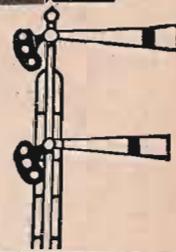
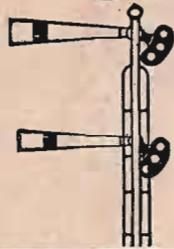
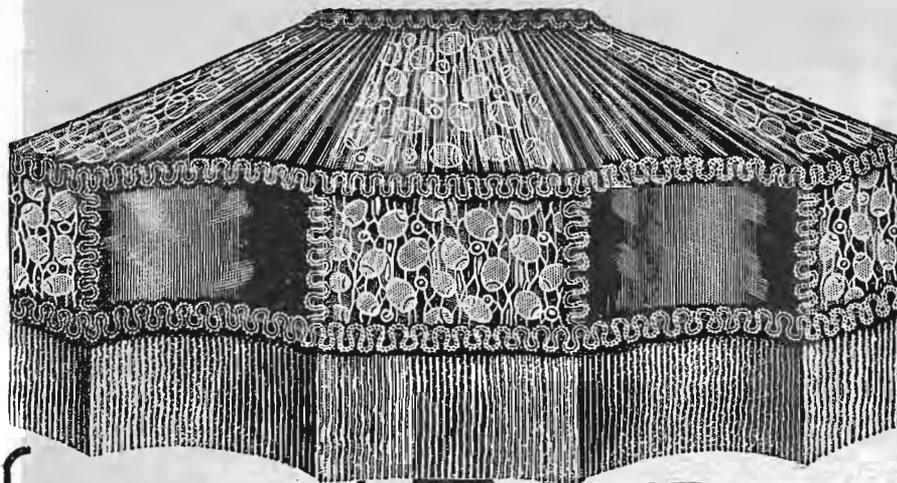


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U. S. Government Home for Disabled Soldiers, Milwaukee

FEBRUARY, 1925



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7-Piece Cut Glass Set FREE

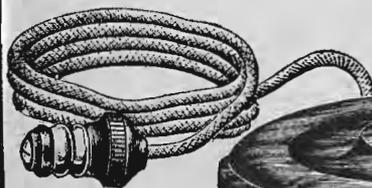
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down

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Straus & Schram
Dept. 4112
Chicago, Illinois

FREE

7 Pieces Genuine Cut Glass



EXTRA! EXTRA! Special Offer in addition to the amazing lamp bargain shown here:—*Absolutely Free*, this beautiful 7-Piece Set of Genuine Cut Glass, consisting of: Pitcher of 2 quart capacity and 6 tumblers each of 9 oz. capacity. Each piece is pure, thin and dainty; *hand cut decorations* consisting of large floral design with appropriate foliage. Will make a handsome display among your glassware. We are giving away *free*, a limited number of these 7-Piece Genuine Cut Glass Sets just to get new customers and to get them *quickly*. So read our offer now—and *act today*, while these beautiful Cut Glass Sets last.

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Both 10-Piece White Enamel Kitchen Set and 9-Piece Enamelled Canister Set



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Only \$1 Brings Complete 32-Piece Aluminum Set

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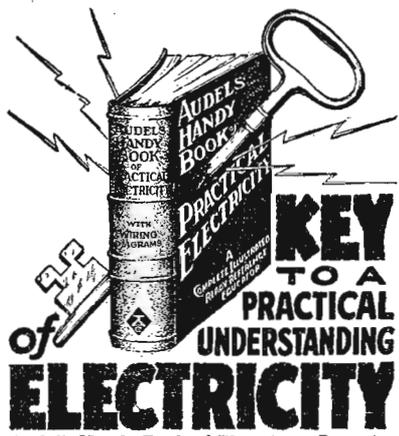
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Freight Rates and Service

Ten railway presidents composing the Western Railways' Committee on Public Relations today issued a statement opposing the proposal which has been made from time to time that there should be made a general readjustment of freight rates that would involve a special reduction of the rates on farm products. The statement calls attention to the fact that such a readjustment of rates would be especially harmful to western railways because 21 per cent of their freight tonnage consists of farm products as compared with 7½ per cent for eastern railways and 9½ per cent for southern railways. It recalls that the Interstate Commerce Commission, in its decision in the western grain rate case last July, specifically held that the western roads have not been earning a fair return, and says:

"We especially call attention to the effect upon the transportation service the western railways could render the farmers that would be produced by changes in rates that would unduly reduce the earnings of the railways that serve them. Because of the recent advances in prices the farmers desired in the late summer and fall months of 1924 to ship their grain in wholly unprecedented volume. A serious 'car shortage' would have caused the farmer losses of many millions of dollars. Fortunately the railways within the two preceding years had made such large expenditures for new locomotives, freight cars and other improvements that, with the co-operation of the Shipper's Regional Advisory Boards, they were able to move the grain to market as fast as it came to them. In the months of August, September, October and November they loaded 1,133,000 cars with grain and grain products, an increase of no less than 25 per cent over the number loaded in the corresponding months of 1923.

"The western railways have raised and invested large amounts of new capital recently, not because the earnings they have been making have justified it, but because they have had faith in the fairness and wisdom of the American people. The net return earned by the western roads in 1923 was \$88,500,000 less than in 1917 and amounted to only 3.94 per cent on their properly investment. The return earned by them in the first eleven months of 1924 was only at the annual rate of 3.87 per cent. If this condition should continue most of the railways in this territory would be compelled to quit making the additional investment required to enable them to handle the freight business offered to them.

"If this were done the result would be especially to cripple the transportation service upon which western farmers must rely to get their products to the markets of this country and the world.

"The proportion of the traffic of different roads that consists of farm products varies widely. On some railways in western territory farm products constitute almost one-half of the total freight business. It is upon the roads handling the largest amounts of farm products that the farmers especially depend for service, and of course it is upon these roads that there would be caused the most serious reductions of earnings and impairment of service by special reductions of rates on farm products.

"It is the almost unanimous opinion of agricultural experts that freight rates are not, and have not been a cause of the depression in agriculture, but that the real causes have been much more fundamental.

"The movement for making special reductions in freight rates upon farm products, upon the ground that they were too high in proportion to the rates on other commodities, was begun before recent large advances in the prices of certain farm products occurred.

"Comparisons between pre-war and present freight rates and prices are usually based upon the rates and prices which prevailed in 1913. The average freight rate now received by all the railways in western territory for hauling each ton of freight one mile is less than 37 per cent higher than in 1913. Accord to a report of the United States Bureau of Labor Statistics the average wholesale price of farm products in October, 1924, was 49 per cent higher than in 1913. The same situation was shown in the reports of the Department of Agriculture with respect to prices actually received at the farms. The present relationship between the prices of farm products and freight rates in western territory—in which one-half of all the tonnage of agricultural products in the country is handled—affords no justification for special reductions in freight rates on farm products. The freight rates are so small in proportion to the market prices of practically all farm products that the prices the farmers receive are determined almost entirely by the amount of each class of farm products produced and the demand for them in this country and throughout the world.

The public interest would be best served by letting American railroads earn a sufficient net return to again make their stock attractive to investors. Billions of dollars in new capital have been invested in the railroads during the past few years, but only a small percentage of the aggregate sum so invested has been obtained from the sale of stock. Practically all of it came from the sale of bonds and the issue of equipment trust certificates. Investors are slow to put their money into railroad stocks unless there is a reasonable assurance that dividends will be paid thereon.

It is interesting to note that there is an ever-increasing amount of stock being sold by utility companies. In the January 1st issue of World's Work, David F. Houston, former Secretary of the Treasury, undertakes to show that the American people are now buying their way into American industry, and that as a result thereof a larger number than ever before will share in the prosperity of industry during 1925.

To illustrate, he presents a table of stock offerings and stock subscriptions in the case of three large companies in the national telephone system. This was an offering of preferred stock, of which 119,000 persons took advantage, purchasing a total of 734,000 shares. Among the 119,000 subscribers there were but 7,645 bankers, factory owners, merchants and capitalists, and they subscribed for a total of but 80,000 shares. The remaining 654,000 shares were taken by 111,000 persons, among which was represented every class of our people.

A total of 1,200 bankers subscribed for 21,600 shares as compared with 10,750 clerks who subscribed for 44,000 shares. About 5,700 factory owners subscribed for 53,000 shares, while 24,000 laborers subscribed for 82,000. About 4,350 executives subscribed for 42,000 shares, compared with 21,500 housewives subscribing for 132,000.

Mr. Houston states further that there are about six million share holders of railroad and government bonds and other securities that are never mentioned. Presumably there are now at least twelve million holders of American securities of all kinds.

Indications are that from 800,000 to 1,000,000 individuals are now holding stock in American railroads. If the railroads were permitted to earn the "reasonable return" the law says they should be allowed to earn there is no reason why this number should not be doubled.

Milwaukee Terminals

E. A. LALK, General Agent, Milwaukee

Milwaukee—the city from whose name the C. M. & St. P. Ry. Company is known throughout the entire mileage of the system—has grown within the course of a century from a humble trading post to one of the largest industrial metropolises in the western United States. It is the home of manufactured products used in every country of the world.

In the early days Milwaukee was a meeting place for the Indians, and strange as it may seem, no battle was ever fought here by red men—all disputes were peaceably settled. The name "Milwaukee" is from the Indian tongue "Millewackie" and means a "Gathering place by the River".

The first period of its history dates from 1790 when where Milwaukee now stands was an old French trading post. Its real growth dates from 1818. This was the year that Solomon Juneau took charge of a store where goods (principally furs) were exchanged with the Indians. Solomon Juneau was the first permanent white settler.

In 1834 came the first settlers after Juneau. The first farms were started and at the same time the first manufacturing began. The first industry in Milwaukee was a saw mill. Contrary to the general belief, the first settlers of Milwaukee were hundreds of families from the East and South of this country, and were largely of New England stock. The German immigration did not begin until 1848. Before that time there was only a handful of German settlers. The early German immigration left Germany because of political oppression and were high in ideals and culture and these people have left their stamp on the city's development.

The striking fact about Milwaukee's industrial development is that there are no outstanding events which revolutionized Milwaukee's growth.

The first railroad line out of Milwaukee was constructed to Waukesha, Wisconsin and was in operation in 1851. Six years later this line was extended to Prairie du Chien, Wisconsin. This was the origin of the C. M. & St. P. Ry. system—the first unit.

With the coming of the railroad the city grew rapidly until the present day the city of Milwaukee boasts of 1627 manufacturing plants employing in 1923 126,553 people receiving an annual wage of \$184,759,735.00 and the value of whose products reached in 1923 the sum of \$956,729,567.00.

Milwaukee ranks among the first cities of the country in diversity of industry. It is this diversity of manufacture which creates stability. More than a hundred of Milwaukee's industries are internationally known. The advertisements of Milwaukee products fill the pages of American Magazines. Thirty-six per cent of the nation's metal products come from this city.

Milwaukee products are in every home in America. Check for yourself—turn over the enamel-ware in your kitchen, no doubt it is stamped "Milwaukee". Palmolive soap is in your bath room. If you own an auto, no doubt the frame or castings were made in Milwaukee. Your shoes perhaps and your wife's stockings

are "Holeproof". Westinghouse globes you read by whose electricity are generated by the Milwaukee produced machinery, controlled by devices made here. While in the cellar might still remain something in a brown bottle.

The city of Milwaukee has but two railroad terminals the largest of which is

14 " 19152 "
15 " 10880 "

There are four hundred miles of trackage in Milwaukee Terminals. It requires eighty engines a day to handle the traffic in and through the terminals. The yards have a capacity of ten thousand cars. Normally about five thousand cars are handled in Milwaukee daily—a thousand to fifteen hundred of these cars are Milwaukee proper business. It requires approximately twenty-five thousand car moves to handle this amount of business.



Milwaukee Sky-Line From the Bay

the C. M. & St. P. Ry. Co.'s. The C. M. & St. P. Ry. serves 472 industries through industrial side tracks and as many more are served by the various team tracks scattered throughout the city.

Less than carload freight is received at eight different stations in the terminals proper, at West Allis, Stowell, Fowler Street, Chestnut Street, Gibson, North Milwaukee, North Avenue and Wauwatosa. Complete station forces are maintained at all these points with the exception of Gibson, which is handled by the agent at Chestnut Street and Stowell Station, which is handled by the agent at Fowler Street.

In addition to the warehouses maintained at the above stations dock houses

The "Milwaukee" in addition to handling its own business handles the business of the Pere Marquette Railway, Soo Line and Grand Trunk Railway, tenant lines. The Cross Lake Lines—the Great Lakes Transportation Company, the Crosby Line, the Canadian Atlantic, the Rutland Transit Company and the Peninsular Line, the Pere Marquette Steamers and many tramp steamers lease or use the docks and wharves of this company. It should be remembered by solicitors of freight in solicitation that this fact permits us to handle with greater dispatch than other lines Lake and Rail business passing through Milwaukee. Regardless of how routed the C. M. & St. P. Ry. must handle



City Hall and Square, Milwaukee

operated by the C. M. & St. P. Ry. Co. offer additional floor space to the extent of 280,167 square feet as follows:

| Houses | | Gross | sq. ft. |
|--------|--------------|-------|---------|
| 3 | (North Half) | 39755 | sq. ft. |
| 3 | (South Half) | 46643 | sq. ft. |
| 4 | " | 23948 | " |
| 5 | " | 25250 | " |
| 8 | " | 23608 | " |
| 9 | " | 11232 | " |
| 10 | " | 36766 | " |
| 12 | " | 42933 | " |

the bulk of the business.

There are 60 freight trains in and out of Milwaukee daily. While 62 passenger trains arrive and depart from the Union Depot.

The Milwaukee Terminals form the shape of a question mark. The break in the circle is but about six blocks distant, yet the distance from one break to the other is sixteen miles. It might be of interest as well as a matter of information to sketch as briefly as pos-

sible the general layout of the terminals. Bearing in mind the shape of a question mark, and assuming that Lake, Wisc. is the dot, you approach the terminals from the south of the C. & M. Division. The first station is Stowell. At this point is located yards and freight station, and are also located the large manufacturing industries of the Nordberg Mfg. Co., Filer & Stowell, the Alacazar Stove Company, and many others. Proceeding north, the next yards are the Bay View Yards. These yards serve various elevators, branches of Pfister & Vogel Company, the Wrought Iron Washer Co. and the Illinois Steel Company; it is at these yards where the transfer of freight is made to the Pere Marquette and Grand Trunk car ferries, large car ferries operating across the lake some of which have a capacity of thirty cars. This is a very large place.

Next in order is Allis where is maintained only a passenger station. This is a neat station, built under the elevation. Mr. Houlihan is agent here.

The Reed Street yards come next in Milwaukee. Here most of the team track delivery is made to the wholesale district. It is here that the large fruit shed is located and service is given to Commission Row. Many days during the year this yard is filled with fruit. Every climate and producing point in the United States is represented here with fruit and vegetables. Visiting this yard any morning early is like taking a trip to Italy. Three thousand five hundred cars of perishable freight were handled here in 1923. Just below this yard, near Burnham Street bridge the freight and passenger business divides the passenger trains to the Union Depot and Freights to the Muskego Yards. All C. & M. and R. & S.W. trains run into the Muskego Yards and are broken up there. All Superior and La Crosse Division trains depart from this yards. This is the largest work yard in Milwaukee.

Lower Fowler Yards serve House 7—the principal outboard house in Milwaukee. Also House eleven and House one, the principal inbound houses. Mr. C. R. Dummier has charge of this district as well as all the dock houses and is also agent for the Pere Marquette Railway. About 225,614 tons of merchandise package freight was handled through these houses alone in 1923.

Upper Fowler and Canal Street Yards contain the large coal docks, the Palmolive Soap Co., the National Enameling Works, Geuder Paeschke & Frey, Cutter Hammer Mfg. Co., the Chain Belt

Co., and any number of other large concerns, too numerous to mention.

Just west of the Muskego Yards is the Stock Yards District. In this district is the receiving stock yards; Plankinton Packing Company and a number of other large packers are located in this district.

Further west is Merrill Park, the station for the Milwaukee Shops, the largest shops on the system.



Milwaukee—Downer College



Public Library and Museum



Municipal Auditorium

Joining the Muskego Yards are the Air Line and the Hump Yards. The freight from the La Crosse and the Prairie du Chien Division (Now Madison Division) comes into and is broken up in these yards. The Northern Division and the Madison Division trains are made up and depart from here.

Beyond the Air Line Yard, toward Elm Grove are the Soldier's Home and West Allis Station. Toward West Allis are located many of the large grain concerns in the Menomonee Belt District; also many of the largest manufacturing

plants in Milwaukee, among which could be named the Allis Chalmers Mfg., the Milwaukee Corrugating Company, Globe Seamless Steel Co., Pawling and Harshfeger, Johnston Candy Co., and many others. Near West Allis is the State Fair Grounds.

Returning to the Question Mark again, west to Air Line Yard is the Blue Mound Yards. All Northern and Superior trains are received in this yard. Transfers are made up and depart from all yards to various points in the city.

Going further through the Terminal we find the Grand Avenue Junction beyond Merrill Park. Here the Madison and La Crosse Division trains leave the terminals and go west through Wauwatosa to Brookfield where they diverge to their respective divisions. At Wauwatosa are located large state institutions. Wauwatosa Station is in Milwaukee Terminals and is presided over by Mr. Phillips.

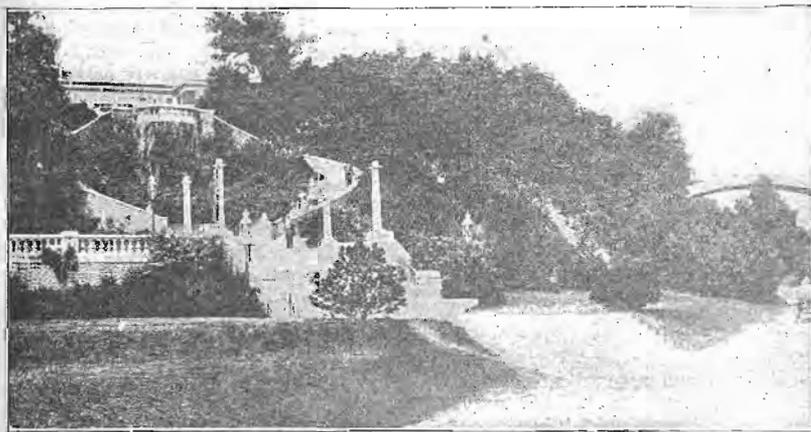
Beyond Grand Avenue Junction lays the North Avenue District. A passenger and freight station is maintained here. North Avenue is one of the busiest stations in Milwaukee. Here is located the Westinghouse Electric Company, the Kiel Furniture Company, Fuller Warren Company, Wehr Company, Koehring Company, Mayhew Company, American Hair Felt Company, Harley Davidson Company, and many other large concerns. Mr. Klingler has been agent at North Avenue Station for a long time.

To the North is North Milwaukee District. At this point the Northern Division and the Superior Divisions branch off. At North Milwaukee a freight station and depot are maintained, Mr. Regan as agent. North Milwaukee produces a very large tonnage. Here are located the A. O. Smith Company, Goodrich Company, Lake Side Bridge Co., and a number of sand and gravel yards, chemical plants, piano factories and the Eline Candy Company. North Milwaukee is growing fast and it would take a large page to name all the industries located there.

At North Milwaukee the Old Beer Line or the Chestnut Street line branches off and runs directly south. The first station is Gibson where L.C.L. freight is received and loaded into cars for transfer at House Seven. Near Gibson are several macaroni factories, paper box factories, battery factories, gasoline pump concerns, one factory where they make rabbit skins into seal skins, the Seaman Body Company which manufactures a 150 closed auto bodies a day.

Going down this line are located various team track yards, namely the Humbolt Avenue, Walnut and Cherry Street Yards; large tanneries line the River Banks. Coal yards are numerous and diversified manufacturers of all kinds prevail on this line. In this locality are the large shoe manufacturers. At Chestnut Street is where the Breweries loaded at one time and still do "Near Beer". This traffic still amounts to from three to four hundred cars a month. Schlitz is still making near beer and the members of the firm are interested in other industries, the most important being candy. Pabst has branched out in the cheese and is doing a fine business. Val. Blatz is still very much in the game of malt extract and beverages. Miller Brewing Company and Getteman Brewing Co. are also making extracts and beverages.

The world might believe that Beer



Stadium—Lake Park

made Milwaukee Famous but a traffic man knows that prohibition has proved that Milwaukee is still famous of its diversified manufacturers, ranking twelfth in the United States. Mr. Ross is agent at Chestnut Street Station. Chestnut Street is about six blocks from the Union Depot, yet 16 miles by rail. A car coming into the Milwaukee Terminals from the South travels 16 miles in the terminals to reach Chestnut Street and yet we are forced to switch a car this distance free if for line haul and a cent and a half a hundred if intraterminal movement.

The operation of this large terminal requires tact and skill, coupled with a good co-operation. I believe the C. M.

& St. P. Ry. Co. is fortunate in having such an operating organization here. There seems to be a general feeling throughout the entire organization to serve the public and serve them well.

The result is that complaints are few and such as do arise are amiably adjusted.

If space would permit I should like to say something of Milwaukee Civic and Industrial Rank and of the co-operation of its citizens. However, sufficient to say that with progressiveness in civic life and balanced in industry Milwaukee each year glows more brilliantly in the constellation of the cities of the Great Lakes.

The Workers Investment in the Railroads

By Will Drake

In riding over the railroad and listening to so much discussion of economic questions as is usually going on after an election one can not help but notice that people in general have very incorrect ideas about labor and capital and their interests in each other's problems. There are reasons for this. The average man does not take time to read much besides the newspapers. He is more likely to go to hear a political speech than a lecture on political economy. He usually reads one particular newspaper more than any other, and as there is scarcely a periodical published that does not confine itself to one side or the other of any political question to which it gives space, he does not get a comprehensive view of things. The same holds true of nearly all public speakers, who, are for the most part, professional politicians and do not always state facts or whole truths, because they are interested in making a living from the disaffections of human nature or class prejudices, and would not accomplish their aim if they did. They are invariably the people who make the most noise. They provide the most sensational material for publication and get the most attention from the readers, if not the most confidence.

The cartoonist's idea of capital as typified by the portly gentleman with white spats and vest, cutaway coat and silk tie, is just about as correct as his representation of the working man, with rolled up sleeves, a leather apron and an impossible cigar-box hat, but they both display the popular idea of each class. It is to try to point out the fallacies of these misconceptions that I write this article. It is a big subject to handle. Better and wiser men than I am, have written more about it than could be put into a fair sized library, so that to attempt to do full justice to it in the limited space allowed by the columns of this magazine would be impossible, but if I can give a few personal observations that will inspire some of our readers to think about it and ponder it from their individual stand-points, I believe that I will have done them a service.

When Lincoln said, that you could not fool all of the people all of the time, he expressed, simply, a great truth. The bulk of the people will not be fooled. They may not be able to analyze a

proposition to tell where the catch is and they may have an entirely wrong idea of it, but inherent good judgment tells them to be careful. A month or two ago, I took a walk along West Madison Street in Chicago, one Sunday afternoon, while waiting between trains. At nearly every street intersection there were one or more speakers expounding various fallacious or incendiary doctrines and they each had a very attentive audience of a fair size, but when it came to asking for support in the shape of financial contributions, they didn't seem to have carried very much conviction to their auditors, if one were to judge by the results.

There is one fundamental doctrine on which all of the arguments of these agitators, demagogues, politicians, or whatever you may want to call them, is based. All of their platforms are predicated on it. It is the proposition that there are two distinct classes, labor and capital, that every one must belong to one or the other, and that gain by one can only be acquired through loss to the other. I dispute this, and I claim that a person belongs to both classes, that the welfare of the two is inextricably interwoven and that one cannot suffer in one class without seriously affecting the welfare of his interests in the other. This is particularly true between railroads and their employees because the seniority of the employee has so much bearing on his earnings.

The exact truth of the matter is that we have no capitalistic class in this country, and we have no exclusive labor class. The serfs of Russia and the slaves here, were strictly labor classes. Both were done away with more than fifty years ago, and we have nothing like them today. We never had any capitalistic class because our forefathers did not bring with them to this country, the system of entail of property, that insured an absolutely permanent income to the holder, while he remained in complete care-free idleness. Every man here is a laborer to some extent or other, unless he is a pauper or a vagrant. There is no possible way under our economic system by which a man can live legitimately without working. He may not handle a pick and shovel but he must do something with head, heart or hand

to keep what he already has, even if he does not increase it. Such a thing as, "retiring" to "take things easy," free from work is not possible. I could discuss this side of the case at greater length, but it will be more interesting to most of us to take up the worker's side.

If there is no "capitalist," who is not a worker, it is equally true that there can be no "worker," who is not a capitalist.

Webster's dictionary gives the following definition of capital:—

"1st. That part of a man's belongings which is expected to afford him revenue."

"2nd. Anything that can be used to strengthen one's position or promote one's power or influence."

It appears therefore that one does not have to own securities,—bonds or stocks, to be a capitalist. Experience, knowledge, training, tools, and in the case of railroad men, especially seniority, are all capital, and it is, just as possible for them to be lost through failure or suspension of the employer as for the moneyed man to lose his dollars. To prove it, consider these questions: What is your experience on this railroad worth if you have to go to work at something else? Very little, you will find. What is your seniority worth outside? Absolutely nothing! Did you ever think of that? Did you ever think, you veterans, with the best part of your lives behind you, how much capital you had invested in the Chicago, Milwaukee & St. Paul Ry.? I don't believe many of us have ever thought of our experience and years of service as capital invested in the railroad, but if we have any doubt about the correctness of such a view, we have only to consider how our experience and seniority would be affected if the railroad should go out of business. Whether or not there is any likelihood of this happening does not detract from the facts of the case. There may be small chance of the railroad stopping operation entirely, but there is a very good chance, if some politicians have their way, of its going out of business in its present form, and coming into being again, no man knows in what shape or with what associates. Think it over!

Remember, that you have a great big interest in this road that can not be measured in dollars and cents, and it is not transferable like stocks and bonds. Protect it and make others protect it.

The statement that the employee is a capitalist with an interest in the railroad, accordingly, may be disputed by people who will say that he is only affected by continued operation of the company and is not affected by earnings, as could be the case if he were really a capitalist.

It does not require a very exhaustive study of the question to answer this argument. I do not believe that there is an employee, who can not cite an instance where an investment in improvements or additional facilities would not increase our business. If it would increase our business it would furnish more jobs for outsiders, or more runs for those already in service, but how are we to get money, for improvements if we can not show a return on what we already have; and how are we going to show a return on what we already have, except by economical efficient operation? To get this every man must do his best

at all times. If he does not do it, he injures not only his own prospects but that of every other employee. Generally the injury is felt more quickly by the others. There is hardly a day passes that I do not see or hear of a case of some train being delayed, by thoughtlessness or indifference. Sometimes it only amounts to a few minutes delay to that particular train. Some times it affects several other trains. In the aggregate it amounts to a lot of man hours for the crews involved. The expense involved of course hits the investors, but the actual delay hits the other employees. The crew that caused the delay, may make a few minutes over-time, for themselves, but by tying up, track, power, and equipment, just that long unnecessarily they have kept some other crew out of work.

As long as our facilities are not equal to handling all of the business, that is offered, any delay or impairment of efficiency, backs things clear up to the source and forces business to our competitors. If there is none too much business, we want to handle what we have promptly so as to give better service than our competitor, and thus get more business. The pith of the whole situation is that more business means more work, and we cannot get that unless every man gives conscientious attention to duty all the time. When you are on the road get out of the side-track and keep away from the lunch counter! Hit the ball! Don't loaf! It isn't honest. The most costly thing in the budget is time. Don't waste it! You sold yours. Deliver it honestly and with full measure! It is the decent, dignified, respectable thing to do, besides that, as I have just shown, the faster you get over the road, the faster you release the equipment and vacate the track. When you do that you make room for more trains and more jobs, either for yourself or others. You have benefitted your investment in the road because you have increased its earning power.

I have digressed a little from the original subject matter, which is easy to do when there is such a wide field. What I started out to do, was to suggest to you that you were all capitalists to some extent, with an interest in the Chicago, Milwaukee & St. Paul Ry. If I have not convinced you of it, I will be satisfied if I have started you to thinking about the thing; not thinking as some one else tells you to, or would like you to but for yourselves. Your experience and knowledge is your capital that does your work. Your seniority is your capital that gives you the position to do it.

14% OF WHAT?

E. C. Scott, Conductor I. & M. Division

The coal question is not an economic question with the rank and file in so far as the physical condition of the road is concerned, but it is a live issue with us under conditions as we find them.

It is true that suggestions are in order at all times as to changes in physical conditions but the real thing is good performance with conditions as they exist thus creating a situation that will enable our property to spend the moneys necessary to establish these advantageous improvements.

This can only be done by individual

efficiency.

Do you as men having control of the movement of trains realize that 14% of all fuel consumed goes through the stack in unconsumed gases and to a great extent that 14% lies within your hands?

Let us illustrate—if your engine burns 20 buckets or 10 tons per trip 2,800 lbs. have gone through the stack in unconsumed gases. If 30 buckets or 15 tons 4,200 lbs. have gone as unconsumed gases.

There are numerous causes more or less under control of the trainman that contribute to the coal consumed on the trip, viz:—Alinement, Air Resistance, Frictional Resistance, Auxiliary appliance performance.

Alinement—Who of the experienced trainmen has not at some time heard of a car moving upon straight track singing a song as it goes? Your experience tells you what is wrong. The truck is out of line. Use the "975". That song costs real money, stop it as soon as possible.

Air Resistance—A reduction to the minimum is all that is under the control of the trainman. This can be accomplished by keeping all side doors closed and hasp caught so they won't open "en-route."

Frictional Resistance—Partially under control of trainman; it is embodied in the contact of the shoes upon the wheels and requires a closer attention than any other because it is not at all times as obvious as other conditions affecting the pull of a train. Its principal causes are:—
Live parts of brake-rigging fouling some rigid object.

Brake chains not entirely free after letting off hand brakes.

Air leaking from train line in sufficient quantities to cause brakes to drag.

Leak across emergency check indicated by a blow at pressure retaining valve.

All these require constant vigilance and their remedy is common knowledge.

Auxiliary appliance performance—When things are normal the amount of coal consumption charged to this account is 8%.

The appliance using the greater amount is the air compressor. The performance of this appliance lies to a great extent within the trainman's hands.

Leaky joints—defective gaskets, spongy hoses. Exhausting the air from train line when unnecessary. This is one of the greatest abuses as a rule, just pure thoughtlessness. Leaks across emergency checks, etc.

In reviewing these several causes of excessive coal consumption, one can readily see wherein he can make of himself an asset worth while, and create a spirit of Good Fellowship as well. What a source of satisfaction to know you have helped move your unit over the Division at a minimum expense, caused the Fireman to have a kindly feeling because of less work, made a satisfactory performance for the Engineer and remarked to yourself only 14% of the minimum today.

Thoughts On the Passing of a Veteran

The passing of veteran John Gilbert, long identified with the life of the Union Passenger Station at Chicago, brings up many memories of the men who used to run into Chicago in the days before

the aged structure that is so soon to give way to the magnificent new station, was built; and when the Pennsylvania Depot, was a modest wooden building that stood down on the river level at Madison Street which the Milwaukee also used as its passenger terminal upon its entrance into Chicago.

John Gilbert began service as Passenger Agent the year that we first ran into Chicago, into that old wooden depot and he continued as such until his retirement a few years ago. He always had a smile for everyone and was known and honored by passenger officials all over the United States, and by the traveling public.

There are not many of the train or engine men left who ran into Chicago in those early days. Mr. Charles Nourse is the only conductor still in active service; but there are a few whom I recall who are now in other walks of life. Mr. Fred D. Underwood, now President of the Erie Railroad; "Cap" Beardley, veteran Superintendent, now living in Sioux City; Mr. John Cull, a resident of Milwaukee and possibly two or three others who were brakemen in the early '70's and who, later transferred westward.

I started turning the leaves of my Memory Book over this reminiscence of the days when John Gilbert came to the Milwaukee Railroad; and I will write down a few of the other names I see as I turn the page. There is O. P. Taintor, still in service. He ran into the old depot as brakeman for W. J. Underwood, and his partner was "Dolly" Wright, since deceased. I was the baggage-master. Brakemen Chauncey Clafin and Jas. Dickey, I recall were among the first of the brakemen to run into Chicago. "Billie" King, now a veteran, I think also ran into the old wooden depot and when I first saw him, he was a news agent, but he soon went on a freight as brakeman. O. P. Taintor was a news agent on the Northern Division when I first knew him, and he lost a finger in coupling or uncoupling cars while helping the crew switch on the Winneconie mixed train.

There are a few engineers, also, men who were firing in the '70's, among them engineer Will Chamberlain and perhaps Bob Scott, with possibly a few others who are now railroading on lines west. What a far cry it seems when you look at the splendid new station approaching completion, to those days of long ago; and yet looking backward through my memory pages, it seems hardly more than yesterday when all of these veteran railroad men, myself among them were just "the boys", doing our daily duties, taking our chances full more than the youngsters of today, and withal as happy and content with life as any.

"Beg Your Pardon"

The Magazine offers apologies to its readers and to the citizens of Seattle, for the demoralized appearance of the pictures that were to illustrate the story of Seattle, in the January Magazine.

The "make-ready" man in the press room took the holidays off, with the result that some of the press-work looked as if the "Colyum Goat" had "mushed" around in the soft lead. He promises never to do it again and with that, we are constrained to hope.

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CARPENTER KENDALL, Editor
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Loyalty The Keynote
General Superintendent Buford Addresses the Federated Shop Crafts at Ottumwa, December 26th

Loyalty might well have been the designated keynote of the meeting at which Mr. Buford spoke to the Federated Shop Crafts at Ottumwa last month. Mr. Buford spoke of the need for every man in the service of the company to feel his importance to the work in which he is engaged. Mr. Buford spoke without notes, but in general, he said:

"Our expenses have increased out of proportion to the freight increase," he continued. "Our taxes have tripled in ten years. We are earning more money now than ever before, but our net gain is not what it was formerly because of the greatly increased expense of maintenance."

