

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BE COMFORTABLE—

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



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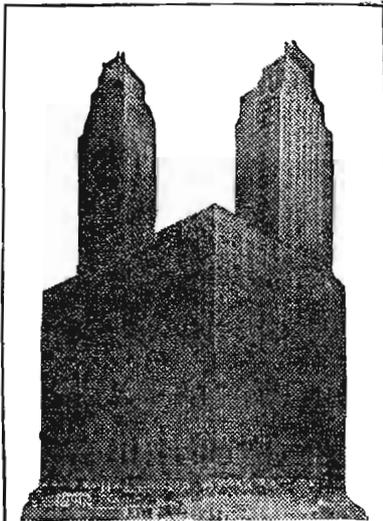
People who suffer from asthma or chronic bronchial coughs will be interested in a letter written by William F. McKinley, 649 Arbor Avenue, Indianapolis. He says: "I had suffered from asthma for 15 years. Was unable to do any work for four or five months in a year, had to sit in a chair for weeks, unable to lie down. I tried different medicines, but they did me very little good. I commenced taking Nacor in September, 1923, and I hadn't taken a half bottle until I could lie down and rest at night. I have no signs of asthma now, and I praise Nacor for what it has done for me. I recommend it to all sufferers from asthma and bronchitis." If you suffer from asthma, bronchitis or chronic cough, you should read the valuable booklet which will be sent free by Nacor Medicine Co., 627 State Life Bldg., Indianapolis, Ind. This booklet also contains letters from people whose trouble disappeared years ago, and never returned. No matter how serious your case seems, write for this free information. It may put you on the road to good health again.

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Rooms \$2.50 up
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Garage privileges for every guest



Br-r-r-r- then stir in three more br-rs and several shivers and you will know how the weather man made us feel during the fore part of November and December. He gave us a week or so of good weather in order to make us feel the second cold snap more.

That second blizzard came on December 5, and caught me in Butte. I wasn't the only Milwaukeeite caught away from home that day tho, there were some folks from Three Forks, Mrs. McKenna and her mother (or was it Mrs. Kettles') Mrs. Kettle and several other R. M. train and engine folks, whose names I do not know. Of course, being from Three Forks and with the blizzard raging out doors, they had to start telling about the wonderful weather they always have in their fair city. I stood it as long as I could and then told them about Mr. and Mrs. C. E. Van Dyke, of the Harlowton Car Department, picking good-eatable lettuce from right out the ground in their garden up to, and including December 3, 1927. There is one thing Three Forks husbands excell in, that is in wrapping up bundles that have become unwrapped; especially when they can demonstrate their skill in passenger stations. When No. 18 stopped at Three Forks that night I wheezingly introduced myself to Mrs. Decco and she said so many nice things about "Sparks" that I almost became conceited. Folks, she is just as wonderful as her writings. In the lunch room, at one end of the waiting room, at Butte we found Mrs. Lambert giving as good service as she always does at Harlowton.

Among the honor students at the Edison school for the second six week period, of the fall term, we find the following children of railroad folks; Victor Bacon, Jack Harper, Eloise Carver, Corrine Kellum, Teddy Glenn, Marguerite Wagoner and Juanita Wanzor.

Erwin Fox, Boiler Maker Helper, had the misfortune to have his foot badly smashed and is now receiving hospital attention at Three Forks.

Mrs. Roy Gee, Mrs. A. A. Arnold and Mrs. George Phillippi, wives of men who earn their living by being train and enginemen on the Musselshell division, spent several days in Butte.

Mrs. Harry Green spent a week in Miles City.

Conductor and Mrs. Ira M. Caine and family of Roundup spent several days in Harlowton the later part of November.

With business letting up on the road one hardly expects to hear of a brand new Conductor arriving. Yet, that is the news we have to record. He is inclined to favor the Musselshell division. Having first seen the light of December 3, he makes his headquarters at the home of Conductor and Mrs. Keeler. We did not even get to see any of the cigars, but, congratulations to all concerned any way.

There has not been much in the magazine of late concerning the Harlowton Chapter of the Milwaukee Women's Club. It must be that they are so busy pepping things up their historian has not got the time to do any writing to send in to the Magazine. The writer has two and a half minutes, and I hope, some space to spare for this worthy cause. On Monday evening December 5, when the blizzard was raging the worst, enough members of the Chapter to crowd the club house to capacity met for their December meeting. Needless to say, with such spirit shown, the session was an interesting one. Important business of the evening was the reception of new members and election of officers for the ensuing year. The new officers are, President, Mrs. J. R. Beatson; Vice President, Mrs. A. E. Hoops; Secretary, Mrs. J. P. Leahy; Treas-

urer, Mrs. A. E. Kellum. After the business session was over they enjoyed a social hour with cards and refreshments. Honest, they had eats and not a merc man was permitted to be present. On Wednesday evening November 23, they rented the largest dance hall in the city and staged a real Thanksgiving Eve dance. The men of the community swung their ladies around just enough to bring in a gross receipt of one hundred and sixty iron men.

Mrs. G. A. Dewey and daughter Elsie, wife and daughter of Store Helper G. A. Dewey, are spending several weeks visiting in Kansas as this is written.

The morning of December 7, was cold, yes, extremely cold. Of revenue coal in the city the day before there was none. A. E. H. awoke that morning in his apartment at the Liberty Hall to find he had an iceberg instead of an apt. Art dressed in a hurry and to the yard office beat it, with the thought in mind that his janitor was out of coal with none of the stuff in town. He hustled the switchmen and found a gondola loaded with the revenue stuff that has made Roundup famous. When Art went home to lunch that day he found that the janitor had only over-slept.

Aromas from the Cereal City Ray

BY the time we read this, we will all have said "Happy New Year." We were not disappointed, in checking over the figures, to find that nearly 40,000 more cars were handled in 1927 than in 1926. Quite a number for a branch line industrial yard. Here's hoping the '28 figures will mount still higher.

Lagomarcino-Grupe Co., of this City have the distinction of receiving the first full carload of oleomargarine ever unloaded at Cedar Rapids. The "Milwaukee" handled the car from Chicago and the consignee was well pleased with our service.

Swman. Fred Chermak had a good day with the gun Dec. 11th. While hunting near Springville, he bagged 41 rabbits.

Swman. Earl T. Conc, who was injured Nov. 7th is recovering slowly at his home in Marion.

IC Clerk T. M. Paullin, wife and Son Perry spent Thanksgiving day visiting relatives in Marshalltown.

Engr. Harry Turgeon has given up the Yard Engine and is now in freight service between Ottumwa and Cedar Rapids.

The 6:30 AM crew handling the Chicago mdse. from Marion is being handled by Foreman Klersey, Helpers Jones and G. McNabb. Enter more California money.

Illinois Division M. J. S.

BRAKEMANZernie Sack and Miss Mildred Philips of Savanna, were recently married at Freeport. Following the ceremony a dinner was served at the home of Mr. and Mrs. John Deiterman, sister and brother-in-law of the groom. After a short wedding trip the young couple will be at home to their friends in Chestnut Park, Savanna. Congratulations are extended to the Newlyweds.

Engr. R. E. Hansen and wife have left for Seattle to visit with their recently married daughter and husband, Mr. and Mrs. E. R. Knight living at Powers, Oregon. Mr. and Mrs. Hansen expect to visit several California points and will be gone two or three months.

Word was received at the Superintendent's Office, Savanna with regret of the death of Train Rules Examiner Mr. P. L. Rupp, who frequented the Savanna Office and liked by the many who knew him.

Electric



Castings

Steel

WEHR STEEL COMPANY

MILWAUKEE

WISCONSIN

Brakeman C. L. Clark died at the Sherman Hospital, Elgin, Dec. 13th, following an operation for acute appendicitis. His sickness was of short duration, being removed from his train Extra 8351 Condr. King Brown, to the hospital at Elgin Dec. 3rd, and was immediately operated on. Sympathy is extended to the surviving relatives.

Every time we pick up the paper lately we read where Ted Bahwell is visiting in Chillicothe. What you got down there, Ted?

Gerald Adams, Roadmaster Hobert's clerk at Elgin had his tonsils removed at the Savanna Hospital. "Butch" Herlehy is relieving him.

Guess Lillian and Mayme, our Comptometer Operators, really intend to let their hair grow. Both girls have their hair long enuf to pin back now. Be sure you don't let the Barber make another mistake Lillian and trim it too closely.

Mechanical Department

Did you miss us last month? Sorry to disappoint you that way but we were just too busy to get our notes in. We had some items alright and though they may be old we are going to give them to you.

We are going to mention the good candy we have received in the past few weeks, and I want to tell you it was sure good, enjoyed and appreciated. Bill Myers gave us a box, the Prop. of the New Home Hotel treated us with cigars and candy, Pete Cardino gave us a box and one of our apprentice boys donated some candy. We are not going to reveal his name for he is somewhat bashful, but just the same we want him to know we appreciate the candy.

Our Boiler Inspector is still broadcasting on the art of making love, soul kisses, etc., and it seems as though Thomas Meighan is in the lead. Too bad Ben can't go to Hollywood for it sure appeals to him.

We have a good pair of mittens for sale, which we are trying to sell for our Master Mechanic. They cost ten cents and were purchased at the time he attended the Illinois-Iowa football game, in the attempt to keep warm—you know he is from Iowa. We will gladly sell them at the reduced cost of 9c. Now don't crowd boys.

We have a dandy fish story to tell and if we could go into detail on it you too would enjoy it as much as we did. Some of the boys went down the river over the week end and on their return told us about the fish fry they had and just who caught the fish, etc., but come to find out they were purchased by the pound at the Fish Market. If they hadn't all claimed to have been the best fisherman

we could not give them away but they are all too conceited to let them get by with this.

We want our Chief Caller Dan to give us full details on his recent trip to Morrison. We have heard so many stories about it that we just can't believe all these naughty things about Dan. Just what kind of a party was it Dan and just why did you walk part way?

The "Ever-watchful-eye" wants to know what Ben Giles has in that little box he carries under his arm. Is it candy for his fair lady or just what? Any information will be appreciated.

We know a good one on LeRoy Cronin on a trip to Sabula, but we are not going to tell it this month and perhaps if LeRoy makes the bribe good enough we will keep it out altogether, but I am telling you it is sure good and quite what you wouldn't expect from this modest young chap.

Pete Cardino, laborer at Savanna Roundhouse, recently departed for Italy to take on a wife. Pete says she has been waiting for three or four years for him and we think she must be alright if she would wait this long for a man. Anyway, Pete has promised to throw a party when he returns with his bride. We are all wishing him a successful trip, both across the ocean and on the "Seas of Matrimony."

Bill Sheetz and the boys made a few social calls it—it's a long, long way home from way out there—isn't it Bill?

Savanna Yard News

Bill Clerk John Casselberry is critically ill at his home on Fifth street. We all miss Jack's pleasant smile—hope he will again be with us soon.

Switchtender Merritt D. Bettholf is the proud possessor of a pair of Reindeers. For further particulars, ask Mert about it.

Anyone having a good line on bicycles, please confer with Chief Caller J. McGrail.

Yardmaster Kentner is figuring on turning his Jewett in for a new Ford. Henry has sure got the boys wondering.

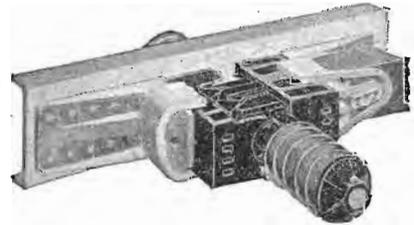
General Yardmaster Chipman is thinking about purchasing a new Ford for Spring Delivery. He says he is going to drive this car HIMSELF.

Dorm Bowman—Engine Foreman of downtown engine, had the misfortune of injuring his thumb on his right hand and same was amputated to the first joint. Dorm will be off for some time.

Business is not so good as it was about a month ago. The fruit is about all gone.

Bill Clerk C. Wilson is wearing his aviator cap again. Sure sign of a hard winter,

CARDWELL FRICTION DRAFT GEAR



UNION DRAFT GEAR COMPANY

CHICAGO OFFICE MCGORMICK BLDG.
CANADIAN OFFICE TRANSPORTATION
BUILDING MONTREAL

17

17

We appreciate the good service
the
Chicago, Milwaukee & St. Paul
Railroad Company
and its employees are giving
our industry

VON PLATEN-FOX CO.
IRON MOUNTAIN, MICH.

LUMBER

FUEL

17

17

High Kehoe, switching, is learning to drive an auto. Hughie has always driven a Ford heretofore.

Switchman Jack Beasley injured sometime ago is still on the lay-off list.

A new switch shanty has been placed opposite the Passenger Dept. Tom Griffin is sure proud of his new domain.

Stenographer Chris Jensen raffled off a turkey and goose. His brother won the turkey and Chris invited brother and turkey to his house for Christmas. That's what you would call Diplomacy.

The new stoves have been put up in Yard A Office. Everyone is enjoying the extra warmth.

Bill Clerk H. Hersey is now Assistant Scoutmaster of the Boy Scouts. Harold is a promising young man and should have no trouble in showing the boys a good example.

Mrs. Frank Brown, wife of Towerman Brown, Savanna Tower, had the misfortune to fall down and break one of her limbs. Our sympathy goes out to Mrs. Brown and hope she will be able to be up and around soon.

Switchman L. A. Winston has a private office located at west end Yard A Lead. This office was formerly known as the Middle Shanty.

Switchtender Jerry Carey is the possessor of a new Chrysler Sedan. (Galena, Illinois, papers please copy.)

When better Pullman berths are built, Ray Kentner will build them. Ray says the lower ones are higher and the higher ones are lower.

Savanna—Freight Office

In spite of all our protesting, Rusty continues to let his flaming beard grow. We think Santa is going to give him a lawn-mower for Xmas, so he can keep it trimmed a little better.

AJR finally had to stay at home—the "flue" got the best of him. Glad he is able to be out again.

Lillian likes her work so well that she comes at 5:15 AM instead of 6AM—poor Lillian! She always did like work so well.

Our Oscar has become quite an ardent lover—don't get excited—of the stove. He says that winter just doesn't agree with him.

No wonder Nellie came down to the office one morning with her countenance covered with smiles. We couldn't guess until Georgie looked out the window and saw that Nash car going up the street.

Milly has a new way now of making the boys walk home. How about it, Dick?

At last Huffy got his hair cut, and the best part of it is, that it only cost him \$.50—no extra charge at all.

Savanna—Rail Mill Items

Joseph Delp our Chief Clerk has resigned his position and intends to take over a local panitorium. We all wish him success in his new line of business.

John Sullivan former store accountant of Dubuque Shops, has accepted the position of Chief Clerk left vacant by Joe Delp.

The Rail Mill ceased operating the first of December and is undergoing extensive repairs. We have had a very strenuous season and most of the machinery is badly in need of attention.

Eighteen men were laid off when the mill closed down, but will be taken back when we resume operations next season.

River Division News

Margaret Maher

IF I were fortunate to have been endowed with poetic gifts I might write a description of the beautiful winter scenery that was

displayed this morning. The poet Longfellow would have had plenty of material to work with had he been living in this country and day, for there were six and one half inches of snow fall within a short period of seven hours, laying a beautiful white mantle over Mother Earth and her inhabitants of trees and shrubbery. But the rest of us poor mortals have enough to work with when it comes to handling the snow. Everyone is kept so busy shoveling snow that they have barely time to read the paper. Along with the first snow fall came cold snappy weather but then everything seems to equalize itself in this world anyway—the poor have ice in winter and the rich have ice in summer.

Perhaps that is enough talk about weather and snow but then anyone looking for a nice position just apply anyplace at Wabasha.

Mr. Chas. Mattes, Signal Inspector of Lines East, was inspecting on the River Division Dec. 13th. Mr. Mattes was also taking orders under the direction of his highness—Santa Claus. Needless to say, Mr. Mattes was well received.

Traveling Auditors Ben Hultman and Mr. Cameron spent the week end at Wabasha, or rather the last day of the week and the second day of the following week making a check at the local freight house.

"A Bird in the Hand is Worth Two in the Bush." Anyone wishing this old adage interrupted to its meaning to the fullest extent just call on Dick Thompson cashier at the Freight House at Wabasha. He has had some experience along this line but of course we all hope that Dick's bird reaches his hand.

Mr. W. A. Moberly who has been roadmaster with supervision over Steel Gang took up his duties as roadmaster pro-tem of the Chipewa Valley and Wabasha Divisions relieving Mr. Wm. Ott who was acting roadmaster. Mrs. Moberly has also taken up her residence at Wabasha and we welcome both Mr. and Mrs. Moberly to Wabasha.

Once more Dan Cupid just deliberately walked into our midst and plucked a victim. And Frank McGraw not wanting to be contrary or obstinate gave his consent. The marriage of Frank McGraw, fireman on C V and Wabasha Divisions, to a young lady from Wisconsin will occur Dec. 27th at Eau Claire. After a wedding trip to Chicago they will be at home to their friends at Wabasha. Congratulations.

Mrs. Loomis, wife of Condr. Loomis, has been confined to a hospital at Eau Claire for the past several weeks recuperating from a nervous strain. Mrs. Loomis has sufficiently recovered to be able to leave the hospital and as soon as she gains her former health, she and Mr. Loomis expect to take a trip to Seattle and spend some time with their sons in Washington. Of course Mr. Loomis would be missed so that he expects to return shortly and resume work while Mrs. Loomis will remain for a longer stay.

Speaking of successes, wasn't the dance sponsored by the Milwaukee Women's Club that was held at the Marigold Gardens at Minneapolis a howling success? The writer has always been of the opinion that Mr. Turney's determination spelled "Success" but now it seems that it is a characteristic of the household for Mrs. Turney was chairman in general of the affair. Wabasha was distinguished by having one of its worthy citizens Wm. S. O'Flaherty, receive the \$25.00 prize.

The committee are to be commended for the success of the social affair. But goodness me, I do wish that some people wouldn't become so affected when their name graces the columns of the Society Page. You know

when Mr. Fleming saw his name in the Society columns—why he was so hard to get along with.

Operator H. D. Witte received a medal the past week as a recognition showing 25 years of continuous membership with the O R T. Mr. Witte has a very fine record and has been in duty all of this time with the exception of a few vacations each year. Here's wishing that you may see many more years of this excellent work.

Miss Margaret Maher spent a few days at Des Moines visiting friends and visiting broadcasting station WHO.

Engr. Fred Wilson and wife departed for a trip and stay in California. We hope the Wilsons have an enjoyable winter in the Sunny South. Sunny West????

Coast Division

C. C. C.

MISS Daisy Webb of the Dispatcher's force is recovering from an operation in St. Joseph's hospital, Tacoma. Soon after the Holidays Miss Webb plans to leave for Southern California, where her many friends hope the change in climate will bring a complete recovery.

On December first the marriage of Miss Martha Funnemark and Dispatcher John N. Mitchell were united in marriage and after a short honeymoon have returned to make their home again in Tacoma. They have the congratulations and best wishes of many friends.

On November 16th occurred the marriage of Mrs. Marie Louise Dillon and Mr. Frank Buchanan. Mr. Buchanan is Traveling Engineer on the Coast Division and their many friends are offering congratulations.

Dispatcher J. R. Weatherly has been transferred to Deer Lodge, Mont., owing to reduction in forces on this Division.

Mr. B. W. Zilley, our very popular Roundhouse Foreman, at Seattle, surprised his many friends on November 22nd when he was united in marriage to Miss Georgia Dross of Seattle. The bride is very well known in the University District at Seattle where she held a reliable position, and also was a Director of the University National Bank. Mr. and Mrs. Zilley are now at home at apartments in the University District.

Sympathy is being extended to Mrs. K. N. Eldridge account of the death of her husband, Kneeland N. Eldridge, age 54, which occurred on December 3rd and on account of the death of her Mother, Mrs. Mary Thompson which occurred November 30th, both at Tacoma. Double funeral services were held December 7th, and the bodies shipped to Ottumwa, Ia., for burial in the family plot.

Mr. Eldridge was a nephew of the late P. C. Eldridge, General Superintendent on lines East, and had been in the employ of the Milwaukee road for more than 25 years, coming to the Coast in 1909 as Dispatcher. On the advice of his physician Mr. Eldridge gave up his assignment as trick Dispatcher, about three years ago, and has been in the Insurance Business, working as Dispatcher only as relief man. He was a loyal Milwaukee employee and had many friends along the entire System of the Road.

Mrs. Elma Niemiller, wife of Engineer Niemiller passed away December 5th at the family home in Tacoma, after several months illness. Mrs. Niemiller came to the Coast with her husband in 1908 from Boone, Iowa, living most of the time in Seattle, moving to Tacoma in 1920. She was a member of the

Christian Church of Tacoma, and a Charter member of the Milwaukee Women's Club, in which she took an active interest. Funeral services were held December 8th, interment in the South Tacoma Mosoleum. Mr. and Mrs. Niemiller had the comfort of their daughter's presence during the past few months, Mrs. Ethel Penwarden, of Biddleford, Maine.

Iowa Division (Middle and West)

Ruby Eckman

VIGGO Rosendahl who fires a switch engine in Council Bluffs yards took an enforced vacation in November. He had climbed on the back of an engine tank to push back some coal which was being scattered when he slipped and fell injuring his wrist.

Conductor A. J. Dollinson spent a week the latter part of November with his mother and brother in Ohio.

Mrs. Howard Osman of Dubuque spent a week in Perry in November visiting at the home of Assistant Superintendent W. L. Schmitz.

Brakeman Francis Reel of the middle division was married on November 14th. His bride was Marie Bonar, of Scranton, Pa. Francis had expected to be married in the east, but on account of technicalities regarding the securing of the marriage certificates, decided to bring the young lady home and be married in Perry. He has the best wishes of a host of friends.

Mrs. G. M. Abell wife of the General Foreman of the Milwaukee Round house in Milwaukee was in Perry the fore part of December for a visit with friends. This was her first visit since her marriage so some of her friends planned a post nuptial shower for her. Mrs. Abell was formerly Drucye Higgins and was employed in the railroad offices at Marion and Perry before her marriage.

Another wedding of interest on the Iowa division was that of Loyal Howlett employed as an operator. Loyal went back to Philadelphia and accompanied by his bride Miss Pheobe Miller of the city, went to Elkton, Maryland where the ceremony was performed. Loyal announced his marriage by sending the correspondent a fine box of candy and if his judgement in the selection of the wife was as good as the candy, he picked a real one.

Mrs. G. F. Scott, whose husband is a train dispatcher in the Sioux City offices, was a visitor at the Schmitz home in Perry the latter part of November.

The news of the death of P. L. Rupp was learned with regret by his many friends in Perry. Mr. Rupp formerly worked in train service on the Iowa division and his friends watched with interest his advancement up the ladder to the positions he so capably filled.

November 21st was not a red letter day, but a gold letter day in the lives of Operator R. E. Fitzgerald and his wife as that was the date of their golden wedding anniversary. Owing to the condition of Mrs. Fitzgerald's health, no special plans were made for the day although their two daughters Nan and Emma came down from Minneapolis and their son Edward and family of Perry were with them. They also received many greetings in the way of cards, flowers and candy from their many friends.

Ben Spense of the B & B department requested a pass for himself and wife to California the latter part of November. He

volunteered the information that the trip was to be his honeymoon, but he neglected to say any more about the matter than that Cecil Ramsdale of Tama was the lady of his choice.