Every Man a Vital Cog

"When the Milwaukee railroad is criticized, every man of the railroad shares in that criticism. When the line is praised, so is every employe of the company. That is because every employe is a vital cog in the workings of the railroad trains."

"We railroad executives are no different from you shop men. We are working just as hard trying to hold our jobs. We are working for the same company, and our aims should be the same—efficient satisfactory service that means an increase in business for the company."

"Every employe of this company or any organization is generally just an employe of the company during working hours. But each and every employe is the biggest man in the world when he goes home in the evening to his wife and kiddies and sits down at the head of his table."

"Perhaps a few vital statistics of the railroad will interest you. On the Kansas City division of the Milwaukee line alone, between \$450,000 and \$525,000 is spent per month in running trains. Trains on this division run up a grand monthly total of 100,000 miles.

56,000 on Payroll

"The company has a payroll of 56,000 employes, and over 11,000 miles of track."

"It costs 32.2 cents per mile to run a train, and \$7.25 to just start an engine," stated R. C. Hempstead, division master mechanic.

Good Fellowship

In small towns and in small business enterprises, Good Fellowship obtains to an extent that is perhaps, impossible in large communities and in big business. However, a long way may be accomplished toward good fellowship, even in a great city and in a big business by get-

ting together, getting acquainted with your neighbors and with your fellow workers; finding out what their needs are, what their tastes and extending the helping hand if necessary. Nothing makes for happiness like trying to make someone else happy. Straightway one's own troubles and perplexities diminish if one is trying to make another fellow being happier. That is why lodges, clubs and other societies, find so large a usefulness in the big cities,—they bring the people together and humanize the crowd.

So it is in a big industry, like the railroad, office neighbors often have no more acquaintance than the perfunctory "good morning" and the "good nights" are usually never said, but are a mere nod if they are anything at all.

One of the problems of modern business is to bridge the gulf between employer and employe, that is made by the very bigness of the industry. It is often asserted that "one of the penalties and perils of big business is the distance between the head that plans its policies and the hands that do the work." That is why we have our Magazine,—it is a substitute for the old-time personal contact, the neighborliness and friendliness and the fellowship that went with the smaller railroad, the little shop, the small industry.

Here is a little paragraph on good fellowship that is worth while keeping: "Good fellowship is a powerful and un-failing re-agent in the chemistry of commerce. It has a specific magic that puts a smile into a telephone talk and injects a cheerful note into a business letter it is a sure-fire solvent for the misunderstanding that makes bad business for everybody concerned; it is at once a prophylactic against bad temper and a tonic and a stimulant for the good nature that speeds and lightens labor of any sort; it is the lubricant universal for the many meshing cogs of our vast mechanism of industry and commerce."

In fine, Good Fellowship is just another way of putting the highest and best of all the laws God has set for his children "Thou shalt love thy neighbor as thyself."

More power to Good Fellowship.

The Motor Buses

The late blizzard in Iowa and South Dakota, brought grief to motor bus service, and gave some of the Iowa paper subject for some caustic comment. The Worthing, S.D. Enterprise of December 11th carried this editorial on

Service and Service.

Monday last this vicinity was in the grip of a severe blizzard; the wind was high and continued to pile up snow throughout the entire day. The streets were blockaded and roads in all directions piled high with drifted snow, and it seemed impossible to get anywhere. The busses did not arrive, but the public had egress and ingress by train. An effort which was not futile was made by the C. M. & St. P. Ry. Co. to keep its road open and their trains were but a few moments late arriving in Worthing.

This should prove conclusively that dependable service comes from the railroads. During the summer and fall busses ran in all directions over our state highways, built by taxpayers' money, and reaped a good harvest... in nice weather. The railroads during the same time ran over their own rails and road bed, built by their own money, carrying but few

passengers. Motor trucks also traveled over the highways, competing with the railroads in the transportation of stock and merchandise and their tax is but small compared with the railroad's tax. Also during this same period the freights ran on schedule, with empty cars save for long distance hauls, and they were paying taxes to town, county and state. Monday and Tuesday the railroad was on the job, ready to serve the public with freight service even in the storm, while the trucks were in the sheds. The public should be more considerate and patronize the railroads in fair weather as well as foul. It can be plainly seen if busses and trucks get all the business, and railroads are forced to suspend operations, there would be no dependable service during the winter.

The Madison, S.D. Sentinel has this to say, anent the bus service at the time of the blizzard: "Railroad business has been good since the storm broke last week, blocking the motor roads. Not only has the passenger travel improved, but local freight has been benefited. The Sioux Falls and Pipestone trucks were snowed up and consequently fresh meat, vegetables and fruits have been delivered by rail freight and express. Had it not been for the railroad service, Madison would have received no fresh fruit or meat since last Saturday. The railroads are mighty convenient in a storm emergency. The Milwaukee did not miss a single passenger or freight train, and no train was even delayed beyond a few minutes despite the heavy snow handicap."

On Motor Bus Accommodations, The Dell Rapids Tribune has this to say: "One motor bus from Sioux Falls last Saturday, with a seating capacity of 32, carried 50 passengers. The extra 18 sat on the others' laps. A Dell Rapids woman coming from the north last week sat on a man's lap during her entire journey, and she counted five men smoking cigarets at one time in the crowded car. How long could the railroads get away with such accommodations as that?"

Why Paymasters Die Young

Pay Master of _____

Dear Sir:—

I am in Spokane sick under Dr. Smith and I got to stay other 6 days. Will you please send me only my pay check to Pay Master's office of Spokane of C. M. & St. P. Ry. Co., and the pay check of Martin M. _____ it has been paid for me by him left a his letter to you last Nov. 1st, 1924 for his record and this pay check of Martin _____ it will you keep in your office until I'll return back in St. Maries for other few days it will pay for me for his ordered because this money I had paid him that it show on his pay check.

I am very truly yours. M. _____



Tamoca Store Department Clerks, Left to Right; Betty Hagen, Stella Johnson, Ethel Schmidt.

Homesteading of Today

Real Fun Mingles with the Hardships on a Homestead

By FLORENCE M. O'DONNELL

The pursuit of that elusive something called "Happiness" has often driven men and women to the four corners of the earth and then found them with outstretched and empty hands. Maternick's wonder story the "Blue Bird" has always seemed to me to be the sweetest and truest of stories. One may search through the familiar places and the weirdly unknown, and return, broken and disappointed, expecting to spend a barren existence by the fireside of a cold and unloved home, only to find the bright and shining Bluebird of Happiness contentedly nesting at the home hearth.

Some of the most happy of families I have known reside on homesteads in the outlying districts of the United States. One can be terribly lonely if one is not a nature lover. People who are dependent on the "bright lights" of a city should never homestead. But to people who truly love the great out-of-doors and nature's handiwork, there can be no loneliness. So very often we have been asked if we did not find life on a homestead in Central Wyoming to be lonely, and people in the east seem surprised when we answer that we do not, even though we are situated seventy miles from a large town. We live on a high mesa, at an altitude of over 5000 feet. North, west, and south loom the Rocky Mountains awe-inspiring at all times. The changing lights and shadows playing over their broad faces make them unforgettable. We who love them never grow tired of watching their ever-changing colors. Sometimes great masses of fleecy clouds settle halfway down on the Big Horns, leaving the naked peaks thrust high above the snowy whiteness. Again, the peaks covered with snow against the dazzling blue of Wyoming's own vivid sky is a picture comparable with the best canvas on earth. We have sat at our wee grey cabin door and watched the sun sink behind a hundred miles of jagged mountain-line. The sky is then a mass of rose, gold, vivid reds, orange and blendings which are indescribably beautiful. The mountains fade into a soft grape-blue, and when the evening flowers are in bloom the odor of the tiny blossoms seem like incense in this cathedral of nature's own forming.

But we are not dependent on nature's gifts, lavish as they are, for all of our entertainment. The days are so crowded "with a number of things." Fences must be kept up, new ones built, and there is the usual routine of life on a ranch. Neighbors drop in for a little chat, cow boys out rounding up stock who welcome a cup of hot coffee,—and an occasional sheep man. There are numerous parties, dances, rodeos, fishing and hunting trips, baseball games, wienie roasts, pie suppers, Sunday school, and lots of other events which cause a thrill.

The little town of Wolton consists of a post office and store combined, another building which is a combined garage, filling station and lunch room where groceries may also be purchased. A

few scattered houses in the saucer-like valley of Poison Creek, surrounded by sage and cacti and the scene is complete. There is no street, but the big Yellowstone Highway passes both stores on its trail to Yellowstone Park. Not a very large place, but oh what a lot of fun has happened there. When the word goes out a few days before time a crowd of fifty to a hundred neighbors fill the school house all on tiptoe to dance or fight!—Whole families arrive in the farm wagon, the "flivver" or the more expensive cars. If a regular piano player has been hired dancing starts early and lasts till the hours grow large again. Many are the dances which last till sun-up. There are numerous eastern homesteaders in this vicinity but the favorite dances are the old-time dances which were so liked by the early settlers, and many a "square" dance is held when the music is the tingling, gallopy sort our grandfathers loved back in the early eighties and before. Money Musk, Arkansas Traveler, Turkey in the Straw, Buffalo Girl, Over the Waves, etc., are some of the favorites, not forgetting that graceful waltz, quadrille, and the jolly "Mrs. Finnegan!"

Recreation in the crowded centers of the great cities is a tremendously vital question. It is a recognized need which occupies the entire time of some of the most brilliant minds in the world.

During the World War the best talent in the world was freely offered and utilized in preserving morale. Farming and ranching communities have realized that if the young people are to remain in the country that they must provide recreation which will successfully compete with the lure of the cities. When homesteading had become an interesting item in the development of our section of the country one of the first steps toward the providing of recreation for the young men of the homesteads was the organization of a base ball team. R. A. Smith one of the two merchants in the tiny town, and the father of an interesting family of dance loving daughters, invited the entire community to an ice cream party at his home, and became the most loyal backer for a baseball team which was organized that afternoon.



Base Ball Team and Neighbors

Several other ball teams were organized in nearby villages and many hard-fought games were played. Baseball fans root just as enthusiastically in the sage brush as in Comisky Park. Sometimes a heated argument causes a flurry of Rule Books and many an ar-

gument has been perilously close to closing with fisty encounters.

The school house is used for a community meeting place. This summer when school closed the littlest teacher decided to celebrate the event by giving a picnic. So she sent out the word that the entire community should help her "put it over." A very long table was spread with "eats" and every one sat on the floor with their backs to the wall and ate from the filled plates which were passed. When the plates were emptied they were refilled till everyone had plenty. Then we loaded into automobiles and trucks and went twenty-five miles farther east to a scenic place called Hell's Half Acre. The legend states that this is the remains of a huge coal deposit which burned out about the time Captain Bonneville went through there at the time of the gold rush.



Picnickers at Hell's Half Acre

All that remains now is a wild jumble of brightly colored canyons.

Very many tourists visit this place every year. A sign was erected by the club at Caspar calling attention to this place. A refreshment booth is at hand guarded by a pet coyote on a chain. It is a very picturesque place.

Another event in which the homestead community shared was a wienie roast. The littlest teacher sent round the word that a wienie-roast would be held at the Brakes. So she left the school house with her father's big Reo truck heading southwest and picking up her guests on the way. They were a jolly crew as the truck came lumbering up the road to our hill top perch, eight miles from town. The girls were in knickers, and snug caps for Wyoming winds are very brisk, the grownups and youngsters were mixed in a laughing, singing bunch. Leaving our cabin behind we continued south west with twenty-seven people on the truck to the Brakes six or seven miles away. The Brakes is the name given to a hog-back of the Rattle Snake Mountains. Here grow pine trees amongst the crags and canyons.

We passed quite a number of homestead cabins.

When the wienie roast party halted at the Brakes they chose a place near a huge lone rock that seemed to have been left there expressly for a fireplace. Mr. Falk who once was a newspaper man but who is now a homesteader, siezed an axe and in a few minutes had cut down a big pine tree. We lighted it at dusk and soon had a smaller fire built for coffee. Putting a fifty pound lard can full of

water to boil we did a little exploring while it was still light. When the tree had burned to a mass of glowing embers we started to unpack the frankfurters.



A Homestead Cabin and Barn

We were armed with three foot forks made of gun rods and baling wire. Spearing a wienie we held it over the fire 'till it turned into a juicy lucious morsel, and when it was dropped between two pieces of a bun it made a heavenly sandwich.

An auto load of folks arrived during the wienie roasting and just then the littlest teacher produced a big box of marshmallows which were also toasted around the glowing embers.

Three young lads, triplet brothers who had been especially appreciative of the refreshments caused some amusement by climbing a pine tree a block or so from the fire and voicing their contentment by yowling like young coyotes. Their spirits were as over-flowing as their tummies, and they had to let off steam some way.



Sheep Shearing Sheds and Flock

The shearing of sheep from the ranges is a very important phase of western life. The importance of a mild spring without the heavy fall of wet snow which the sheep men fear seems to an eastern point of view to be greatly magnified. But when one actually has seen the devastation that just one fall of heavy moist snow (like the one in May, 1922) can cause, then the very vital significance of a mild spring becomes apparent.

A trip to the shearing pen at Arminta, Wyoming on the C. B. & Q. Ry. proved an interesting one. The owner of the pens conducted O.D. and myself through the huge pens where sheep had just been driven from the ranges. A couple dozen at a time were driven into a closed building which was kept very warm. This is the "sweating room." Next the steamy sheep were taken into chutes where they were tumbled into an immense room divided into stalls and having a big broad table, running the length of the room, down the center. Over the top of this table was a broad belt which was moving continually. As a sheep came tumbling into the stall a Spanish-American "boy" who was stationed there seized the sheep and clipped the fleece off

in a very few moments. He threw the fleece on the table in front of him from where the belt carried it to the end of the room. A man thrust it into an eight foot sack and it was ready for the warehouse. All around the room were stationed shearers and the rivalry as to who could shear the quickest and not cut the sheep was decidedly keen.



A Couple of Hereford Juniors,—Pride of the Ranch.

A sheep just before he is sheared is a pretty animal, but it sure is a pathetic looking thing afterward. They look so very draggled and woe begone.

A rather amusing incident happened at the R.T. ranch near Douglas, sometime ago. Boys nearing manhood have a deep love for pets, but desire something a little out of the ordinary. It had long been Bill's ambition to possess a tame bob cat. One of the other fellows had one. So Bill was overjoyed when one morning he spied a pretty little kitten sleeping in the crotch of a tree. Bill quietly proceeded to climb the tree, wondering if he'd be able to carry "Kitty" safely down again without hurting her. Bill lifted "Kitty" gently in his arms and proceeded to back down the tree. But "Kitty" awoke. Where before Bill had been wondering if he could carry her, his one thought now was how to let go of her! Kitty tore his shirt into ribbons. A bob cat, even a kitten, is an exceedingly ferocious animal and sure dislikes being handled. Bill says no bob cat pets for him.

Practice Economy

In a circular addressed to employes, Vice President E. E. Calvin of the Union Pacific System makes an appeal for conservation of materials and supplies, and as his suggestions seem to fit the railroad situation on other railroads, this one among them, the circular is appended as containing worth while things to think about while we are in the daily conduct of our duties.

"The wide territory served and the great variety of materials and supplies that enter into the maintenance and operation of the property, necessitates distribution through many channels and by different employes, thus affording opportunity for substantial losses to occur, unless constant vigilance is exercised by employes in utilizing to the best advantage, material and supplies furnished to them to be used in connection with the performance of their work.

The office clerk, the engine or train man, the agent or operator, the section man, the man in the shop, roundhouse, or on the repair track; the material storekeeper and the supervising officer can

each assist by constantly practicing economy in the use of stationery and forms of all kinds, of fuel and lubricants, of engine and caboose tools and supplies, of grain and coal doors, of cooperage material and station supplies, of track tools; of the various tools, materials and supplies used in repairs of cars and locomotives and of track; building, water service and bridge material of all kinds. In fact every employe, regardless of the department with which he is connected, has opportunities constantly before him to assist in this direction and the earnest co-operation of each individual employe is essential in order to secure the proper distribution and economical use of material and supplies.

The saving that will be effected, in many instances, may appear to be small, but in the aggregate represents thousands of dollars.

Perhaps it has never occurred to you that a railroad must haul a ton of freight

- 94 miles to buy a monkey wrench,
- 96 miles to buy a hand lantern,
- 111 miles to buy a cross tie,
- 112 miles to buy a track shovel,
- 242 miles to buy a ton of coal,
- 184 miles to replace a lost car journal brass,
- 2,072 miles to replace a cut journal,
- 2,644 miles to replace a slid flat car wheel.

Hundreds of other items often carelessly thrown away or destroyed could also be listed.

Your full co-operation in the work of conservation is solicited.

The Ol' Section Man

Each a time hes a come, my boy a Tonee
Hes a read a da magazine to a me,
Me, I no a can reada da Englisha, but,
Tonee, hees a smart, heesa got da great
nut.

Heesa learn to read a da book in da
school,
An' he read so slick, dat boy is no fool,
An' I tella you dis, da ol' magazine,
Heesa maka me glad, hees a one fina

But Meester Editor, all a da time,
Heesa read a to me a da story or rhyme,
'Bout da brave engineer, or some oder
man,
An' not a dam ting bout da section
han'.

Who is it a builda da track so fine,
An' maka dis road one a fine a line?
Who is it lay a da rail an da tie,
An' cutta da grass when he getta too
high,
An' keepa da track a look a so gran'?
I tella you who, it da ol' section man.

Hees a work an da dig wid da pick an da
shove

To make one a fine track, deesa work
heesa love,
Hees a fixa him so, because, some day,
by gar,
Bigga boss heesa come in hees ol' private
car.

If hees lika dat track, heesa wave a da
han'

An' a make him feel good, dees ol' sec-
tion man,

So please Meester Editor, jus' one a
time,

When you finda nice place, jus a stick
in da rhyme

You writea so nice an' so sweet and so
gran'

'Bout dis a son of a gun of an ol' section
man.
Author Unknown.

Co-Operation in Securing Business, Preventing Claims and Giving Attractive Service

STERLING P. HERRICK, Agent, Rochelle, Ill.

The definition of co-operation as given in Webster's is, "The act of co-operating or of operating together to one end. Joint operation. Concurrent effort of labor."

Without the co-operation of the employees the efforts of the railroad officials would be in vain. Without the co-operation of the employes at each station the agent's efforts would be in vain.

At the present time at stations where there are competing lines the solicitation of business is a very important part of an agent's duties. The merchant can arrange attractive displays of goods in his show windows and in many other ways display the goods he has to sell to attract customers.

The railroad company has service to sell and their only means of displaying this service is through their employes. The value of each employe as an advertising medium depends upon the manner in which that employe conducts himself when on duty. If he is courteous, has a smile for every customer, answers all questions in a pleasing manner, he attracts business and is valuable to his employer.

I recently read of an agent in Pennsylvania who sold a ticket to an elderly lady for Seattle, Wash. The lady was very much concerned in regard to the change of trains at Chicago. Without saying a word to the lady about it, the agent made arrangements with the passenger representative in Chicago to see that the lady got safely through. When she stepped off of the train in Chicago she was very much surprised to hear her name called by a red cap who assisted her in making the change. She wrote a card to the agent thanking him for his kindness and assured him that she would always be a booster for that line. Many opportunities similar to this one come to us and if we improve them we have secured a patron and a booster for the C. M. & St. P.

Kindness is like a magnet, it attracts. So kindness in business attracts customers and good service holds them.

Recently a department manager of one of the large Wholesale Grocery Houses of Chicago was in Rochelle and I had the pleasure of meeting him. During our conversation I asked him how many men he had working for him. He replied that he did not have any working for him, they were working with him. He also stated that his success in the department of which he was manager, was in a great measure due to the co-operation of the other employes. So it is with us if we are co-operating, working with the others, we are accomplishing results which could not be gained otherwise.

After the business has been secured it is necessary that the co-operation of every employe concerned in the transaction of furnishing service be secured, that the patron be given the very best service possible and he in turn will be a booster for the line that is furnishing good service.

Service is the one great item that it

is impossible to furnish without the co-operation of others. It is not a one man job but demands from each one his share of the responsibility of making up the spokes in the wheel of service. Endeavor by giving good service, no matter what your work is, to make the C. M. & St. P. the popular road and you will have the satisfaction of knowing that you have done your part and your reward will surely follow.

Co-operation in preventing claims is one of the many ways in which we can help to save money for our employers. If when we are loading a shipment we discover a package which does not conform to the classification requirements or one which needs reconditioning, we should call the agent's or foreman's attention to the condition or take time to recondition it before it is loaded. This effort to co-operate may save many dollars. If we fail to do this, thinking that when it is stowed away in the car no one will know that it left our station in that condition, we have failed to do our part as a link in the endless chain of co-operation.

If in going through the yards checking cars, sealing cars or any of the many duties that take us out in the yards and we discover a car with a seal missing or which in any way indicates that some one has been meddling with the car, we should immediately report the matter to our superior, it may prevent the pilfering of many dollar's worth of goods. There are many other ways in which we can by co-operating with other employes be of valuable service and on the other hand if we fail to co-operate our services will be of little value and it will be but a short time until we are dismissed from the service.

Cultivate the habit of looking for opportunities to be of service to others, make yourself valuable to your employer by being courteous and kind to all and your position is assured.

A Discount

At a certain church in a southern town it is the invariable custom of the pastor to kiss the bride after the ceremony. Now one young woman who was about to be married in his church did not relish the prospect, and instructed her prospective husband to advise the minister that she did not wish him to kiss her. The bridegroom obeyed the instructions given.

When the young man returned she asked: "Henry, did you tell the minister that I did not want him to kiss me?"

"I did, Florence."

"What did he say?"

"He said in that case he would charge only half the usual fee."

Harper's Magazine.

Or a Picket Fence

Lee:—"Every time she smiles at me it reminds me of a Pullman car at 8 o'clock in the evening."

Leslie:—"How's that?"

Lee:—"No lowers, and very few uppers left."

Union Pacific Magazine.

S. M. East

R.G.E.

In as much as ticket clerk Schultz's name and his oration delivered at the Kiwanis Club Luncheon some time ago was given considerable space in the "Austin Daily Herald", and also consumed a few columns of "The Albert Lea Tribune" when John was sent over there to deliver his message, we were under the impression that he surely would forgive us for not making mention of said speech in the "Milwaukee Magazine", but No! John gave me a terrible raking over the coals for not giving him the publicity which he says he rightly deserves.

Monday morning, December 15th, there was a vacant chair in dispatcher Sorenson's office. Everyone was in great alarm until a telegram arrived via Western Union with the news that E.F.G. had missed No. 6 on Sunday and would be into Austin on the first freight train from St. Paul.

Yardmaster Plum spent one week of the cold weather at home nursing an attack of grippe. He returned to work in time to get in on the holiday rush.

S.C.S. ate that big Christmas dinner at Mankato.

Agent Fred Edwards of Albert Lea, spent the holidays with relatives at Milwaukee. They say there is some powerful good beer down there.

Donald McDougall, S. M. Fireman, who has been in Winona for the past six months has just returned to work. Mac says the first couple of trips were very trying, but he is getting used to it again now.

The "clerks" of the S. M. Division Superintendent's Office, acknowledge a very pleasant call from Mr. E. F. Palmer. This gentleman gave us all a hand shake one cold morning while he was waiting for I. & M. No. 1, which was delayed.

Mose Rickette, Porter on Business Car 5804, spent the Christmas holidays at the home of his parents in Kansas City. This is Mose's first visit at home for over three years.

Kermit Meyer, son of Superintendent Meyer, was home from Madison for the holidays.

Frank Scott, of Erie, Ill., is visiting at the home of his brother, assistant ticket clerk Scott, at Austin.

Shop foreman Smith had a birthday on December 23rd and the Mechanical Department did not forget it. A birthday party was given in his honor from 5:00 until 6:00 P.M. on above mentioned date, and Sam got everything he didn't need. Understand he got fitted out in a new suit of clothes and had a bottle on his hip when he left for home that evening. Don't be envious as the contents could be purchased at any soda fountain.

Mr. and Mr. Floyd Ober and son Bruce turned their back on Mankato and spent Christmas at the home of J.E.O. in Austin.

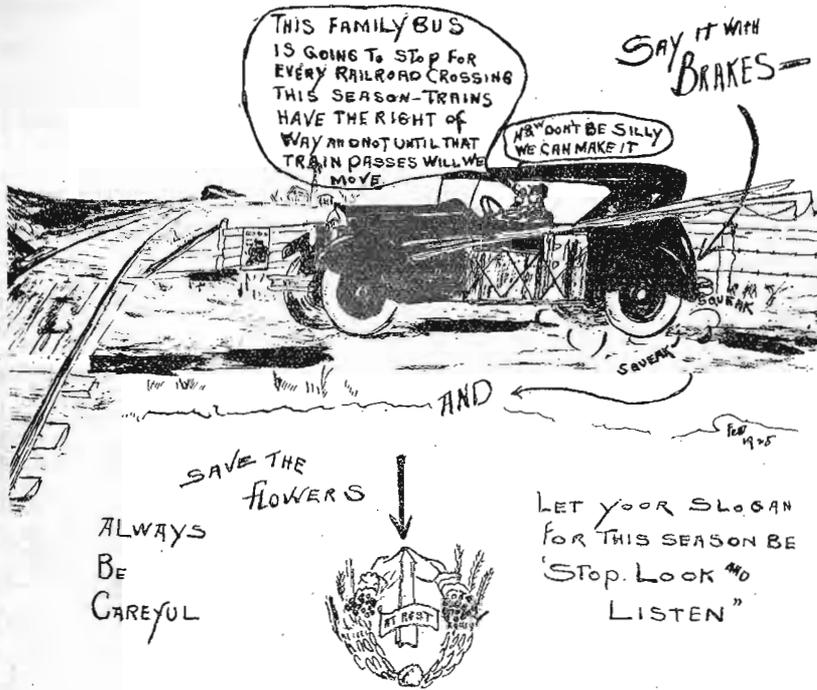
H. J. Keck and family went to Dubuque to attend the Christmas tree exercises.

Fireman Vernon Thomas sustained a slight injury on December 25th. He was turning on the steam when he bumped his eye on the filling plug on the lubricator. After a couple of days at home he is back to work, fully recovered from over-eating on Xmas. Day.

Louis Knudtson, S. M. Engineer, passed away at his home on Saturday, December 28th. Mr. Knudtson has been an engineer on the S. M. Division since the year 1895.

Oscar Collstrup, Stationary Fireman at Austin, is getting ready to leave for his home in Norway to assist in settling up an estate. He will be back in Austin in about three months.

Inez McCarthy, Clerk in the Division Offices, was in Minneapolis on December 29th to consult a specialist. Friends of Miss McCarthy will be pleased to learn that she is slowly recovering from her illness.



By H. B. OLSEN, TELEGRAPHER
S.C. No D Division

"The Bureau of Safety wishes to take this opportunity of giving special mention to the safety work of Mr. Fred Komrow, Car Foreman on the Northern Montana Division, who has under his charge an average of twenty-five men but has not entered an accident report on Form 171 for over three years.

"This is a record that every car foreman on the Chicago, Milwaukee & St. Paul Railway might well attempt to equal and we wish to thank our foreman Komrow for his wonderful safety activities."

Safety First

He Wore His Safety Goggles on His Forehead.

One afternoon they brought Jim Mathews home with a bandage over his eyes. Jim's wife remembers that day—the last time he turned over a pay envelope.

Today, Jim manages to pick up a few pennies and nickels peddling pencils and shoe strings, not a disgrace, but could have been avoided. His wife takes in washing and his children miss the start in life they might have had.

8,089 Worker's Eyes Blinded Last Year

The worst of it is that Jim's "dead" eyes are only two out of an appalling total of 8,089 lost by American workers last year. That figure does not include thousands of accidents in which eyesight was impaired or later will be permanently lost.

Eye accidents in 1923 caused 9,706,802 working days to be wasted—with an ac-

cident cost of \$25,000,000 and a wage loss of \$43,680,600.

Yet one simple precaution—the proper use of goggles would have prevented nine-tenths of this suffering and economic waste. Nearly all employers provide safety goggles for men exposed to eye hazards. But, in thousands of cases, the protection goggles are not worn. They are left on the bench or pushed up on the forehead and safety goggles worn on the forehead DO NOT protect the eyes.

By H. C. S.

Paper Prepared by General Yardmaster Thos. Boleman, of Terre Haute, to Be Read at Safety Meeting.

The "Safety First" movement is now being given more attention and study by railroads and industrial works and people in general than it ever has before. Did you ever think what Safety First means and why you should always practice it?

Safety of rail operation depends practically, if not entirely, upon the co-operation of all classes of employees, individually and collectively. No matter how careful employees may be, result of their caution may be destroyed by the carelessness of one or more men in the service, who fail to measure up to their responsibilities.

You fellows on the road and in the shops know the strong and weak links making up the chains of safety and it is necessary to have your co-operation in

strengthening the weakest link which at the present time is unsafe practices.

Remember that all rules were made to be obeyed and not just those you may think you ought to comply with. It is not for you to decide whether the rules are necessary or not; that question has already been determined by men of many years' experience in the line of service in which you are engaged.

We all know that it is natural for all employees to copy from one another. If we form the habit of safe practices in our daily routine of life, we are setting good examples for our fellow men to copy from.

It becomes the duty of each employe to set good examples and safe ones in performing our duties along this line. We must do it in a kindly way and in a spirit of friendliness as by so doing we will get the greatest good from our efforts.

Safety A Bi-Product of Interest in Your Job

Ben L. Lewis

It has been said that safety is a bi-product of interest in your job.

This statement should be taken very seriously to heart by every man in train and yard service; for it suggests a line of thought and action which, if followed out, will very materially reduce the number and the extent of personal injuries to employees as well as to other persons; also to the amount of damage to and destruction of property.

"Interest in your job!" Do we give the consideration we should to the meaning of these two nouns and the little connecting preposition and possessive pronoun?

What wonders might be worked out if every man in the service was really imbued with interest, and keenly realized that the job, whatever it was—easy or difficult—was his assignment for the time at least, and it was up to him to fulfill all its requirements? This means its safe performance, its expeditious performance and its complete performance, often consisting of minor details, which might be left undone without bringing either a swift or a sure reckoning for the neglect, but which leaves open the door for so many of the penalties that someone, nobody knows just who or how, may be called upon to pay, somewhere, sometime.

"Interest in your job!" Mr. Superintendent and Mr. Trainmaster!

How much more it means than can be revealed by any single set of statistics, however, satisfactory or important they may be considered. The thread of human relations, the well-being of individuals, families, groups of families, even communities, may be involved in some of the problems that present themselves or that are presented to you for a decision or an opinion. The broad treatment that takes into consideration every factor involved and seeks to give proper

value to each member of the equation; that is characterized by the full display of "interest in your job," is what insures and secures, so far as is humanly possible, the safety of operation or execution.

"Interest in your job!" Mr. Yardmaster; general or otherwise, suggest something more than a record for getting trains out on time with cars in proper sequence and tonnage filled out.

It calls for a display of that spirit that countenances improper methods, short cuts, and chance-taking practices that are for use only when discovery seems improbable, and implication nearly impossible.

"Interest in your job!" Mr. Conductor! Mr. Switchman! Mr. Trainman! How much it includes beyond those things that so readily make their appeal to our minds and occupy our attention. Pay-day with all that its meaning usually implies is only a part of the end of employment, an important part, we freely grant you, but there are so many more considerations wrapped up in the bundle of employment that we would urge you, each one, to think out for yourselves and act out all that the program offers. Safety—"Interest in your job!" the safety of the property owned by the company or entrusted to its care is included in "interest in your job."

The money that is supplied for the payroll has a direct connection with "interest in your job," and so might go on and multiply illustrations indefinitely, but this list should serve our purpose just as completely as though more were added.

Safety and safety work beckons therefore, for our interest.

Its gestures are always friendly, whether they are made to the man in the ranks or to the officer in charge. It is a co-operative effort.

Let us have it upon all our railroads in greater abundance, and let it come through that larger channel of "interest in your job."

We are not disposed to question beyond reasonable limits the causes that contribute to the loss and waste that comes through personal injury and damage to property, but as long as men have the power of choice and selection there is a field that can and must be worked with care and diligence for conservation of human and mechanical resources. It yields the richest returns to "interest in your job."

Winter Hazards

W. S. Shannon, Safety Inspector, Hocking Valley R. R.

Winter is here with its added hazards, both from a safety and fire prevention standpoint. Employees in all branches of service are compelled to wear more and heavier clothing, which are bunglesome and are more apt to cause injury. More heat is required, which necessitates keeping good fires in stoves and furnaces, and adds to the possibility of fires starting from overheated stoves, improper floor and wall protection, clothing left hanging on wall too close to stove, stove doors left open allowing hot coals to fall on floor, etc. Steam radiators and pipes should also be inspected and proper clearance between radiator and wall provided. Proper air space should also be provided where steam pipes pass through walls of building. Every employe should exercise as much care in

preventing fires to company property as he does his own home, and if this practice is carried out the fire loss on the Hocking Valley will be greatly reduced.

During the freezing and slippery weather employes should be extremely careful, as during this kind of weather serious accidents result from slipping and falling. Trainmen and Enginemen should be sure of their footing before getting on or off engine or cars. Shopmen, Bridgemen and Sectionmen should be careful, especially when carrying material, as this adds to the danger of slipping due to the fact the arms cannot be used to break the fall. There is also the danger of the material which is being carried falling on the man who slips.

Look Out for the Cars

In a few instances, an automobile crossing a railroad track may get the best of the train that is attempting to pass at the same time but such instances are so rare that it would be well for autoists to abandon the unequal contest.

What has become of people's caution anyway? Years ago, we were afraid of the railroad crossing in the old home town where there was only one train a day. Even if it was several hours before time for that one train to pass, we slowed up on the forehead and safety goggles wasn't coming.