Wm. Agnew of the west end way freight crew knows now how it feels when he hears anyone talking of caruncles as he had one the latter part of November which forced him to lose several trips.

Raymond Reel who has been at the Washington Boulevard hospital for some time taking treatments for an injured back has been released and has returned to work on the road.

Lee Thompson son of Engineer Wm. Thompson was taken to the Washington Boulevard hospital and operated on December 13th. The young man was injured in a fall from a bridge last summer and the operation was necessary as the result of the injury.

Everett Evans the water supply man on the Iowa division was called to Gettysburg, South Dakota the fore part of December on account of the death of his father.

Lew Howe, of Council Bluffs, and Florida, an old time railroad man on the Iowa division came to Perry the fore part of December to attend to some business matters and renew old acquaintances. Lew worked in the engine department when the road was first built into Omaha.

Don Hansen who worked during the last summer in the B & B department left the fore part of December for a trip though the north west expecting to reach California for Christmas with his grand parents. Chief Carpenter V. Hensen and wife left Perry December 18th going direct to California for the holidays with their parents.

Ruth Buckley abstract clerk in the Perry freight house took a three weeks leave of absence in November. She had an operation on her throat for the correction of some trouble which has been bothering her for some time.

Fireman Ralph Judd deserted the ranks of the bachelors and on November 30th was married in Des Moines to Miss Wanda Clark of Perry. After a short honeymoon trip the young people returned to Perry to make their home. Ralph is one of the younger firemen and has a tank wagon route for the Manhattan Oil company when not employed on the road.

Charles Thompson one of the section foremen on the middle division died December first following a short illness from pneumonia. He was located at Newhall and had been in service a good many years.

There are four new conductors on the middle Iowa division as Homer Johnson, Arley Needham, Marvin Ellsworth and Wm. Hunt have all completed the necessary examinations for promotion. Conductor Johnson was called for a trip a couple days after he completed his examinations.

Chicago Terminals

Guy E. Sampson

GUESS we better start out this month by wishing every reader of "THE MAGAZINE" A Happy New Year as this is the beginning of another year for us all. The past year has made many changes not only in the railroad but in its employees. Some are still digging in and trying to do their part to make the "Old Milwaukee" stand at the head of the list in railroads of its class.

The World Comes To Your Window

Most Salesmen have to go out after their business. Your business comes right to you. Anyone who buys a railway ticket is a live "prospect" for A Travelers Accident Ticket; needs one, probably wants one, and will buy one if given half a chance.

Before you slide back his change, just ask: "A Travelers Accident Ticket for the trip—five thousand dollars for a quarter a day?"

Do this consistently, and watch your commissions grow!

Ticket Department

The TRAVELERS
INSURANCE COMPANY
HARTFORD :—: CONNECTICUT

THE SERVICE SUPREME

A

"CONTINENTAL"

Policy Means

PEACE OF MIND AND A PAY CHECK WHEN EARNINGS FROM YOUR OCCUPATION IS STOPPED.

Continental representatives may be found on every railroad division in the United States and Canada.

Continental Casualty
Company

(The Railroad Man's Company)
H. G. B. ALEXANDER, President

Chicago

CUT OUT AND MAIL TODAY

Continental Casualty Company
910 Michigan Ave., Chicago, Ill.

I am employed by the MILWAUKEE SYSTEM _____ Division.

Please send me information in regard to carried by hundreds of my fellow employees. your health and accident policies such as are My age is _____

Name _____
ADDRESS _____

Others have sought employment in other places and some closed the book of life and passed on to receive their reward. On many divisions of the railroad the reins of supervision have been placed in different hands but the uppermost thought of officers and employees on every division is to give the public satisfactory service. This fact was demonstrated very forcibly on Wednesday Nov. 30th when two large shipments of The New Fords arrived in Chicago and delivered to our railroad for prompt delivery. One was for Des Moines, Iowa and the other for St. Paul, Minn. A special engine was dispatched to the C. J. yard where we received the shipments from the Wabash railroad and the cars rushed to Bensenville. The St. Paul shipment went forward on the famous Twin City Merchandise train No. 63 and arrived in St. Paul 5 hours ahead of the time promised. The Des Moines shipment went by special train which made record time and this shipment arrived 3 hours ahead of promised time. Every official as well as every employee who had anything to do with these shipments in the Chi Terminals were on their toes and making it their business to see that nothing delayed the movement of either train. What we can do once we can do again and again. Mr. Ford had promised to have his new car on exhibition on Friday Dec. 2nd and he depended on our railroad to help him keep his word and found us ready to back him with unexcelled service. May we get thousands of shipments from his company and deliver every one of them as we did these two.

Switchman Lowery recently had the misfortune to have one of his feet badly crushed while pulling pins on the lead at Bensenville yard. He was taken to Boulevard Hospital where it is reported that he had the foot amputated Dec. 14th.

Milwaukee Shops

H. W. G.

QUITE a bunch of RR Officials from the shops were on a western trip just recently, and barely escaped a good Montana blizzard, Glad to welcome you all back boys.

The sympathies of all the old timers go to Veteran Painter Chas. E. Berodin who recently lost his wife after a lingering illness. Mr. Berodin did not attend the VEA convention at Minneapolis last Sept. on account of the failing health of his wife at that time.

In the death of Mrs. S. S. Merrill there has passed away about the last of the old families of the Milwaukee Road, Mr. Merrill died 43 years ago coming February. Mrs. Merrill died at the old home up on Wisconsin Avenue (Grand Avenue) Sunday the 11th of Dec. The funeral was held at the Calvary Presbyterian Church, Wis. Ave. Tues. the 13th. The Veteran's committee were arranging to go to the church in a body, just as the time was changed in the papers from Thursday to Tuesday, which prevented them all getting together. Mrs. Merrill was 96 years old, a venerable age reached by but a very few.

Blacksmiths Mike McGraw and Joe Zimmerman died this week, these were Veterans of the road from the years back in the Locomotive department.

Veteran Joe Opie of Austin, Minn. whose death is mentioned in the Dec. Magazine takes another of the old timers, altho Mr. Opie started with one of the Roads in England.

The cover of the Dec. Magazine flashes up in a bright new color.

Veteran Emil Schwaibold had a golden wedding last week, that's something that comes to only a few. A very nice time was

had all around.

Eng. Dispatcher Joe Roberts and his wife started for their annual winter trip to Southern California expect to return early in April.

The Veterans dues are coming in very prompt this year.

Twin City Terminal Happenings

"A safety sign can't talk but it is not so dumb as the fellow who disregards it."

N. A. H.

Since the men folks have been eligible the Women's Club of the CM&STP Ry. as members, there has been no harder worker for good cause than Division Master Mechanic John Turney. When Mr. Turney goes into a thing, we can always rely upon him making it a success and giving all hard workers their due share in making the dance given December 5th at the Marigold Ball Room a success, we will have to give Mr. Turney ample congratulations in the good work he done as he is mostly instrumental in having this affair go over the top.

Never has an affair of this kind reached such publicity as this dance and those that attended the dance must realize that there was lots of hard work behind for all those on the committee.

Mrs. John Turney was chairman and surely worthy of praise together with her hard working committee and believe their hard work was more than repaid in the grand turn out that evening.

The ball room was beautifully decorated for the occasion and the music 100%—the grand march excellent, having a leader with a tall bucket hat and two little girls following and then our General Superintendent C. S. Christoffer and wife. There was nothing left unturned to make the evening a success both socially and financially and everybody attending the dance were well pleased and a very pleasant evening spent. Those who did not care to dance had the privilege to play cards.

Roundhouse Foreman John Fleming at Wabasha came so near yet so far from winning the first prize which was in the amount of \$25.00. Mr. Fleming's ticket was the ninth one called but the tenth ticket drew the prize and a Mr. W. S. O'Flaherty of Wabasha won the \$25.00 prize while that of the \$10.00 prize went to Mr. H. Bode of Minneapolis. We are glad that the first prize went to Wabasha for the reason that Wabasha worked hard to help make this the success it was.

I believe it is safe to say that never before has such an amount been placed in the treasury as the returns of this dance, which will be used in welfare among worthy employees.

Mr. J. E. Bjorkholm was a caller at Minneapolis December 12th on business.

Messrs. John Turney and W. C. Blase are spending a few days in Duluth gathering up data.

Mr. and Mrs. A. Sandy are leaving to spend part of the winter in California. Looks like the big snow storm that struck the Twin Cities is responsible for Mr. Sandy deciding on going to the Sunny Land. They are to visit Mr. and Mrs. George Rushows who have been making Long Beach their home these few years past.

I. & D. Items

M. E. R.

MRS. R. W. Anderson and Mr. J. E. Bjorkholm, were visitors in Mason City, November 28th.

Miss Mae Quinn, Comptometer Operator in silectomy on Monday, November 21st, and the Superintendent's Office, underwent a ton-

was back at her desk on the 28th, looking and feeling much better.

Miss Mary Gen Braheny, Stenographer, Superintendent's Office, underwent a ton- December 5th, after two months absence, during which time she was receiving treatment at Washington Boulevard Hospital, Chicago, for an infected knee, from which she is most completely recovered and walks without the aid of a crutch or cane.

Mr. G. P. Hodges, Division Master Mechanic, has been greatly missed the past several weeks along the I&D Division, which time he has been spending in the Park Hospital at Mason City. Mr. Hodges was compelled to give up his work about a week before Thanksgiving and was removed from his home to the Hospital on Friday, November 25th. Each day brought a favorable report and it is our understanding that Mr. Hodges is rapidly recovering, altho' his Doctors advise a complete rest is most essential. Mr. Hodges has the best wishes of the entire division personnel.

When you are in Chicago and rather hungry, Ben King suggests a cold beef sandwich. For further information, ask Ben, Local Storekeeper at Mason City.

What does Paul Johnson, iceman at the Ice House know about upper berths?

We are all very sorry to learn of the illness of Roadmaster C. A. Montgomery, who is resting and doctoring at the sanitarium at Prairie du Chien, Wis. Mr. R. Minton, Roadmaster from the West Division is temporarily caring for Mr. Montgomery's territory.

Mr. H. Gasper, Roadmaster on the East I&D, has also been granted a leave of absence due to illness. We all hope that Mr. Gasper will soon be "on top" again.

Mrs. C. E. Mutschler and William Jr., wife and son of C. E. Mutschler, Chief Clerk, Superintendent's Office, are spending the Winter with Mrs. Mutschler's Mother in Dubuque, Iowa, due to the illness of the latter. Mr. Mutschler has stored his household effects and is making his abode at the home of Trainmaster Beerman.

A small child of H. Samek, Beulah, Iowa, died on December 6th. Sympathy.

Elmer Mall, former File Clerk, Superintendent's Office, accepted position of Car Secretary during November. Milton Olson, Temporary Payroll Clerk, was transferred to the File Clerk's desk.

An attractive Christmas Tree, decorated and electric lighted, was placed in the square between the passenger depot and office building at Mason City, which could be seen a distance of about six blocks up Pennsylvania Avenue, approaching the CM&STP Depot. An electric sign, reading "Season's Greetings CM&STP Railway Women's Club" was displayed to the North and to the South of the tree, which could be viewed from the street, as well as passing trains and lent a true Christmas Spirit to all patrons and employees, as well as the large number of people who made numerous trips to see the tree. This tree was arranged for by a number of the Division Officers, for which we were all very grateful and also feel that it was a worthy advertisement.

Henry Lunsman, Section Foreman, Mason City, and a familiar figure to all employees, has been confined to his home the past month, due to an injury received on November 12th. Henry has the best wishes of all that he may enjoy a complete recovery soon.