But now, people trust too much to luck and the result is that luck fails to take care of a lot of them. Can't we get back some of our old caution and really look out for the cars?

Taken from "The Journal Post."

Kiwanians Back Careful Crossing Campaign

In his talk before the Kiwanis Club, September 10, on the Careful Crossing Campaign, sponsored by the American Railway Association, and in an effort to impress Kiwanians on the wisdom of crossing railroad tracks cautiously, Secretary Hiram Griffing recited the following Classic Gem (?):

Stop, Look and Listen

He was speeding in his flivver,
Rushing eastward by the river,
He was giving lurching lizzie all the gas that he
could give her,
'Til he jammed upon the brake,
Making lizzie snort and shake
But the train came roaring on him; he had
made his last mistake.

He got stalled upon the track;
Hadn't time to start or back,
So he made heroic efforts to abandon his old
hack.

All too soon he breathed his last,
For the train was much too fast;
He was greeting old St. Peter by the time
three coaches passed.

Never more he'll speed his flivver,
Urge it eastward by the river;
Nevermore will he give lizzie all the gas that
he can give her.
After he was struck that day
He soon stopped, but people say
That he'll never Look and Listen, 'cause he's
too damned far away.

N. and W. Magazine.

Tell Him Now

If with pleasure you are viewing any
work a man is doing
If you like him, or you love him, tell him
now:

Don't withhold your approbation till the
parson makes oration,
And he lies with snowy lillies o'er his
brow.

For no matter how you shout it, he won't
really care about it,

He won't know how many tear drops
you have shed;

If you think some praise is due him,
now's the time to give it to him,

For he cannot read his tombstone when
he's dead!

More than fame and more than money
is the comment kind and sunny

And the hearty warm approval of a
friend,

For it gives to life a flavor and it makes
you stronger, braver,

And it gives you heart and spirit to the
end.

If he earns your praise, bestow it, if you
like him, let him know it,

Let the words of true encouragement be
said;

Do not wait 'till life is over and he's un-
derneath the clover,

For he cannot read his tombstone when
he's dead!

From a worthy Railroad Man.

An Office

II. Victor Keane.

An office is a funny thing; each morning cer-
tain men

And certain girls and certain boys come into it
again,

And hang their coats on certain pegs, their hats
on certain hooks,

And sit them down at certain desks in front
of certain books.

They all have certain work to do in just a cer-
tain time,

Concerning certain dollars for a certain fixed
per diem;

And then at just a certain hour, in sunshine or
in rain,

They close their desks and hurry out to catch
a certain train.

An office is a tragic thing, when that is all
there is,

When each one has his certain work and certain
way of his

And wallows in a certain rut and never seems
to see

That there are certain other ones in life as
well as he.

For we would find a certain fun in certain
other ways,

If we would give a word of cheer on certain
busy days—

When problems vex, when certain things re-
quire a helping hand,

Would give a certain sympathy that mortals
understand.

An office is a pleasant place—at least a certain
kind

That has a certain brotherhood, where day by
day you find

Some neighbor with a new idea he's glad to
pass along,

A certain sort of friendliness, a certain sort of
song.

There is a certain duty that we owe to other
men

To help them when they need a lift, to steady
them again.

An office can become in time, to man and girl
and boy

A certain kind of fellowship, and work a certain
joy.

--Great Western Magazine.



SPORTS



The Sports Editor understands that Miles City has a fine new Bowling Establishment and that the Milwaukee Employees are enjoying a Bowling League.

The Honorable J. J. Foley, Division freight and Passenger Agent at Miles City promised the writer that he would personally attend to getting the Sporting news to Chicago in time for issuance in the Magazine. Why! Why! Don't you do it, Joe?

Rumblings of Chicago Bowlers

Car Accountant No. 1 gave the Assistant Comptrollers a handicap of 57 pins December 23rd and won three games. Joe Krizek was the big gunner for the winners with a total of 632 and a high game of 256 which ties our back up artist, Tommy Gavin.

Here is some consistent pin toppling. Bertell 213, 119 and 138. Well, anyway Harry you won the buck.

It is understood that on Christmas, Eyres was presented with a miniature bowling alley. Since practicing at home we have noticed a wonderful improvement and we suggest that he buy a few more sets for the rest of the crew.

Harry Kister is getting a lot of wood lately. How? He jumps just about the time the ball hits the pins and gets results. Try it.

Balderson's face appeared in the A.F. E. Bureau's lineup December 23rd and after the session was over he found that he had collected a grand total of 441 pins. Better get control of the hook, Baldy.

Little O'Shea has been in a bad slump lately. What's wrong, Joe? Get a smaller ball and pull yourself together and show your old time speed.

Here is another one of Dale's wonderful series 493. Six railroads and four erros. Too much 44° below zero he says.

If your ball has lots its zip,

Keepa going.

Don't act like you've got the pip,

Keepa going.

Taint no use to fret and whine,

Set your mouth in a grim line

Rush right in and keep on tryin'

Keepa going.

If your average is slippin'

Keepa going.

If your ball's all wet and drippin',

Keepa going.

If, to boost your score you'd try,

Take the breaks and don'tcha cry;

You'll do better, 'n that's no lie,

Keepa going.

If you're good and lead your league,

Keepa going.

Don't dare slacken up your speed,

Keepa going.

Watch the buttons on your vest,

Careful! Don't throw out your chest,

Or you'll slip like all the rest,

Keepa going.

—Extract from Bowler's Journal.
Janesville Jingles.

Here are a few six hundred series rolled in the past month. Treskett, 624-629; Earle, 614-632; Krizek, 632; Dale, 608.

Faus complained of a sore thumb one night and then proceeded to roll high series for the year totalling 662. The first game he started with eight strikes in a row, the ninth hit was in the pocket but the eighth pin refused to fall; on top of that start he put in three more

C. M. & St. P. Bowling League of Milw.

W. Hoffman bowling with the Signals, tops the list for individual high average with 187 pins for 36 games, having held fifth place up to January 5th, 1925, when he rolled his three high games of the season. Hoffman's wonderful bowling undoubtedly gives him the record over any previous score bowled by any individual bowler throughout the C. M. & St. P. Railway. Bowling against the Store Dept. League leaders, Captain Seemuth picked Hoffman for anchor man and he certainly did crack the pins. His first game brought in a count of 244. The second game landed high single game by three pins, scoring 257, passing E. Hoerl and the third game brought home the bacon with 232 to be added to the 501 pins already well put away, giving Hoffman a grand total for 3 games of 733 pins. His team gave him good support tallying 2859 pins. Captain Schmidt was so excited that he bowled 125 and 126 for the first and second games with a couple of fouls in the bargain, that he stepped out and let veteran Soulen finish the series. It was a great night.

The ladies bowling team of Milwaukee Shops issued a challenge to the Telegraphers to bowl a match game. Handicaps will not be allowed. Wonder if Brock will accept?

The league in a whole is doing a great deal better this year than last and if the averages keep on improving perhaps there will be some chance to discontinue handicaps next season.

Don't forget to get your entry blanks for the Fourth Annual Tournament of the Milwaukee Road Bowlers before the supply is exhausted. Write secretary Wm. Neaser, care of Roundhouse, Janesville, Wis., today and receive full particulars. Remember booster teams will have their place on the program with special prizes set aside for booster events. Write early and get a date most convenient for you to bowl.

Minneapolis Pin Chatter

The holidays are over and everybody seems to have taken the opportunity to get a little practice, and 200 counts are becoming quite numerous, so beware, at Janesville.

O. Murk surprised himself and teammates by posting a 91 score.

F. Longley's resolution to be on the alleys a 7:00 P.M. lasted but one week.

It is reported W. J. Kane is busy training his newly arrived feminine bowler to scatter the maples.

It has come to our notice Tobin has been absent from the Supers lineup. Must be getting a little secret practice.

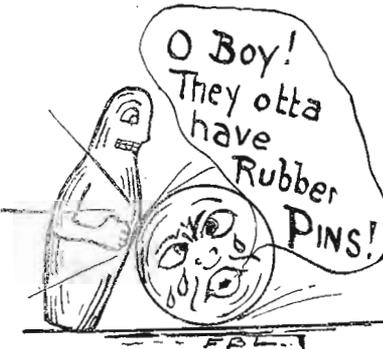
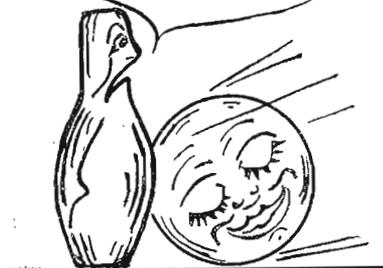
Minneapolis will be well represented at our fourth annual tournament at Janesville.

Let everyone who bowls in the Milwaukee Family be a booster and a committee of one, and if an entry is not received, write to Mr. Wm. Naeser, 550 No. Pearl Street, Janesville, Wisconsin,

The First
100 years
are the
Hardest!



Ouch! "Those hooks" always catch me on the Shin!



strikes for a high game of 279. The other counts were games of 179 and 204. Faus also leads in individual average with 191-37 for 51 games.

and he will be glad to supply the same.

Individual Standing

| | Games | Average |
|-------------|-------|---------|
| Behr | 33 | 190 |
| Ekman | 45 | 177 |
| Nelson | 45 | 176 |
| O'Connell | 45 | 175 |
| Siegler | 33 | 173 |
| Newirth, O. | 36 | 173 |
| Longley, F. | 45 | 170 |
| Spencer | 24 | 169 |
| Ritter | 45 | 168 |
| Johnson | 42 | 166 |
| Hagen | 45 | 165 |
| Hamer | 45 | 165 |
| Longley, C. | 39 | 165 |
| Heinz | 33 | 165 |
| Matson | 42 | 165 |

High three games—H. Lindberg, 660.
High one game—H. Lindberg, 265.

Minneapolis League Standing

| | Won | Lost |
|-----------------|-----|------|
| Enginemen | 33 | 15 |
| O'Brien, Tigers | 31 | 17 |
| Machine Shop | 26 | 22 |
| Dist. Acct. | 20 | 28 |
| Superintendents | 19 | 29 |
| Store Dept. | 15 | 33 |

High 3 games—Enginemen, 2,797.
High 1 game—O'Brien, Tigers, 986.

Chicago Bowling League Standing

| TEAMS | Won | Lost | High | Average |
|--------------------------|-----|------|------|---------|
| Car Accountant No. 1 | 30 | 15 | 1011 | 892 |
| Auditor Station Accounts | 31 | 23 | 951 | 867 |
| Ticket Auditor | 30 | 24 | 992 | 843 |
| Freight Auditor | 29 | 25 | 968 | 814 |
| Comptroller | 27 | 27 | 948 | 835 |
| Car Accountant No. 2 | 24 | 30 | 917 | 810 |
| A. F. E. Bureau | 20 | 34 | 886 | 800 |
| Assistant Comptroller | 16 | 38 | 914 | 783 |

Individual Average

| PLAYER | Games | High | Average |
|-----------|-------|------|---------|
| Faus | 51 | 279 | 191.36 |
| Trescott | 51 | 233 | 188.42 |
| Krizek | 42 | 256 | 187.16 |
| Gavin | 54 | 256 | 185.40 |
| Snyder | 33 | 227 | 183.8 |
| Krumrei | 39 | 222 | 181.34 |
| Dale | 42 | 244 | 180.9 |
| Specht | 54 | 225 | 180.8 |
| O'Shea | 51 | 243 | 178.21 |
| Knoll | 51 | 226 | 176.4 |
| Lippert | 33 | 230 | 176.4 |
| Heyn | 51 | 247 | 175.29 |
| Hettinger | 51 | 211 | 175 |
| Gentz | 54 | 227 | 174.13 |
| Gutfahr | 54 | 207 | 174.4 |
| Burke | 39 | 231 | 173.28 |
| Gumz | 51 | 234 | 172.47 |
| Kulton | 54 | 246 | 172.28 |
| Schell | 45 | 220 | 172.3 |
| Ciesnski | 51 | 233 | 171.47 |

High Team Average—Three Games

| | |
|------------------------|------|
| Car Accountant No. 1 | 2819 |
| Ticket Auditor | 2753 |
| Auditor Station Accts. | 2725 |

High Single Game

| | |
|------------------------|------|
| Car Accountant No. 1 | 1014 |
| Ticket Auditor | 992 |
| Auditor Station Accts. | 951 |

High Individual Average—Three Games

| | |
|--------|-------|
| Faus | 220.2 |
| Kulton | 216 |

High Single Game

| | |
|--------|-----|
| Faus | 279 |
| Krizek | 256 |
| Gavin | 256 |

Milwaukee Bowling League Standing of Teams

| | Won | Lost | Pct. |
|-----------------------|-----|------|------|
| Car Department | 38 | 7 | .844 |
| Superintendents No. 1 | 29 | 16 | .644 |
| Dispatchers | 28 | 17 | .622 |
| Store Department | 26 | 18 | .578 |
| Superintendents No. 2 | 22 | 23 | .489 |
| Machinists | 22 | 23 | .489 |
| Yard Office | 20 | 25 | .444 |
| Freight Office | 14 | 31 | .311 |
| Warehouse No. 1 | 14 | 31 | .311 |
| Warehouse No. 2 | 12 | 33 | .267 |

Standing Green Bay Teams

| | Won | Lost | Average |
|--------------------|-----|------|---------|
| 1 Store Department | 31 | 17 | \$64.36 |
| 2 Rates | 30 | 18 | \$59.23 |
| 3 Signals | 28 | 20 | \$61.1 |
| 4 Car Department | 27 | 21 | \$68.4 |
| 5 Cashiers | 23 | 25 | \$24.7 |
| 6 Muskego Yards | 23 | 25 | \$23.10 |
| 7 Ticket Agents | 22 | 26 | \$42.35 |
| 8 Shop Accountants | 22 | 26 | \$18.33 |
| 9 Terminals | 20 | 28 | \$74.16 |
| 10 Telegraphers | 13 | 35 | \$59.3 |

High Single Game—1015—Muskego Yards
High Three Games—2922—Store Dept.
High Single Game—257—Wm. Hoffman
High Three Games 733—Wm. Hoffman.

Bowling Notes—Green Bay, Wis.

All high scores so far made, still stand, come on boys go after the high ones, this is a new year, break all records.

Understand one night the pins wouldn't fall so Louie Nimz strained his back trying to reach down the alley and knock 'em over.

Say, Bill Tierney, you are hitting the wrong pins, we see Bill limping away after throwing his second ball, thought he would have to hop home on one leg.

Car Department rolled a high single game of 1005, too bad boys you didn't make it 2 points higher and beat the high single game of 1006 now held by the Dispatchers.

Bill Tierney is now a full fledged bowler, he having graduated in the 200 class.

What gets Dinwoodie's goat is to bowl a 212 game and one of the men on the other team hang on, thereby beating his team, that's what I call hard luck, John.

The Accounting force of Chicago ought to have a pretty good team by and by, Ballard's team is sure giving all the traveling accountants that hit up this way regular practice every Monday night.

The American Association of Ticket Agents

Roscoe Askey, Ticket Clerk, Freeport, Ill.

In order that they might better equip themselves for the task of selling transportation a small group of men actively engaged in passenger work banded together at the old Grand Pacific Hotel at Chicago in 1917 and organized the American Association of Railroad Ticket Agents.

Although, comparatively speaking, not much was accomplished at this meeting, the seed was planted which promised to bear fruit in the near future. The next meeting was also at Chicago in 1919 at which there were in attendance Passenger Traffic Managers, General Passenger Agents, and General Agents. More interest was manifested and many new members had been taken in. Passenger officials were quick to grasp the significance of such an organization in as much as it would help to furnish them with the proper kind of personnel for selling their only commodity—transportation. The embryo association was therefore accorded sympathy, understanding and aid from employers and officials.

The next meeting was also held at Chicago in 1920 at which time a very attractive and instructive program of talks was presented by many men prominent in railroad circles. However, to date, this was the last meeting or convention to be held in Chicago. It was felt in order to carry out one of the cardinal purposes of the group the next meeting should be held at some other point so as to give members an opportunity of gaining some first hand travel information. St. Paul, Minn. was therefore selected for the convention city for 1921. It was at this time that many higher railway officials began to regard the Ticket Agents Association as an asset to their traffic department and as a real factor in the aid of solving the problems of public relation.

Savanna, Ga. was the scene of the 1922 convention. Many attractive side trips were offered and enjoyed by the large attendance.

For the 1923 convention Portland, Ore. was chosen because it was decided a trip to the Pacific Northwest would give Eastern ticket agents a broad working knowledge of this rapidly developing territory. The railroads almost outdid themselves in helping us to make this meeting a success. Four special trains via different routes were provided for the going trip on which many interesting and instructive stop overs were allowed. There were about eight hundred members and wives present which proved beyond a doubt the popularity of an educational trip of this character.

In returning from the Portland meeting part of the membership returned via California and the "Golden State" Route, while the remainder availed themselves of a special train placed in service by our own railroad. On board the "Milwaukee" train there were almost two hundred members, most of whom were in the employ of Eastern and Southern Railways. Although our road was put to a considerable expense in furnishing this excellent train I feel positive we have been repaid more than once over for the extra business thus secured. Everywhere on board could be heard expressions of delight and wonderment especially as we were traveling over the elec-

impressed with the fact that here was the logical route for passengers traveling to the great Northwest.

The 1924 convention was held at Buffalo, N. Y. owing to the fact that this is a centrally located point; and it was decided not to impose or work a hardship on any road after the extensive trip of the previous year. However, we are again under obligation to several railroads and transportation companies for courtesies extended to us. This fall the convention city is to be St. Petersburg, Fla. It is expected the attendance at this meeting will exceed that of any that has gone before.

I have tried briefly to set down some of the aims, functions, and an outline of the history and development of our organization. I feel confident a man actively engaged in ticket work who wants to improve his ability for service both for himself and for his railroad should become affiliated with the American Association of Railroad Ticket Agents. I believe his action in joining this association will meet with approval and bear the indorsement of his superiors. I honestly believe officials realize we are striving for the development of courtesy, efficiency, and one hundred per cent service and that we should be given an opportunity for developing these traits because we are often the only contact between the public and our employers.

If you are sincere in your desire to better serve yourself, your employer and the public why not glance over the requirements for membership and then act as you think best. Those eligible for active membership are Railroad Ticket Agents, Assistant Ticket Agents, and Ticket Clerks of one or more year's continuous service in interline or coupon ticket offices within the territorial boundaries of the United States. We also have many associate and honorary members.

He Overflowed

The long trip was coming to an end, and the conversation in the smoker turned to speed, induced probably by the regular, incessant click and roar that denoted the Limited was "makin' time."

"Puts me in mind of old Pahson Johnson," remarked one of the boys. "He always preached at camp meetings on some sensational subject, and one day listed the subject of "Speed" as the subject of his discourse. He carried his flock along with him at a mile-a-minute speed, till he reached the conclusion of his remarks, at which point a considerable state of excitement prevailed, particularly on the part of Deacon Brown who was 'all-aquiver.'

"Look yeah, you people," cried the Pahson, "I has foah points to make. Fust, ah recollects yearhs ago when de people walked 'cross de land at de rate of foah miles an hour."

"Amen!" said Deacon Brown.

"Den," said the Pahson, "we gits de steam engine which goes sebenty miles an hour."

"Amen!" said the Deacon fervently.

"Den we gits the auto which makes one hundred miles an hour!"

"Amen-Amen!" said the Deacon, rising to his feet in the excitement.

"An' finally," continued Pahson Johnson, "we gits the airplane which goes across de air one thousand miles an hour!"

"Whereupon the Deacon, in the last throes of ecstasy, jumped upon the seat and wildly waving his arms shouted, 'Hot Dog!'"

—P. R. R. Mutual Magazine.



Dubuque Shop Minstrels and Their Private Car

The Dubuque Shop Minstrels

The C. M. & St. P. Ry. Minstrels have changed their entire show and are all set for their Sixth Successful Season which opened Jan. 3rd, in Wisconsin. The Company this year consists of over thirty men and is under the management of Louis Weidner a veteran of the C. M. & St. P. Ry. being employed by the Milwaukee Railroad for over thirty years. The show has over twenty bookings in Iowa, Illinois and Wisconsin and will appear at the Majestic in Dubuque during the first of February. This year's show is being produced by Lew Schwartz and Earl Michel while Joe Huber is in charge of the band.

The big first part or circle setting will be one of the big hits. Roy Oldridge will be on the post as interlocutor. Dick Sullivan and Andy Coffee will be on extreme ends and will be assisted by end men Pat Lagen, Bill Schoentgen, Jack Young, Clarence Horsfall, Mack Marshall and Hugh Wilson. The soloists who appear in the first part are Lew Schwartz, Glenn Dewey, Al Breckler, Fay Eastman, Harry Haggerty, and George Goebelt. Another big hit in the show is the popular quartette consisting of Ruff Bros., Marshall and Leuschner.

Hnber's Brass Band will make a hit with any audience. The big last part is a farce comedy known as "Train Time at Cottonville, Tenn.", in which Uncle Joe an old colored gentleman returns after forty years to his old home to find his old wife Jinny. They meet and before the 5:15 pulls in, the children and a stranded show troupe give them a real welcome. One of the features to this show is the addition of Louis (Pat) Lagen to the cast. Pat is a wonderful singer and a very clever dancer. The directors consider themselves fortunate in obtaining him. Glenn Dewey a tenor was also added to the cast thus greatly strengthening the soloist.

The great hit of the evening will be George Goebelt, Dubuque's foremost impersonator of women and his chorus of dancing beauties. The chorus will consist of ten men playing the part of chorus girls.

Dick Sullivan better known around Dubuque as "Richard" will be seen in a skit all by his lonesome. He will also

render that beautiful ballad entitled "The Flower Song" by Pillsbury.

Andy Coffee, Schwartz and Lagen will have a little sketch discussing the great need of the Women's Home Journal in every bachelor's club and they will also at every performance try and have Andy accept the position as Sporting Editor for same.

Fay Eastman the Milwaukee Baritone carries a heavy singing role throughout the show.

Following the cast as they appear in the last part.

Uncle Joe "An Old Colored Darkie", W. Leuschner.

Aunt Jinny, "His Old Wife", C. Horsfall.

Conductor Casey, "Boss On The 5:15", A. Breckler.

Prunes, "The Station Agent", D. Sullivan.

Sally, "In Love with Prunes", A. Coffee.

Lucius Hamm, "A Tramp", H. Wilson.

Lillian, "Of Pigfield Follies", G. Goebelt.

Dancing girls, dancing boys, etc.

All the performers are enthusiastic and with the rehearsals near the end the troupe is all set for the coming season.

A Natural Deduction

"Mother, was your name Pullman before you married daddie?"

"No, dear," replied mother, "what made you think so?"

"I just wondered. I see that name on most of our towels."

—K. C. S. Bulletin.

When He Halted

One of Irvin Cobb's best stories concerns an appraiser who was sent to a home to appraise the contents. The entries in his book halted when the appraiser came to a table on which stood a full bottle of old Scotch.

"One bottle of old Scotch whiskey partly full."

The next entry was: "One revolving Turkish rug."

—Union Pacific Magazine.

Talking Points

Why Pick on the Railroads?

The producing power of railroad properties is set today by the activities of government regulating bodies. Unlike other industries where economic laws operate and human genius and initiative have full play, the railroads have been placed under strict government regulation by the federal commission and 45 different state commissions, all aggressively active and seeking still greater powers and authorities.

Government activity toward agriculture, mining, commerce and other industries of national scope has sometimes taken on a beneficent character; but the producing power of the railroads has been depressed below the natural limit.

Considering our tradition of fair play to all, equality of opportunity for all, our pride in a supposedly impartial justice, one wonders, why pick on the railroads?

Bus Service Versus Railroad

Reprinted from Sioux City Live Stock Record

Business Chronicle (Seattle.)

This paper has remarked upon occasion about railroads and what they have done for the country. This paper has also remarked, once or twice, upon the idea of the farmer building gravel and concrete roads upon which to let heavy trucks and big passenger busses cut the life out of the railroads. We have seen trains abandoned on rail lines that were built and equipped by the railroad companies. We have also seen truck and passenger bus traffic abandoned on account of snow. But we have not made any more pointed remarks, nor have we heard any straighter discussion of the bus service versus the railroads than is handed out by the Dell Rapids, South Dakota, Tribune in the following:

"Dell Rapids has been enjoying some of that 'splendid isolation' we heard so much about at the beginning and after the close of the late war. And it shows what would happen if one of the old fashioned South Dakota winters should come along.

"Dell Rapids was so delighted with the advent of the buses a couple of years ago that we all piled into them for our little trips to Sioux Falls and Madison and other towns, and we let the faithful old railroad go hang, for all we cared. The buses were a novelty and the hours were a little more convenient, and so we forgot the old friends and took up the new.

"And the new friends failed us completely when the roads were blocked with snow. They let us go hang, for all they cared. The bus owners and bus drivers sat around the comfortable hotels or wherever they hang out, and waited until the dear public cleared out the roads for them. Maybe they thought the commercial clubs would get out and shovel the snow away for them, so they could carry passengers to Sioux Falls again to do their Christmas buying. But the commercial clubs didn't, and the general public was slow about it, so the bus drivers sat comfortably down and waited.

"In a few days there had been enough private cars that had bucked the drifts to open the roads enough so the buses could get through them. Then they started running again, but they were off schedule, several of them went into the ditches, and others decided they would wait a few days longer until everything was fixed nicely for them. They are running again, now, and the public, of course, is eagerly patronizing them again and sitting on each other's laps and crowding into too small accommodations and getting on intimate relations with each other such as they would be vastly indignant at should they be put to such inconvenience on passenger trains.

"The buses use the highways the people have built for them, the highways the public maintains for them, the highways the public opens up for them after a big snow. The railroads build their own thoroughfares, they maintain them at enormous expense, they clear them of snow within a few hours after the toughest blizzards South Dakota ever saw, and then they are cussed by the general public because they don't give better service and more of it.

"If the public keeps on encouraging the buses to use their highways without pay or regulation, the time will come some day when there won't be any railroads to assume the burdens when the buses fail. What kind of a South Dakota would there be today if it hadn't been for the railroads we have all denounced so much and waged political campaigns against and taxed heavier than any other enterprise in the state?

"The buses are fair weather friends only. They fail us absolutely when adversity comes."

Operating Efficiency

The surface thinker is very likely to attribute the operating records of today to an inexcusable lack of efficiency in previous years. Only one in absolute ignorance of what has been required on the part of each individual railroad in the country, however, in order to reach the degree of efficiency that obtains today, could imagine such a thing. Not only has it been necessary to bring about the utmost co-operation of each railroad with the car service bureau of the American Railway Association, but hundreds of millions of new capital had to be found for investment in larger and better freight cars, in locomotives with greater tractive power, for the enlargement of terminals and the betterment of facilities generally. Real service does not come by chance in any line of human endeavor. Efficient railroad operation requires constant planning and watchfulness on the part of supervising officers, as well as loyal and faithful service on the part of those who work in the ranks.

The operating results in October were an earnest of what the men in charge of American railroads intend doing in the future, if given even a fair opportunity. They have the ability and willingness to excel and if it is made possible for them to obtain the enormous sums of money that will be required in the years to come to make the railroads equal to the task set for them, there can be no doubt as to results. In brief, the credit of the roads must be such as to open the world's financial markets to them whenever capital for development is needed.

Record Freight Movements

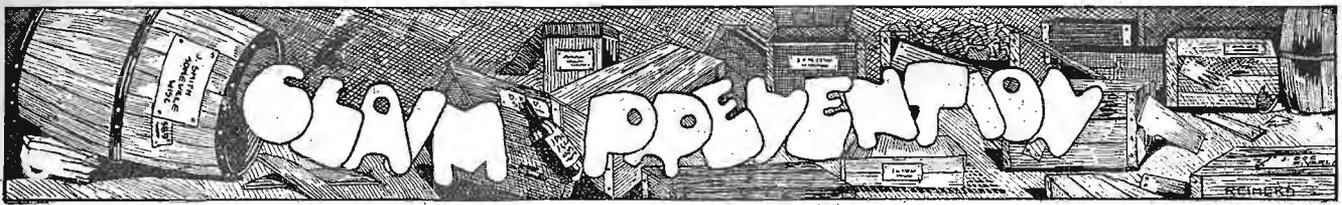
The greatest freight traffic for any one month in history was carried by the railroads in October, 1924.

In August, 1920 with only slightly smaller traffic there was a car shortage of 140,000 cars.

In October, 1924, with 43,109,743,000 net ton miles, the railroads had a car surplus of more than 100,000 cars. The record for October, 1924, exceeds by 424,835,000 net ton miles, or one per cent, that for August, 1920, which previously had been the high record.

Compared with October last year, it was an increase of 900,072,000 net ton miles or 2.1 per cent.

This record freight movement was handled by the railroads without transportation difficulty. While loading of revenue freight in October averaged more than 1,090,000 cars weekly, reaching a peak the week of October 25 when it amounted to 1,112,345 cars, the greatest number loaded during any one week in history, the railroads through the more expeditious handling of freight were able to move this enormous freight business without a car shortage. In fact, during the month there was a daily average of nearly 100,000 surplus freight cars in good repair which were not needed to meet transportation demands. At the same time, the railroads had approximately 5,000 serviceable locomotives in storage, it not being necessary to place them in service as the locomotives on hand were able to handle the volume of business.



Statement of Loss and Damage Claims Received During Year Ending December 31, 1924 with Comparative Figures for 1923

| Railroads | Grain | | Live Stock | | Loss & Damage | | Total | | | |
|-----------|---------------|--------------|---------------|--------------|---------------|--------------|---------------|----------------|--------|----------------|
| | No. of Claims | Amount | | |
| January | 2422 | \$ 49,824.58 | 1264 | \$ 30,167.44 | 576 | \$ 53,629.59 | 5660 | \$ 122,964.01 | 9922 | \$ 256,585.62 |
| February | 2457 | 55,355.58 | 720 | 14,676.49 | 640 | 57,534.51 | 5079 | 116,339.01 | 8896 | 243,905.59 |
| March | 2548 | 50,443.06 | 1024 | 18,777.22 | 1056 | 82,654.07 | 5737 | 127,394.06 | 10365 | 279,268.41 |
| April | 2332 | 37,607.80 | 864 | 13,972.91 | 672 | 55,403.07 | 5632 | 111,657.42 | 9500 | 218,641.20 |
| May | 2399 | 36,310.38 | 832 | 11,663.77 | 496 | 44,354.98 | 5449 | 108,449.22 | 9176 | 200,778.35 |
| June | 2368 | 34,358.91 | 656 | 9,356.23 | 304 | 26,319.29 | 4769 | 104,591.28 | 8097 | 174,625.71 |
| July | 2055 | 30,018.50 | 400 | 5,328.16 | 400 | 32,661.05 | 5050 | 95,045.96 | 7905 | 163,053.67 |
| August | 2133 | 34,118.47 | 576 | 9,930.23 | 384 | 33,701.56 | 5309 | 90,221.68 | 8402 | 167,971.94 |
| September | 1813 | 26,443.61 | 800 | 21,542.99 | 357 | 30,452.70 | 5011 | 115,732.45 | 7981 | 194,171.75 |
| October | 1831 | 28,546.46 | 1072 | 17,170.68 | 427 | 39,381.67 | 5911 | 120,111.35 | 9241 | 205,210.16 |
| November | 2002 | 30,302.17 | 1712 | 33,645.63 | 256 | 24,841.99 | 5148 | 97,454.82 | 9118 | 186,244.61 |
| December | 2126 | 34,386.85 | 929 | 21,970.70 | 496 | 38,571.06 | 5649 | 103,896.33 | 9200 | 198,824.94 |
| Total | 26486 | \$447,716.37 | 10849 | \$208,202.45 | 6064 | \$519,505.54 | 64404 | \$1,313,857.59 | 107803 | \$2,489,281.95 |
| Year 1923 | 26137 | \$597,041.56 | 12781 | \$276,925.94 | 6632 | \$704,675.63 | 78061 | \$1,982,951.36 | 123611 | \$3,561,594.49 |
| Decrease | | \$149,325.19 | 1932 | \$ 68,723.49 | 568 | \$185,170.09 | 13657 | \$ 669,093.77 | 15808 | \$1,072,312.54 |
| Increase | 349 | | | | | | | | | |

Perishable Freight—Freezing and Delay

Statistics of most lines show that practically 75% of this loss and damage during the winter months results from two causes, Freezing and Delay.

Suitable equipment, adequate protection and movement on schedule will nearly eliminate these causes.

1st. Agents at loading stations on car lots must secure from shippers clear and complete instructions of the service desired as provided in tariff, avoid confusing and conflicting notations on bills of lading and billing. When tariff permits changes in protection instructions employes accepting diversions or reconsignments must secure clear and complete advice of protective service desired beyond reconsigning point.

2nd. Careful inspection of cars before loading for the commodity and service intended, particular attention to be paid to vents, plugs, drain pipes and doors, and record inspection maintained as required by Rule 64. (A.R.A., F.C. Div.)

3rd. Carriers Protective Service shipments should be carefully inspected at time of loading to determine if free from frost, decay or field diseases, and bills of lading issued in accordance with existing facts.

4th. Carriers Protective Service shipments should be protected in accordance with instructions.

5th. Heaters should be examined before lighting to ascertain if fully supplied with fuel and in working condition to protect lading.

6th. At division or inspection points heaters should be examined as soon as possible after arrival of cars and any failure corrected, and again examined just before departure.

7th. At destination heaters should be examined promptly after arrival and lading fully protected up to time of delivery to consignee.

8th. Delays cause both loss in market and damage, and it is very important that all perishable shipments be moved on schedule.

9th. If damage found at destination immediately wire facts to Freight Claim

Department or proper official for instructions.

Less Car Load Perishable Freight

1st. Prewarming cars before loading, application of heaters in accordance with instructions, close watch of heaters en-route to determine if affording adequate protection.

2nd. In unloading at way stations do not allow doors to remain open longer than necessary to remove freight. Cold air impairs the heat protection and offers opportunity for frost damage.

3rd. Frost damage may occur on drayman's wagons at destination between depot and consignee's place of business. In case damage is claimed by consignee, agent should investigate and report on this feature as the possible cause.

4th. It is equally possible frost damage occurs between shipper's place of business and freight houses, or while waiting in line for unloading. The thought is advanced whether carriers should not consider having an expert inspector at doors of freight houses during the winter months.

The entire care of perishable freight from acceptance until delivery in employee's hands and on them depends what can be accomplished in a better service and consequent reduction in this class of claims. It is therefore hoped employes will take active interest in this campaign.

You will note statement of new loss and damage claims received during the year 1924 as compared to the total figures for 1923.

All officers and employes of the C. M. & St. P. Railway should take pride in the very creditable showing which has been made and which is only possible from the earnest co-operation given the Claim Prevention Bureau.

During the year 1924, we received an average of 352 claims each working day, with an average amount of \$23.08 per claim. This figures up to the enormous sum of approximately two and one-half

million dollars for the year and tells us very forcibly that we still have a great deal of work ahead of us along Claim Prevention lines.

Milwaukee Traffic Club Annual Banquet

The twentieth annual banquet held Wednesday evening, January 14th, eclipsed all former banquets of the Club, both as to number in attendance and distinguished personnel.

Men directing the destiny of the Great Transportation System, threw off the burdens of their daily tasks and for the time, care free, mingled in the joviality of the occasion with fellow workers in the Great Industries of the country.

A feeling of confidence and mutual understanding between the industries and the railway representatives pervaded the meeting.

The advent of a prosperous year, together with the pledge of a closer friendship and co-operation between Railway Companies and the Shipping Industry of the country was the keynote of the addresses.

The principal address of the evening was made by Mr. Charles Donnelly, President of the Northern Pacific Railroad. Mr. Donnelly's remarks were well chosen and delivered in a very forceful manner. His handling of the rate situation, particularly the "Fourth Section" and also the pending Gooding Bill, was enlightening to many shippers who up to this time had evinced only passing interest in this, one of the most serious menaces to the stability of the country's rate structure.

Among the five hundred and fifty guests present, the "Milwaukee" was well represented. A delegation of officials from Chicago, headed by Mr. R. M. Calkins and Mr. L. W. Spratlan, accompanied by Messrs. Pierpont, Proctor, Finnegan, Dixon, Sanders, Hultgren, Farmer, Averitt, with local officials of the line, brought the Milwaukee delegation up to thirty present.

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

During the past month, the various Chapters have all been active perfecting their organizations, planning programs and devising ways and means to raise funds to carry on relief work.

Milwaukee Chapter

The regular monthly meeting of Milwaukee Chapter was held in the Club Room at Union Depot in the afternoon of December 27th, and in spite of the intensely cold weather, the attendance was large. There were also several out-of-town guests, among them, Mrs. F. E. Devlin of Beloit; Mrs. Jed Taylor of Fond du Lac and Mrs. Heller of Chicago.

At the business session Mrs. Carrie L. Bush, Chairman of the Membership Committee reported that many new members had been enrolled during the past month. Mrs. Anna M. Scott, 2nd Vice President-General, told of the work which had been accomplished in establishing Chapters at various points and gave a detailed statement of what it was hoped to accomplish in the way of mutual benefit or relief work.

Plans were made to hold a big ball in February, and Mrs. C. U. Smith was appointed Chairman.

Following this a pleasant social hour was spent, and refreshments served.

A Bridge party was given in the Club room on January 10th, which was well attended. Prizes were given and refreshments served. Miss Eleanor Wajchý won first prize.

Mrs. C. G. Juneau, President of the Chapter spent a week in Washington, D.C. last month.

A large delegation of Milwaukee Chapter members went to Chicago to attend the January meeting of the Chicago Chapter.

Mrs. R. N. Scott is in California for the rest of the winter. We miss her.

Milwaukee Chapter is planning to entertain the young ladies employed in the several offices and departments of the service located in Milwaukee and suburbs. Many of these young women have had acquaintance over the phone for a long time, but have never met. Now is the time. It is expected there will be many kinds of entertainment, such as Russian dancing by known experts in Superintendent Kelly's office. A jolly time is expected.

The Milwaukee Chapter has perfected its plans for a Valentine ball and card party to be held in Juneau and Kilbourne Halls of the Milwaukee Auditorium on the evening of February 13th. Mrs. C. U. Smith is chairman, and with her corps of assistants, is doing everything possible to insure a splendid time and a big attendance. Two thousand tickets have been issued, and it is hoped there will be a capacity crowd.

Milwaukee Chapter now has over 250 members.

Chapter No. 3, Bensenville

On December 29th, Chapter No. 3 of the C. M. & St. P. Railway Women's Club at Bensenville, Illinois, gave its first party. A Christmas party for the kiddies. Everyone present enjoyed themselves very much, credit due to the great

efforts of Mrs. D. H. Rands, Mrs. F. Keobbeman and Mrs. G. Shaw and the co-operation of the club.

Fifty kiddies were present between the ages of two to sixteen. The little tots from two to eight played "Pin the tail on the cat." Tommy Freeman won the boy's prize and Florence Grobe won the girl's prize, both were a big rubber ball. The older group from eight to twelve played "Carry the peanuts on a knife." George Shaw won the boy's prize, an Eversharp pencil, and Lucille Yates won the girl's prize, a vanity comb. The remaining group from twelve up played "Hanging Clothespins", Ruth O'Keefe won the girl's prize and Robert Cooper won the boy's prize, both story books.

"Singing chairs" was played by the "Mamas" and Mrs. Charles Imwie won the prize, a jumping rope.

After the games were over and all the prizes won, little Miss Eleanor Peters, daughter of Mr. and Mrs. Ed Peters of Mont Clare, favored us with two dances "The Highland Fling" and the "Sword Dance."

The last thing was the one enjoyed most by the kiddies, the distribution of candy under the lighted Christmas tree. Each one received a large bag of Christmas candy.

At five o'clock the party came to a close everyone feeling it was an afternoon well spent.

Several of the prizes awarded were donated by Mrs. Burman of Mont Clare.

Twin City Chapter

The monthly meeting of the Twin City Chapter was held Monday evening, January 5th, in our Club Room, President Mrs. L. T. Johnston, in the chair.

After the general discussion of business and reports of the various committees, we were given a most enjoyable talk on South America by Mrs. Frederick G. Atkinson. Mrs. Atkinson is wife of the Vice President of the Washburn-Crosby Company. Then followed several violin selections by the Plymouth trio and a number of readings by Catherine Monroe and Marian Grosser.

The meeting was well attended, and about thirty-five new members were enrolled. Of course, we are always on the lookout for new members, and it is hoped that everybody will put on a campaign of their own to bring new members into the club.

The next meeting takes place Monday, February 2nd, at 8:00 P.M., and it was announced that future meetings of the Twin City Chapter will take place the first Monday evening in each month at 8:00 P.M.

"Open House" was held in the Club Room on New Year's Day, all the employes and their families being invited to attend. The room was decorated with holiday trimmings, and a beautifully trimmed Christmas tree, and we were glad of this opportunity to invite the men to see our new Club Room. Light refreshments were served.

Mrs. Johnston, President, and Mrs. Weidenhamer, Chairman of the Social Committee, entertained the girls of the

Passenger Station, Freight Office, Ticket Office and Asst. Gen. Frt. Agent's Office at a noon-day luncheon in Mr. Weidenhamer's business car on December 9th. Similar luncheons were served in Mr. J. T. Kelly's Office on December 16th for the girls in the Store Dept., and in Mr. T. A. Morken's office on January 2nd for the St. Paul girls. These luncheons were for the purpose of becoming acquainted with the girls and interesting them in the club.

The list of officers of the Twin City Chapter, as published in the January Magazine contained some errors, therefore it is now reprinted with corrections.

President, Mrs. L. T. Johnson
1st Vice Pres., Mrs. J. H. Foster
2nd Vice Pres., Mrs. C. H. Crouse.
Recording Secretary, Mrs. A. S. Willoughby.

Corresponding Secretary, Miss Marie A. Quinn.

Treasurer, Mr. G. A. VanDyke.

Ottumwa Chapter

The Ottumwa Chapter of the Milwaukee Railway Women's Club entertained the employes and their families at an informal New Year's party in the Armory New Year's afternoon. About 183 attended.

The following program was given:

Vocal Solo—Michael Carroll
Piano Solo—Louise Hempstead
Reading—Flora Knight
Violin Solo—Lillian McNamara
Reading—Margaret Evans
Vocal Solo—Carl Poleson
Reading—Mary Coughlin
Vocal Solo—Marguerite Kissinger
Piano Solo—Ilee Sowder
Reading—Louise Hempstead
Dance—Mildred Hagerty

after which refreshments were served and the time spent socially.

Chicago Chapter

Chicago Chapter held its January meeting in the Club Rooms at Fullerton and Southport Avenues on Saturday afternoon, January 17th. There was a large attendance, with guests from Milwaukee, Bensenville and Minneapolis. Luncheon was served at 1 o'clock, followed by an interesting musical program. Mr. John I. Dewar of the Accounting Department, favored the members with three vocal selections.

He has appeared before the Club on a previous occasion and his generosity in thus assisting the Program Committee is greatly appreciated. Mr. Dewar was followed by Mr. Chas. Murphy of the General Freight Dept., who sang two selections which sent thrills of delight throughout the audience because of their beautiful rendition. Mr. Dewar has a fine baritone and he sings with ease and charm. Mr. Murphy's tenor is clear and full, with wonderful range and he was enthusiastically received in both selections. The gentlemen were accompanied on the piano by Mrs. W. F. Ingraham.

Because of being unable to get in touch with membership of the Program Committee in time to make a full report of the program given at the November meeting, the names of those taking part had to be omitted. The program at that meeting was given by Miss Grace Rosier, who has a charming coloratura soprano and Miss Sophie Syscowski who

accompanied her; Miss Syscowski also gave a piano number. Both of these young ladies are highly gifted and have a fine artistic sense and training. Their numbers were greatly enjoyed and their kindness in providing such delightful entertainment was much appreciated. Both Miss Rosier and Miss Syscowski are employed at the Fullerton Avenue offices.

There was a short business session at which reports of the activities of the other Chapters were given by the visiting members.

Chicago Club Notes

Because Chicago is so big and the distances so great, the Chicago Chapter is considering establishing a number of "units",—one in the Union Station Building, and another in the Western Avenue and Union Street districts. Mrs. Marie Mueller, of the telephone exchange at Western Avenue is in charge of the movement for that district, and she has a supply of application blanks for membership. Those wishing to sign up for membership may get the blanks from her, as well as all desired information concerning the proposed new Unit.

At the meeting in the Club Rooms on January 17th, a vote of thanks was passed, expressing the gratitude of the Club to the Messrs. L. M. Jones, Supt. S. C. & D. Dept.; L. Bensou, Chief of Police; all the members of the Commissary Department; Colonel Whiting, Supt. of Terminals; Mr. W. F. Ingraham, Asst. Supt. of Terminals and Mr. Webb of the Terminals; Mr. W. P. Heuel, Auditor of Overcharge Claims; Mr. G. C. Russell, Office of Auditor of Expenditure, and Mr. W. F. Flint, Office of Freight Auditor, for their splendid cooperation with the Club Committee in getting the Christmas baskets filled and delivered. The weather, as it will be remembered, was bitterly cold, but these gentlemen worked far into the night getting the baskets out to their various destinations. Mr. Webb, in particular was "on the job" until the early morning hours, driving out into the suburbs in the teeth of the biting cold, to make sure that the Christmas cheer provided by the generosity of the Milwaukee employes and the forethought of the Club women should be received by those who, but for his patient effort, might not have a Happy Christmas.

Sixty two new members were added to the roll of Chicago Chapter at the January meeting.

A circulating library is to be established by Chicago Chapter and Miss Harriet Kennedy of the Auditor of Expenditure's Office has been appointed Librarian. Any of the Club members having books they can spare, will confer a favor by donating them to the Club library. There is no better way of bringing the women together than a mutual benefit of this kind. The library already has something like one hundred volumes, and these are to be formed into a circulating library for the benefit of the young women in the Fullerton Avenue Building, and whatever additions are received will be placed with the nucleus already in hand; and it is hoped that in time, a very complete circulating library may be formed.

Several parties at the Club Rooms are in contemplation the coming month.

Milwaukee Shops

H. W. Griggs

The "Horatio Allen" locomotive of the Delaware and Hudson R.R., with its 350 lbs. pressure, and tractive power of 104,000 lbs. makes the original Stourbridge Lion, of 1829 which Horatio Allen engineered, look like the proverbial 30c.

Our faithful janitor Mr. Jno. Fierman had the misfortune to break his ankle Dec. 20th from slipping on the ice. The cast is off now, and we hope to see John on duty again soon.

Frank W. Conrad, Cabinetmaker, and one of the veterans, died Dec. 25th. Mr. Conrad had been with the Milw. Road since early in 1891. He lived at 1309, 7th Street, Milwaukee.

Conductor T. Holbrook dropped dead in the Union Depot, Milwaukee, Jan. 3rd, at 6:30 A.M. where he had just taken leave of his daughter-in-law, who departed on train No. 4 for Chicago, where she arrived before word of the sad news could overtake her. Mr. Holbrook lost his wife in Nov. This suddenly takes away two familiar good neighbors, the remains were taken to Sparta, Wis.

The thump of the new big air compressor is heard around the plant and is steady on the job.

The Magazines arrived the 14th. Locomotive Dept. later Car Dept. Mention is made of the late Mr. Frank Rusch as Asst. Supt. Motive Power lines west and buried at Portage. Mr. Rusch was Supt. M. P. Lines West. Interment was in Tacoma.

The photo of engineer Chas. Grant beside his engine, Nor. Div. probably means Chas. Grout, as it looks him him. Our old time friend.

That winter scene from Paradise in the Jan. Magazine shows some snow all right. Winter camp outings are popular over the country. Oconomowoc is trying to imitate Lake Placid, N.Y.

Mr. Sillcox was here the 9th.

A good time was had the shop crafts dance at the Auditorium, Dec. 2nd.

Mr. Chauncy F. Winn formerly Shop Master Mechanic at the Milwaukee Shops, died Jan. 2nd, 1925, after a lingering illness, he was 65 years old. Mr. Winn was with the Milwaukee Road from 1902 to 1917 when he retired, but later called to Government work at Washington until the end of the war. Mr. Winn rail-roaded practically all his life, starting in with the Erie Road at Hornellsville, N.Y., where he was born, later with the Denver and Rio Grand, before coming to the Milwaukee Road. He had many friends among the shop crafts and was deeply mourned by the men. The funeral services were held at Weiss' undertaking rooms on Farwell Ave., Monday evening the 5th. The Rev. Arthur Beale of the Grand Avenue Congregational Church officiating.

S. M. P. Office

A number of the S.M.P. force spent Christmas out of town. Ramona went to her home in Burnamwood, Wisconsin. Miss Tryon spent Christmas at Manitowoc. Mr. and Mrs. Gribble motored to Mineral Point, and Emily Katzer went out of town too, but where and what for, is a deep, dark, secret. Earl McMinn, Locomotive Draft Supervisor, went to Los Angeles to be with his mother on Christmas.

Mr. Frank Benes has been severely ill but at the present writing we are glad to say she is improving.

We all extend our sympathy to Manilla Voelkel whose father passed away on January 12th.

December 20th—15 degrees below and General Boiler Foreman Litz came to work without an overcoat. He says an overcoat is just a habit and one shouldn't dress too warm. We'd like to say it isn't exactly a bad habit on a chilly day like 15 below. Speaking of overcoats, Marty Kreuger from the roundhouse must be slipping, he wore one for the first time on this date.

We heard that Caller O'Brien from the roundhouse parked his car and went to a football game. The man in charge of the parking space, called after him, "Two bits for the car." "Sold", said O'Brien.

Musselshell Minutes

Helen Kirwan

The Musselshell Division folks not only preach Safety First at the monthly meetings, but they also practice it constantly—on the lookout for the safety of a fellow man. As an illustration of this, we mention a very commendable incident which happened some time ago, when section foreman Leach at Melstone, watching a train pull out of Melstone, noticed four boys, ranging from seventeen to twenty years, getting into the bunker of a refrigerator, where a charcoal heater was lighted. Mr. Leach immediately reported the matter to the agent, who in turn notified the train dispatcher, and the boys were taken from the car by conductor Shine, with little ill effect. Has Mr. Leach not reported this matter, there is little doubt but that the boys would have suffocated from the fumes in a short time. Moral: Practice Safety—first, last and all the time.

Ann Mumeddy wants an extra mail car put on No. 15 and 16, to take care of the extra mail between Miles City and Chicago. She has two sparkles in her eyes and another on the finger of her left hand. Personally, we are in favor of said extra car; provided, comma, that a censor be appointed for this said extra correspondence. Would also like to make recommendations for this position. All those in favor of—(House called to order).

Keith Burns, son of Mr. and Mrs. P. J. spent Xmas with home folks and returned to Missoula to take up his studies after the holidays.

Mr. and Mrs. C. V. Nelson spent the holidays with relatives in Seattle and other points on the coast.

Girls, allow me to introduce Mr. Tappan Collins of Seattle, our new draftsman. If you need any blue prints—come on over any time, we're at your service. Don't all come at once and don't crowd.

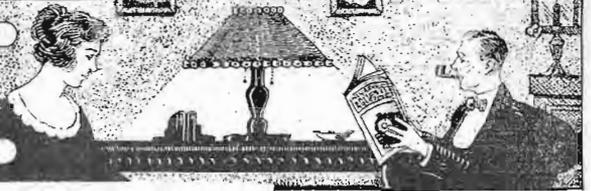
Don Elder spent the holidays with home folks in Miles, returning to Portland after New Year's to resume his studies at the N.W. College.

The following is an extract from one of the latest letters from W. J. Doherty, traveling in Spain. "I was up to Toledo the other day and saw the grand cathedral and many, many buildings constructed long before Columbus set sail to find our little garden spot. The Cathedral is rich in treasures; vestments worn by every cardinal of Toledo, beginning in the year 900. Jewels, pearls, diamonds and land knows what! Carvings and paintings a hundred years old. Even saw the house where Cervantes wrote the second part of Don Quixote and the old river Tagus and the famous old bridge Alcantara. Well, I guess I will have to eat Christmas dinner with turkey cooked in olive oil. Lord bless me! There are many Americans here in winter, but many come in the summer time. I am going out to take tea with a lady tomorrow P.M. Drink a big glass of real beer for Tom Corbett every day and one for A.C.K."

Mr. Pete Burns of Marmarth and his wife were visitors in Miles lately.

We are sorry to report the death of J. A. Sisson, Operator at Terry, who died December 4th. Mr. Sisson entered the service on the M.S. Division, May 19, 1910, as operator. He was stricken with an attack of Angina Pectoris in October for the first time. He was a very popular and well respected man, a credit to his community. We extend our sympathy to the bereaved family.

AT HOME



HAZEL M. MERRILL, Editor

Fashion Notes

It is at this season of the year that we commence to tire of our winter wardrobe, and while it is still too early to choose one's spring clothes, the winter ones need replenishing. A flannel skirt with straight back and becoming fullness in front is what is predicted for spring fashion. They may be worn with slip-over sweater or overblouse, and would do much to rejuvenate the wardrobe. A satin dress is indispensable to every spring wardrobe so if you must have a new dress right now, you are safe in choosing a satin one. You can wear it under heavy coat now and it will make a charming street frock later. A light-weight flannel or broadcloth is a good buy at this season of the year. New footgear is simple of design; one-strap pumps, opera pumps, and pumps with tongue and bow for daytime wear. For evening, slippers may be more elaborate, brocaded silver and gold, silver or gold kid, or slippers dyed to match your gown. Kasha will be a very smart and also becoming color for spring. Navy blue will also be good for ensemble costumes and for separate dresses; grays will also be very good. While black may not hold first place, it is not to be overlooked by any means and will be combined with white or a touch of color. It is also rumored that we are to have a red spring; from palest of pinks for evening to bright lacquer shades for sports. We are promised several delightful new shades of blue, and yellows in tan, amber, mushroom, and brass.

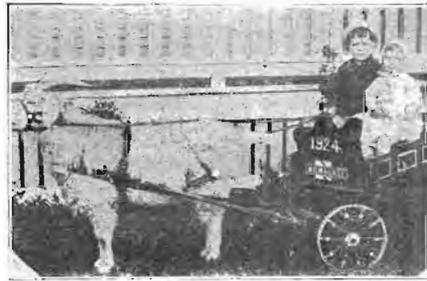
Another good way to doll-up your winter's costume is by the addition of a new hat. The becoming soft, felt hats with the square or round crowns dented or draped to give a new line will be popular for spring. Some of the newest ones have pom-pom or bow right on tip of crown as top-knot. Silk plush and satins are good for spring, and in color, the hat matches the costume.

Fashion Notes for Wee Tots

Nowadays, little tots are dressed somewhat on the order of fashion for daddy or big brother. These suits, such as a practical sailor suit, are simple to make, and there is no danger of your "young hopeful" being mistaken for a boy—much to his displeasure and chagrin. If you clad your blue-eyed youngster in a suit of deep blue, his eyes will look even more blue; a pretty tan, with sailor cap of tan leather will bring out the brown in the brown-eyed youngster. The little tot with the blue eyes and suit should wear white ribbed socks with blue and white-striped cuffs, and square-toed one-strap pumps; with the brown suit, tan oxfords with matching ribbed-socks should be worn. Small clothes are not so much of a problem to the mother as they formerly were; they are simple of design and easily made.

The New Summer Dress Goods

With winter to right of us, winter to



Children of Missoula Division. Division Conductor H. C. Bennett.



Jean, Little Granddaughter of Supr. Divn. Engineer Phil Gavin.



Twin Daughters of I. & M. Division Engineer Frank De Frees.

left of us, blizzarding and thundering, as it is these January days, and never a sign of a "January Thaw," or any other "harbinger of spring," there remains a rift in the leaden sky. For over in the big stores across the river, the summer dress goods are a riot and a revel of the joyous days they are predicting. By every sign of the dress goods designers, next summer will be a blaze of color. The new dress fabrics fairly dazzle your eyes with their gorgeous colors, while in the matter of quality and kind, I don't believe there ever have been such beautiful things.

The dress flannels proclaim by their numerosity (to coin a term), that flannel will be in the forefront of the costume parade, and that will be fine, at least, for the early season, and for those who are fortunate enough to leave for a time, this vale of snows and sleet and bask in the warmth of sunny climes. The flannels are many colored and high colored with some times three and four colors mixing and blending in stripes and checks and plaids. Stripes, however, are far and away in the lead; and not little

modest stripes, either; but broad, flaunting strips of color of black and orange and white; and blue and persimmon and grey; and red and bronze and black; and lavender and canary and pink, and countless other color combinations on white. They will make up into magnificent sports costumes, and they seem to argue that the sportswoman who appears afield in the modest white of the yesteryear, will simply be backed off, by the power of the glowing colors of the gayer sisterhood. Lovely afternoon and practical office gowns will these flannels make, although if you girls have any consideration for the masculine contingent of the office, choose some of the quieter tones among the striped effects.

There are counters full of the most wonderful crepes, crepes that look as fine and soft as tissue or georgette or chiffon, and of equally beautiful colorings. Some of the loveliest of these, I noticed were called Coronado cloth, and there were lots of others, crepes of silk and cotton mixed, but fine enough and beautiful enough to march in the procession with the loveliest of printed cantons and such like. The colors of these were as gorgeous as those in the flannel display, but they more in solid color, barred and striped with a heavier thread in self color. There were, however, many silk and cotton crepes that had the patterns and colors of the printed silk crepes of last summer. The prices of these charming materials, however, would never lead anyone into thinking they were exercising any great economy by their use because they averaged from two dollars to three-fifty a yard. But they are lovely and they hang as soft and "slinky" as the most expensive of materials.

The gingham, also, are out in gayest array. Checks and plaids in all the variety of colors, with some new ideas in the checks, in the way of a solid under color, upon which, a check of contrasting color of different shade appears. There are not, however, so many striped gingham, but indeed, gingham seems to really be synonymous with checks and plaids.

There is the usual display of beautiful voiles, some of which seem to be even handsomer than the crepes, with that soft sheen that characterizes the real French voile. The colors, here, also, run the gamut of all the gorgeous hues.

I think it's going to be a gay summer, judging by the advance agenting of these lovely summer goods.

Off and On

"You give your clerks two weeks' vacation every year, don't you, Mr. Tintack?" asked the friend.

"A month," grunted the eminent hardware dealer.

"A month?"

"Yes. The two weeks when I go on my vacation and two weeks when they go on theirs."

Cheese Croquettes. Make a thick white sauce using three tablespoons of butter; one quarter cup of flour; and two thirds cup of milk. Add the yolks of two eggs without beating and stir until well mixed. Then one half cup grated cheese. As soon as the cheese is melted, remove from fire and fold in one cup of cheese that has been cut in fine cubes. Season with salt, pepper and cayenne. Spread in a shallow pan, cool, turn on board, cut in small squares, dip in crumbs, egg and crumbs again and fry in deep fat. Drain on brown paper.

Pea Roast. Drain one can of peas, rinse, cover with cold water and let boil three minutes. Drain again and rub through a puree strainer. There should be one half cup of pulp. Mix this with three quarters of a cup of fine bread crumbs, one tablespoon of sugar, one quarter cup of finely chopped English walnuts and one egg slightly beaten. Season with salt and pepper, add one quarter of a cup of butter and three quarters of a cup of milk. Turn into small roasting pan lined with parafine paper and let stand from a quarter to a half hour. Then cover and bake in a slow oven forty minutes. Remove to hot platter and garnish with carrots in timbales.

Mutton Broth. Have your butcher cut into small pieces, three pounds of mutton from the neck, and remove the skin and fat. Put into kettle with the bones and cover with cold water. Heat gradually and skin. Season with salt and pepper. Cook slowly until meat is tender. Let get cold, and remove the fat. Soak three tablespoons of barley over night, and when the broth has been skimmed and strained, add the barley and cook slowly until it is tender. Rice may be used instead of barley if preferred, but it will not need to be soaked over night.

Chicken Eclairs. Make eclair shell of one quarter cup of butter; one half cup boiling water; one half cup of flour and two eggs. Put butter and water in saucepan and bring to boil, then add flour all at once and stir until the mixture is well blended and leaves sides of the pan. Remove from fire and add the eggs, one at a time, beating vigorously. Heap on a buttered sheet and bake in a moderate oven twenty-five minutes. Cool, split and fill with diced chicken mixed with mayonnaise.

Old Fashioned Indian Pudding. Pour five cups of scalded milk slowly on one third cup of corn meal. Cook in double boiler twenty minutes. Add one half cup molasses, one teaspoon salt and one teaspoon ginger. Pour into buttered pudding dish, set in pan of hot water and bake two hours in a slow oven.

Coffee Sponge. Soak two tablespoons of granulated gelatine in a quarter cup of cold water. Add this to two cups of strong, hot coffee. Add two thirds of a cup of sugar, let cool slightly in a pan of ice water and beat until quite stiff. Add the stiffly beaten whites of three eggs and a pinch of salt. Continue beating until the mixture will hold its shape. Turn into a chilled mould and chill thoroughly. Remove and serve with sugar and cream.

Fashion Book Notice

Address Miss Hazel Merrill, 802 Union Station Building, Chicago. Send 12c in silver or stamps for our UP-TO-DATE SPRING AND SUMMER 1925 BOOK OF FASHIONS.

4987. Ladies' Dress. Cut in 6 sizes: 34, 36, 38, 40, 42 and 44 inches bust measure. A 38 inch size made as illustrated in the large view requires 4 1/2 yards of 40 inch plain material, and 3/4 yard of contrasting for flounce and sash end. With short sleeves 4 3/4 yards of plain material is required. For dress without tunic, and with long sleeves 3 1/2 yards is required. The width of the dress at the foot is 1 1/2 yard. Price 10c.

4986. Junior and Misses' Dress. Cut in 4 sizes: 14, 16, 18 and 20 years. A 16 year size requires 4 yards of 40 inch material. Price 10c.

4997. Girls' Dress. Cut in 4 sizes: 8, 10, 12 and 14 years. To make the Dress as in the large view, will require 3 1/4 yards of 32 inch material, for a 12 year size. If made with long sleeves 4 1/8 yards are required. Price 10c.

5014. Ladies' Dress. Cut in 7 sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. A 38 inch size requires 4 1/4 yards of 40 inch material if made with long sleeves. With short sleeves 3/4 yard less is required. The width at the foot is 1 1/2 yard. Price 10c.

5021. Misses' Dress. Cut in 3 sizes: 16, 18 and 20 years. An 18 year size requires 3 3/4 yards of 40 inch material. The width of the dress at the foot is 52 inches. Price 10c.

4994. Child's Dress. Cut in 4 sizes: 4, 6, 8 and 10 years. A 6 year size requires 2 1/4 yards 36 inches wide if made of one material and with long sleeves. With short sleeves 3/4 yard less is required. Price 10c.

4998. Girls' Dress. Cut in 4 sizes: 8, 10, 12 and 14 years. If made as illustrated in the large view for a 10 year size 3 yards of 36 inch material is required. If made with long sleeves 3 3/4 yards will be required. Price 10c.

4979. "One Piece Rompers." Cut in 4 sizes: 2, 4, 6 and 8 years. A 4 year size, if made with sleeves requires 2 yards of 27

inch material. Without sleeves it requires 1/2 yard less. Price 10c.

4992. A Pretty Apron. Cut in 4 sizes: Small, Medium, Large and Extra Large. A Medium size requires 2 3/4 yards of 36 inch material. Price 10c.

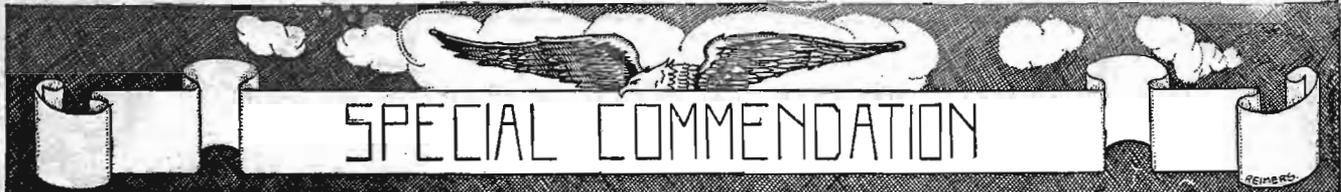
4392. Ladies' One Piece Dress. Cut in 8 sizes: 36, 38, 40, 42, 44, 46, 48, and 50 inches bust measure. A 38 inch size requires 6 1/2 yards of 32 inch material. The width at the foot is 2 1/2 yards. Price 10c.

509. Child's Outfit. Cut in 5 sizes: 6 mos.: 1 year, 2, 3 and 4 years. A 2 year size requires of 36 inches material 3/4 yard for the Drawers, 1 1/8 yard for the Slip, and 1 1/4 yard for the Dress if the Dress is made with long sleeves. With short sleeves 1/4 yard less is required. If Slip is made without ruffle 1/4 yard less is required. Price 10c.

4991. A Practical Costume. Cut in 6 sizes: 34, 36, 38, 40, 42 and 44 inches bust measure. To make the Dress of 36 inch material for a medium size will require 4 1/2 yards. The Bloomers and bodice will require 2 1/2 yards. The width of the dress at the foot is 1 1/2 yard. Price, 10c.

If you will give your children's games a coat of varnish or shellac, they will last much longer.





SPECIAL COMMENDATION

R. & S. W. Division fireman Richard F. Hart, on train No. 103, December 23rd, going into Union Depot, Milwaukee, discovered a truck slewed and following the track. By quick action he signaled the engineer preventing hitting the truck.

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

R. & S. W. Division conductor Martin Roth while inspecting his train at Elkhorn, December 13th, discovered a broken arch bar on car in the train and set same out at Elkhorn.

Signal maintainer T. M. Engh, C. & M. Division found a broken rail in the plant at Ranney on January 8th, reporting same immediately so that repairs were made before any damage had occurred.

R. & S. W. Division conductor Roy Hixon, train No. 78, December 31st, while inspecting his train at Fay, discovered a broken arch bar. Car was set out.

On December 28th, about 11:30 A.M., Superior Division engineer Art Lynn; fireman Elmer Hansen; conductor John Octo, train No. 85 near Sagola Hill. Fireman Hansen noticed something on the track and told engineer Lynn to slow down. As they approached the object they found it was a man lying across the track, and to all appearances, under the influence of liquor. The men picked him up and carried him to his home, which was just a few steps away from the track. Credit is due fireman Hansen for being on the look-out, and the remainder of the crew for their kindness in taking the man to his home, thereby probably saving his life, as he would have frozen to death in a short time.

On January 6th, train No. 16 from Aberdeen, a passenger had \$50.00 stolen from him by another passenger who hid the money in the smoking compartment of the sleeper. Brakeman H. C. Humphrey found the money and restored it to the owner, who expressed great appreciation of the honesty of Milwaukee trainmen in the following letter.

St. Olaf College,
Northfield, Minn., Jan. 8, 1925.
Mr. E. W. Lollis, Superintendent,

Dear Sir:—Enroute to Minneapolis from Tacoma, I had stolen from me, the sum of fifty dollars. Detectives at Moberge and Aberdeen searched our car, and suspicion rested upon the man above us in the sleeper. All questioning was futile, and we finally gave up the hope of getting the money back when one of your brakemen, H. C. Humphrey, who boarded the train at Aberdeen, found the money cached in the smoker. I am able now to trace back to the time this man must have stolen and hid the money. Fifty dollars may seem a large or a small sum, but for a college student, it holds its maximum value.

The C. M. & St. P. can be proud of having in their employ, honest men such as Mr. Humphrey. The porter, Mr. White, is known to me, personally, so there was no suspicion regarding him.

Yours for more men like Humphrey.

(Signed) Jack Naess.

Mr. Ora I. Dillman, Fall River, Wisconsin, on the night of December 27th, discovered a heavy steel car door lying across the eastward track ahead of train No. 58 and took prompt measures to see that it was removed so as to prevent a possible derailment.