A Courtesy Meeting worth mentioning was held at Mason City, December 16th, with a very large number of employees in attendance. The Express Co. employees were guests and



Mr. R. H. Thomas, Local Manager of the Standard Oil Co. gave a very interesting and instructive talk on the subject of "Courtesy"; the CM&STP Railway Women's Club Quartette at Mason City, entertained with several numbers, which was greatly enjoyed and at the close of the meeting, light refreshments were served.

Possibly some of you have not heard that Business Car Chef, Paul Scott, was wedded in the month of November. Congratulations Scotts.

Mr. P. A. Gallagher, Agent at Mason City, visited his brother P. G. Gallagher, who is a Conductor on the I&D Division, at Murdo, S. D. the latter part of November. These two gentlemen later made a trip to Kansas City, Mo. Understand PAG returned with a nice bag of? (stubble ducks).

Mr. W. J. Johnston, Traveling Engineer, was appointed Acting Division Master Mechanic, during Mr. Hodges' illness.

What does Jay tell his wife when he gets home late from the office?

Wanted for Christmas—A 7-passenger car. Signed—R. C. Smith.

Was it a nightmare, or did Art Holmgren, Chief Clerk, Store Department, call for the Conductor and refuse the aid of the Porter, when he was in need recently? Why so particular Art?

General Office—Union Station Vila

WELL here we are again ready to go to press and not a word from that Track Elevation Office at Mayfair. What's the matter, Harry? Drackett? or Munson?

Miss Elsie Walker formerly of the Comptroller's office was married December 21 to Mr. L. Luecht of Carpenterville, Ill. The girls of that office presented her with an electric iron and miscellaneous kitchen articles. We wish them much happiness.

The girls of the Comptroller's Office held their annual Christmas luncheon and grab bag on Friday December 23rd. Each guest received a stocking filled with goodies and a gift.

The Legal Department has a few new additions to the force. Presume it is necessary to have a lawyer to get an introduction.

Statistician George Harder, Room 862, would like to know what the square as well as the square root of three eighths is. If you know, drop him a note. Thanks?

Acting as nursemaid while the wife did the Christmas shopping was the duty Roy Doherty has to perform right before Christmas. While Roy lends a hand to the wife at all times in taking care of his little daughter

this was the first time he was left alone with her all day and while he kept the shades down practically all day (trying to make the little one think it was night) she was wiser than he thought and she kept him pretty busy; crying for water.

New clothes are being sported around the eighth floor. Aw, there is a Santa Claus.

"It looks as big as a dime" is the comment being made about the engagement ring Miss Heit has just shown around the building. It won't be long now!

All the outside calls are not being made by me. When I go out to lunch it seems everyone around the building comes in and uses my 'phone. Should we say "rasp or logan-berries?"

Isn't it rather late for the Union Station Unit to be thinking of putting on a little party for the men in the Building?

(Answer) Say if you were a member last year you would have been able to count yourself No. 5 at one of the meetings the men were invited to.

"Miss Annette Standaert of Mr. Meyer's Office Seattle, spent a few days in Chicago on her way to Havanna, Cuba. We hope she has an enjoyable trip and that we have the pleasure of her company again in the near future.

Marilyn McNicholas gave us all a treat about two weeks ago when she passed out invitations to all employes of the Transportation Department for a party to be held at her home on the night of December 17th stating that a big turkey dinner would be served. Emill Gregg started to fast as soon as he received his invitation and has lost 21 pounds in the past two weeks. Today Marilyn announced that on account of interior decorators at her home the party would be postponed. Donald has also lost \$5.00 as he bet that Marilyn was a good sport and would have the party when she gave out the invitations.

Looks bad for Don and Emil—no parties this month.

Sioux City and Dakota Division H. B. Olsen

WE wish you all A Merry Christmas and A Happy New Year. We all know about the sweet odor of roses but that is nothing in comparison with the hair tonic that Frank Toal, Chief Clerk, Master Mechanic's office uses. We expect to see this young shiek using lip-stick and wearing bloomers before long. Next in line is Harold Reef, Chief Clerk to the Storekeeper who is Frank's shadow. Look out girls.

Fireman Emil Wisenberger slipped one over on us by getting married during the month of

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and Boiler
Steel



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October. We cannot say who the fortunate young lady is but understand her home was in Tripp, S. D. Here's congratulations to you and yours Emil.

On November 21st the City of Sioux Falls had as their honored guests Mr. and Mrs. H. E. Byram. Mr. Byram was entertained in the evening by the Chamber of Commerce in the form of a mammoth banquet at the Carpenter hotel with an attendance of over two hundred which included a great many employes. The Women's Club entertained Mrs. Byram at the passenger station which also was largely attended and enjoyed.

Conductor Harry Jory surely is entitled to "head liners" for he is on the job when it comes to getting business for our line. Harry secured a passenger Sioux Falls to Syracuse, N. Y. for our line from one of our competitors and, not long before he secured a long-haul passenger also for our line. Do it again Harry, our trains are fine.

On December 18th Sealer L. J. Angle, and family at Sioux Falls celebrated their 26th wedding anniversary. Mrs. Angle's birthday and Christmas all on the same day. Mrs. Angle, daughter Miss Ethel and little sons Ellwyn and Earl will leave December 20th for Sumner, Wash., to spend some time with Grandma F. J. Hackett, mother of Mrs. Angle.

While attending a banquet given by the Sioux City Chapter of the Women's Club in Sioux City on November 29th, Malcolm Nelson, clam shell operator, ate so much, Conductor T. H. Calligan discovered Malcolm had torn all the buttons off his vest.

On December 6th the first real "blizzard" of the season hit the entire S.C.&D. Division. It was necessary to run snow plows and the temperature went to 20 below. Engineer Al Main says he did not have to make out any ticket report on the return trip with the plow from Madison as he had no passengers nor a place to carry 'em.

Engineer Leslie Drew and Fireman Walter Hauser while returning from a hunting trip in Walter's car, "skidded" on the icy pavement and were thrown from the car and slightly bruised up.

Operator I. D. Kittoe, at Hornick has taken a two months leave of absence and will spend most of the time in sunny California. Operator McNertney is relieving him.

Norman Capwell, City Freight Agent at Sioux City has been confined to his home with an attack of the "flu." Norman is improving rapidly and should be back on the job soon.

Section Foreman Chris Olson, Hawarden, Ia. spent the latter part of November in Minneapolis taking in the sights. Chris must have some attraction at the Twin Cities as we notice they happen to be his final destination when on vacation.

Agent Leo Moore at Menno, was asked the question, "why the Norwegians grew so tall" —Leo could not answer, but Mrs. Moore came through with the reply, "because they stay green so long."

Another banner SAFETY FIRST Meeting was held at the Passenger station at Sioux City on December 12th, with 134 present. George Francis represented the Sioux Falls bunch and voiced his sentiments for each of us.

Conductor Bert Brashier reports that in a recent snow storm at Sioux City, all the snow that fell, accumulated on his corner and he noticed that no one but him had walks to clean. Incidentally Bert lives on the "corner."

Switchman Frank Henderson and daughter Mrs. Clarence Refinbark, motored to Bloom-

field, Nebraska last week where they attended a funeral of an old time friend of the family. Bloomfield, Neb. is Franks old home town and he noted many changes had taken place since he left there thirty years ago.

The sand and gravel business at Hawarden is over for the season and Agent Brown reports a very successful business. A new pit is being opened preparatory to the spring rush and the business next year promises to be bigger and better than before.

A report comes to us that while Engineer George Bartlett was masticating a bit of food in the "Coffee Cup Cafe" at Mitchell the other night, the "hashers" dyed his hair black. It took considerable force to accomplish the change but they did it.

Division employes were glad to meet Assistant General Manager Mr. E. F. Rummel on his recent visit to Sioux Falls. Mr. Rummel was formerly Division Superintendent and had not been on the Division since leaving.

A complete renovation of the Sioux Falls freight office has taken place and the interior decorations of pleasing colors are a most welcome improvement. New clothes lockers have been built-in, desks and chairs re-varnished and 'nearly everything.

When Switchman Henry Hurt at Sioux Falls is not sleeping he may be found parked close to his radio. Henry is right up-to-date on all the "happenings" and especially that southern dance music, from WOIL.

Engineer Frazine is temporarily on forced vacation account a couple of bad ribs which were injured some time ago and did not "knit" properly.

Switchman Ray Hunter is patiently awaiting the entertainment and dance which the Sioux Falls Chapter of the Women's Club will give at the Passenger station. It won't be long now Ray.

At last the public in general has taken the movement of SAFETY FIRST as a serious matter and never in the history before has SAFETY FIRST become so popular. Schools are holding SAFETY FIRST programs, and writing essays on the subject. Chambers of Commerce have taken hold of the matter and surely no un-safe practices should escape and injuries and deaths be almost eliminated. The railroads are entitled to all the credit for this.

On December 10th an old time employe, W. E. Loomis passed from this life. "Bill" Loomis as he was better known, had been on the division for forty years, as Operator, Dispatcher and Chief Dispatcher. In his declining years he held various positions and the last was that of Station Master at Sioux City.

"Judge" Omar Wells of the Sioux Falls round-house has been confined to his home with a severe attack of lumbago. The Judge is recovering rapidly and we trust he will soon be able to resume work.

During the recent blizzard Roundhouse Foreman P. Forsburg at Sioux Falls was compelled to remain in the round house all night account not being able to return home. Incidentally Pete lives about three miles from the roundhouse and while he had considerable work on a couple of engines, he decided to make a night of it.

And the January 1928 SAFETY FIRST meeting will be held at Sioux Falls, a fine program is being arranged, good eats will be served by the Women's Club. Start the year right by attending the BIG meeting.

Twin City Terminals

Mac

*A Happy and Prosperous New Year
To All Our Readers*

ON November 26th, John R. Parkins, for many years employed at the Minneapolis Local Freight Office, prior to which he had served as Agent at Kellogg and St. Louis Park, and in other station service, passed to his last resting place, following an unfortunate accident in which he was struck by a skidding automobile as he stepped from a street car near his home on the evening of November 10th. Mr. Parkins whose service with the C.M.&St.P. exceeded 45 years was, on account of his kindly manner and ready wit, a great favorite with his associates and fellow employees, by whom he will be sadly missed. The tender sympathy of the local organization, with which he has served long and faithfully, is extended to his family in their sad bereavement.

James Morrison Team Track Foreman has been on the sick list for the past month.

The employees of the Terminal Division in extending sympathy to Nellie Sullivan of the Accounting Department, who suffered the loss of her father on November 27th. Mr. Daniel Sullivan was 85 years of age at the time of death and retained his faculties to the last.

He was born in Ireland and came to the United States at the age of 13 and was one of the very few remaining survivors of the Battle of Gettysburg, having served his country throughout the period of the Civil War, a portion of the time as a prisoner of war in the notorious prison stockade at Andersonville and Libby Prison at Richmond. After the termination of his service, which was with the First Minnesota Volunteers, he retired to Minnesota and made his home in the vicinity of Fergus Falls. Military funeral services were conducted at Minneapolis and burial made at the old home of Fergus Falls.

The heavy snow storm of December 6th caused woe and grief to all our automobile driving forces. A number of them were unable to start their cars in the evening and left the cars to the mercy of the storm overnight. In most instances managing to get hem started the next day, or having them towed out to garages for necessary power to start with.

Conversation with John Ritter of Accounting Department. "Pretty tough wheeling our new Brighton way, isn't it John?" "Naw, T'aint bad in a Ford"!!!

Elizabeth Zumkoski of the Accounting Department accompanied her mother to Granite Falls and return, visiting with her brother, who is agent for the Great Northern at that point. Bad weather interfered with their trip but Elizabeth arrived on time. Can't stop the Milwaukee trains up in this country by having a little bad weather.

Emil Rachner says no use trying to farm that land out south of town this time of year and during such weather. Says the grape fruit are not doing at all well, and the oranges were badly frost bitten, but has hopes of a fine crop of lemons and malaga grapes from the south side of the hill during the spring.