Operator Werner Zeh of Elkhart Lake who is relieving regular crossing flagman and clerk, Leo Breckheimer, proved himself a real hero on the morning of December 19th. When train No. 10 was pulling into the station an old man was about to cross tracks ahead of No. 10. Mr. Zeh called to him but on account of the heavy wind and snow storm he was unable to make him hear. He at once ran to give him assistance and in trying to call his attention to No. 10 coming and helping him off the track he fell down. Zeh immediately grabbed him and pulled him from tracks just as No. 10's engine passed, thereby saving his life.

Operator Zeh is certainly to be congratulated on his heroic act, as, if it had not been for his quick actions the St. Paul would have claimed another life.

Valley Division brakeman John Stoker on yard engine of Wisconsin Rapids, January 14th, discovered a broken arch bar on car SE 11789 in train No. 65. He stopped train and had the car set out.

Wisconsin Valley Division conductor Dan Callahan on No. 6, January 5th, discovered broken rail one mile west of Finley. Stopped train, went back and found 6 inches broken out of joint.

George Dietel, Tower-man at Norwood Tower, discovered a broken rail on the M. & St. L. tracks, there being no operator at the next station Mr. Dietel raised the helper at Arlington, Minn., and stopped a passenger train at that point until the broken rail could be changed out. A very serious accident might have occurred had not this live man worked his head as he did.

Chris Nygren, Tower-man at Norwood Tower, when lining up for our train 15, discovered a broken foot and switch rod on east crossover switch, he spiked the cross-over and west passing siding switches so that it would be safe for train 15 to pass over. The delay to train was only 5 minutes and this trouble would have no doubt resulted in a very serious accident had not Mr. Nygren been very much on the job.

C. & M. Division conductor C. M. Elliott discovered a broken rail in westbound track just east of Grayland, December 30th and promptly reported same, thus averting an accident.

E. F. Ressler, Terre Haute Division, November 17th, found about ten and one half inches of the ball of the rail broken out on crossing at Johannott, and took prompt measures to report same in time to avert a derailment.

Section foreman Matt Duer, Dubuque, Iowa, discovered that a car in train Extra 2626, west, as it was pulling through the yard had 19 inches of flange broken out of lead wheel in forward truck. He promptly stopped the train and matter was taken care of.

Conductor A. H. Woody, brakeman R. W. Richards and E. R. Haxton; engineer Herman Lange and fireman Louis Javorsek, Bellingham, Washington were instrumental in extinguishing a fire in the plant of the Glacier Lumber Company at Warnick, Wash. and the following letter is expressive of the appreciation of the Lumber Company for the service rendered.

Chicago Milwaukee & St. Paul Ry. Co.,
Bellingham, Washington.
Gentlemen:

We wish to take this opportunity to thank you for the very great service that was rendered by your train crew during our recent fire at Warnick.

The boys organized a very efficient crew of

fire fighters and were of great service to us in checking the blaze.

Thanking you for this co-operation, we are,

Very truly yours,

Glacier Lumber Company,

W. A. Moore, Mgr.

H. & D. Division brakeman F. R. Nichols found while closing the switch at Odessa, Dec. 21st, after heading in to let No. 18 pass, a spring in the frog had been pulled out, evidently by a brake beam dragging on some train ahead. He promptly flagged No. 18, so they might pass over the switch carefully, thus averting a possible derailment.

Missoula Division engineer John P. McLaughlin while in charge of light helper motor eastbound at 9:55 P.M., Nov. 30th, noticed indications on track two or three miles west of Haugan, of car having been derailed which apparently railed itself at switch west of west passing track. He made prompt report and No. 64 was flagged at Tarki and inspection showed car with 16 inches of flange missing.

Operator W. H. Hamilton, Bardwell, Wisconsin, on the morning of Dec. 21st, found a broken angle bar in crossing frog and took prompt measures to protect trains and have repairs made.

Rail Rumbings From St. Paul

By Allen

The C. M. & St. P. Women's Club, Twin City Chapter held their first meeting in Minneapolis, Monday evening, January 5th. The C. M. & St. P. employes have often been spoken of as one large family and now the ladies' clubs will help to carry on the good work.

Dr. Phillip Graven, former employe of the local freight office and son of M. P. Graven, Agent, surprised his many friends last month by announcing his marriage which took place at Washington, D. C., in December.

Jas. J. Hickey, Revising Clerk, is now saying, "Grace" before each and every meal and we guess Grace is saying, "Arthur". The secret is out now and you know her name, too.

A hint to motorists: You will never lose control of your car if you keep up the payments. And here is another one we heard recently. If you are looking for pity and sympathy the best place to look is in the dictionary.

Don't forget to advertise the fact that we can handle all kinds of freight in fine shape to the head of the lakes. We soon should be able to get our share of that business from the Twin Cities.

Don't some people remind you of Eskimos? They are always chewing the fat.

Our messenger has a complaint to make. He complains that he has not as yet had his name in this magazine. Now, far it be from us to overlook Charlie for we well remember the old saying of one of our officials, "Be good to the office boy for you may be working for him some day".

And right now we want to state that, "Charlie my boy" is a promising young man and girls his full name is, Charlie Morris Beattie.

Guilty

Judge—"Guilty or not guilty?"

Rastus—"Not guilty, suh."

Judge—"Have you ever been in jail?"

Rastus—"No, suh; I never stole nuthin' before."

—Baltimore Trolley Topics.



"Where the West Begins"

By Maggie

Section foreman Nick Kaufman and wife of Timber Lake, have departed on their long anticipated vacation. Their itinerary includes visiting Pacific Coast points, California and Eastern cities.

Harry Miller, Chief Clerk, Moberidge Store Department, made a combined business and pleasure trip to Miles City, Jan. 10th.

Walt Horn is busy entertaining these days. Although the new radio usually goes fine, it sometimes bucks when it should be just right. Mr. Horn had a real radio party the other night, about fifteen were present and a pleasant evening was spent by all, listening to Harry Snodgrass. At close of Harry's program Walt served lunch, with the assistance of his ever present neighbors.

Gene returned from her vacation and everything came to life around the trainmaster's office again.

Irving J. Bell is the New Engineer at the Moberidge pump station.

O. W. Arvidson, Car Inspector and H. W. Stroman went to Miles City, Jan. 11th to attend a staff meeting.

People in the Southeast corner of Moberidge were considerably disturbed account of certain members of the Car Department butchering pigs. It must have been a wild one and not a blind one as the boys found it necessary to sneak up on it during the night.

Dispatcher Winship and Operator Childers have been released from Selby and are with us again.

The New Year's Ball was the big event of the year for Moberidge. The traffic on the stairs was successfully directed by Thos. McFarlane ably assisted by conductor Earling.

M. Nicholson passed through Moberidge last Monday.

Dale Walvrath has re-entered the service on Trans Mo. Division as Fireman.

Everybody was grieved to hear of the sudden death of E. J. Carter, locomotive engineer on this division but for some time operating the City Water Plant. His remains were taken to La Verne, Minn. for burial. Mrs. Carter was accompanied by Mr. and Mrs. H. Congor to La Verne.

Ted Morris, of the Engineering Department, spent the holidays with wife and family at Great Falls.

Conductor S. G. Hunter is spending a few weeks in Birmawood with his family.

Mrs. N. H. Fuller and daughter have gone to Perry to be with Mrs. Fuller's mother who is seriously ill.

Kendrick Grobel who has been attending school at Yankton, spent the holidays with his parents. Kendrick has been doing extraordinary well in school and intends to make a record there before the term is finished.

M. J. Rogers spent a couple of weeks dissipating around with Mr. E. H. Barrett in Butte.

A blow torch operated by C. Fero at Thunder Hawk exploded last month and fatally burned one daughter and severely burned another daughter and Mr. Fero. Sincere condolences are extended to the Fero family from this division.

Norman Anderson, roundhouse employee has been off the job for some time account having a cinder in his right eye. We are glad to report that the eye is rapidly healing.

R. and S.W. Division

Lillian L.

Mr. Chas. Bannister, employed as a section foreman for a number of years, passed away at his home in East Troy, Wis., December 9th, 1924, at the age of 79 years. He had been in ill health since last May. Mr. Bannister is survived by a wife, four sons and one daughter. He was a member of GAR Post No. 171 and St. James Masonic Lodge of East Troy.

Mr. and Mrs. Elmer Stewart and daughter went to Racine for the holidays.

No use inserting an "ad" in the "Lost and Found" column for missing articles—just turn same over to Brink. Understand he located some silk bloomers just a few hours after they had been left in a market at Racine.

Ask Louis about the very attractive blonde he was showing so much attention to on the train not so very long ago. He even went so far as to steal his arm around her waist several times. Can't blame him, as she certainly was a good looker.

Edwin Barrett (better known as Paddy), was married to Miss Edna Huebner at St. Peter's Church, South Beloit, January 10th. Mr. Barrett is employed as Machinist's Helper at the Beloit Roundhouse.

We hope Morris Butler got all the things he asked for in his letter to Santa Claus. He wanted a bicycle, a drum and a nice blue-eyed baby doll—one that could talk, walk and sleep. He no doubt got the bicycle and drum, but possibly his wife raised some objections to the "blue-eyed baby doll."

Conductor John Cavey and family spent the holidays in New Orleans.

Have you seen our newest passenger conductor—D. C. Burdick? Mr. Burdick was working on the varnished cars during the holidays, and we must say he looked pretty nifty in his uniform. As a passenger conductor he is right there.

Messrs. B. H. McNancy and P. L. Rupp held re-examination classes on standard rules in Beloit, Janesville and Rockford the first week in January.

Conductor A. E. Irwin celebrated his silver wedding anniversary New Year's day. We understand his entire crew laid off to help him. Must have been some celebration when they had to tie up the 0343.

Conductor Wm. H. Smith always makes a good job of whatever he undertakes, so when he was taken sick in November he was the same old Bill, and got good and sick, in fact, so much so that he had to have two special nurses. We are glad to report, however, that he is on the gain and able to be moved to his home.

Mrs. Georgie Black, mother of Mr. F. T. Black, passed away at Owensboro, Kentucky on December 31st, after a short illness with pneumonia. Interment was at the old home in Knoxville, Iowa. Our sympathy is extended to the family and friends.

Mr. A. D. Smith, a Conductor on the S. M. Division, has been in Beloit on a visit to his brother, W. H. Smith.

Conductor and Mrs. W. B. Thompson spent the holidays at Lorain, Ohio, visiting their son. Conductor Thompson was relieved by conductor Burdick.

Superintendent Devlin and roadmaster Gould each came across with a nice box of candy and



Our Steno.

I'm a little Steno.
'Bout four feet high.
Sometimes I walk
But most the time fly.

Million little freckles,
Not so many beaux,
A head full of red
And a turned up nose.

Got a disposition
Like a Montana day.
Think I'm a musician,
How do I set that way?

Got a little squealer,
Call it a saxophone.
Play "Yes we have no bananas",
When I'm at home alone.

Sweet Papa lives in Portland.
Writes 'most every day.
Wonder if he "two-times" me
While I'm far away.

Going to buy a Maxwell "Coop",
When I've cash to spare.



This is not the Rose that in Portland grows.
But the one that thrives in the land of snows.
Spends two hours a day with Mabel, talking
clothes,

And the rest of the time she powders her cute
little "nothes."

Roads all blocked and the pumps froze up
Christmas is gone and the goose et up
Chores ain't done and I've spent my pay
But a Happy New Year anyway.

a box of cigars for Christmas. The boys got the best of it, as they all like candy, but there are none of the girls who smoke "cigars".

The Illinois Central detoured two of their south line trains over the Milwaukee between Freeport and Forreston on January 6th account of a derailment a mile south of Freeport on their line. Dan Desmond and Ray Fleck acted as pilots.

If you want to know how to rise in the world, see Jesse Phillips. In the short space of some 30 years he rose from 2 feet to 7 in height.

Understand the correct dress for yard clerk is—high plug hat, medium checked suit, silk shirt, soft collar worn with dark tie, silk hose and patent leather pumps. This is the correct attire as broadcasted by Ray Devins at Beloit. For any further information address him direct, care of the freight office.

Miss Louise Flasch went to Watertown for Christmas. Mr. H. P. Funk (our Heine) to St. Paul and Felix Raue to Horicon and Milwaukee.

From the Banks of the Wabash

Roberta Bair

Fritz Swartz has assumed much importance lately, and much dignity. He is the proud father of a very good looking little daughter (who looks like her father, of course). Miss Alice Carol Swartz was born December 16th at St. Anthony's hospital. According to her daddy, she can talk, walk and vamp all the pretty little fellows just like any other four weeks old baby can.

Mr. and Mrs. Joseph Dede have an heir also, who was born January 12th at St. Anthony's hospital. Just tune in most any night about 12:00 and you'll hear Joe Junior broadcasting from the nursery. Mrs. Dede was formerly in the Master Mechanic's office at Hulman Street.

The steno. wants to know "Who said the Store Department Shiek was easy to get along with".

Champion E. K. Dick announces that the golf season opens March 1st. Her devotion for golf is so intense that during the winter she painted her golf balls black and played on, in the snow.

We hope to heaven that John I. Unison finds Sallie pretty soon. Every moment of the day John groans "I wonder what's become of Sally".

If the Terre Haute Division were to have a male popularity contest, would anyone stand a chance with Henry Denzler, the Division Accountant's office Shiek, competing?

Inquisitive one:—"Martha, does John always drive with one hand?"

Martha:—"No, sometimes, we quarrel."

Pretty soft—Howard Hollies wears a bonny blue sweater during the day to keep him warm and then he plays checkers on it, in the evening.

Joe McMahon's moved, and we notice he moved pretty close to 6½ and Hulman. Was it because it's cheaper to move than to pay rent, or was it too far to walk, when he missed the last car?

Wanted to know—just what is what about roadmaster Moberly's dog.

Mr. and Mrs. C. R. Patton delightfully entertained the supervisory and clerical forces of the car department at their home, Saturday evening, January 10th. The evening was spent in playing cards and music, after which delicious refreshments were served. Special mention should be made of the "eats" as the Pattons certainly gave a real feed. Those present were Messrs. and Meses. M. M. Dick, T. J. Lentz, W. D. Cogswell, G. F. Verdeyen, K. C. Moorehead and children. Mrs. Flossie Waggoner, the Misses Ethel and Jessie Dick and Madge Wright. Messrs. Sam Amour, Leonard Lentz, Fred Stockwell, the host and hostess and their son, Paul.

Mr. T. J. Lentz's family has diminished two boys in the past three weeks, since Jefferson and Russell have both joined the circle of married bliss. Congratulations, Jefferson and Russell.

Aaron Wright:—"When is a man not a man?"

Martha Swanson:—"When he is a cat."

One evening about 11:00 Martha Swanson retired

And as she had not worked very hard

She could not go right to sleep

But was thinking very, very deep.

Lo and behold to the window there ran

What she supposed to be a man

She sat up in bed and called out so,

"Who is there, I would like to know?"

Her knees were trembling, her teeth chattering

For she could hear the patter pattering

She raised her hand and struck a nose

But not a word did he propose.

She fell out of bed wrapped in the cover

And crawled to the room of her father and mother

They flew to her room to see what it could be

And found it was nothing but a C-A-T.

West Clinton Notes

Earl Lehman

On Christmas Day, our Record Clerk, Claude Silkwood and Miss Ida Loungsman were married. Although the wedding was expected, nevertheless, it was a surprise to their many friends. Mrs. Silkwood is the daughter of Mr. and Mrs. S. A. Youngman of St. Bernice, at which place, the happy young couple will make their home. Thanks for the cigars, Claude, and also we all wish you a happy and successful life.

Horace Ford, Tom Shednick, Frank Ford, H. Wallace and J. L. Maloney, were called to Bloomfield to attend a trial January 5th. The case was the outcome of an auto wreck that occurred near the West Clinton mine several months ago.

The unfriendly Flue crippled the office work when it hit chief clerk F. C. Correll and bill clerk H. J. McCann. They were off duty several days. Homer was relieved on the bill desk by W. R. Lewis of Janesville.

Fred Stephenson, Record Clerk, spent New Year's day in Indianapolis with his parents. Yes, he drove over there in his new coupe. He has had so many collisions with his car that he was really surprised that he made the round trip safely. Fred is looking for a sweetheart, one with raven black hair. Address him at West Clinton, in care of the writer, Earl Lehman.

On Christmas Day, Leland Lewis, Relief the roundhouse. As a result of quick and effective work, the fire was soon extinguished. This proves that there are some wide awake clerks at this station.

Brakeman Albert Clark wandered in the 7th of January. He had been away for several weeks and when interviewed, explained that he had been confined to his home with a severe case of Small Pox.

Business has become better than it has been for over a year and our creditors are more amicable and even smile upon us. It is our sincere wish that this good work will continue throughout the year.

Sunday, January 11th was the birthday of Walter Glass, West Clinton Storekeeper. It is reported that a very enjoyable time was had and a delicious dinner served. Doc Hollinger, Car Man, said he had been on a diet for over a week preparing for the feast. George Lundwall, our snappy Yardmaster, was another of the guests and he actually came back to the Yard Office in the afternoon and tried to work.

Fairfax Lientz of the Car Department has a new Ford Coupe.

Hobbies & Pastimes of Terre Hauteans

Aaron Wright, sixty million dollars.

Joe McMahon, cross word puzzles.

Ed Hollis, to put Fritz Kreisler in the shade.

Martha Swanson, long hair.

Ethel Dick, golf and paydays.

Catherine Pfeiffer, bridge.

Flossie Waggoner, vacations.

A. H. Austin, thrift.

Fred Stockwell, parties.

Harold Patton, Clarence Schwartz and Red Amour, walking the floor at midnight.

Albert Goodman, wild women.

Sammy Amour, the girl.

Ovid Humble, insurance.

C. R. Patton, roller skating.

M. M. Dick, German solos.

T. J. Lentz, chewing gum and candy.

Fred Hollis, golf.

Ray Smith, powder and vanity.

Mary Griffith, loud hose.

C. W. Pearce, reducing exercises.

F. G. Pearce, borrowing.

Scott Amour, getting something free.

Edna Pfeiffer, Marie Tuemler and Alice Church, wild parties.

Rollie Blackwell, Tanlac.

Martha Skirvin, Florida.

John Unison, driving with one hand.

Fred Mancourt, chewing.

Eleanor Farris, permanent waves.

Leo Huberti, dating.

Tim Colwell, good advice.

Marie Stwalley, marcelling.

Alvin Jones, breezy stories.

Howard Stewart, face cream and perfume.

Tommy Walters, singing.

John Stewart, discipline.

Henry Denzler, vamping.

Eddie Knuckey, hunting?

Roberta Bair, news.

G. E. Passage, subscriptions.

E. L. Notely, patience.

Howard Hollis, speeches.

Des Moines Division Items

Frenchy

We regret to announce the death on January 3rd of Mrs. Moore, wife of conductor Geo. Moore. Mr. Moore's many friends on the division sympathize with him in his bereavement.

Mrs. Earl Hartshorn spent Christmas with her people at Jefferson.

Mrs. W. J. Caskey visited friends in Spirit Lake during the holiday season.

Mrs. Guy Stone is ill at Methodist Hospital in Des Moines.

Miss Jean Dallas spent Christmas with her aunt in Hoopston, Ill. She reports a fine time.

Mr. G. A. Williams and family spent Christmas visiting friends in Ft. Dodge.

Mr. F. H. Jeffrey, Auditor of Station Accounts, visited the Des Moines Division during January.

Extra agent A. C. Jacobs has been kept busy lately "hot footing" it from one town to another. At present he is relieving agent Try at Farlin who took his little daughter to a hospital at Iowa City.

Conductor Caskey has a hard life between the outlaws on his train crew and scrapping about his caboose, life grows "wusser'n waise".

So far as we have been able to learn brakeman Luther stays in the "clear" between Webb and Gillet Grove.

A certain conductor sure enjoys getting the Spencer stock train, especially since the Commercial Savings Bank went against him. Understand there is a pair of brakemen who hanker after the same job.

Some folks are reaping their harvest while others are reaping their ice harvest, ask crew on Spirit Lake line. Some folks also say harvesting is poor, bowling this year.

We understand the baggageman on Storm Lake line gathers up the papers from some folks but understand also he has poor luck gathering from news boys. Strange things do happen.

No doubt you have heard the expression, "Watching the rat hole". We refer you to our brakeman Kenneth Washburn. He missed out on a blind one recently. "Never again, though".

Conductor Nick McGrath is spending more time in Florida. Wonder if there is some real attraction there.

Our old friend Conductor Tidball called on us a few days ago. Says he is feeling fine now and thinks he will be back at work within a very short time. Not many folks running around able to wreck a truck and report for duty in a few months.

Conductor Elliott is relieving conductor McGrath a few weeks while the latter is sojourning in the "sunny south".

We notice that Miss Florence Nelson has a great deal of trouble keeping her gloves on these days, especially on her left hand. This has been noticeable only since the Christmas season. We wonder why? None of the other young ladies seem to be so afflicted as yet, although they say they are willing to endure the affliction should the same malady attack them.

River Division A.M.

Once more the gallant Fire Department of the Wabasha Roundhouse saved considerable loss by their quick action. At about 5:30 A.M., Sunday, Jan. 11th, fire broke out in Joe Koelmel's store which is about two blocks from the roundhouse and was discovered by Christ Reister before the fire had acquired much headway. He ran to the roundhouse and sounded the whistle and within ten minutes time the men of the roundhouse fire department had come from their homes to the roundhouse and had got the fire hose cart, stretched the hose and had the water turned on. This was extraordinarily prompt action. Captain Pearl Roundy had the hose and cart and all apparatus in first class condition and he, together with his firemen, Eugene Carroll, Frank McGraw, Christ Reister, Homer Knight, Lawrence Stroot and Leo Gorney worked with untiring efforts to extinguish the flames and had just about succeeded in doing so when the city Fire Department put in their appearance, just about an hour after the fire signal had been turned in. The men of the Roundhouse Fire Department are to be commended on their action and the city of Wabasha is very fortunate in having a Fire Department on the West Side to call upon and always find it in readiness and receive such quick response and service.

Baseball fans, advocates of prize fights, golf bugs, radio fans, etc., may come and go but the crossword puzzle fans will certainly go somewhere if they don't watch out. Folks around here are studying them on their way to work, at lunch hour and even F. L. Cater has found the baggage room a desirable place during his noon hour.

Mr. G. Larson, G.C.F., made his regular trip of inspection over the the Division the past month, visiting various stations on the line. The car foremen always welcome Mr. Larson and his visits are a real pleasure to them as well as beneficial.

And again Dan Cupid walked right into our midst and stole one of our popular railroad clerks, Oscar Ostrum, Chief Clerk for the Chief Carpenter and Roadmaster at Wabasha, the lucky young lady being Miss Holmes who teaches at Reads. Mr. and Mrs. Ostrum have gone to housekeeping at Reads. Congratulations.

Mr. Rezab, Traveling Claim Investigator,

called at points on the C. D. Division the past month.

Had quite a few calls the other day in regard to men laying off one that was least expected,—Harry Hayes. Upon making inquiries as to the reason was informed that the old time dance, which by the way was a decided social event, had serious effects upon some of the men. Even our popular operator, H. D. Witte was there and stepped to the light fantastic rhythms but however, this did not detain him as 7 o'clock found him at his post.

Carl Stuetzel has accepted the position of switchman in the Wabasha Yard caused by the resignation of Bob Stahley. Often I have heard that a requirement for a pedestrian in height but Carl may not be able to fill this requirement but he will get there just the same and they won't need to furnish him with a ladder either.

Business on the C. V. & Wab. Divisions has been increasing to such an extent that there has been a call for larger power to take care of the tonnage. There has also been a heavy run of business on the River Division. During the month of December there were 5837 cars handled in the Wabasha yard at a cost of 11 cents per car.

If the broadcasting stations would please broadcast hunting news, all about the woods, rivers and fields I am sure that W. W. Dinnels would purchase one of the sets.

Mr. Dickinson, one of the most popular engineers on the River Division, took a few days vacation the past month and spent this time visiting at Menomonie. Mr. Dickinson has fond memories for Menomonie as his visits were frequent in early days.

The many friends of Harvey Reed were sorry to learn that he will be confined to the hospital for a short time due to slight injuries received and hope that he will be out soon.

Veteran engineer Jerry McGraw went to Chicago to visit his daughter. Jerry picked out a good time for this trip when there was plenty of snow to shovel back home and good cold weather. Suppose he knew this was coming.



Tacoma Shops Foremen, F. Lowert, A. Pentecost and Wm. Luebke.

Nation-Wide Distribution

Several traveling men in a Chicago hotel were one day boasting of the business done by their respective firms, when one of the drummers said:

"No house in the country, I am proud to say has more men and women pushing its line of goods than mine."

"What do you sell?" he was asked.

"Baby carriages," said the drummer as he fled from the room.—Union Pacific Magazine.

Mrs. John Linehan had a very painful accident when she fell on an icy walk dislocating her hip. She has been at St. Mary's hospital for treatment and it will be six weeks or more before she expects to be able to leave.

Engineer J. W. Sullivan passed away on December 19th, after an illness of about a month. While his death was not altogether unexpected it came as a shock to his fellow employees. Funeral services were conducted at St. James Catholic Church, after which the body was taken to Tomah for burial. The Milwaukee employees extend sympathy to Mrs. Sullivan and family.

Mr. John Loftus has filled the vacancy created through the resignation of H. R. Redlich, as Roadmaster on north end. He has moved his family to Wausau, and we hope it will prove to be a pleasant place to make their home. A hearty welcome is extended to them all.

Mr. and Mrs. J. C. Rodehaver and children, attended the wedding of their son and brother Leroy, and Miss Sarah Derke which took place at the home of the bride at Fenwood on December 24th. They spent a brief honeymoon at Wausau returning to Fenwood where they will make their future home. Mr. Rodehaver is employed as cashier at the Fenwood State Bank. Congratulations from W. V. Division employees.

Conductor W. J. Fowler asked for a leave of absence and permission to "take unto himself a wife" which event took place on New Year's day. We have been unable to learn any other important facts regarding this serious step, but presume they will make their home at New Lisbon. Best wishes for a happy wedded life.

Mrs. C. H. Randy enjoyed a vacation of two weeks and visited with relatives at Cleveland, Ohio.

It is reported that a parcel was received by Mabel Lund of the store department, through registered mail, bearing the post mark of Detroit. The parcel was received with overwhelming joy, and within a short time a beautiful diamond was sparkling on Miss Mabel's left hand. There were several witnesses, reliable we think, and we are wondering if congratulations are in order.

Mr. Gust Olson, our faithful janitor, has been laid up on account of illness for sometime, and we hope that his recovery may be in the near future.

Emil Greenlund, Wiper Watchman, has resigned his position and expects to make Chicago his home.

The C. M. & St. P. Roundhouse employees have started a Sick and Accident Benefit Fund. They have a good many members, and it is expected to be a great aid. No accident or illness has occurred since organizing and the amount in the treasury is very encouraging.

Mr. LeMay, Division Storekeeper, returned from Milwaukee this morning with his pockets full of material. When it comes to getting material he is a go-getter.

A new engineers' room has been constructed for the enginemen and firemen, and Mr. J. Horn, Roundhouse Foreman has moved his office in the same building.

Mr. F. P. Miller, D. M. M. and Mr. J. McCormick visited at the roundhouse recently.

Mr. Leo Jonas, of the Store Department, also joined the ranks of the benedicts, having entered the state of matrimony on December 25th. They are enjoying an extended wedding trip and will return to Wausau to make their home. Roundhouse employees and friends wish the newly weds a long and happy wedded life.

Mrs. H. O. Wheelock, daughter Dorothy and son Ted left shortly after Christmas for Long Beach, California where they expect to spend three or four months, in hopes of benefiting Mrs. Wheelock's health. Mr. Wheelock

Dependability is the thing that Counts

WITH you railroad men accurate time service is a stern necessity. You cannot afford to take chances on the service rendered by your watch.

That is why a large percentage of railroad men buying watches today are choosing the Hamilton—and that also is why most of the veterans in time inspection service have been carrying Hamiltons for years.

On the great Canadian National Railway they have a train known as the "Ontario Limited." The Conductor of this Northern Speed-King is L. F. McCormick, who

has carried a Hamilton Watch for over seventeen years.

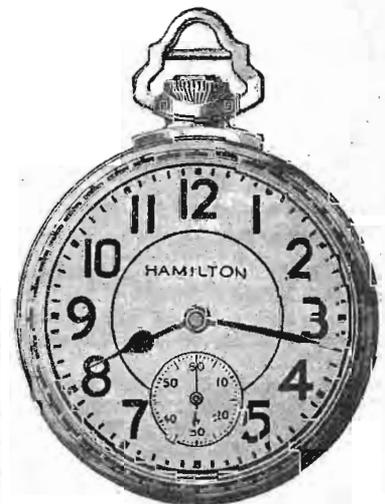
Conductor McCormick speaks of the Hamilton in highest terms, for he, like thousands of other railroad men, knows that his Hamilton is all that a railroad watch should be—and more.

Accuracy and dependability throughout years of service is what you want in a watch. You can be sure of these qualities when you choose a Hamilton. It is really the most economical watch you can buy.

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HAMILTON 992
RAILROAD MODEL

Here is the watch that Hamilton has designed especially for railroad men. The sturdily wrought case is fashioned of 14K Filled Gold and has a unique pendant construction that is practically dust-proof. The bow is equipped with a special, adjustable screw bar which prevents bow pulling out.

Hamilton Watch

"The Railroad Timekeeper of America"

is considering a drive out to Long Beach, just as soon as the weather breaks up, providing he can gather up enough passengers to accompany him. Room for five extra in the Nash and applications will be accepted immediately.

Mrs. R. P. Rawson has been ill at St. Mary's hospital for the past three weeks, after an operation, her condition is somewhat improved at present and we hope she will be able to return home soon.

Irene Stiles, from Tomahawk, came to Wausau to accept the position as clerk in the roundhouse foreman's office vacated by Kenneth Conklin. It was only a short time, however, when Irene decided that Tomahawk, after all, was the best place to live in and resigned to accept another position. We are lead to believe there are other attractions at Tomahawk that called her home. Gladys Johnson is now filling the position.

Mrs. Ferd. Lehrbas entertained the Railway Social Club at her home on Friday afternoon. Cards were played and a delicious luncheon was served. In order to reduce expenses it was decided to entertain the club at the homes of the various members here after and it is hoped that these social gatherings will be well attended. A pleasant time was had by all and the meetings are looked forward to with pleasure.

S. M. West Notes

Ray H. Hoffmann

C. T. H. & S. E. Engine No. 908 pulling Passenger Train No. 1 on Dec. 19th, was the first "Terre Haute" engine to run into Madison. This is a type H-8 engine equipped with a 5000 gallon tender. These engines are used for passenger service on the S. M. Division, and are giving very good service.

Wayne Goudy, Local Storekeeper, at Madison, and family spent the Xmas Holidays at the home of his sister in Chicago. Mr. Goudy reports a very enjoyable trip.

Frank Washburn, Car Foreman at Madison and family, spent Xmas at the home of his wife's parents at Minneapolis, Minn.

Ed. Lucas of Howard, went to Naples to relieve Station Agent B. C. Campbell during the holidays.

John Petesch, Section Laborer at Madison, spent Xmas with his son at Forestburg, So. Dak. "John" was also made acquainted with his little grand-son, who made his debut to this world shortly before Xmas.

Dan Lawler, Pass. Condr. on the M. & B. line, and wife, spent the holidays at the home of their son, Joe, at Woonsocket. Wm. Tyler relieved Mr. Lawler while he was away.

Tom Rigdon, Section Laborer at Howard, and wife, went to Kansas City, recently, where Mrs. Rigdon will receive medical attention.

Chas. Bacon, B. & B. Foreman at Madison, had the misfortune of breaking his left leg at the ankle, while on duty, Dec. 22nd. Mr. Bacon was taken to the Madison Hospital for treatment, at the present writing he is getting along very nicely, and we expect to see him back on the job at an early date.

Alfred Peterson, Section Foreman at Oldham, spent Xmas with friends at Erwin, So. Dak., which used to be his former home.

Fred Peck, Frt. Engr. out of Madison, received a bad gash in his wrist, during the later part of December, when the knife he was using to fit a storm door to the house of his father-in-law at Egan, slipped and severed an artery. We are pleased to say that Mr. Peck is back to work again, none the worse for his experience.

H. F. Putney, Pass. Conductor on No. 1 and 6, layed off during the holidays which he spent at his home in Fairmont. Mr. Putney was relieved while away by Conductor Fred Killion of Jackson, Minn.

Pass. Conductor J. J. O'Brien on No. 1 and 6 spent Xmas with his family at Madison, being

relieved while away by Conductor Geo. Martin. This was Mr. Martin's first experience as Passenger Conductor.

James Taylor, of the La Crosse Police Dept., was at Madison recently, looking after the company interests.

Frank Washburn, Car Foreman at Madison, was called to Austin on Jan. 2nd, on account of the serious illness of his grandfather Dave Thromley, who died a few days later. Mr. Thromley was a veteran of the "Milwaukee" having been Car Foreman at Austin for many years, until retiring a few years ago. We extend our sympathy to Mr. Washburn in his bereavement.

The Trainmen's Annual Ball was held in the Eastern Normal Gymnasium at Madison, on the evening of Dec. 31st, where they danced the old year out and the new year in. The committee in charge of the general arrangements were as follows:—Lars Westby, Martin, Mathiason, John Carr and A. W. Brakke. The music was furnished by the Lyric Orchestra of Madison, and lunch was served by the ladies of St. Katherine's Guild. A large crowd was present and a very enjoyable evening was spent by all.

Lawrence Palmer, Night Expense Clerk, at the Madison Freight Office, was elected Chief Patriarch of Excelsior Encampment No. 15, I.O.O.F., at Madison, recently. Mr. Palmer, is an energetic young man, and we are sure that he will give a good account of himself as an officer of the Local Odd Fellows Lodge.

The following item of interest appeared in the Mitchell papers under date of Dec. 27th. "Eugene H. Fargo, Conductor on the night passenger south from Aberdeen on the C.M. & St. P. Ry., spent Christmas night this year just as he has spent Christmas night every year since 1883. Forty-one years ago Christmas night on Dec. 25th, 1883, Conductor Fargo was in charge of the first passenger train ever run over the road's branch from Aberdeen to Sioux City. Every Christmas night since then has found him punching tickets on the same train. The veteran conductor who spent eight years in railroad work elsewhere before he joined the C. M. & St. P. Ry., 48 years ago, is 74 years of age. He lived in Aberdeen for many years, but moved with his family some years ago to California, and now comes back to South Dakota about eight months a year to work for the railroad."

Machinist Wilfred LeMay died from injuries received while in the performance of his duties at the Jackson Roundhouse on Dec. 29th. He was adjusting a cross belt on a line shaft pulley in machine shop when his arm became caught and he was drawn over the shaft and dropped on the other side, lighting first on the scaffolding and then fell to the floor dropping on an upright handle of the bolt cutting machine, which entered his body under right shoulder and penetrated his heart and lung. His death was a severe shock to all who knew him as he was of good character, an efficient workman and agreeable in all ways. He was 33 years old, single and had been employed steadily at Jackson as a machinist for nearly three years. His body was accompanied to the home of his parents at Proctor, Minn., by machinist helper Roy Jones and P. V. Stevensy, R.H.F. Floral tributes were sent by many of his Jackson friends, his fellow workmen, and the Machinist Lodge at Austin. The sympathy of the S. M. West is extended to his parents, in their loss.

Following is a comparative statement for 1923 and 1924 of the Wessington Springs station: Or an increase of 244 cars for the year. This represents an average handling of 167 car loads each month for 1924 and we consider this station just a little more than a dot on the map of the Milwaukee System. Roy Jones is our station agent at Wessington Springs.

Twin City Terminals Happenings

"Nah"

The Store Department is more than enthusiastic about the Twin City Chapter of the Milwaukee Women's Club and their first Bunco and Dancing party given in the Club Room was a howling success. Bunco was played at twelve tables and prizes were won by Vivian Britton, Joe Brennan and Mrs. P. C. Smith. The peppy orchestra was appreciated by all and even Jane Williams couldn't keep her feet from waltzing. Biddy Murphy and Ed McMahon carried away the honors for the ballon dance. So sorry Pat was unable to attend but hope to have him with us next time.

Mrs. Weidenhamer and Mrs. Johnston, two of the ladies who were very influential in bringing about the local chapter, gave a delicious luncheon at the shops for the purpose of having the girls of the various departments become more familiar with the new club.

The Store Department is still alive and raring to go. All are glad to have friend Johnny Hire back on the job after a two month's sick leave. He is feeling quite gay again and looking fine.

Our friend Al isn't so dumb either—but as the old story goes—"You can't keep a good man down".

Employees in the Store Department are kind of sort a thinking cigars and candy will be in line soon unless it's done on the QT in Rockford. How about it folks?

Engine yard foreman Chas. Foote was injured December 23rd while performing his duties, he falling and injuring his knee, and while it is nothing serious, he was taken to the hospital for the proper care and is now again back on the job just as good as ever.

Mr. A. Z. Cowles left January 10th on the "Dixie Flyer" for Florida and when the milder weather makes its appearance, we will again see Mr. Cowles.

"The head of the Lakes Division" is now in full operation, the Milwaukee Railway beginning operation of its own trains between Minneapolis and Duluth. Two fast through freight trains were placed in operation January 1st and these trains are to be known as "Red Ball trains."

A new town, Fordson, appeared on the schedules and folders of the Milwaukee Railway. This new station is the Milwaukee's name for the Ford Motor Company's plant at the government high dam and is located in the Ford area, at the doors of the new factory, which is nearly completed. The Milwaukee has completed its new trackage into the Ford district and report is that the new Ford plant will soon be in operation, employing a great number of men.

Mr. J. E. Bjorkholm was a pleasant caller a couple times through the month at Minneapolis shops.

Mr. W. P. Harter, one of the oldest River Division Passenger engineers, passed away December 23rd from heart trouble, he being very active up to the time of his departure, bringing into Minneapolis the Pioneer Limited the day before he died. Funeral services were held Saturday, December 27th, interment at Lake-wood Cemetery. Services were largely attended.

Funeral services for John Nelson Clow, 73 years old, one of the oldest locomotive engineers on the Milwaukee railroad, who died Saturday, January 3rd, was conducted at the Welander funeral parlors. Mr. Clow was a native of New York State and has been a resident of Minneapolis more than 50 years and for 45 years he had been an engineer out of Minneapolis on the Milwaukee Road, pulling some of the crack trains of the line.

Our sympathy is extended to both Messrs. Harter's and Clow's families.

On January 2nd we heard what we supposed was an explosion at Dupont, but Mr. Mason informed us it was only one of the Accounting Department breaking a New Year's resolution.

Mrs. Hazel Allgood entertained the girls from the Supt's office recently at a 12:00 o'clock luncheon. Mrs. Allgood is taking an extended leave of absence, and took this opportunity of demonstrating her ability as a cook.

Ed Herzog, Car Steno., spent the Christmas holidays at his home in Aberdeen, S. D., and much to our surprise returned single.

Mr. J. R. Desmond has resumed his duties in the roadmaster's office after an extended leave of absence.

At last the cold spell has broken. The snow is gone, pipes are thawed out and Tacoma is back to normal.

Roadmasters Hick and Wilson are again at their desks, both having been absent several days on account of sickness.

Superintendent Rossiter and family spent the Christmas-holidays with friends and relatives in Wisconsin and Minnesota.

Hazel Allgood and Ann Johnson were guests at a delightful luncheon given by the girls of our office on January 6th, the event being in honor of their birthdays.

H. and D.
"J.D."

L. T. Wolf who has been up north for the past month or two on a big hunting and trapping trip is back on the job and says he's glad to be back in Gawd's country again.

Dad Fowler and Mr. Curtin are running things on the Fargo Line now. They are assisted by Geo. Reedy and J. M. Adams.

Cy Wash gave up his job of helping the boys over the hill out of Montevideo and Conney Bryant is the strong man now.

Albert Nelson, of the Monty. Dispatcher's Office, left a few weeks ago for Los Angeles where he will spend the cold months. We overheard he and Thomas Russel planning a big night in Holly-Wood a few days before Al left. Wouldn't be surprised if the boys would get into the movies.

Paul Austin, so it is rumored, is fixing things in the Shakopee office in tip top shape.

Scotty Brown and a couple other Irishmen put on a real New Year's party in Minneapolis last week. Scotty says he's off these stag parties for life but watch for some more smoke about next New Year.

F. T. Buechler, Trainmaster on the Lax. Division, has been trying to get some of our brakemen and switchmen. What you been doing Beek, drumming up some extra business for the Lax?

M. C. B. Gossip
Lee

Santa left several beautiful watches with different members of the office. Marcella, Dorothy and Belle, and Aloysius Grimm will all be glad to tell you the time now.

Harriet Badger attended a wedding in Minneapolis at Christmas. She must have enjoyed herself immensely—she didn't get back for two days.

Fredrick Andrews is learning to skate. Three guesses which girl in the office risked her life skating with him at Washington Park.

The next time we have a big snow storm don't trouble to shovel the snow, just have August Gehl show you how to burn it off. He knows how to do it, just ask him.

On the day the new power house started operation, we were unable to decide at first whether we were dizzy or whether the building had St. Vitus Dance. The building shook and shivered, the pictures swayed, and the desks quivered. It took a while to become accustomed

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When you buy garments made of Stifel's Indigo Cloth, you have the added satisfaction of knowing that they are the neatest and best looking work clothes on the market. In fact it's a Gentlemen's Garment to work in. Bill, here, wants 'em because he, too, wants good looking clothes to work in.

Railroad men have worn garments made of Stifel's Indigo Cloth for over 75 years, because they have that honest quality and good looks that always make good. To be sure you get Stifel's, look for the boot-shaped trade-mark on every garment. Stifel's has been standard for over 75 years for work clothes.

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to it but we did.

Any fellow who needs a new Two Dollar shirt just pick a fight with Martin.

Several girls in the office received new rings—but they are all being worn on the right hand.

Herman Klatte spent Christmas in Terre Haute.

Belle Beznor lost one-half pound by skating every night since the season opened. If the season lasts long enough she may lose the ten pounds she doesn't want. However, this warm weather we are having, may force her to the arctic regions to finish her task.

Mr. Walter Marshall is taking Mr. Peck's place as Train Lighting Maintainer, Mr. Peck having been promoted and we wish them both success in their new positions.

Loretta Bush is taking Norma Lutzenberger's place temporarily, but we hope she enjoys her short stay with us.

John Freimann had the misfortune to break his ankle just before Christmas, but he is improving nicely.

Notes From the Traffic Department, Local Freight Office and Docks, Tacoma R.R.T.

We must apologize for our tardiness in reporting a social event of outstanding interest in Milwaukee circles at Tacoma; it is due to our having been absent on a brief vacation at the time. The auspicious event to which we refer is the marriage of Miss Gwendolen Guslander, late car clerk at the Local Office and formerly bill clerk, also connected with the dock forces in past years to Lieutenant Joseph Saunders Johnson of Camp Lewis, near Tacoma, which took place at 4:30 P.M., October 18th, at the home of the bride's parents in this city. Only relatives and a few close friends were present at the ceremony, but Miss Gwen's large circle of friends was evident in the abundance of beautiful wedding gifts, there being an especially large number of silver pieces. The Milwaukee forces at the Local Office presented an electric percolator with tray, sugar bowl and creamer. The bridal couple went to Seattle for a few days, returning to Tacoma for a brief stay before leaving on their wedding trip to the East. They visited in Chicago with relatives of Lieutenant Johnson and expected to spend the Christmas holidays with his parents at Chattanooga, Tennessee. The newlyweds will be at home at Fort Lawton, near Seattle, to which Lieutenant Johnson has been transferred.

Mrs. Margaret Christensen of the Local Office gave a shower for Miss Gwendolen Guslander shortly before the latter's marriage at which the prospective bride received a large number of gifts. The shower was in the nature of a reunion of the girls who had worked together in the Dock Offices; those present were Mrs. Powells (formerly Miss Minnie Rohrs), Mrs. Williams (formerly Miss Coral Frost), Mrs. Rohrs (formerly Miss Grace Erickson), Miss Conway and Mrs. Clover (formerly Miss Dorothy Rau). The evening passed very pleasantly in games and music. Miss Conway on the piano and Mrs. Williams in vocal numbers being the chief artists, while reminiscences of former strenuous times were exchanged.

To come down to more recent events, we take pleasure in chronicling another marriage which surprised most of us not a little. The center of interest for us in this case is Mr. Noah Waldron, Assistant Foreman on Import Freight at Dock Two, who had become so confirmed in single blessedness that we had given him up as hopeless in a matrimonial way. Judge of our surprise when on December 18th he was married to Miss Carrie A. Townsend of Tacoma—the only objection we have to make being that he went out of town to be married instead of

giving his many friends here an opportunity to support him by their presence on the momentous occasion. Noah's many friends at Local Office and Docks united in presenting him with a substantial token of their friendship, while Noah reciprocated by passing around the cigars.

Brother Folsom, Inspector for the Transcontinental Freight Bureau, together with Mrs. Folsom and their little daughter, has just returned from a vacation trip to California, going as far south as San Diego—of course, like other thirsty souls "Foley" couldn't resist the temptation to go to Tia Juana also and hoisting a few just for old time's sake. He reports a very good brand of beer on the Mexican side and pleasant weather all the way, until they ran into the recent cold spell at Shasta Springs on the return trip.

Another one who fell victim to the wanderlust is Mr. William J. ("Scotty") Kear, Assistant Foreman on Export at Dock Two, who, accompanied by Mrs. Kear, left December 19th for San Francisco, Los Angeles and San Diego. Fired by "Foley's" glowing reports he is also going to investigate the irrigation business at Tia Juana, if Mrs. Rear will let him.

We regret to learn that Mr. Rouse of the O. S. & D. desk at the Local Office has been compelled to take leave of absence for some time due to the very unsatisfactory condition of Mrs. Rouse's health which requires his constant attention to her. We extend our sympathy to both Mr. and Mrs. Rouse and hope that the latter's health may soon improve. At this writing we hear that Mr. Rouse has just returned to his post after an absence of four weeks.

Emmett Maloney, the athletic Chief Bill Clerk at the Docks, is temporarily looking after Mr. Rouse's work at the Local Office between steamers, but will soon be back at the Docks. It is doubtless a great hardship for him to be exiled from the water front for so long.

Mr. A. G. Bantly, Traveling Freight and Passenger Agent, accompanied by Mrs. Bantly, left on December 18th for Cleveland, Ohio, to visit relatives there over the holidays; it is said that the two will probably go to New York city also, before returning. As they ran into the brand of weather prevailing in the East of late they doubtless wished themselves back to the balmy airs of Puget Sound.

Mr. Stevenson, Division Freight and Passenger Agent, at the City Office, is a pronounced optimist and waxes quite cheerful over the business outlook for the next few months; he hears of new mills being opened and of older ones, shut-down for some time past, getting ready to reopen and as a result he sees in his mind's eye a glorious vista of solid freight trains running to and from the Pacific Northwest in unbroken procession. To judge from the bundle of routing orders proudly displayed by Chief Clerk Campbell his optimism seems to be well founded. Mr. Stevenson ought to know for he is proving himself a go-getter in the traffic line and has been very successful during the few months he has been out here in securing business. Let us hope that the deep rumbling noise we hear in the distance may prove to be caused by the advance of a tremendous wave of prosperity for the Northwest and especially for our line.

Miss Pearl Byars, the charming stenographer at the City Office, accompanied by Miss Florence Bender of the Union Pacific City Office, on Sunday before Christmas went sightseeing to Longview, the miracle city which the Long-Bell Company is building to order near the Columbia River at Kelso. The two young ladies went the whole show and even dined at the palatial new Hotel, Monticello. We have not heard how much of a tip they had to leave under the plate, but they doubtless acquitted themselves very handsomely. At Christmas time Miss Byars went home to Cle Elum to spend the holiday with her mother.

Roy Kidd, the handsome rate clerk at the City Office, developed into a very fair amateur plumber during the recent cool weather, when the water pipes at his house froze up. He is likewise doing some very creditable jackknife carpentering at Chief Clerk Campbell's palatial new residence.

Ranier National Park is becoming almost as popular as a winter resort as it is in the summer. More and more people go up there every winter to indulge in the real winter sports which are very rare at sea level on Puget Sound, due to our mild winter weather. (Yes, Genevieve, we did have a little skating here this winter.) On December 28th our line handled a special train with 125 members of the Mountaineers' society up to Ashford, from where they went up to Paradise Inn to indulge in three days of skiing, snowshoeing, snowballing and other winter frolics, returning on New Year's day. The scenery up there in the snow is enchanting, fairy-like, of unbelievable splendor, and the cold is usually not excessive. If the mountain were nearer the great centers of population of the East it would be crowded every winter.

If the Superintendent's Office does not write about it, we should like to mention here that Mr. and Mrs. D. E. Rossiter with their daughter, Miss Ruth, left on the day before Christmas to visit Mr. Rossiter's mother at Orfordville, Wisconsin, and Mrs. Rossiter's mother at Monroe, Wisconsin. We hope that they will have a very pleasant holiday season there.

The switch desk at the Local Office has been temporarily abolished and Miss Sophie Hanson, who has of late months presided over that desk, is for the time being back on her former position as stenographer. No doubt it will not be long before the position is restored.

Miss Gladys Howland, Stenographer at the Local Office, has been bumped by Mr. Francis Kirkland, who in turn was bumped by Miss Sophie Hanson. Mr. Kirkland, however, is now doing the work of Mrs. Margaret Christensen, who has been granted a ninety day leave of absence, beginning January 1st. We trust that business will soon pick up enough to keep them all busy.

The Industry Checker's position was abolished for a few days and W. J. Stubbs went back to checking in the yard, but the position has again been restored and everything is as you were.

We learn from unimpeachable sources that Mr. Ralph Bement, Assistant Agent, during the recent cold spell was seen to disport himself on a pair of real ice skates with admirable grace and agility, cutting double grapevines backwards and forwards, Dutch Rolls and figures eight, just as in the palling days of his boyhood. We do not know whether it is as a result of this strenuous exercise that he has been spending very little time sitting down at his desk since then.

Fay Clover, Assistant Cashier at the Local Office, celebrated a real home Christmas this time, having twelve persons at the Christmas dinner, the real center of interest, of course, being Master Clover, Junior.

Tubby Gleb, the rotund and goodnatured member of the warehouse force at the Local Office, is a regular athlete if you should ask us. The other day a heavy boiler, being unloaded into the warehouse, almost tipped over, but Tubby calmly reached out one hand and restored it to its proper balance, just like that. Nor is that all; the other day a roll of cable weighing about five thousand pounds struck a weak spot in the freight house floor and would have broken through if Tubby had not lifted it over all by himself, while the rest of the force looked on spellbound. We shall be very careful in future how we talk to Tubby; it is fortunate that he is as good natured as he is strong.

Old Line-Line 'o Type
Hazel E. Whitty

The Northern Division is dead as can be,
Nothing stirring that I can see—
It's just the same behind as before,
All you hear is "Twont snow any more"
I smile and talk, try hard to glean,
A bit of news for the Magazine.
I wear out my patience, also my head,
Trying to do something for a Division that's
dead.

Now, boys, I hope you will take that to heart
and send in something so we can liven things
up a little.

The following have had radios installed in
their homes—Mart Coughlin, D. C. Pierce and
P. Parent. Also Herman Voss.

Two men that are sitting pretty these days
are Herman Rausch, Section Foreman at Ran-
doloh and T. Whittingham at Fox Lake. They
have taken off three months and will rest up
and incidentally miss some of the winter weather.

We have the usual bunch of employees spend-
ing the winter in California. New additions
this year were Mr. and Mrs. D. J. Manning.

We sympathize with Max Schessow in the
loss of his father who passed away recently.

Paul Bourbiel has a new lady friend. We
understand he pays her a visit once in a while—
that is when his \$19.90 silk shirt (bought at a
fire sale for \$4.98) is clean. Then we under-
stand that he dolls all up and takes the train
for Milwaukee. We actually believe that his
heart has been pierced by Cupid's dart.

Mr. A. Engle, for many years agent at
Waupun, has transferred to Beaver Dam. We
trust that he will continue the same good work
he did at Waupun and that the best of luck
will be with him.

Just when eggs were getting within the range
of our purse, Harry Luker started eating them.
Price went right up.

Our ticket sellers are surely up against it. A
lady stated "I want a ticket for Florence." The
ticket seller asked "Where is Florence?" Where-
upon she replied "Right over here on the bench."

We understand that conductor Brady was very
much disappointed when he stood for a whole
hour under the mistletoe Christmas and nothing
happened.

Bad Land Echoes
"Bill Mike"

It was only a short time ago that we all made
a lot of New Year's resolutions, and now we
wonder how many have kept them all so far,
how many have been back-sliding and how many
have slid all the way back. I have found that
I have generally broken more than I made so
this year I didn't make any.

Mr. and Mrs. Ted Lowery are with us again.
He having gone east for the holidays and she
having been back there for some time. We are
glad to have them with us again.

It's pretty hard sledding for a car these days,
and even a Ford is almost up against it. We
wonder if that is the reason that T. A. Childers
has taken to driving a team of horses or
whether he is just saving gas.

Leo Rushford has come back among us and
has brought his family along with him. Wish
business would pick up so that he could stay
and also a lot of others.

Agent Tripp has been expecting relief for
some time now. He is very anxious to go to
St. Louis to bring back his son, Warren who has
been there under the doctor's care since early last
summer. We hope he will be much improved
and that he will not have to go back for further
treatments.

Gosh, everything has been so blamed quiet
around this town for the past month that the
roosters haven't even crowed in the morning for
fear of startling somebody.



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in the shack of the yard watchman*

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skill to the production of better
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sults are assured.

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There has been a little excitement down in the shops when some joker smeared the hammer handles with limberger cheese during the noon hour. Guess Peck's Bad Boy must have come back to life. O'Connell says there is nothing alive about it, not even the smell, for it smells dead, he said. But then, he's Irish and could not be expected to say anything good about anything Dutch.

We notice that Shirley Brown's lips and tongue are a deep carmen-after every time he has been to Baker. Some of the "Roundhouse Bunch" have the explanation for this, but I can not tell you. Maybe (?) Shirley will?

Nels Nottveits' have a nice new baby boy and maybe you don't think that Nels is some proud papa.

Mister Avery Gibson was up from the east end the other day. Understand that he has had his picture taken all togged out in white shirt and dress suit. Also a high collar. Says that after the ball last year, he decided he'd be a credit to Eddie and that hereafter he would dress up on such special occasions.

I can plainly see where some of these reporters will have to get busy and scare up some news or these echoes will become very much abbreviated.

How do you like this prose stuff? Or would you rather have the rhyme? Speak up and don't be afraid. But if you would rather have the rhyme you had better get busy and dig up some news that will rhyme. I can't do it all. I'm pretty much over worked as it is.

(Let's have the rhyme. Ed.)

West I. and D. Inklings

Dot

It's too bad we're all cheated out of a holiday this month, as Washington's birthday comes on Sunday.

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ENVELOPES

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Mr. and Mrs. P. G. Gallager and Mrs. Harvey Hopkins and children spent Christmas at Plankinton, with the ladies' parents.

Roadmaster and Mrs. S. L. Core think Santa Claus was pretty nice this year as the day before Christmas they were made happy over the arrival of a fine baby girl.

James S. Johnson, Engr., Black Hills Division, was called to Minneapolis around the latter part of December by the death of a brother. The division join in extending their sympathy.

Station agent Bowers and children spent the week end with Mr. Bowers' parents in Sioux City the forepart of the year.

Mrs. R. J. Dunlop and children spent the holidays with her folks at Plankinton.

Mrs. Matt Anderson and son Jack went to Omaha, Nebr. for their Christmas.

G. P. Hodges, D.M.M., made us a couple of visits this month. Also traveling engineer Johnston, division storekeeper Anderson and district car foreman E. F. Palmer. Mr. Christoffer, Supt., made a trip over the division to Rapid City and back. Chief dispatcher E. H. Platt has been on the division riding the way-freight. Mr. Platt has been assisting in loading stock and complains about the weather being too hot for this kind of work.

Engineer Newbowers went to Mitchell about the 5th of the month for an examination.

Rabbit hunting is good around these parts this year. After the big snowfall some of our employes went out one day and came back with about one hundred and thirty. This is the truth too, and nothing else but.

Boilermaker helper A. J. Guthrie, Sr., has leased his hotel for a year and during the last few weeks has been building a very nice new home. The work is being done by C. A. Lance, carpenter and his helpers. The house is large and roomy and quite modern, being all on the ground floor. We are sure Mr. and Mrs. Guthrie will enjoy a quiet home life, after the hotel which they have been proprietors of for years.

The B. & B. "gang" are here making some repairs to the buildings. With the seige of cold weather we've had, the roundhouse was not quite as warm as it might be and hence the repairs. We've had winter, winter, winter and nothing else but, ever since the middle of December. Lots of snow and the thermometer down to 25 below a few mornings. But the last week has been warmer, but the snow has not melted, so we're still wading through. Here's hoping for an early spring and a long summer.

Mrs. Fred Kemper, wife of engineer Kemper of Chamberlain, has been in the hospital at Rapid City for the past two weeks, having submitted to an operation. She is reported as doing fine and we hope to see her able to go back home soon.

Deer Lodge Notes

Walter B. Strawn

As this magazing is extensively read by the trainmen, enginemmen, operators, etc., we would like very much to have items of interest and news sent in by this class of employees. When you have anything we could use won't you just jot it down and drop it in the company mail addressed to W. B. Strawn, Gen. Foreman's office, Deer Lodge.

The sleighing party given by the railway clerks was a great success. After several hours of sleighing the party wound up at Milwaukee Hall, where dancing was enjoyed and a nice lunch was served. About forty were present. Credit and thanks is due Division Accountant Harry Johnson and Chief Time Keeper Anna Goldie for their efforts in arranging this party and for doing most of the work connected therewith.

Leap Year has safely passed and Russel Marsh and Nash are still at liberty. But we hope they won't feel that all danger is past. Every year is leap year for some of these birds.

Sybel Hobart is breathing easier now that she has found out who is to have the roundhouse job.

Chief clerk Foster, after being duly and truly prepared, has been regularly initiated into the "Have You Heard This One" club.

Miss Laura Critzler was the recipient of a pair of shoes for Christmas, the identity of the donor remaining a mystery. It is said that old friends and old wine are the best. However, this does not apply to shoe or jokes.

Some of the fellows were getting worried about the mental condition of George Foley and John Lappin after they were seen standing in front of a Harold Lloyd picture on one of the bill boards up town, making a very humble apology. When asked why they were apologizing to Harold Lloyd they replied that it was

On Time Line—Kansas City Division

M.F.K.

H. F. Burnaugh, for the past four years trainmaster's clerk, Ottumwa Junction, has been promoted to the position of Secretary to General Superintendent Mr. C. H. Buford. Mr. Burnaugh took up his new work January 12th. Clyde Brough succeeds him as trainmaster's clerk. Miss Marguerite Kissinger will assume Mr. Burnaugh's former duties as magazine correspondent.

Mr. J. F. Anderson, Assistant Superintendent at Coburg, has been sick for the past three weeks. We are all hoping he is much improved.

On December 24th, trainmaster M. J. Gruber

W. H. CROFT
First Vice-President

M. S. PAINE
Secretary-Treasurer

MAGNUS COMPANY

(INCORPORATED)

Journal Bearings and Bronze Engine Castings

NEW YORK

CHICAGO

and traveling engineer W. W. Bates conducted some forty-one Y. M. C. A. boys through the shops and about the terminal at West Yards. This was one of the educational tours arranged for the boys by the Central Y. M. C. A. and although the temperature was below zero, the boys hiked the two miles distance and seemed not to mind it, as everything possible was done to make the trip a worth while one.

Traveling engineer W. W. Bates and family of Joliet, have moved to Ottumwa, and will reside at 809 North Court Street. Mr. Bates succeeds Ellis Schmitz as Traveling Engineer and comes to the Kansas City Division from the C. M. & G. Division.

Mrs. H. L. Cogswell, wife of the Engineer, entertained at a card party on January 8th, having as her guests about twenty ladies of the Milwaukee Club. Each lady was assessed a small fee, which was turned into the "mystery fund".

The regular monthly meeting of the Ottumwa Chapter of the Milwaukee Women's Club was held at the Courier Auditorium on January 10th, at which time the various committees made reports, and plans were laid for future work to be done. Mrs. John Bammer of Kansas City was a guest at this meeting. It is most encouraging to see the interest that is being displayed by the club members of Ottumwa.

Passenger conductor Frank Hahn is one of the proudest grand-dads we have seen up to date. We hope grandson Robert will make as good a conductor as Mr. Hahn has made. Miss Bess Hahn of Cedar Rapids, has been visiting her father at Ottumwa.

Our young people home from college for the holidays included Margaret Evans, Jean Trowbridge and Elizabeth Morrow of Coe College, Cedar Rapids, Frances Barnoske of Ames, John Niman of Ann Arbor, Mich., and Cadet Virgil Pogue of West Point.

J. Raymond Evans of Park City, Utah, son of chief carpenter Evans, has been spending a month in Ottumwa. Mr. Evans is contemplating accepting a position as mining engineer in South Africa.

We wish to extend to trainmaster Gruber our sincerest sympathy in the death of his sister which occurred recently in St. Paul. Mrs. Gruber who is ill at the present time in St. Paul is reported slightly improved.

J. R. Meagher has returned to the engineering department at Ottumwa, after having been with the ditching machine for the past several months.

J. C. Cunningham, Veteran Conductor, died on December 22nd, 1924. Mr. Cunningham has been a conductor on this division for thirty-eight years. At the time of his death, he was sixty-two years old. He is survived by one son, L. J. Cunningham of Davenport.

The harvesting of ice at Ottumwa Junction has kept everyone busy to figure out just how to handle. The ice this year is exceptionally good, twelve to fifteen inches thick and clear as a crystal. Some five thousand tons of ice moved to the Iowa Division to take care of the Company supply at Cedar Rapids, Marion and Atkins. The supply is furnished by Mr. Clement L. Kikesh, son of our former division freight and passenger agent on this division, C. J. Kikesh.

All have their new 1925 passes which will no doubt be appreciated this year more than ever before, since trip passes are being written in Chicago.

On January 8th, the Locomotive and Car Department employees entertained at a 6:30 o'clock dinner at the K. of C. Hall at Ottumwa. The following were invited guests, Messrs. J. T. Gillick, O. N. Harstad, C. H. Buford, and C. T. Jackson all of Chicago and Mr. C. G. Juneau of Milwaukee. On account of various business engagements, not all of these were able to attend, but sent messages expressing their

regret. Mr. Buford was the principal speaker of the evening. He spoke on the importance of co-operation. About one hundred and thirty-five men were present.

Chicago Terminals

Guy E. Sampson

We are sorry to see chief clerk Emma Weber Larson leave us, she is resigning in the near future.

We were deeply grieved to hear of the death of three of our veteran engineers during the month of December. John Bilty and Eldridge Fuller who were taken very suddenly and Mike Kobler hostler at Western Avenue. We extend our sympathy to their relatives and friends.

Handsome reports real activity among the hoop snakes in Virginia where he spent Christmas with his parents. Ask him about the one that bit the tree.

The telephone operator at Western Avenue says she "ain't gonna dance no more" if "somebody" will insist on publishing it. Just wait until the fireman's dance and see.

Miss Burton has been down, oh so early, most every morning. Ever hear the story of the early worm?

Irma is gathering together various articles that to say the least looks as though she had a set of plans to work on.

Sioux City and Dakota Division

H. B. Olsen

On January 5th, Bernard Jansa, Trucker, Sioux Falls freight house, sort o' slipped one over on the bunch when on that date he and Miss Anna Simunek formerly of Gregory, S.D., got married. However, after "quittin time" the freight house bunch framed on Ben and his bride and that evening gave them all the publicity necessary. They were given a ride in an old "hack" attached to an automobile and of course while absent from their home which Ben had recently "dolled up" neighbors saw to it things were re-arranged which were not exactly suitable to the newly-weds. Our hearty congratulations to you and your bride, Ben.

Don't make excuses, make good.

Engineer Robt. Manson and wife, Sioux Falls, spent Christmas with relatives at Sioux City.

There was a young man named Toal

Who was round as a sugar bowl

'Till he got his car

Which threw him so far

That now he's lost part of his roll.

One might have thought that a Marathon race was in progress had they seen the string of girls dashing madly up the street one day last week for the street car. If the service does not improve soon, we have reason to believe that the girls at the shops will take a prominent part at the next Olympic Meet.

Safety First Suggestion:—That someone get Mr. Martinson a pair of creepers for his boots to prevent him from falling.

We wonder who the Santa Claus was that left the diamond on the tree for Nellie Murphy?

Geo. Halbman, Section Foreman at the West Yards, Sioux City, has taken six weeks leave of absence visiting relatives at Madison, Merremac and Baraboo, Wis. Mr. H. Miller is acting as foreman during George's absence.

Mr. A. W. Miller was appointed Section Foreman at Luton vs. Harry Carr transferred to the position of Asst. Foreman at the East Yards.

"Mike" Deveney, Switchman, Sioux Falls, says there is no such a thing as "A Painless Dentist"—he recently suffered the extraction of two molars and declares he was forced to walk seventeen blocks every thirty minutes in sub-zero weather for several hours to drive away the after-effects. Mike suggests they be pulled "straight".

Bill Clements, our Car Foreman, is going 'round with a smile that won't come off. Bill

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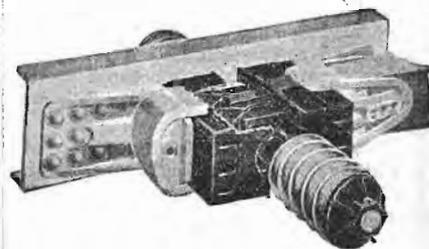
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The "MILWAUKEE" are
Using the Best Locomotive
Piston Rod and Valve
Stem Packing on Earth
and Know It

thinks he got a nicer Christmas present than any of us—A big baby boy, Dec. 25th.

We were not so surprised to hear that Minnie carried a little friend home in her golasches as the weather was cold and she needed a foot warmer, but what she could do with them in her stenomachine is more than we can figure out.

We notice there are quite a few "sparklers" at the shops since Christmas, it is a good thing Christmas comes only once a year as we are too busy to look for new billing clerks and price clerks oftener than that.

Clarence Anderson of the Sioux Falls roundhouse force, has been spooned by some of his friends to state why he still remains single. Deep mystery surrounds his action of late; understand some of the young ladies even call on him—Clarence still remains in single blessedness. He claims he will fully explain when the trial occurs, but our explanation of it is that he loves em' all.

Omar Wells of the Sioux Falls roundhouse, says since his hours have been shited it materially interferes with his social affairs but out side of that he is perfectly satisfied.

A very sad accident happened in Sioux City when one of our popular engineers, Milo Dodge's body was found near 2nd and Howard Sts., badly mangled. For a time it was not known who the unfortunate man was, but later identified as Mr. Dodge. He was not working at the time and while the accident still remains a mystery, it is thought he attempted to alight from the transfer train between the east and west yards, probably riding in from West yard. He leaves to mourn his death a wife and three children. Division employes hereby extend their sincere sympathy to Mrs. Dodge and family.

The switch crews at Sioux Falls are kind of patting themselves on the back having received a new switch engine—the 2953 a Terre Haute Division "goat" which is all dolled up and looks like she would travel the Sioux Falls yards for years to come.

Freight agent W. D. Griffiths, Sioux Falls, attended the Claim Prevention Meeting at Sioux City, Jan. 12th and reports a very good turnout with the usual good effects and instructive suggestions.