The dance given by the C.M.&St.P. Railway Women at the Marigold Ballroom on December 5th, was very well attended, and all who went reported it a huge success.

Tony Schwab and the fiver coupe are having some bouncing fine rides these days. Tony says nothing like it in all his experiences, and even has fitted the top over the drivers seat

with a set of air-cushioned springs so his dome of thought will have something soft to bump against.

Here it is December 15th and another snow storm in progress. If our farmers in Minnesota don't have a good crop next year, it will not be the fault of old J. Pluvios, for he is doing his best to provide snow blanket for the ground this winter.

Iowa (East) Division and Calmar Line

J. T. Raymond

EFFECTIVE Dec. 5th, 1927, train Nos. 23 & 26, between Monticello and Farley was discontinued. The crew on No. 26 out of Cedar Rapids now continues through to Calmar on No. 28, returning the next day on Nos. 27 & 23, motor cars being assigned to these runs. Three conductors and three baggagemen are assigned to operate these trains in a pool with Nos. 22 & 25. The two brakemen on Nos. 22 & 25 run as heretofore.

Effective Dec. 5th, 1927, train Nos. 95 & 96, which formerly operated as a turnaround between Cedar Rapids and Monticello, now runs through to Farley and two crews have been assigned to these runs.

When the above changes took place, Condr. Pohn Dignan, who has been on Nos. 23 & 26 for a number of years, laid off and says he is going to take a much needed rest at the home of his daughter in Farley. When he does resume work he expects to go on Nos. 19 and 8 between Marion and Omaha.

Condr. Ed. Templeton, who has been on Nos. 27 & 28 between Monticello and Calmar for the past ten years, has taken Nos. 8 & 19 between Marion and Chicago. Train Baggage Wm. C. Dubbs who has been on Nos. 27 and 28 for several years has taken the braking job with Condr. Templeton.

Crews assigned to the re-arranged runs are Nos. 26 & 28, 27 & 23, 22 & 25. Conductors A. Schader, B. Bulkley and Thos. Costello, Baggage W. W. Glew, F. A. Dougherty and W. R. Johnson. Nos. 95 & 96, Condr. R. B. Eckart and Brakemen J. A. Carmichael and Frank Barger, with Farley Sunday layover, and Condr. Harry Mellish and Brakeman J. A. Beeson with Cedar Rapids layover.

Condr. W. I. Farrell, formerly conductor on Nos. 95 & 96, has taken the Day Service Train displacing Phil Shoup, who has taken the 3:20 PM service train, displacing J. G. Standish, who will now do extra work out of Marion.

Telegraph and Telephone Inspector R. C. Blakeslee of Milwaukee spent several days in Marion the first part of December on business.

Agent A. J. Gibson of Dixon has been away on a two weeks vacation. Relief Agent T. J. Allen relieved him.

Operator M. J. Marchant and wife of Marion spent several days in Chicago sight seeing.

Operator F. E. Sorg has been appointed Operator at Lyons and has moved his family there from Hawkeye.

Operator L. A. Huffman of Oxford Junction was off several days visiting relatives at Woodward, Iowa and Des Moines. Opr. E. F. Clausen relieved him.

Operator Ed. Mullally, third trick Atkins Yard, is off duty account sickness. We hope for his speedy recovery. Opr. Hutchinson is relieving him.

Passenger Conductor J. L. Roberts and wife left Marion Dec. 6th for Houston, Texas where they will visit relatives. Condr. W. D. Shank is relieving him on Nos. 7 & 20 between Marion and Omaha.

Passenger Brakeman L. R. Curtis has taken a leave of absence and with his wife left Marion Dec. 8th for Phoenix, Arizona where they will spend the Winter. Brakeman H. R. Perrin has taken his run on Nos. 19 & 8 between Marion and Omaha.

Train Baggage Ed. M. Taylor is laying off and expects to spend the Holidays with his daughter in Silver City, New Mexico. Charlie Wescott has taken his run in the baggage car on Nos. 3 and 4 between Marion and Omaha and A. F. Hutchins has taken Charlie's run on Nos. 19 & 8 between the same points.

Passenger Brakeman George C. Adams, who has been in freight service on the Illinois Division for several weeks, has taken the braking job on Nos. 38 & 39 between Davenport and Milwaukee, relieving M. L. Peterson who has been on this run for over a year.

Passenger Conductor Ben Bulkley has resumed work after being off duty on account of sickness since Sept. 15th. Ben says he is feeling fine again and his many friends are more than glad to see him back on the job.

Freight Conductor Frank Dlouhy took his wife to Rochester, Minn. the first of December for an operation, which we understand was very successful and she will be able to return home now in a few days.

Condr. J. G. Standish while putting up a marker lamp on his caboose slipped and fell to the ground, suffering injury to his back and badly spraining his left hand and wrist. He will probably be off duty for several days.

Veteran Passenger W. E. Webster is laid up with infection in both legs. We all hope for his speedy recovery.

Passenger Conductor A. J. Fuller and wife and grandson are planning on spending Christmas with their daughter in San Antonio, Texas.

Freight Brakeman Frank H. McDonnell and Miss Maude Darr were married at 6:00 AM, Nov. 21st, in St. Joseph's Church at Savanna. After a short wedding trip to Chicago they returned to Savanna where they expect to make their home. The magazine extends congratulations.

Superintendent M. J. Flanigan spent two weeks in Chicago taking treatments at the Washington Boulevard Hospital returning to Marion greatly improved in health and is gaining steadily.

Mrs. Jennie B. Vandercook is the newly elected President of the Milwaukee Woman's Club at Marion succeeding Mrs. M. J. Flanigan who retires from office after serving several terms during which time the Marion Club has grown to be one of the largest on the System, and with an enviable record of achievement.

George R. Barnoske has been appointed Division Accountant succeeding L. G. Hewitt who has taken the position of first assistant.

Deer Lodge and Missoula Division M. E. S.

MR. and Mrs. R. W. Magette left recently for Hopkinson, Iowa in response to a message to the effect that Mrs. Magette's father, R. J. Guthrie, is critically ill. Mr. Guthrie underwent a major operation several days ago and was apparently doing nicely but took a sudden turn for the worse. Mr. Magette is Chief Dispatcher in the office at Deer Lodge.

Miss Caroline Christiansen is the new clerk in the Division Engineer's office.

Miss Dorothy Moe, formerly of the Division Engineer's office has now joined the force in the Superintendent's office as comptometer operator.

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CHICAGO

Mr. and Mrs. Walter Vannier of Spirit Lake, Idaho are visiting Mr. Vannier's sister Mrs. L. W. Pratt at Deer Lodge.

Mrs. Pearl Jones, Clerk in the Chief Dispatcher's office has returned from a visit in Missouri.

Mr. L. W. Pratt has returned from Traer, Iowa where he went to be with his parents on their sixtieth wedding anniversary.

Mr. and Mrs. J. F. Burns are in Los Angeles, California where they will visit for some time and return by way of Denver where they expect to spend some time.

Mr. Ralph Alway and Mr. Leo Jensen have gone on a hunting trip. There are various rumors as to the game they are after—all the way from grizzly bears to rabbits. Will report later.

Mrs. L. K. Sorenson, wife of our Division Superintendent, was elected President of the Milwaukee Women's Club at Deer Lodge, for the coming year.

East H. and D. Division

Maude Hamlin, Correspondent

HAPPY New Year! Hope this finds all our readers fairly well launched on the new year, and that you haven't broken any of your good resolutions yet.

Lots of snow on our division this month—had to put on considerable extra help to shovel off platforms, keep switches open etc. However, after a couple of days, our passenger trains were on time as usual. RES says he will never be quite the same though—lost too much sleep.

Treating plants at Glencoe and Cologne just about ready for service. This completes a fine string of treating plants on the East H&D, and our water service man, Mr. Harry Porter takes great pride in the fine condition of the water on our division.

Veteran section foreman Knute Weflin, of section 27, Wegdahl, is on his usual leave of absence for the cold weather. Victor Persson is the captain on this section during Mr. Weflin's absence.

Owing to reduction in force at the roundhouse, Miss Sandbo is now a lady of leisure, but hopes to get placed and "stay put" in the near future.

Mrs. M. S. Rasdall, wife of our Stock Yard Superintendent has our sympathy in the loss of her mother, Mrs. T. G. Robinson, who passed away on Dec. 11th at Minneapolis. Funeral was held at Montevideo.

B&B carpenter Oscar Olson, formerly working in the East End crew, was transferred to the Montevideo crew on Nov. 24th.

Yours truly expects to spend Xmas in Montana, near Billings to be gone three or four days.

Mrs. Gunderson, wife of our ticket Agent, is expected home soon from her extended visit at Spokane and points west, after being gone two months.

Night Yardmaster, Millard Crandall is back to work again after quite a siege of the "flu". Julius Kalberg was the acting Night Yardmaster in Crandall's absence.

Dubuque Division

E. L. S.

WE are pleased to announce the promotion of Chief Carpenter Guner Tornes to position as General Supervisor of Buildings, Chicago, filling the vacancy left by the death of N. H. LaFountain.

Condr. W. A. Cutting has been on the sick list since the early part of December. His many friends wish him a speedy recovery.

A former Dubuque, Geo. A. Ehmer, is on the Division doing special work for Auditor of Expenditure's office.

M. Duehr, Section Foreman at Dubuque has been in Rochester hospital for treatment since Dec. 1st. Reported getting along nicely.

The Milwaukee Women's Club is making great preparations for their Christmas Party to be held at Eagle's Hall Friday eve., Dec. 16th. Pot luck supper, 14 piece orchestra, speeches, ten-cent Christmas gifts for all, include some of the entertainment in store for us. The dance held by this Club at Eagle's Hall recently was quite a success.

We extend sympathy to Agent B. H. Bothmer, Brownsville, and Opr. C. H. Bothmer, on account of the death of their father, H. C. Bothmer, which occurred on Dec. 9th. He had been sick for some time.

A. F. Mullane formerly Agent at No. Buena Vista, is now in charge of Prosper station.

General Agent A. W. Beaty of the U.R.T. Company, Chicago, was a recent visitor in Chief Dispatcher's office.

Mike Toussaint, Section Foreman at West Union, Sec. 52, is laying off for the winter and is being relieved by Mike Meyer.

August Blitgen, Section Foreman of Sec. 4, Bellevue, who had the misfortune to break his leg June 31st, caused by a sun-kinked rail, expects to resume work Jan. 1st.

Tom O'Rourke, Extra Gang Foreman on this Division for many years, is laying off for the winter and is being relieved by Emery Roe.

When it comes to arguing, John and Elmer in the Superintendent's office, surely take the cake. Even argue about black and white.

There was a severe snow storm on Preston Line Dec. 7th, a 24-hour blizzard. Trains 433 and 472 were tied up at Mabel during the night until following morning until snow plow could clear the track. It was reported to be the most severe storm in years.

Effective Dec. 12th, train service on Preston Line was changed due to light passenger travel. The crew on 404 Preston to Reno returns on 471, mixed train. The crew on 472 goes through to LaCrosse the same as heretofore, returning on No. 48 the following day as a mixed train. These runs are being handled by Conductors Kinder, Gongaware and Greener.

On account of change in Preston Line services, the passenger run having been taken off, Condr. J. D. Welsh has gone back on the main line, trains 33 and 38.

Condr. W. R. Downing is laying off on account of injury to finger while unloading some shims at New Albin recently. He is being relieved on north end way freight by Condr. A. E. Muir.

Understand Condr. L. E. Dunham on trains 66 and 67 is sporting a new uniform cap.

Condr. E. C. Challupka is still absent from service on account of his injury in auto accident some time ago. We hope he will soon be able to resume his work.