Inspector Homer Snow spent part of last Tuesday at Hawarden, but as the agent H. J. Brown had the Grippe things were not very exciting.

Section foreman Chris Olsen of Hawarden, has been supervising the laying of steel around Westfield and Akron. When it comes to track work, Chris is there with the goods.

The Railway Employes Progressive Club of Sioux Falls, held its monthly entertainment-dance on January 9th at their club rooms. Everybody was there; now do not think they were not and every one enjoyed themselves to the limit.

Conductor Tom Biggs had quite an exciting time the other morning as he was getting ready to go out on his run No. 36, Sioux Falls. He played the old familiar game of "Button, Button Who's got the Button"—it was his collar button though, one he had used for five years, when it came to put his collar on the button it could not be found, he searched high and low, and thinking he might have one in his grip he made a search for one, mysterious as it may seem, while in this procedure the original button came from "above" and Tom says the day was saved, but where in thunder did it come from?

Friends of Dave Jensen, Track Dept., Sioux Falls, will be pleased to know Mrs. Jensen, his wife who has been confined to the hospital for several weeks has recovered sufficiently to return to her home, being able to walk some.

Oh, yes, we forgot to tell you this last time: The reason engineer A. B. Main stays up so late nights is, he has a new radio which consumes most all of his spare moments, at home.

Conductor Crews is taking a little vacation from his run on the Running Water Line relieved by conductor "Bill" Donnelly. Bill, however, got bumped by conductor Medin.

Engineer Gowling took a trip over the "Burning Sands" at Sioux Falls recently and when he resumed work the boys say he had just as much hair on his head after returning as he did before.

We regret to know we have lost another old veteran. Mr. Hans Johnson who has been roundhouse foreman at Running Water for the past twenty or thirty years, passed away in December. He has two sons Joe and John both conductors, one the I. & D. and one on the S. C. D. We extend our heartfelt sympathy.

Mr. James Mraz one of the old veteran employes who has worked for the company for 37 years and most of that time having charge of the coal shed at Scotland, retired on January 1st. Pete Palmer, of Yankton, fills the vacancy left by Mr. Mraz.

Here's to our mothers, bless them. In the hurly burly of business life, they are often unintentionally neglected, let's give them the same love and attention we used to and which they rightfully deserve. Again, we say "Here's to mothers all; they are the best bet".

Jack Consor, Hot Car Inspector, Sioux Falls, together with his family spent New Year's with home folks at Sheldon, Ia.

Miss Evelyn Manson, daughter of agent J. Manson, at Trent, and who is attending Morning Side College, spent the holidays with home folks at Trent. Miss Manson is a talented violinist.

Splinters From the Wooden Shoe

Brownie

At last the freight office has come to light with a few splinters from the Wooden Shoe.

Mr. Vaughan took "his bunch" bowling one night—Mr. Vaughan, Florence, Luella, Ralph and Tom against Ed, John, Maggie, Felix and Al. Of course, the last came first but they took their medicine fine, and Ed and his notorious gang are about to return the challenge game.

Ralph Winnekins, the Car Record Clerk, has a brand new baby boy. Congratulations, Ralph.

Cliff Lande has been off sick for a week. Of course, Cliff is always "off" but never sick. Hope to see you back on the job soon, Cliff.

Mack the "Sugar stealer tracer" has his thumb broke. No, not catching anyone but doing a fellow a good turn by cranking his car. Sorry to hear of the accident Mack.

Felix Petitjean says he can't bowl unless Maggie pats his shoulder and says "Atta Boy Felix", and then he gets a strike every time.

We hear that Harold O'Neil has a radio now. Adolph isn't lonesome any more—he can talk radio now. Of course, Harold don't listen to him but Adolph don't mind a little thing like that, as he talks anyway.

"Here comes the Bride" Charlie Patterson, the good looking brakeman, was married on the 14th of January. Congratulations, Pat and may all your troubles be little ones.

Smitty the Wonder Bowler must have done some excellent work the other Monday night according to the conversation heard. It seems that he took a split in a wonderful manner and John Milheiser offered the Car Department \$5,000 for him, but Lee Hynes raised him to \$25,000 so Smitty stays with the Car Department. Didn't know we had such valuable men on the Superior Division.

There is one man on this division that we have slighted and who feels quite badly about it. That is our Division Engineer Jenny. Mr. Jenny came into the office and said he read the notes from the Wooden Shoe but felt quite slighted to think that we never said anything about the Engineering Department. We are very sorry Pete that we hurt your feelings as we would

not do that for anything in the world, because without your smiling face and cherry "Howday" we would be lonesome. You haven't been up this week Peter and everyone has been asking about you, even the Sherwood Hotel.

Aberdeen Division

R.G.H.

Bruce Talbot, one of our popular firemen, got the surprise of his life during a recent visit to Chicago. He found that they play football there, have a baseball game now and then and indulge in other sports just like they do on the "Coast". Live and learn Bruce.

Well, Folks, Joe Johann, "went and done it". At four o'clock the morning of Jan. 8th, Miss Margaret O'Reilly became Mrs. Joe Johann. Directly after the ceremony the young couple departed for Chicago and while passing through the tunnel at Tunnel City, Wis., some very interesting facts were brought to light. The train had just passed through the tunnel and the conductor noticed that the young bride's hair was more or less disheveled. Wanting to put the young newlyweds at ease, the conductor stepped up and said, "The tunnel we just passed through cost \$50,000.00. The young bride looked up and blushing replied, "Well, it surely is worth that much."

Leo Lutgen, our Local Cashier, has been wearing a different necktie lately. The fact that the said tie looks as if it might be classed as second hand seems to tell us that somebody run out of quarters of IOU's.

Weather reports from Florida tell us that they have been having a rather windy season there this year. We can easily explain that in as much as engineer Geo. H. Lusk is spending the winter in that vicinity.

Machinist John Gill, who was injured during hunting season has not returned to work as yet. We are hoping to see you back on the job in the near future John.

Max Hanson has his skates all sharpened 'n everything. Max is all ready for the winter carnival when he hopes to show the folks some real fancy skating. He is the first on the programme this year so we will surely get to see him.

Our jovial little couple, Mr. and Mrs. Al Goodman, who have had charge of the Van Noy News Stand at Aberdeen for the past two years are now conspicuous by their absence. Al gave up the stand to take a "filing" at Aberdeen's Wall Street, for he is now a full fledged business man selling fruits, vegetables and Kafelta fish. We wish him success in his new venture. Mrs. Cook of Minneapolis is now in charge of the news stand. We will give her the same patronage and good will that her predecessor enjoyed.

"Unca Walt" Goetz recently, made a trip to Minneapolis in his new Buick. Walt was driving around town one day and failed to see the grand hailing sign of one traffic cop. After two hours of furious pursuit the cop overtook Walt, "Why didn't you stop when I gave the signal" he demanded. "Have a heart officer", replied Walt, "It took me three hours to get this boat started and I wanted to see how long I could keep her going."

On December 5th, Charles Wales became the proud father of a new baby daughter. Charles was going to name the baby Charles, Jr., but had to change it to Charlotte. "Charley" can be made a nick name for Charlotte so cheer up C. W.

Bill Geer has been adopted. Without any hesitation or legal procedure whatsoever, Friday, a bull pup took unto himself one baggageman by the name of Geer. It must be great to be popular.

Our "summer" conductors have all left us. Eugene Fargo can be found in Santa Cruz, Calif., Harmon Clemons in Los Angeles, Bill

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Christmas and New Year's greetings from Mrs. Howard J. Martin of Chicago, formerly Miss Doris Healy of the District Adjuster's Office tell us that she is still alive. Keep up the good work Doris, we always like to hear from you.

Iowa (East) Division and Calmar Line E.E.E.

Operator J. B. McGuire of Browns has been off duty for several weeks account of the illness of Mrs. McGuire, Russell Tarr of Green Island, is working 2nd at Browns during John's absence.

Operator B. F. Haffner Sabula is taking a few days off and is visiting relatives at Sigourney, Iowa.

Conductor E. Templeton was off duty for a couple weeks during the holidays. W. I. Farrell was on his run between Monticello and Calmar.

Engineer Wallace Shipton is on an extended leave of absence and has gone where it is warmer. Bob Strayer is on his run on the Calmar passenger.

Engineer M. Hildreth was off duty for several days. E. E. Brokaw relieved him.

Agent H. E. Ramsey of Oxford Jct., has taken an extended leave of absence, account of his health. Leon A. Huffman is holding down the agent's job and W. D. Schesser is in Huffman's place on 2nd trick.

Agent H. E. Ramsey of Arlington, is at Marion at present doing extra dispatching in the Marion office. F. E. Sorg is running the Arlington station during Ed's absence.

Conductor J. Higgins was off Dec. 24th and 25th, attending conductor Cunningham's funeral at Marion. Joe Pulley got his date on passenger in Higgins' place.

K. C. division conductor Jas. Cunningham was buried at Marion, December 24th. Mr. Cunningham was running between Davenport and Kansas City and died at his home in Davenport after an illness of about a month. Mr. Cunningham formerly lived at Marion and he will be greatly missed by his many friends on this division.

Terminal trainmaster J. J. Flanigan of Davenport, was in Marion, Dec. 24th, attending the Cunningham funeral, and while here was renewing old acquaintances.

We regret to report the death of Fred Knock of Miles, Mr. Knock was the father of agent E. A. Knock of Lost Nation. The Magazine extends deepest sympathy to E. A. Knock and family in their bereavement.

Conductor Geo. Van Tassel is off duty account illness. J. T. Reagan is on his run on 20 and 19.

Conductor C. N. Dow is off on his regular

winter vacation. A. J. Fuller is running on 3 and 4 in his place.

Pass brakeman L. R. Curtis is off on an extended vacation and has gone to California for the balance of the winter.

John T. Raymond left Marion on No. 19, Saturday, Jan. 3rd, for Los Angeles, Cal., where he expects to spend the balance of the cold months in the sunny land. Hope you have a good time John and will be glad to see you back when it begins to warm up.

Mr. and Mrs. Frank Winsor of Miles City, were guests of Marion relatives last part of December. Mr. Winsor is an Engineer on the Musselshell Division running out of Miles City.

A. J. Schrader who was found dead at Kenwood Park, New Year's day, formerly lived at Marion and was employed as a fireman on this division, and was well known to all the railroad boys.

Mr. and Mrs. J. L. Franz of Chicago, spent a week end Jan. 4th with relatives and friends at Marion. Mr. Franz is Chief Clerk to the Asst. Genl. Manager.

George B. Woodcox dropped dead of apoplexy at the Milwaukee depot at 7:00 o'clock, Saturday morning, Dec. 27th, just a few moments after arriving to begin his day's work.

Mr. Woodcox, who had been Station Baggage-man at Marion, for fifteen years had returned to work only a week before, following an illness of nine days, but was feeling fine and the stroke came without warning. He had been a resident of Marion for 33 years and was held in the highest esteem and respect by all. The funeral services were held Tuesday, Dec. 30th from the Baptist Church under the direction Oeola Lodge No. 18, I.O.O.F., assisted by Rev. J. E. Bruner and the interment was in Oak Shade cemetery. Mr. Woodcox will be greatly missed by all the railroad boys. The Magazine extends deepest sympathy to the bereaved family in their great loss.

The first regular meeting of the Milwaukee Woman's Club was held Saturday afternoon, Jan. 10th, at the Memorial Hall, Marion, with 64 members present. Mrs. Flanigan presided. During the business session, the club voted to hold its meetings in the Memorial Hall on the 2nd Saturday afternoon of each month. A short program was enjoyed, and refreshments were served during the social hour by Mrs. Flanigan and her staff of officers.

Mr. J. E. Fullerton of Flat Alaska, passed away at a Seattle hospital, Jan. 6th, after a short illness, Mr. Fullerton was in business in the interior of Alaska and was rushed 300 miles by dog team and then on the boat to Seattle where he died, full particulars of his death have not been learned. Mr. Fullerton was a son of Mrs. G. E. Fullerton of Marion and a brother of Miss Idelle Fullerton of the Supts. Office and also a brother of conductor George Fullerton of Marion and conductor Chas. Fuller-

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top of Deer Lodge, Mont. The Magazine extends sympathy to Mrs. Fullerton and family in their loss.

Train dispatcher R. C. Merrill has been off duty for a couple weeks account of illness. E. E. Edwards is working the branch during his absence and T. J. Allen of Miles is on the clerk's job in Mr. Van Wormer's office.

Carl Woodcox of Chicago, was called to Marion, account the death of his father, Geo. B. Woodcox. Mr. Woodcox is a switchman employed at Galewood.

Miss Idelle Fullerton and her mother were called to Seattle account of the serious illness and death of her brother J. E. Fullerton.

Trainmaster H. F. Gibson and traveling engineer H. T. Dersch are holding classes at Marion, Atkins and Cedar Rapids for re-examination on Standard Rules and Air Brakes.

Fullerton Avenue Bulding

J. T. Griffin

George (Dotengraber) Markell, Freight Auditor's Office, was hit with a bowling ball a few weeks ago, and came to work saying he had a sprained ankle. Why the camouflage, George.

Some one said that the Misses E. Ristau and E. Drehr was sporting diamond rings. However, we failed to see them. How about it girls?

We are trying to determine the reason why (Big Four) Al Larson is contemplating a visit to Crivitz, Wis. at this time of the year. Are you going to ask Mr. Pike and Mr. Pickeral to wait for you next June, or is it a visit to your school mistress called Tillic.

R. J. Thorsen has come around with a new one. He says he hasn't chewed since the first of the year. He meant to say, he hasn't bought since the first of the year.

M. J. Kossack will now be known as Attorney Kossack, he having successfully passed the bar examination. He has the congratulations of his co-workers.

Oh, yes, we have a vocalist in our midst, Miss Othella Mayer, Freight Auditor's Office.

Wayne L. Beyers a well known young man of the Freight Auditor's Office, has a funny way of getting the "Goat" of the waitress at the lunch room by ordering fried potato sandwiches, which are not on the bill of fare and then consoles himself with the usual "liver sausage on rye."

Dorothy Nelson, Freight Auditor's Office, has shaken some of her boy and girl friends. I wonder why?

E. Laughlin, H. Weinstein and "Red" Anderson are very much interested in the correspondence Bureau of late. Some attraction there boys.

Olga Anderson, Freight Auditor's Office and Carolyn Mackreth, Auditor Station Accounts Office, have been seen over on Roosevelt Road several evenings of late doing considerable shopping. What's the idea going so far away from home, we have Furniture Stores closer than that.

Why is M.S. of the Typing Bureau looking in the windows of the furniture stores along Lincoln Ave. most every morning. She denies receiving a diamond ring.

Walter Mueller, Ed. Walsh, Joe Buster and Dick Tovey, Auditor Overcharge Claims Office are stockholders in the Premier Taxi Co., the cab with the Indian Head. They would appreciate your calling a Premier when wanting a cab, as it will help their dividends.

The girls of the Auditor Station Account's Office gave a luncheon at the Cafeteria on Dec. 31, 1924. This luncheon was held as a good fellowship club affair, where they had served a very nice lunch and talked over the different things that happened during the past year. Every girl in the office attended, and they all returned to work feeling much better and knowing that every one was in a friendly spirit throughout the year.

Why is it when anyone calls shovel, Bill Nickels turns around and thinks he has won? "Who's Billy?"

Did you notice the smile on Mike Grace's face lately?—gave his girl a diamond Christmas.

Ben Reinert, Freight Auditor's Office, is under the impression that Port Folio is a seaport. Art Gentzke said "you're wrong Ben, that's a new name for a soft drink."

Margaret Jones, Freight Auditor's Office, has been promoted to Head Key Punch Operator, a well deserved promotion. Good luck, Margaret.

Leonide Manson, Car Accountant's Office, is spending her spare time trying to solve the various Cross Word Puzzles. Who knows, she may yet have her efforts crowned with success.

Marion Grimes, Freight Auditor's Office, is not going home down Altgeld Street after work as heretofore, she has chosen an escort and is now traveling via Fullerton Ave., claiming she had too far to run.

Mary Lawler, Freight Auditor's Office, was awakened from her peaceful slumber recently, when the plaster from the ceiling in one of the rooms fell at 5:00 A.M.. Mary heard the bugle sound and the flap of the Angel's wing as she lay there too scared to move.

Congratulations to Mr. and Mrs. E. P. Denny on the birth of a baby girl Dec. 18, 1924.

Theo. H. Greenwald, Freight Auditor's Office, was married to Estelle Berg on Jan. 21, 1925. Congratulations.

If you have any trouble with your auto, no matter what it is, see Bill Krause, Master Mechanic, Freight Auditor's Office.

Cross word puzzle expert. Georgiana Daniels, Assistant Comptroller's Office, she needs no dictionary.

Phillip Pollock, Auditor of Expenditure's Office was seen recently in front of the Cort Theatre much worried and wondering if he would take a chance and buy a couple of seats for the White Cargo. Phil was undecided whether he should take his best girl or not. It's alright Phil go ahead take her, show O.K.

Louise Korctek, Auditor of Expenditure's Office, has returned to work after an absence of over 6 months. We are all glad to see her and hope she will continue to improve so that we will have her with us for some time to come.

Paul Tuchlinsky, has been looking for a Marinello Shop, but he has evidently been unable to find one, as we think he is doing his own marcelling lately, as he sure has some wonderful marcel waves in his hair.

Miss Emily Dougherty and Harriet Kennedy were entertained at a formal theatre party Friday evening, January 16th.

Rumor has it that Paul Braun, Auditor of Expenditure's Office is married. How about it Paul?

Will some one please tell Gus. Patock, Freight Auditor's Office, what is meant by the "Puget Sound". Gus thinks it's a lot of noise.

Wedding bells will soon ring and happiness we hope they'll bring. Diamond rings are now worn on the proper finger of the following ladies.

Elsie Mohr, Car Accountant's Office.

Elnora Nielsen, Car Accountant's Office.

Louise Peters, Car Accountant's Office.

Viola Peters, Car Accountant's Office.

Serve with butter or cream.

Anna Seggins, Car Accountant's Office.

Florence Talbot, Car Accountant's Office.

Mae Smith, Car Accountant's Office.

Inez Greve, Car Accountant's Office.

Helen Kirzan, Car Accountant's Office.

Mildred Young, Auditor of Expenditure's Office.

Sabina Cohen, Auditor of Expenditure's Office.

Sarah Cooper, Ticket Auditor's Office.

Claire Helander, Ticket Auditor's Office.

Evelyn Kapryn, Ticket Auditor's Office.
 Irene Witt, Ticket Auditor's Office.
 Cecil Huske, Ticket Auditor's Office.
 Olive Streiber, Ticket Auditor's Office.
 Mathilda Shemroske, Ticket Auditor's Office.
 Cecelia Holtzman, Freight Auditor's Office.
 Sick room bouquets were sent by the Fullerton Ave. Employees Association to the following:
 Marie Welter, Freight Auditor's Office.
 Lena Augard, Ticket Auditor's Office.
 Geo. Tovey, Auditor Overcharge Claim's Office.
 Rose Ewald, Car Accountant's Office.
 Geo. Miller, Car Accountant's Office.
 Elsie Ott, Car Accountant's Office.
 Irene Zernitz, Auditor of Expenditure's Office.
 Irvin Steger, Car Accountant's Office.
 Elfreda Schulze, Auditor of Expenditure's Office.
 Florence Wilson, Auditor of Expenditure's Office.
 Charlotte Forst, Freight Auditor's Office.
 The officers and employes extend sympathy to—
 Dorothy Robartz, Auditor of Expenditure's Office—Death of mother.
 W. J. Carrow, Ticket Auditor's Office—Death of stepfather.

Dubuque Division

J. J. Rellihan

Business is good, and the temperature during the first half of January made it possible to almost handle summer tonnage.

Brakeman Joe Johnson, who has had more or less hard luck for several years met with an accident on the Cascade Line, January 26th, in which he lost part of one of his feet. At the present time he is confined to Finley Hospital, Dubuque, and getting along very good.

Conductor Scotty Muir and family spent the holidays with Chicago relatives, but never again in cold weather. The "Windy City" had the coldest Christmas in 25 years.

Agent Ed Bock is taking a short vacation, spending his time in Chicago. Harold Gerling has charge of the New Albin station.

We had a little fire scare at Reno the morning of January 9th, when the shingles on the depot took fire. By prompt action of the employes there the damage resulted only in a hole three feet square being burned on the roof.

The patrons of the Waukon branch are again enjoying full train service on that line, the service being equal to the suburban service out of most of the large cities.

John Kelleher who has been Yard Foreman at Marquette, for a good many years, has retired from the service and his place is filled by Geo. Pillard, formerly of Harper's Ferry. Frank LaTronch has been appointed foreman of the section vacated by Mr. Pillard.

Operator Paul Dunn, of Marquette Yard, has submitted to an operation for the removal of his tonsils at St. Francis Hospital, LaCrosse.

James Wyse, son of Agent Wyse of Waukon Jct., had an experience Dec. 27th, that will not soon be forgotten. He was on the platform of No. 369 which did not clear main line for No. 33, and when the boy saw that the car was going to be struck tried to make his getaway by climbing a rock wall on the west side of the track. He almost reached safety when the baggage car went over, the roof pinning his limbs to the ground. The fortunate thing about it was that a stub of a telegraph pole that had previously been cut off caught the roof and prevented the legs from being severed. As it was, the 45 minutes he was held fast with the temperature at 15 below zero was quite severe, but he luckily came out of it with only a few bruises.

Harold Gerling had charge of the station at Brownsville during the holidays, while agent Bothmer and family visited with home folks at Clayton.

On account of the volume of business being handled on this division, 3rd trick operators have again been put on at LaCrescent and Clayton.

The smallpox epidemic being prevalent in this vicinity nearly every one is around lame on one side as a result of vaccination.

Telegrapher Joe Freyhaige had the misfortune of having two fingers mashed which laid him up for several days.

The many friends of conductor John O'Connor will be grieved to learn of his passing, death taking place on January 7th at the family home in Dubuque. He had been in failing health for nearly two years and has not worked since some time in the summer of 1923, but was seriously ill for only a few days. Mr. O'Connor was born in Buffalo, N. Y., 58 years ago, and has been an employe on the Milwaukee Railroad for almost 40 years, the past 20 years or so being in passenger service. Surviving him are his widow, one daughter and three sons, all of whom have the sincere sympathy of the many friends on this division, as well as the patrons of the railroad. His remains were taken to Wilton, Wis., the home of the family, for burial.

Iowa Middle and Western Division

Ruby Eckman

Mrs. William Caldwell, accompanied by Mrs. Fanny Brown of Savannah, left the middle of December for Long Beach to spend the remainder of the winter with relatives.

A wedding of interest on the Iowa division which occurred in November, but which was not made public until the latter part of December occurred November 26th at Anamosa, Iowa, when Dorothy Gaumer of Manilla and Samson T. Legvold of Perry were married. Dorothy is the clerk at the roundhouse at Manilla and Mr. Legvold is in the B. and B. department. Division master mechanic W. N. Foster and wife helped the young people out by acting as witnesses. After the ceremony they returned to their work and it was not until after several weeks had passed that the news was spread about. The congratulations they received were just as sincere as though they had been tendered immediately following the event. They will live at Manilla and Dorothy will continue her work as clerk at the roundhouse.

Paul Cushman's home has somewhat resembled a hospital for several weeks as Mrs. Cushman and one of the children had the typhoid fever and to cap the climax Paul had his head injured while at work on the repair track. All are improved now.

Engineer Peter Anfinson who is firing on 19 and 8 on the western division slipped from an engine at Manilla and sprained an ankle causing a couple weeks lay off the latter part of December.

A. E. Brooks and W. H. Young each received 45 year buttons from the Veterans' Employees Association during the last few weeks, showing that they have put in that many years' service for the company.

Engineer Seymore Brown was off duty for a few weeks in December and January on account of an injured leg.

Conductor H. H. Rissler and family were in Madrid, January 12th to attend the funeral of Mrs. Rissler's brother-in-law.

Ticket clerk Ray Jones of the Perry depot force, was operated on for appendicitis Jan. 13th at the Kings daughter's Hospital at Perry. He stood the operation very well and has been doing nicely.

Roy Williams and Earnest Hayward two signal men were injured January 13th when their motor car on which they were returning from some line work was derailed by a dog crossing the track directly in front of them. The dog jumped out from the weeds along side the track and the boys did not see him in time to stop.

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GENERAL AGENTS

The Rookery CHICAGO Wabash 0862

Both men had bad scalp wounds and many other bruises. Williams also had one thumb almost severed.

Fireman Russel Johnson spent a few days in the hospital in January recovering from injuries received when he was knocked down by an automobile.

January 14th occurred the marriage of Dennis Anderson and Gertrude Hazlett. Dennis is the clerk in the car department at Perry and his bride has been employed for some time in one of the local banks at Perry. Following a wedding trip to Chicago the young people will be at home at Perry.

Wm. Kerlin, son of engineer Clate Kerlin who is working his way through the George Washington University at Washington, D. C., has recently been made a member of one of the foremost Greek Letter Fraternities composed

of civil engineers. Wm. has a position in the valuation department of the I. C. C. and takes his school work after working hours and the honor conferred upon him has brought forth congratulations from his friends.

Line man John Lane spent the holidays visiting in Illinois and upon his return to work, lineman Clyde Hamilton visited relatives at Milbank, South Dakota. Peter Conboy helped out with line work on the Iowa division during their absence.

Mrs. George Moore, wife of Des Moines division conductor whose home has been a Perry for some time, died January 3rd, following a short illness. Burial was made at Des Moines the former home of the family.

Engineer Frank Barth who has been coming into Perry on No. 3 for several trips was passing out the cigars on his marriage which took

place December 22nd at Clinton. His bride was Marie Doll of LaCrosse. Frank is making his home in Savanna.

Ursula Sinclair, the 13 year old daughter of engineer Chas. Sinclair, received a bad wound in her leg December 26th, when the sled on which she was coasting, swerved and struck a pile of logs. Fourteen stitches were necessary to close the wound.

There has been an epidemic of robberies at stations on the Des Moines division during the last few weeks evidently the work of a gang operating out of Des Moines. So far nothing of any value has been taken as none of the agents left their cash laying around.

Conductor A. E. Peterson's wife was called to Oakland, California the latter part of December by the serious illness of a relative.

Roswell Rolleston, son of the late John Rolleston, for many years an engineer on the Iowa division, completed his college course at the University of Chicago just before Christmas. He has an opportunity to go to Australia in educational work.

On the night of December 21st, engineer O. C. Emerick who was firing for engineer Banyard, caught the signal of a man lying on the west bound track near Van Horne. The train was stopped and the man found to be a farmer living near Van Horne who had been out hunting and was riding his horse up the railroad track when the horse stumbled, throwing its rider to the ground and breaking his leg. The young man had been out on the track for a couple hours before the freight train arrived. He probably owes his left to the watchfulness of engineer Emerick.

George Ford who worked as a conductor on the West Iowa division for a number of years died December 18th at Rochester, Minnesota following an illness which had extended over a period of several years. He had not done much work on the road since 1919 when he was first taken ill.

Miss Irene Cheeck, daughter of the wrecker foreman, spent her holiday vacation with her parents at Perry, returning the forepart of the year to Kansas City where she is attending college.

Train dispatcher J. T. Raymond of the Marion office, who left the latter part of December to spend the winter in California, was in the office at Perry a short time to bid farewell to the Perry folks. John is looking forward to a most pleasant vacation.

Conductor E. A. Rumley took his wife to Iowa City to the hospital the forepart of January as she has been in poor health for some time.

The Perry chapter of the Milwaukee Woman's Club which will be formally organized the latter part of January, have been busy for some time making plans for the big event. A report of the meeting which will be attended by the General Club officers will be given next month.

Solving the Elkhorn Grade and Tunnel Problem

The business of a railroad is transportation. General prosperity of the country is impossible if the railroads fail to provide efficient and sufficient facilities to care for all the traffic that is offered by industry. That the railroads of the United States moved during a recent week, a record of 1,112,000 cars loaded with revenue freight, is an indication of the ability of the entire railroad personnel.

The capacity of a railroad is often limited by some particular difficult operating condition. An example of this is the Elkhorn Grade and tunnel on the Norfolk & Western Railroad, which before it was electrified was a real problem to the management. The grade against the east bound traffic varies from 1.5 to 2 percent, with a maximum curvature of 12 degrees. Except through the Elkhorn tunnel where the line is single track for a distance of 3,100 feet, the main line is double tracked. Natural conditions which exist made it impossible to increase their trackage facilities except at a prohibitive cost.

Although the most powerful Mallet type steam locomotives that could be obtained at that time were used, it was impossible to move the increasing traffic without some congestion and delay, for the number of steam locomotives that could be used in the tunnel was limited by ventilation difficulties. However, with business increasing over the entire system, it was necessary to consider some means for obtaining more capacity so that this section would not limit the volume of traffic handled over the entire road.

After carefully considering all of the suggested improvements with steam operation, and studying thoroughly the possibilities with electric power, the Norfolk & Western Railroad decided in 1912 to adopt an electric system for the Elkhorn grade and tunnel. The 11,000 volt, alternating current system was selected for this installation because of the desirable features of high voltage power distribution to the heavily loaded locomotives. It was also possible to use a commercially successful type of induction motor in the motive units.

Westinghouse Electric and Manufacturing Company made the complete installation. The original 270 ton loco-

motive which were put in service in 1914 have several unusual features of construction. Each locomotive consists of two motive power units which are identical. Each unit has two main trucks connected by Mallet hinges, with two driving axles and one guiding axle per truck. Two 3-phase adjustable speed induction motors are mounted in each unit. These motors obtain three phase power by means of a transformer which reduces the high voltage, and a rotary phase converter. The motors have constant speed characteristics.

By means of the reduction gear drive, the locomotives are designed for a normal full load speed of 14 miles per hour. This speed can be doubled by changing the motor winding through the system of control. Regenerative braking is comparatively simple because of the inherent characteristics of the induction motors.

The results obtained by these motive power units have been highly satisfactory. Speed of tonnage freight hauled up the grade has been increased from seven to fourteen miles per hour. The number of locomotives handled out of Bluefield was reduced from seventeen steam to five electric, and the number in pusher service was reduced from a total of seven steam to two electric. Moreover, electric operation makes possible a great increase in the locomotive miles per day. In fact, the available power, the constant higher speed, and the reliability of the electric operation doubled the capacity of this section of the railroad.

Since the successful operation of the first equipment, the Norfolk & Western Railroad has considered extensions to the original installation. Eight new motive power units have recently been purchased from the Westinghouse Electric & Manufacturing Company. Except for increased weight and rating, these new units differ only in some minor mechanical and electrical details from the original locomotives. These additional units were needed for increased business and for the Jaeger extension.

As a result of the large number of cases where electrification has successfully solved the traffic problem, it is safe to predict that the electric locomotive will play a leading part in the railroad development of the future.

La Crosse Division

G. W. Velsor

High speed on the LaCrosse Division. T.F.B. our new trainmaster who decided to take a ride on No. 58 the fast mail recently to see just why they were running so slow, started out of Portage one evening by making his desire known to the engineer that he wanted some high speed suggesting that he shake'm up a little getting out of town. T.F.B. reports that the train went so fast he couldn't see the hind end go by. A bit different than on the H. & D. division he says.

The ladies in Milwaukee are giving a card party on February 13, and the men are all invited. A large crowd of passenger brakemen are expected because they are all good card players. Tickets are 50c but they say that you can win this back in the first hand.

It is our sad duty to mention the death of our

esteemed friend Theo. Holbrook, Passenger Conductor, who for many years ran the fast mail between Milwaukee and LaCrosse. Mr. Holbrook entered the service as a brakeman on June 26th, 1880 and was promoted to a freight conductorship in January 1883 and given charge of a passenger train on March 1st, 1890. He was one of the most popular men on the division and will be greatly missed by his many friends. Our sympathy is extended to his son Clint, Trainmaster at St. Paul and Minneapolis, and formerly on this division.

Who wants a job switching? Business is so good that general yard master Nick Webber of the La Crosse Terminal has to beg, borrow, steal and kidnap men from all other divisions to keep the wheels of locomotion agoing. After filling the ice house with 180 cars, which required two engines' work for about nine days besides unloading 400 cars of oats at the mill in record time and handling about 3200 cars a day. With all this work only 17 engines were used. It takes Nick to put these big things over.

Yardman Joe Larkin of La Crosse Terminal who has been off sick for the past few months has again returned to work.

George Webb, our popular Agent at Watertown, was the guest of honor at a banquet given in his honor by a representative business mens' club of Watertown, Monday, January 12th, in anniversary of his fifty years of continuous service with the company. Mr. Webb says that he hopes to serve at least another 25 years. We extend to you our congratulations and hope that your wish comes true.

Trainmaster Springer breezed into Madison on 407, Jan. 10th and showed the Madison Yard Rail Benders how to do it Chicago style. Bill in there like the handle of a pump.

Tom Bloomfield says he's got the Old Studebaker blocked up now so she will stand without hitching the balance of the winter and if the yard isn't blocked too much the rest of the winter, every thing will be serene.

Conductor O. J. Carey made a mistake in terminals recently and tied up at Watertown Jct. thinking it was Milwaukee. Wonder what the attraction is at the Jct.?

Dispatcher Hunter just returned from a vacation trip to Duluth where he says the hunting is good but Sam didn't tell us what he was hunting. We'll make three guesses Sam.

Fritzie Kruger is sporting a new Nash coach around Portage and from all indications the oil wells near Winette are making big ones out of little ones. Good for you Fred, but look out for the gushers.

Our new trainmaster F. T. Buechler is developing a mile a minute reputation for he travels almost a mile for each minute of the 24 hour period. Some speed or rather some mileage we'll say.

While meandering through the Wyocena Asylum on a sight seeing tour recently, Miss Majorie Pope, the popular stenographer at Portage, was confronted by two nuts, each one of whom declared he was Napoleon. Always equal to the emergency, Margie says—if Napoleon looked liked you guys, it's OK with me but quit rocking the boat.