Brakeman O. W. Krause having been displaced by freight man due to change in Preston Line train service, will work on main line. Brakeman M. E. Wilder is taking express messenger's job on 404 returning on 471, temporarily.

Train Baggage man G. S. Mehlsing injured his finger while working on his "Cadillac" during November, and is being relieved by Fred A. Grabow on No. 9 and 30.

While waiting for No. 30 at Dubuque one fine morning, Vic McCurdy, Chief Dispatcher at Savanna dropped into the Trainmaster's

office and while describing the operating conditions (etc.) on Illinois Division was so interested in the subject that No. 30 departed, on time, as usual, while Vic still had the floor. Have you forgotten already, Vic, that Dubuque Division trains are always on time?

Dubuque Shop Jingles

Oosie

ONE-nine-two-eight, how-do-you-do
As usual, we're civil because you are new.
In 1927 we had joy, and sometimes pain—
Some had reverses, others gain.
But it is true, (we fully know)
That which we reaped, we too did sow.
So we will try in this brand new year
To plant Blessed Seed and know no fear.

Our CM&STP Minstrel Boys
This year again added to our joys;
Their songs were perfect, the jokes were fresh
The features were knockouts—the Jew espesh.
Their houses were crowded, they took in the

Jack
Their "Lady" was pretty and to dress had the
knack.

Mary, over in Milwaukee,
Are they treating you all right?
If they don't you just report it—
And, Oh Boy, how we will fight.

Sully, down in Savanna,
Gee but we miss you a lot—
You were our only Shiek and now
No "dressey" chap we got.

Tacoma Shop Notes

Andy

HAPPY NEW YEAR

WELL folks here we are again, another year has gone by, and the bills have started to come in, which reflects our extravagance during the holidays, and we start checking up our operating costs for the previous year, and find same above par as usual—then we make a few resolutions, which we never expect to keep, what's the use—Ho hum, such is life, just one round after another, until we go down for the count.

To start with, we might casually mention the fact that Harley Whitford, the gentleman from Moberge, way out there in the East, where meaz are men, well, anyway Harley just dropped in and gave us a general inspection, but expressed no opinions, so we will. Do you know we hardly recognized him at first, because, he had a soup strainer tacked on the upper lip of his loud speaker. Of course opinions vary as to whether or not it was becoming, as a matter of fact it was just a point of view, the further away, the better the view, however, Harley will have to keep a stiff upper lip, if he wants to scratch his nose with that thing, and then it may be that he is going into the fur-bearing business pretty strong, who knows?

Has anybody seen Geo. Girard's new car, well, its a Wow, a Chrysler "72" Sport Roadster, with a pneumonia seat in the rear, and everything.

Gene Stevens, of the Store Department, and Miss Alice McMullen, were married on November 26th. Now what do you know about that, and after all our warnings regarding the worries and hazards of marriage responsibilities, but there is no use, these young shiek fellers, just won't take the advice of old baked-in-the-mud married dubs, but now that it is all over, aint love grand, and we all join in extending to the happy couple our sincerest congratulations, and best wishes for happiness in great abundance.

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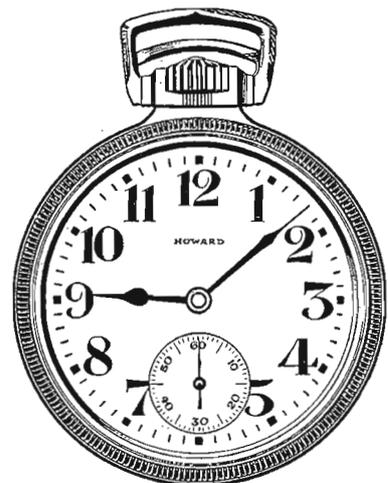
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It is with regret that we report the death of Frank Marchall, Mr. Marchall has been with the Milwaukee a good many years, has many friends and was well liked by everyone. Our sympathies are extended.

All set folks—tune in on station S.O.X. we are on the air again, broadcasting on the same wave length we were last month, only longer—

Dear readers of magazinio land—the program this month is of a varied nature, sponsored by no one in particular, and by everyone in general—our first selection will be sung by Leonard Johnson—he has chosen for his number "Moonlit Waters."

Applesauce—No No I mean applause.

Perley Horr will next play us a few shop notes in G Minor.

A. Pentecost—will next give a few hints to golfers—Get your proper stance here, we have them in stock.

You will next hear the "Anvil Chorus" by Scheutze, accompanied on the forge by the entire blacksmith shop force.

By special request—J. E. Brady will sing "My Wild Irish Rose."

Paul Jasmer—will now recite for your disapproval one of his latest compositions.

STAND BY—station SOX broadcasting over the Tacoma Shop Network.

W. E. Brautigam—Will next sing "Take me back to old Deer Lodge."

By special arrangement with a local Junk Company, we will present Mike Wakin who will talk on model "T" Fords.

Weather forecast—by Martin McHugh—Indications are that the holiday season will be very wet—with extra dry.

F. E. Wilson—our air expert and Fire Chief, will now go on the air at about 200 lbs. pressure. He will tell you how the fire department roll their hose.

W. I. Shiplett—our male baritone—will croon that stone quarry lullaby "O' Rock Me to Sleep." He has practised this selection every night for the past year.

As a concluding number on our program—the Sawdust quartette from the Woodmill, composed of G. W. Taylor, Mike Grummel, and the other two are masked, will render a selection.

Station SOX—Tacoma now going off the air, and signing off at exactly 1927—Good Night.

I. & M. Items
E. H. K.

ROADMASTER Frank Koveliski and wife passed through Austin recently enroute to Medford, where they visited his parents, after spending Thanksgiving in St. Louis, Mo. with

Mrs. Koveliski's sister, Mrs. B. Hoppenjaus and family. Frank was formerly an I. & M. boy but is now roadmaster on the Calmar line of the Iowa Div. with headquarters at Monticello, Iowa.

Cond. and Mrs. W. R. Smith spent two weeks visiting at the home of their daughter Mrs. Earl Stein at Superior, Wis.

Miss Amy McNerny returned to St. Paul and Miss Alice to New Richland to resume their teaching after spending Thanksgiving vacation with their parents here.

Charles Newman, chief caller at Austin roundhouse is reported very ill. His speedy recovery is looked for as he is being efficiently taken care of by his daughter Effie from Quebec, Canada.

Eng. John Ober was called to Los Angeles, Cal. account the illness of Mrs. Ober, but has returned to Austin with a favorable report of Mrs. Ober's condition.

Herb Norgorden failed to return from his leave of absence as previously reported. Looks rather suspicious. Wonder if wedding bells will ring.

Born to Yard Conductor Gus Laufle and wife, a daughter.

Mrs. T. Jeffers is visiting her daughter Mrs. L. Larson and family at Butte, Mont.

Eng. E. H. Kough and wife spent Thanksgiving week with their daughter Mrs. P. B. Jones and family at Flint, Mich.

Mr. and Mrs. Wm. Williams spent the week-end in St. Paul.

Northern Montana Division

Max

AT a meeting of Chamber of Commerce a committee was appointed to interest the business men of Lewistown in decorating the business district for the holiday season. The suggestion was promptly taken up with a view of having a community Christmas tree and to install small trees along the sidewalks and string electric lights along the curbing and street intersections. Instead of having one community tree there are to be two, the second being put up by the Milwaukee. Superintendent Cleveland is busy getting our tree in place at the foot of Main street at the driveway to the passenger station. It will be illuminated with colored electric lights.

The employees of the Northern Montana division all rejoice in the completion of the women's club house, which is one of the most attractive on the system. It was formerly opened December 12th, with a special meeting to which the men were invited. The occasion proved to be one of much enjoyment.

Adelbert Mullen, who had been employed at the roundhouse for a number of years passed away December 12th, age 65. "Dad" as the deceased was affectionately known will be missed by all of the boys.

Nels Sandberg was called to Harlowton to do some expert smithing work.

J. E. Calleweart left for Seattle where he will be fitted with an artificial limb.

Mr. and Mrs. Ike Harris, of Piper, made a business trip to Lewistown.

Kenneth Dyer, son of L. M. Dyer, Agent at Moore, who is attending Montana State College at Bozeman, spent Thanksgiving Day with his parents.

Russell and Harold McVay, sons of conductor D. L. McVay left for Tacoma where Russell expects to take service with the U. S. Marines.

Miss Grace Jackson, daughter of Mr. and Mrs. H. W. Jackson, came to Lewistown for Thanksgiving from Missoula, where she is attending college.

Mr. and Mrs. C. O. Farmer left for Aberdeen where Mr. Farmer expects to take up work in the yard.

Mrs. H. H. Heath and daughter, Mildred of Great Falls left last week for an extended trip in the east. They expect to visit their son and brother over the holidays.

Geo. Tennant of Choteau was sick a few days ago with ptomaine poisoning. Mr. G. S. Craig, Traveling Freight Agent, relieved him.

H. G. Merkel of Geraldine has returned from a vacation.

Harry Wilkinson of Great Falls office has returned after being ill for several days.

Mrs. Fred Kissling and son, Ronald of Omaha are visiting Mrs. M. E. Randall.

H. W. Porter, Traveling Freight Agent of the Butte office, was here visiting with our genial cashier, H. C. Brisbaine.

F. A. Swanson of Aberdeen, Washington was in Great Falls for a few days visiting. He was accompanied by his wife and son, David. They were guests of Mrs. Swanson's mother, Mrs. Wm. Murray.

O. P. Kelllogg, Asst. Freight Traffic Manager of Seattle was the speaker at the Oil Men's Convention held in Great Falls December 9th and 10th. He was accompanied by Mr. A. A. Wilson, Asst. General Freight Agent of Seattle and while they were here were entertained by the Great Falls Traffic Club.

Supt. E. L. Cleveland attended the Oil Men's Convention at Great Falls and since hearing Mr. Fogelman's salesmanship speech he has indicated he wants to join the Traffic Department of the railroad in order to sell more transportation.

West H&D Division Notes

N. M. R.

We wish everyone A BRIGHT and HAPPY NEW YEAR

ON December 6th and 7th we had our first real winter, lots of snow and a real cold wind.

Mrs. P. H. Nee is the new president of the Aberdeen Chapter of the C.M.&St.P. Women's Club.

Miss Joan St. Clair, clerk in the DMM's office at Aberdeen was hit and knocked down by an automobile when returning home Dec. 6th, she was picked up and rushed to a local hospital and though no bones were broken she was badly shaken up. The driver of the car that hit Miss St. Clair did not stop after hitting her but left her laying unconscious in the street. She is getting along fine and will be able to return to her duties soon.

Mr. Brackett, travelling auditor was an Aberdeen visitor during December. Have not seen Mr. Brackett for about three years, don't wait so long next time.

Cliff has shaved off his cute mustache. Guess he thought he would not have so much to carry up those four flights of stairs. Cliff says one bad feature about living on the 4th floor of the Dorian is climbing the stairs, at dinner time you get a whiff of everyone's dinner on the way up, by the time he arrives at his own domicile he don't know what he wants to eat.

A. M. Lemay from Austin, Minn. paid us a visit during December.

Santa Claus made his usual rounds and judging by the many happy faces he was real generous too.

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On Dec. 13th the ladies of the C.M.&St.P. Women's Club gave a dance and card party in the K. C. hall which was well attended. All the proceeds will be used for charity.

An enthusiastic courtesy meeting was held at Aberdeen which was well attended, Mr. Nee presiding. Many matters of interest were discussed among which was the handling of the holiday season rush.

Work is progressing rapidly on the ice house and it will be completed in time for the ice harvest.

We had the pleasure of meeting Mr. Auch, Signal Supervisor who was in Aberdeen in connection with the installation of the automatic crossing protection east of Aberdeen.

Big Jim Sheehan is getting better hearted, he is going to fix Mr. McCarthy's radio so it will do more than just echo the buzzer on 3rd Ave.

Mr. Jiran, maintainer at Groton dropped in to say Hello the other day.

Bonney had a birthday the other day, but his candy was so very good we didn't have the heart to give him the licking he had coming to him.

Since last issue J. J. Seiler has spent a weeks vacation at Herried and Columbia visiting relatives and hunting. He did not say very much about his luck but then Jack is rather conservative and might have gotten his limit for all we know.

Miss Winifred Rubertus and Miss Amelia Retka spent an over Sunday visit in Minneapolis recently.

Superintendent Gibson and wife of Ottumwa and Superintendent Buechler and wife of Sioux City called on us while visiting at Aberdeen over Thanksgiving. We are glad they have ties that bring them back to the Division occasionally.

Miss Helen Warner has just recently returned from a vacation which was spent at Iowa City, Des Moines and Hettinger, N. D.

We have 21 inches of snow at Aberdeen. This is on the level, anyway you take it, and is about the average for the H&D Division. At some points there is not quite so much but there are others where there is more. We had the first hard storm last week no doubt part of the one that tied up traffic in some of the other sections. Did not affect us that much. It only got 30 below and JSK says that was nothing at all like they used to have.

Emmett Burke, Captain of Police is confined to his home account of sickness, we miss Emmett's "how are they coming."

Passenger conductors W. R. Foster and J. H. Tompkins are visiting in California. Presume they do not have the snow out there we happen to have now.

G. R. Martin, Vice President of the G. N. was in Aberdeen between train No. 17 and

No. 18 and called at the Superintendent's office to pay his respects to Superintendent Nee. Mr. Martin came to Aberdeen to talk to the Chamber of Commerce about the proposed "unification" of the G.N. and N.P. systems.

Albert Perry, Passenger Engineer, running between Aberdeen and Mobridge has just completed 45 years of service. He began working in a three stall enginehouse at Milbank November 1882 as engine hostler helper, received regular job as Fireman April 1883 on the H&D Division, promoted to Engineer September 1888 and has been in passenger service for 18 years. He says he still feels good for a number of years of service. The H&D Division, Officers and employees extend congratulations and best wishes to him.

Chicago Terminals

Friends of yard master Arthur Freeman were shocked recently to here that he had passed away, having only been sick one week with pneumonia, at the hospital in Elgin. A good number of his co-workers attended his funeral which was held at Elgin. The sympathy of all employees is extended to his family.

The sympathy of all employees is extended to Mrs. J. H. Valentine and family whose mother passed away at the Valentine home last month. Deceased had been a constant sufferer from rheumatism for several years but through it all had been a smiling patient sufferer. She had made many friends during her residence here and all will miss the happy hours spent visiting with her. The remains were taken to Janesville, Wisconsin for burial.

Switchman Abner Snell has been confined to his home at Franklin Park for several weeks and at this writing is still a very sick man. His co-workers wish for him a speedy recovery.

Train master C. E. Elliott has got back home at last. No he wasn't lost but a big red sign showing that his home was quarantined held him away for a few weeks. But the sign is gone the family are well again and Clarence is glad its all over. We don't blame him any for we all know "There's no place like home."

At the regular meeting of Majority Lodge No. 119 B. of R. T. Friday December 9th Supt. C. L. Whitting was introduced after the close of the business meeting and spoke to the members present on the greatest theme of the day "Safety First." Mr. Whitting is an ardent believer in Safety First both from the viewpoint of an official and an employee, and knows just what to say on the subject. The boys enjoyed his talk and also thanked him for his invitation for every employee in

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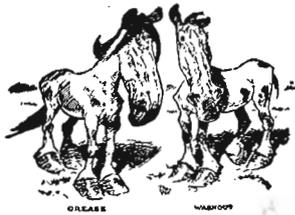
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his district to attend at least one regular Safety First meeting a year and as many more as they could. These meetings are held once a month at the Union Depot and all who attend leave with the same opinion that the more interest we all take in the Safety First movement the greater will be our decrease in accidents. It is expected that a record breaking crowd will attend the meeting Dec. 28th as special efforts are being made to pack the house on this occasion. All are anxious to make 1927 a banner year in point of attendance to these meetings in the terminal.

"Kickapoo" Sampson was seen boarding No. 5 out of Chicago the day before Thanksgiving. The next day this same sleepy looking "Guy" was seen getting off of train No. 12 at Western Avenue and inquiring what time he could get a train for Bensenville. We all wondered at him being so sleepy but we later learned that he had spent the night attending a ceremonial of the D.O.K.K. order at Tomah, Wisconsin and when he boarded No. 12 he found every berth on the train occupied as well as the coaches crowded all the way home, so there was no sleep for him. Guess he got caught up on the sleep that night for he was back on the job the following day.

The sympathy of all employees is extended to yard clerk Severson whose father passed away last month.

Idaho Division

R. C. P.

TRAVELLING Engineer, W. T. Emerson, says he would gladly spend one hundred dollars to win one dollar from either Jim Griffith or Fred Campbell of Tacoma. What a mean disposition Bill has.

Ray Shook, formerly of Superintendent's office, Spokane, and later with a commercial firm in Seattle, passed through here recently on his way to Peoria, Illinois, where he will take up a new line of work.

Conductor Chas. Lewis, for many years on the St. Maries—Elk River passenger run, died at his home in St. Maries December 16th. He had been laying off for a few days just before the end came. Heart failure was the cause. Funeral services and interment were held at St. Maries December 20th.

Shop Foreman, W. E. Smith, formerly of Spirit Lake, has taken over the duties of Roundhouse foreman at St. Maries relieving H. H. Stewart who transferred to Tacoma. Storekeeper Kratchmer formerly of Store Department, Spirit Lake, has taken a similar position at Moberidge.

Conductor George Stiltz died at St. Lukes Hospital, Spokane, on December 5th, after a series of operations that had failed to bring him health, the last one proving fatal.

Cecil Johnson blames the Committee in charge of distributing the tickets for her not winning the Paige sedan given away in Chicago last month. What chance had I, she asks, when the winning ticket was sent to Council Bluffs?

Madge Murphy of Division Engineers office returned Nov. 27th from a two weeks visit with her folks in Los Angeles. Madge has a kid brother in L.A. who gives promise of being one of their leading attorneys.

Agent C. H. Copen of Elk River got a big bang out of a letter written to the War Department during the world war and mailed it in with the request that it be published in the Magazine. Those of our readers who have not seen it will, also, get a wallop, if our Editor will publish it.

It was printed several years ago—Ed.
Did you ask about the Othello notes? Never heard of such a place.

Tillie, the toiler in Roadmaster Richardson's office, St. Maries, spent Sunday the 18th in Spokane. She intended to do her Christmas shopping but didn't know it was Sunday and found the stores all closed so she spent the day sleeping, waking up just in time to catch No. 16 and we had to do the shipping for her by telephone the next day.

"Frank Matz

Is not at Katz

But the station just this side.

To judge from his hats

He belonged to the Frat's

And his trousers are too wide."

Operator Gus Meyers of St. Maries was taken to the St. Maries Hospital and held two days to be Z-Rayed in an effort to find the cause for his "Orneryness." When he returned to work reported they found nothing in him, and he was going back to have a hole bored in his head and some concrete poured in.

The King Snipe's Daughter

By John Powers, Black Diamond Watch

Far away among the Cascade Mountains
'Neath the gleam of silver snow
Where the tall and stately pine trees
Watch the shadows come and go,—
Where the line of the Milwaukee
Winds away to meet the plain
Is a section house and station
That I long to see again.

Like a home of stately grandeur
Was that section house to me
With the tall majestic mountains
Stretching westward to the sea
And within this home of beauty
Dwells an angel without wing
For the joy of all the mountain
Was the daughter of the King.

Yes a princess born of beauty
From this land of verdant green
Like the glory of the sunrise
Lighting up the sylvan scene
Crowned with love and fond affection
Fair as blossoms of the spring
For all nature smiles a greeting
To the daughter of a King.

Years have flown and in distant lands
Have I left that home, to stray
But that little budding blossom
I have seen again today
She was standing in the doorway
And was holding by the hand
Another little Kingsnipe
Who will one day hold command.

And the Kingsnipe as he labors
On the lofty mountain side
With his gang of section jerries
Thinks of her with joy and pride
And that pride of our affection
Springing from the snow drops gleam
Whispers gently to his mother
"Ain't you proud 'cause you are Queen?"

Couldn't Locate It

A colored woman walked up to the ticket agent in a large railroad station and said: "I'd like to get a ticket fo' Magnolia."

The agent looked over his tickets to find one for Magnolia, but as he couldn't he went over to a map to see where it was, but was also unsuccessful.

Thereupon he inquired: "Where is Magnolia, ma'am?"

And the negro woman replied: "Why there she is sitting on that bench over there."

—Union Pacific Magazine

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

(Continued from Page 23)

Terre Haute Chapter

Mrs. Flossie Waggoner, *Historian*

THE regular business meeting of the C.M.& St.P. Railway Women's Club was held in the Club House, on Thursday, December 8th.

Minutes of the General Governing Board Meeting, held in Chicago November 11th and 12th, and other correspondence from the General Board were read. This meeting in Chicago had been attended by Mr. and Mrs. T. J. Lentz, Mrs. Corinne McWilliams, Mrs. Mrs. Flossie Waggoner and the Misses Alice Church and Christine Hammond.

Reports of the various committees were made and we were pleased to learn the success of our bake sale, which amounted to \$25.05. At the bazaar, held December 9th, we made \$42.00.

Officers for the new year were elected as follows:

President	Mrs. E. L. Kenney
First Vice	Mrs. R. M. Blackwell
Second Vice	Mrs. Tom Boleman
Recording Secy.	Mrs. W. R. Barnes
Corresponding Secy.	Miss Alice Church
Treasurer	Mrs. Henry Hilton
Historian	Mrs. Flossie Waggoner

Plans were made for a Christmas party, for the members of the Milwaukee family, to be held in the Club House on Friday, December 16th, and we are planning a great time, for the children and older folks as well.

Des Moines Chapter

A number of interesting events have taken place during the last few weeks and the one which is outstanding is the Special Meeting of the Des Moines Chapter held November 22nd which gave the members as well as those eligible an opportunity of meeting Mrs. H. E. Byram our President General and Miss Etta Lindskog, Corresponding Secretary General.

At this meeting a very interesting address was given by Mrs. Byram on the purpose of the organization and activities of the General Chapter and other local Chapters, followed by an address by Miss Lindskog, both of which were enjoyed by everyone present.

In addition to Mrs. Byram and Miss Lindskog other guests of the evening were Messrs. H. E. Byram, J. T. Gillick, R. M. Calkins, O. N. Harstad, E. F. Rummel, G. B. Haynes, J. H. Howard, F. H. Johnson and E. E. Brewer, all of whom were called upon for a short talk and responded willingly.

The remainder of the evening was spent in getting acquainted with our guests and new members present after which light refreshments were served by the Social Committee.

In addition to the regular monthly business meeting November 25th, two benefit card parties were held, proceeds from which were used to help pay for the furniture purchased for our Club Rooms. The women sponsoring these parties are to be congratulated on the result of same.

Plans are now under way for a Christmas Party for the Kiddies, definite date of same not yet determined.

Green Bay Chapter

Mrs. W. E. Bartlett, *Historian*

ANNUAL business meeting was called to order promptly at 8 o'clock P.M. evening of Dec. 1st, with a very large attendance, all

anxious to hear yearly reports and help elect Officers for year 1928.

After reading Club Motto, members sang "Boost the Milwaukee" and our newly composed song "Boost our Chapter." Reports of all departments showed the Club to be active especially the work of the Welfare Department, which has alleviated much suffering and brought much cheer to the homes of employes who have been unfortunate during the year.

Plans are completed for our annual Christmas party for the little children which will take place next Monday evening Dec. 19th in Passenger Depot. We will have our Depot all decorated for Santa with a big tree loaded down with goodies for the Kiddies. Santa Claus will arrive promptly at 7:30 P.M. on a special train from Santa Claus land and we are sure not one child will ever forget that Santa arrived over the Milwaukee Railroad to visit children of members of Green Bay Chapter. Mrs. Jas. J. Kocha Program Chairman is more than busy making up her program which will include just the little children.

Election of Officers was next in order and the following were unanimously elected; President Mrs. John F. Dunn, 1st Vice President Mrs. Chas B. Cheaney, 2nd Vice President, Mrs. P. H. Neugent; Treasurer Mrs. Thos. F. McLean; Recording Secy., Mrs. G. G. Jones, Corresponding Secy, Miss Julia Johnson and Historian Mrs. W. E. Bartlett. Members of the Club presented work during the past two years.

"BOOST OUR CHAPTER"

"Boost our Chapter" Green Bay Chapter.

On the Wooden Shoe.

Boost it early in the morning,

For we are true blue.

Boost it on until the sun sets,

Members loyal and fair,

Boost Sisters Boost, for we are on the square.

Three Forks Chapter

Mrs. Thos. Young

THE Three Forks Chapter held its regular meeting Tuesday evening Dec. 13 at the R.R. Club rooms. President Mrs. Kohlhasé presided at the meeting; only twenty-two members were present, but the weather was very cold and a northeast blizzard blowing.

Minutes of the last meeting were read and reports of business given. The club voted \$5.00 out of its general fund for the Tuberculosis Christmas seal sale.

A letter of thanks was read from one of our members daughters who received a \$50.00 loan this month to assist her in her college course.

\$10.00 was voted from the general fund to the Three Forks Library which, is sponsored by the Federated Woman's Club and maintained by them and organizations of Three Forks.

Matters of interest of the convention were read, and Mrs. Byram, President-General, letter was read, and it was voted to do all possible to assist our President general to increase the number of club members to the ten thousand mark.

Report was given by Mrs. W. T. O'Ragan, Chairman of the Ways and Means committee about the big party Friday evening Dec. 16 at the R. R. Club rooms.

Election of officers for our new Club year were as follows: President, Mrs. W. R. Coffin; First Vice President, Mrs. Markel; Second Vice President, Mrs. Mathieson; Secretary,

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and Treating Facilities

Tetre Haute, Ind. A. D. Andrews, Representative

**IT IS NOT IMPERATIVE
THAT YOU KNOW A THING
SO LONG AS YOU KNOW
WHERE TO FIND IT**

∴

**YOU WILL FIND EVERY
THING FOR THE OFFICE**

at

H. C. MILLER CO.

Manufacturing Stationers
Loose Leaf Specialists

343-346 Broadway Milwaukee, Wis.

Mrs. Kolhase; Corresponding Secretary, Mrs. Earnest Heier; Treasurer, Mrs. Roy Davies; Historian, Mrs. Thomas Young.

President, Mrs. Kohlhasse duly installed our new President Mrs. Coffin, who briefly addressed the members and received the hearty congratulations of the members to her new office. A short social period followed the adjournment of the meeting.

Briefly I will tell you about our party Friday evening Dec. 16, which is our fourth party of the year and closes our first club year which we all feel has been a successful year.

Mrs. Roy Bates with her assistant had decorated the R. R. club rooms with colors of red white and green, crepe paper, and the large rooms had been converted into a bower of beauty. Evergreens were arranged in corners of the rooms and with wreaths of red and old Santa presiding the Christmas spirit was manifested. The guests numbering 200 played "500" from 7:30 until 10 o'clock when a delicious luncheon was served by the ladies afterwards the guests enjoyed dancing with music by Miss Dorothy Rector, piano and Mr. E. Gray, Drums. There was much fun and merriment displayed the whole evening. Many prizes were awarded during the evening and everyone seemed delighted with their gift.

The entertainment was in charge of Mrs. W. T. O'Ragan, and members on her committee were Mrs. Roy Bates, Mrs. Tom Wheeler, Mrs. Huston, Mrs. Archie McDonald, Mrs. Butler and Mrs. Rector, who were assisted by other members. Mr. Kolhase especially assisted us to serve our guests as we are just beginning to get our club rooms fitted, enabling us to serve luncheons.

Dear readers I will tell you about that next time and send you a description of our R. R. club rooms.

Recollections of a Station Agent

READERS of the C. M. & ST. P. magazine may remember an article I sent in under the above heading some time ago. In it I mentioned that I might tell of another mystery that had to be dealt with in the sale of a ticket.

I will now proceed to relate that I was in the habit of meeting an early passenger train that passed my station about 6 A. M. I would be about the first man out in the morning at our sleepy little village.

I would have a fire in the waiting room stove if it was in cold weather, and all I had to do was to sell tickets and attend to the mail, baggage and express. Some times there was a plenty for one man and at times perhaps only one passenger would show up.

It must have been late fall or winter that on a dark gloomy morning a young lady of the neighborhood came to the station to take the train, and asked for a ticket to a point on the branch, the fare being a little over a dollar.

She stood in front of the ticket window while I got the ticket ready; I think it was a book ticket and had to be written out. The light was dim as one would expect from the sort of kerosene lamps usually found at such stations.

When I presented the ticket and stated the amount wanted, the girl said that she had laid her pocket book down on the ticket window counter.

I had seen nothing of the kind and no pocket book was in evidence. I questioned her about it. She said it was a small leather pocket book and she was sure she had laid it in the window. That was a stunner. She and I were the only living souls in the building. We were alone and each knew that he or she was right, She that the pocket book had been laid in a certain place, and I that I had not seen or touched it. I did not know the girl personally but was well acquainted with her brother. I asked her to phone to her home and have her folks look and see if she had not left her purse in her room. She did not object, but it must have sounded foolish to her, knowing as she did that she had told the truth.

I felt that she must think that I had taken her pocket book, and I was up against a problem. I asked her how much money there was in the purse and she said, if I remember, "three dollars and fifty cents." I told her that I would give her a ticket and loan her the balance of the amount, as she said it was necessary that she should go on that train and that she must have that much money.

It was fixed that way, but I kept trying to find a way to explain the seeming mystery. I have explained that there was no other person in the building except myself and the passenger; then who got the money? We had looked all around on the floor. In desperation I went out into the waiting room again. Now I have thought of leaving the story unfinished and see if any station agent or ticket seller could explain what had happened, but possibly you would all lose interest in the matter, and possibly no one has any interest in it any way, therefore I will tell what became of the purse and how the mystery was happily solved.

As I said, I went out in the waiting room once more, and that time stooped and looked under the iron stove pan. The opening between it and the floor is only one and three-quarters inches, but back there, just in sight of one stooping down, was the little leather pocket book.

How did it get there? Easy; there was a miserable little cat that had been hanging round the office for a few days, I had forgotten all about the kitten, and neither the lady nor I had seen it that morning, but evidently it had jumped on the counter while the lady's attention had been directed to some other point, and as a cat will play with anything made of leather, it had gotten its claws into the pocket book and probably flipped it under the stove pan and then left it to seek new diversions. Easy! Yes, but the situation was tense for a little while, for there were two people who were almost forced to think each of the other that something crooked was going on.

My money was refunded and the ticket paid for and all was serene and happy as the train rolled in for the

How

the effect of climatic conditions on train operation is reduced

Heavy snows and temperatures of forty to fifty degrees below zero are common in the Bitter Root Mountains. Reduction of steaming capacity, and freezing of locomotives on the Chicago, Milwaukee & St. Paul formerly caused frequent delays in service.

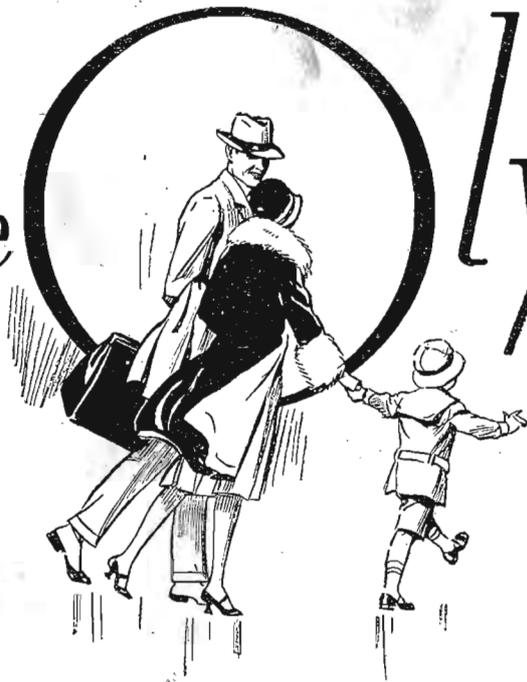
Now that electric locomotives are used, cold weather has no ill effects on the service. In fact, during the winter these locomotives haul just as heavy trains as they do in the summer.

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

Actual operation is proving the worth of electrification.

350-18
**AMERICAN LOCOMOTIVE
GENERAL ELECTRIC**

The Olympian



new ~ equipment
 unique ~ roller bearings
 electrified ~ 660 miles
 unparalleled ~ comfort, service

Between

Chicago and Seattle-Tacoma

No Extra Fare

IN ORIGINALITY of design, artistry of decorations and furnishings, astounding innovations—*roller bearings*, and completeness of facilities *The New Olympian* is the most beautiful and most comfortable transcontinental train ever placed in service on an American railroad.

New sleeping cars with larger wash-rooms and sanitary porcelain basins; coil spring mattresses in every berth; rooms single or en suite with individual control of heat and ventilation; a new and larger observation car with separate shower baths and lounge rooms for men and women; buffet; barber shop; a spacious observation room, a maid and a valet; a dining car serving ample and satisfying meals.



SCHEDULE

Westbound	Daily
Lv. Chicago (Union Station)	11:00 p. m.
Lv. St. Paul	11:15 a. m.
Lv. Minneapolis	12:05 p. m.
Ar. Spokane	8:10 a. m.
Ar. Seattle	7:00 p. m.
Ar. Tacoma (3rd day)	8:20 p. m.

Eastbound	Daily
Lv. Tacoma	8:15 a. m.
Lv. Seattle	9:30 a. m.
Lv. Spokane	8:50 p. m.
Ar. Minneapolis	8:30 p. m.
Ar. St. Paul	9:20 p. m.
Ar. Chicago (3rd day)	9:25 a. m.

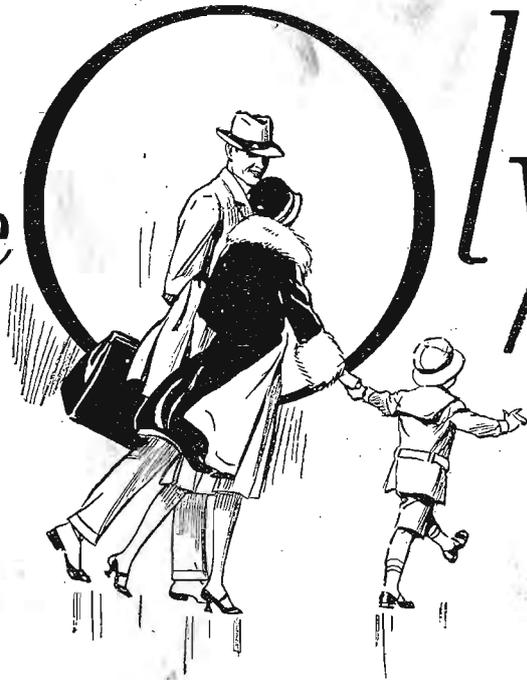


GEO. B. HAYNES
 Passenger Traffic Manager

W. B. DIXON
 General Passenger Agent

CHICAGO, ILL.

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