Rumor has it that Billy Taylor, the popular west end brakeman recently dropped very suddenly from the bachelor tree into the matrimonial orchard. Good luck, Billy and may all your troubles be little ones.

Somebody recently hollered at Sam Cadman—hold her Knute—while Sam was peacefully gliding his K-1 over the shining rails. Sam slammed the air and replied—Cut out the ceremonies—this ain't no horse and you can't tell me nutting about horse flies either.

Northern Montana Toreador

A. B. T.

The other morning, train No. 117 pulled in way ahead of time and Engineer Shaw busted into the Superintendent's office to get a pass to see his new grand-daughters. It's not very often they come two at a time but such was the case with Mr. and Mrs. Glen Marsh of Sheridan, Montana. Mrs. Marsh is Grand-dad Shaw's daughter. Ho Hum!! Oh, pShaw!!!!

Will somebody please write bill clerk Jake Shaffer, and explain to him that "Swansdown" is not always goslin quills. Jake was always under the impression that it was, and says he'd hate to eat a cake made of such stuff. We think it wouldn't be any worse than if Jake tried to rest his little curly (?) head on some of the article we have in mind.

Chief clerk Max Obst, is getting tougher and tougher every day. He's taken to sleeping on an iron bed, and is now so hard and tough that his corners keep busting out through his clothes. He also has a new song, something like this—

I was born in the Ricky Mountains,
And raised on the Great Divide.
A rattlesnake once bit me
Then crawled away, and died.

A. Roy Kidd, Roundhouse Foreman, is the latest person to lose his mind. Yep, he went and bought a radio set—one of the best outfits in Lewistown. He sure does get the dope every night. (They all do). If Ananias were to come to earth now, he would have to take a back seat to the radio bugs.

Well, well. We plumb overlooked an important announcement in our last issue. All set? Here it is—Eddie Brasch is no longer a bachelor, being happily (?) married and now making his home in Lewistown. He married a young lady from Michigan, and while back there for the ceremonies he also took unto himself a new Oakland car and drove back to Montana in it. Pretty fair little honeymoon, we'd say, but we haven't seen the cigars and candy as yet.

Speaking of wedding bells, another Northern Montana Fireman got tired of this "Single Blessedness". This time it's none other than Letcher Gibbs, who was married on December 10th, to Miss Bettie Harding, of Ringling, Montana. Here's luck.

All Northern Montana employees, particularly the Mechanical forces, were very shocked at the news of the death of Mr. Rusch, and extend their sincere sympathy to the bereaved family.

Paul Allmayer, Chief Clerk to Master Mechanic Anderson at Lewistown, attended the staff meeting at Milwaukee, and while there visited his parents. He also made a short trip to the coast.

News from I. & D. Division

J.L.B.

Fireman John Nelson and wife are the proud parents of a bouncing baby girl, John is all smiles and is handing out the cigars with a free hand.

Conductor Roy Harmon who has been absent from work for over a year on account of poor health is now back on the job. He is looking fine and fit, and he tells us that he never felt better. We are glad of this as Roy is a very fine fellow and is liked by everyone.

Mrs. Henry Smith, wife of brakeman Smith is reported on the sick list.

C. G. Heinhold, Car Foreman, attended the funeral of D. Trombley, who was formerly car foreman at Austin, Minn.

Miss Marion Kelly, daughter of conductor Ed. Kelly, is quarantined with small pox. We don't know just how bad she is, but hope to see her out again before long.

Mrs. George Smith, wife of conductor Geo. Smith returned hurriedly from California where

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she and Geo. were spending the winter, to attend the funeral of her father, which was held at Waucoma a few days ago.

We understand that Fergus Bohlen and family are contemplating a trip to sunny California in the near future. Mr. Bohlen is one of our popular "On time" engineers.

Miss Elsie Hodges and Miss Ina Long, who were formerly stenographers in the superintendent's office, paid us a visit a short time ago. They are now holding down positions in Chicago, and they gave us to understand that although they liked to come back and visit the old crowd, these "small towns" were nothing in their young lives.

A meeting of the C. M. & St. P. Ry. Co. Womens' Club was held in the Garfield School, Jan. 15th, which was attended by about 50 women. The meeting was presided over by Pres. Mrs. C. S. Christoffer, and plans were discussed, for the holding of a number of social events in the future. As there are quite a number of the girl members who are employed in the division offices, it was decided to hold every alternate meeting in the evening, instead of having them all in the afternoon, so that these members may have the opportunity of attending. Meetings will be held every fourth Thursday of each month.

It was developed at today's meeting that 128 women had signed up as charter members, and the membership drive committees made it known that they expected to have many more additions to the ranks before the next meeting. Mr. Christoffer assured the women that the new club rooms would be finished and ready for occupancy about the first part of March.

The first social event of the club is being looked forward to with great anticipation by the women, and also by the men. As we boast of many masters of the pasteboard deck, and also men who can't make their feet behave when the band starts playing, we are all in a quandry as to whether it's going to be a card party or a dance. So far, the women have not let us in on that part yet, however, if they want a tip from the male correspondent, I would say, let it be a dance.

A delightful lunch was served at the close of the meeting, and everyone reported it a complete success.

Mrs. C. S. Christoffer and family have returned from Chicago and Milwaukee where they have been spending the holidays.

Mrs. F. M. Smith, wife of first trick dispatcher, Mason City, underwent a very serious operation at the Mercy Hospital, and it is reported that she is getting along fine.

Up and Down Hill on the Rocky Mountain Division

Nora B. Decco

Well the New Year brought us warm weather any way and so far in this month we have not even had zero weather which considering what the weather man handed to us during December will be all right with us if it never reaches zero again. . . . our lovely climate stories were all spoiled this winter surely with a fifty two below and still dropping. . . . goodness, well so did California used to brag. . . . and will again and so will we.

The first bit of news that I see so far is brakeman Heier and wife are spending the winter in California, Mrs. Heier was quite ill during the first of December and the change will no doubt benefit her.

Next. . . . engineer Douglass says when we get stuck on a hard cross word puzzle to send it over to him. . . . and Ralph Spayde says he has so far not needed a dictionary but expects to reach the end of his vocabulary some time next summer, and Tommy Fairhurst. . . . worked only three letter puzzles so far but there are not enough three letter words to go around, don't you know, so will have to. . . . well

probably send them over to Mr. Douglass, too.

Miss Celinda Green and brakeman Peters were married in Bozeman, December 19th, and will make their home in Deer Lodge. Mr. Peters has been a brakeman on the R. M. Division for a number of years and the division extends best of wishes to both he and Mrs. Peters.

A wedding of interest also to our division folks is that of Miss Dorothy Rivers and Forrest Risken at Anaconda on New Year's day. Miss Rivers is the daughter of H. B. Rivers head of the bridge and building department. They will make their home in Anaconda and every one on the division offers best wishes, and a long and happy life.

Engineer Echard of the Ringling helper and wife have gone to Iowa for a few weeks vacation. . . . M. F. Elliott is relieving Mr. Echard on the helper during his absence.

Brakeman George McGregor and wife have left for California for a few months of sunshine and a visit with Mrs. McGregor's father and mother there. Pretty soft during all the snow up this way.

Engineer Lieb has returned from a Christmas visit in Tacoma with his home folks. . . . he says he walked right in on them just as dinner was ready just about what you would expect of him isn't it? and I bet he never even told them he was coming. Mrs. Lieb and Charlev spent the holidays with relatives in Iowa and have returned home again.

Conductor Wilson is on passenger for about ninety days during the absence of conductor Boyer. Mrs. Wilson expects to soon leave for Kansas where she will visit for about a month.

Engineer Sutton sent word here that on his travels around Washington, D.C. he saw a million dollars on a shelf in some building or other. . . . can you beat it. . . . such stories. . . . what I would like to know is how they happened to let him see the shelf let alone the million, any way I don't think there is that much money.

We regret to say that due to nothing but carelessness the wedding of Miss Margaret Byrne daughter of second trick operator Byrne of Harlowton and Edward C. Cates of Phillipsburg the last of November. . . . was overlooked in the Magazine news. This wedding is of interest not only to this division but to folks on the old line as Mr. Byrne has worked for many years for the old Milwaukee railroad, in fact if he has his original service date and had not gone into the postoffice business for a number of years he could 'bump' most any of us. . . . Miss Byrne was a student at Montana State College as was Mr. Cates and we of the Rocky Mountain extend very best wishes for a long and happy life even if we are a few months tardy in so doing.

An item in the Butte Miner of recent date states that Mr. Charles M. Jones of Minneapolis is visiting his son Attorney Harry Jones of Butte. . . . he went to work for their railroad about 1864 and is the oldest engineer in active service on the railroad. . . . I just bet I will hear from this remark now. . . . wait and see. Any way he has seen fifty years of active service and wears a badge that says 50 and I leave it to our Minneapolis correspondent to interview this gentleman and back me up in all this. Mr. Jones says when he started firing for the Milwaukee they hadn't heard of Butte and all they knew of the west was that it was a country of Indians and bears. . . . there are a lot of folks way back east that still think the same thing. . . . as for Indians, we can't find many of them, but the Bears. . . . well ask Gertrude of the car accountants office. . . . she saws bears in her sleep for weeks after she got out of the park.

We regret to end this month's writing with the sad news of the sudden illness and death of Mrs. Rivers, wife of H. B. Rivers of Deer Lodge, which occurred Jan. 15th, at Deer Lodge,

Montana. Mrs. Rivers was well known as she had lived in Deer Lodge a number of years and her death is a shock to everyone. Mr. Rivers was called home from Bozeman and his son, L. A. Rivers who is attending the college there returned home the next evening. Mrs. Rivers leaves also a daughter who was just recently married. We offer this family our deepest sympathy in their great loss.

C. & M. Division Notes

Eleanor

The first of a series of "get-together" parties organized for the entertainment of the employes of the road, was staged on the second deck of the Union Station, Milwaukee on the evening of December 18th. This particular function was efficiently engineered by Mr. Berg, our Station Master and Miss Irma Knoll and all joined in hoping that it will not be the last. Among the features of the evening were speeches by some of our officials, an orchestra made up by several of the employes, among whom were Andy Barber, Jack Valiquet and Al Rhemer. Miss Edith Chalmers contributed some clever dance numbers of the evening's entertainment and a radio concert was staged as an enjoyable item. The organizers deserve our thanks, and many wishes were expressed for another one to follow.

The C. M. & St. P. Women's Club held a very successful card party in the Club Rooms last Saturday and every body reported a very pleasant afternoon, and hope for more of the same. The girls who belong to the Club and who are employed in the various offices will be entertained by the women at a little social gathering next Friday evening, when they will play cards and have a social hour, which will serve to get the girls better acquainted. I am sure this will be a success as many of the girls have talked to each other over the phone for quite a time and have never had an opportunity to get better acquainted.

Our roadmaster Mr. Mau, has left on his vacation which he is planning on spending in Omaha and Kansas City. Mr. Mau is sure wise and will enjoy the wintry blasts much more while away from the railroad game.

Conductor C. M. Nourse is off on a leave of absence, for the remainder of the winter, which he is going to spend in Idaho with his brother, who is living there.

Brakeman Bill Carlin is another of the lucky boys. He is going down to Florida where he can golf to his heart's content with the rest of the millionaires under balmy skies.

Brakeman J. J. Russel has left on a trip west account of the ill health of his wife. The best wishes of the boys go with him that she will recover rapidly.

The Dispatcher's office received a long letter from R. L. Phleger a former dispatcher on the C. & M. Division, who is now living in New Mexico account poor health. His friends, I know, will be glad to hear that he is slowly but surely recovering from his long siege, which has been a hard fight, and we hope he will soon be OK. He says his complexion greatly resembles his Indian neighbors.

I hear from good authority that Mr. and Mrs. Bannon cut quite some figure on the ice not long ago. In fact, they have both invested in Nestor Johnsons and no doubt, will enter the races now. Dispatcher Zimmerman and wife will also be contestants so get your tickets early, boys, as I know it will be worth while. Zimmy was out practicing last night and says it is quite a job keeping in training but E.H.B. is non-committal about his workout. I wonder why the other two horsemen namely R.A.W. and E.E. haven't submitted their names but maybe they are keeping something from us.

One of our dispatchers Hal Cone, has been very ill for several weeks but we are pleased to report that his condition is somewhat im-

proved. Best wishes for a speedy recovery, Hal, we surely miss you. It doesn't seem quite natural without him. His absence has changed our personnel somewhat. Any Barber, our Side Wire Man, is taking Hal's place as Dispatcher and Jake Rae is doing Andy's work. Mr. Hammond, C. & M. Dispatcher, was also on the sick list, suffering from the flu, but he is back on the job with his old pep. Bob Helton, Operator at Sturtevant, made a flying trip back here on No. 21 to take Mr. Hammond's place. We will have to watch our dispatchers, or they will all be bad order.

I guess our old friend Harvey, former Trainmaster's Clerk and C. E. Rhoads, Brakeman on the C. & M. Division, must be questionable characters, as they cannot even sit in their own car and talk over old times without undergoing the third degrees by the police. It's a lucky thing they don't have guns, or I'm afraid we would be visiting them at the jail now.

Brakeman Lucian Hull and wife are going south on a little trip to avoid our wintry blasts. Pretty wise, Mr. Hull.

Conductor R. W. Robinson must have made a New Year's resolution to work every day the coming year, as he hasn't missed a trip yet. Looks serious, R.W.

Our friend Emil Holtz, was on the sick list for a time, suffering with acute indigestion. Better stick to Milwaukee cooking, Emil, it's safer.

The chief timekeeper Andy, had too much Christmas as he was home sick for a week after. It's a good thing it was after Christmas or we would have been suspicious. He is back on the job, however, and as good as new again with loads of pep.

Maurice Hall, Timekeeper, came down this morning all dressed up and looked just like a wedding. He says he is just going to take a little jaunt down to Kansas to look over the situation and visit one of his old school chums. What gender, Maurice? Getting better with alibis all the time.

Brakeman F. F. Crapsey has been off for several months account sickness and underwent an operation this week, which was very serious. I am sure that all the boys are hoping for his return to health, as we all miss Frank.

Our trainmaster's clerk Frank, has taken up a side line along with his other duties and the name of Mr. Fixit goes with it. However, there's a nominal fee goes with it, but it will be worth it if his work is successful.

Miss Katherine Singleton comes to the Trainmaster's Office from the office of the General Baggage Agent. She is a welcome addition to the C. & M. personnel. She has a pet watch-dog, however, which I am afraid we will all adopt. "Now don't be silly, Katherine."

Friend Mary has been very quiet and cautious this past month so we could get nothing on her. There will come a time, Mary, when you are off your guard and then look out.

Seattle General Offices

Marie E. Cleary

Don't know whether it's because of the holiday season, or because of the recent cold weather, but there seems to be a scarcity of news around here this month.

The Milwaukee Club gave a Hard Times dance, January 8th, and although there wasn't a very large crowd turned out, those who went reported a very good time. There was fines for any who appeared dressed up—white collars being classed as "dressed up". Lunch was served late in the evening. The committee asks that more of the Milwaukee employes turn out for these parties, as the main reason for the Club and for the parties, is to get the employes better acquainted. When the date for the next party is announced, everyone should make a note of it and keep that date open.

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Mr. F. N. Hicks and family spent the holidays in Pittsburg and Chicago.

Mr. N. A. Meyer is at the present moment, in Pittsburg and Chicago.

All of the traffic representatives West of Moberg are here for a two-day session and discussion of traffic matters and other matters of policy of mutual interest. Many silver-tongued orators among the visiting traffic men have been discovered, which accomplishment many were not even suspected to possess.

Mr. Fred Nye has just returned from his vacation, which included a trip to Texas to visit his aged father. He returned via Chicago.

What to me seemed the most novel of novel parties, was the Christmas Tree party given in the Union Station the evening of January 3rd. In the center of the large waiting room at the station, there was the usual Christmas tree. Measuring close to forty feet in height and beautifully decorated with tinsel, colored balls and scores of colored lights, it was the prettiest tree ever you saw. When it came time to remove the tree, someone suggested that it would be nice and jolly to have a joint Union Pacific-Milwaukee party around the tree. Permission was secured and then the question came up—how to make it possible for travelers on their way to and from their trains to get through without having to dance with their luggage from the north end to the south end of the waiting room? The very thing—the big seats grouped about the big room were placed end to end and formed a wall around the space reserved for the merrymakers and at the same time formed a lane down the west side of the waiting room. At the base of the tree the orchestra was stationed. Dancing on the tiled floor which had been made "slicker" with floor wax was very much enjoyed by about seven hundred joint Union Pacific and Milwaukee employees. Funds remaining from the now-defunct O.-W.R.R.&N. Employees' Club were donated to the committee in charge of the affair, which funds together with several personal contributions, took care of the expenses—there being no charge made for those attending. During the evening, delicious punch and wafers were served in the Ladies' Waiting Room by several of the ladies. All in all it was a huge success, and we of the Milwaukee hope it is made an annual affair.

We almost forgot to chronicle the news of Mr. O. P. Kellogg's trip to Portland and San Francisco in December. While in San Francisco, Mr. Kellogg attended a conference of rail and steamship lines involving rates between California and points north. It isn't very often that we have the pleasure of putting Mr. Kellogg's activities in the news items, and we don't like to overlook any opportunities we may have.

The death of Mr. Frank Rusch, Assistant Superintendent of Motive Power at Tacoma shortly before Christmas was very keenly regretted by everyone who knew him. Quite a number from here attended the very large funeral which was held at Tacoma. Seattle General Offices join in extending their heartfelt sympathy to Mrs. Rusch and family in their loss.

Illinois Division

M.J.S.

Word has been received in the Superintendent's office of the engagement of Miss Francis Gronberg to Mr. Wm. Brown on Christmas morning. Miss Gronberg was the recipient of a diamond engagement ring, the diamond in which we understand was "pretty near as big as a walnut" and nearly blinded everyone around the roadmaster's office at Elgin.

Sympathy is extended to Mr. J. J. Flanigan, wife of Terminal Trainmaster, at Davenport, on account of the death of Mrs. Flanigan's mother on December 31st, 1924.

The girls of the Superintendent's office received some lovely boxes of candy at Christmas time from Mr. O. M. Stevens, Supt., J. S.

Tigerman, Chief Clerk and R. E. Thoren, Division Acct., also from the National Railway Time Service Company at Savanna. Didn't take it long to disappear, did it girls?

Robert Groharing, the youngest son of Howard Groharing, Pump Repairer at Savanna was called by death on January 7th, 1925. Sympathy is extended by the Illinois Division.

Sympathy is extended to engineer Walter Aves on account of the death of his wife on January 11th, 1925, at Savanna, Illinois. Internment was made at Kirkland, Illinois.

The S. O. S. Club was entertained at a Christmas party by Eunice Stevens and Lola Lynn at the home of the latter. Gifts were exchanged and a pleasant evening was had by all, the hit of the occasion being Sheik "Bobby" Thoren, son Division Accountant R. E. Thoren at Savanna.

Sympathy is extended from Division friends to brakeman J. H. Wolfe account the death of his wife December 20th, due to fall on the icy pavement.

Conductor Wm. Houston and wife left for California and El Paso, Texas, Jan. 11th, to spend the winter. They anticipate an enjoyable trip as well as beneficial to Mrs. Huston's health.

Congratulations are extended to brakeman E. Sibert and wife on the birth of a son at their home Christmas morning. A "Christmas present" which brought a great deal of cheer!

Conductor M. C. Simons and family of Elgin are also off to the south for the winter having gone to Florida.

R. Y. Shedden and wife of Elgin, left a short time ago for the sunny south and will spend the winter in Florida.

"Honest Injun"—would appreciate some news items from all Illinois Division Departments. Will you send 'em along?

Chicago Terminal

Guy E. Sampson

Another year is begun and all have made their New Year's resolutions, and no doubt some of them are already broken but the Chicago Term Safety First Committee are out for a record and we are in hopes that all will continue to keep the good work up to do still better than we did in 1924. Every employee is invited to attend at least one meeting of the Safety First Committee this year and as many more as possible. The committee alone can do a lot but not all that can be done if every employee will get the "Spirit" of helping. It is with sorrow that we report one accident which cost the life of one of our bright young switchmen. On Tuesday, Jan. 6th, about 7:30 P.M. as Edward Stock, who was known among the boys as "Missouri" stepped from the yard office at the North West Bridge, where he had been receiving orders as to what his train was to consist of and where to get it, he walked in front of a cut of cars that was being switched and was almost instantly killed. His two helpers Thor. Klevan and Wm. Rands who were just a step or two ahead of Mr. Stock just escaped a like death. While all could see the cut of cars none noticed the flat car which was the first car in the cut, and which caused the death of Mr. Stock. He leaves a wife and baby daughter to mourn his early departure. Mr. Stock's mother, brother and sister came from Iowa to attend the funeral which was held at Bensenville, Sat., Jan. 10th. The sympathy of all employees is extended.

Car clerk Norton is back to work after an illness of several weeks which time he spent entertaining a case of the mumps.

A great many of our number have been on the sick list since our last writeup. Mr. W. F. Ingraham, A.S.T., moved into his new residence and spent the first week there behind closed doors account of illness. Trainmaster H. E. Sittler also home a week sick and your correspondent tried to stay home with a touch of the "Flu" but had to get better on the night of Jan. 14th as a

bunch of our friends came to the home to remind us that when a man has a 49th birthday it was no time to be sick. Guess they knew for while we were unable to do our regular justice to the cats we were able the following night to get to the train director's office and fill a man's place at the desk.

Trainmaster W. A. Springer and family spent Sunday, Jan. 11th at Madison, Wis., where they attended a home coming of the Spring family, which consists of three boys and three girls, and which was ably presided over by his 68 year old mother.

Judging from radiance that emanated from his noble countenance when he breezed in Monday morning, all dressed up like the Prince of Wales, a grand and glorious time must have been had by all.

We also found out that he has got a hat and coat in which he has not tried to retail engines while wearing.

Anyone desiring to call out extra gang foreman Louis Yankoff during the night will obtain better results if they will call W.L.S. and ask them to broadcast it, as he doesn't hear the telephone since he got his new radio.

Iowa & Minn. Division

D.M.W.

Engineer Roy Smith is a pretty busy man equipping the boys around Austin with long distance radios. They say Roy Austin has some sets, he claims he got Chili the other night. (That must have been the night it was 2+ below zero, we all got Chilly that night and most of us have no radios either.)

Lou Johnson says he is sick and tired of this Alaska weather and is going to go to Florida for the remainder of the winter. You better take Jim Cane's advice and keep away from the alligators Lou.

Mrs. E. W. Rudloff is spending the balance of the winter in California.

Engineer Jim Cane is also in the west escaping our beautiful winter.

H. P. Dwyer takes great pleasure in announcing the arrival of a big baby boy born January 3rd. Hank says he's going to make a Milwaukee man out of him.

Tacoma Shop Notes

"Andy"

Our former stenographer Bill Johnson, paid us a visit on December 29th. Bill is attending school at Pullman and spent the Christmas vacation at home with his folks. Call again Bill, we are always glad to see you.

Geo. Spraguer, our letter writer, and cross word puzzle, has moved again—this time to Oakland—no not California—addition that part of Tacoma where they still have virgin timber standing, however, the rent will soon be due and undoubtedly before this goes to press, he will have made another move. Geo. says the scenery at Oakland is wonderful, but of course that is from his point of view, which takes in Edison boulevard, Center Street manufacturing district and the T. R. & P. tracks. They also have from 4½ to 5 minutes bus service (?) to the city.

Walter Marshall, left here on January 2nd, to take the position of train lighting maintainer. We all hate to see Watter leave, but we are glad to see him get promoted.

We are in receipt of advice that Chas. Reynolds, famous store department shiek, has another female victim added to his list, whom we understand he met on the train recently—she teaches school some where in this vicinity.

A voice from the past—Allen Witbeck, former special apprentice at Tacoma, dropped us a card. Allen is attending school at Purdue.

The following is an amusing telephone conversation heard in the Tacoma roundhouse:

Phone:—Rings.

J. Cregan:—Hello.

Feminine voice:—"Is this the cemetery?"
J. Cregan:—"Well, I don't know, there are a lot of dead ones around here all right."
Phone Receiver:—Crash!

Office was vacated promptly.

All track records were broken recently by P. R. Horr, when hose leading from acetylene tank to Geo. Lovett's welding torch blew up. P.R.H. did not stop until he had reached the roundhouse and in the safety zone. P.H.B. says he thought it was an advance notice that the tank was going up and he did not want to take any chances.

Another splendid specimen of American manhood has been added to the rank and file of Milwaukee employes in the person of Mathew Cline, who is now special apprentice at Tacoma shops.

Right this way folks—don't crowd—have a look at our tattooed wonder, Ray Fletcher, he works in the Store Department at Tacoma—but what we started out to say was that Ray has another splendid design tattooed on his person which is truly a master piece—ask him to show it to you. Forgot to mention, that this design is a beautiful butterfly.

It is with regret that we report the sudden death of Mrs. Alfred Hawley, wife of Store Department employe, and our heartfelt sympathies are hereby extended to the family.

Glen Zellar, has just returned from a two weeks' vacation, which he spent visiting his folks at Three Forks, whom he had not seen for several years.

During the recent cold spell, Hoop's car suffered a cracked head and base, and due to delay in procuring a new base, said car, which is of Chevrolet origin, is still in cold storage.

Morris Finegold, our Norwegian Messenger, has been confined to the hospital for a week, due to the removal of a fatty tumor. Latest reports are that he is getting along fine and will again soon be juggling the mail.

Mike Grummel, is confined to the hospital with a bad combination of gall stones and pneumonia. Our latest report is that he is getting along as well as can be expected, and our hopes are for his speedy recovery.

Al. Stevens has been off sick for the past week, but understand that he is getting along fine, and we will soon see him on the job with his usual line.

E. Brewster, Store Department Accountant, has shaved the top of his head in a frantic endeavor to stimulate the scalp and promote the growth of his hair, or in other words, he is trying to ward off the oncoming indication of old age, however, for the time being he presents a very amusing appearance. He says crude oil will do the biz, well, that being the case, there is a large tank of it down by the roundhouse, but maybe that is not crude enough. It sure is a hair raising proposition, he has been trying to keep it under his hat for a long time, but murder will out, and you know he could never get a head that way.

General Manager's Office

During the first week the office was upset to allow the plasterers to finish the artistic file room and the calcimining of the general office. This, however, did not prevent the clerks and stenographers from getting out their full allotment of work, although Miss Nessel did have quite a time moving from one end of the room to the other getting out of the way of the painters. Miss Anderson was saved a good deal of moving around, although it meant a good deal more work, her desk being placed in Mr. Elliott's office for the entire week.

Leonard and Bailey went into the moving business for one day, carting a large amount of obsolete files to the storage room on the second floor.

Word was received of the arrival of a Leslie

W. Seibert, Jr., during Christmas week. Mother and babe are doing fine and senior has increased his chest expansion five inches. Congratulations are extended from the office force.

Miss Pleiss was taken ill the first week in January and confined to her home for several days. At the time this issue goes to press no word has been received as to whether she is in the best of health again and will be able to resume charge of the file room but hope such will be the case.

The cross word puzzles have many enthusiastic admirers in the office who are losing many beauty naps at home working them out.

Mr. Flood is always busy,
Handling the office each day,
Taking care of the many duties
And filling in when Mr. Gillick's away.

Jay Franz is the chief clerk,
Who handles Mr. Harstad's work
He sure is a busy fellow
With never a minute to shirk.

O'Toole handles the payrolls
And statistical work too.
So when he's away for over a day
Half of us don't know what to do.

George Harder is the handy man
Getting out the Monthly Report
And keeping track of the stationery
So the stenos will have no retort.
Miss Carlson handles Mr. Flood's work
And certainly does it great
She's on the job from morn' 'till night
And seldom if ever is late.

Miss Nessel is always real busy,
Taking Mr. Franz's dictation.

And the way she works all day long
Her nights must be a real vacation.
Miss Anderson works for Mr. Elliott
In the handling of all the contracts
Dealing with additions, stubs, etc.,
And all of the many side tracks.

Mrs. Peterson knocks out the stencils
That are made for the Monthly Report
So she has to be careful in getting it out
Or some division will find itself short.

Ruth is O'Toole's able assistant
Doing a good deal of figuring too
And knocking out some of the statements
That only Ruth knows how to do.

Joe Kane is the secretary
That Mr. Harstad has,
Who is always kept so busy
He has no time left for jazz.

Bill Ahern is Mr. Gillick's steno.
If it wasn't for the loud buzzers
He would have many a good nap.

Mesdames Pleiss, Southworth and O'Boyle,
Who are in charge of all the files.
Are kept so busy throughout the day
They are jealous of missing the styles.

Leonard Thelander is the little sheik
While in the office he handles mail
But when he leaves at 5 P.M.
His thoughts are turned to the fair female.

Idaho Division

R.C.P.

Will someone please loan a clean shirt to Fred Washburn. We are plumb full of sympathy for the young man. He ordered a washing machine, paid for it and everything, was given promise that it would be shipped to him before Christmas and the contraption hasn't showed up yet. Expecting it every day, the family wash has been continuously postponed poor Fred can scarcely bend over in his clothes now. They played a dirty trick on Fred alright.

Roadmaster C. F. Allen received a new "go away bag" from his family for a Christmas present. If I were Clark I believe I'd take it as a hint to "travel".

Conductor H. R. Freeman has been over from the Coast Division a couple of times flirting around with a run between Othello and Malden.

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After making a trip or two he would hie himself back to the coast. He is back again however and may be of a notion to stay.

Engineer Dick Swift, who, several years ago was pulling trains 15 and 16 on this vision and later took a run on the coast, has returned and is pulling the passenger between St. Maries and Elk River.

Mrs. Fred Washburn of Malden, had a very bad fall recently and was quite seriously hurt. On account of their water pipes being frozen, she was crossing over to a neighbor for some water when she slipped on the ice. Fred tells us she has almost recovered now.

Patrons of the S. I., O. W. R. & N. and C. M. & St. P. required to travel on Christmas day, found the Union Station at Spokane, a very cheerful and homelike place. Station Superintendent W. M. Gleason had a splendid large tree placed in the main waiting room, where, with its very beautiful decorations and lights, it proved a great attraction. The tree was left standing throughout the holidays. A small tree, also nicely decorated was placed on top of the ticket cabinet in the ticket office on the lower floor.

Conductor Tim Linehan was standing on the depot platform at Othello the other evening as No. 16 pulled in. The wind was blowing a gale. Tim didn't seem to mind this however, as he thought of how that magnificent train would, in a few days be rolling through the cranberry marshes of dear old Wisconsin, where as a boy he had frolicked in high glee without a care. Them was the happy days. It all seemed so far away and yet, that same train would pass through the old home town in just a few days. How he envied the passengers that would soon cast eyes on the "dear old spot". While thus musing, a passenger who had stepped off for an airing approached Tim and asked if the wind always blew that way? Nope: "not always" answered Tim. "It sometimes blows the other way."

Yardmaster M. F. Whalen of Othello is visiting relatives and friends in Dubuque, Ia. Dad Clark is in charge while Sts is away.

The Weyerhaeuser interests, in control of the immense belts of white pine timber to the south of Elk River, have engineers in the field surveying for a 60 mile extension of the St. Maries branch, for the purpose of getting out logs for their mills at Elk River, Potlatch, and Coeur d'Alene. It is probable that constructional work will begin on this line early next summer, the work to be done by the Weyerhaeusers. The line will be built on about the same standards as our St. Maries branch, and will be a fine feeder for the Milwaukee, as a great part of the timber cut will come over our line from Elk River to Boville and Ramsdell.

42,549 car miles were made on the Idaho Division during the month of November without setting out a car on account of hot-boxes, and only one draw-bar was pulled out. This is an exceptionally good showing.

During the recent storm period, there was a much heavier fall of snow than usual in the mountains along our line east and south of St. Maries. No weather records were broken, but more snow fell in a short time, than at any time in the last few years. The total depth of snow at Neva, on the St. Maries branch, was seven feet, and the greatest fall in any twenty-four hour period, was twelve inches. The railroad was kept open with difficulty, and it was thought for a time that it would be necessary to use one of the Missoula Division rotaries.

A splendid showing was made by the mallets in service on the Idaho Division during the month of December, 1924. 86,686 miles were made by that class of engines, with but one engine failure, which was caused by a bursted flue.

OTHELLO

By the looks of the last issue, so many Othello notes have swamped Malden and Spirit Lake

so this time we will only put in a few and give them a chance.

Car foreman Weber has been duly elected and installed as Mayor of our town, taking up his duties in this office on Jan. 12th, and apparently no worse for the experience in politics.

Gilbert McManamon has started off on his married life in the approved manner by buying a new home. He has purchased the house owned and occupied by engineer Crossman who has gone to St. Maries to work.

Dick Wendt has just made another of his cheerful visits and as usual there are a number of new stories afloat. The most interesting yarns are on storekeeper "Tony" Johnson to the effect that he is the busiest man in Othello now that he has taken up the study of advanced grammar and has located sub-stores in both Warden and Lind. Huffah for Tony! He is a real booster.

It has been noised about among the car-toads that Joe Barrett actually had supper at home one evening not long ago. You may believe it or not but we have our doubts.

We wish to extend our sympathy to Ben Root in the death of his brother and to Herman Tetzloff in the death of his father which occurred just at Christmas time.

A certain engineer on the Idaho Division has made the remark that he intends to use the fact that he will take his bride to the Bermuda Islands for the honeymoon for special persuasion on the first girl who seemed favorably inclined. He didn't mean by that that she would be a lemon, but it would not be any worse to be a lemon than an onion.

Fred Krebs of St. Maries is now at Othello on the switch engine for a while 'til the weather at St. Maries improves.

All the past month we have been lying in wait for Fred Lee or Wm. Peterson to do something interesting so we could tell you about it but, as yet, they are the same sober pair. Slim Tetzloff made a serious mistake this month by having his sister come for a visit for she unknowingly let a few words drop that would make you think Herman was a regular sheik when away from home instead of the good little boy he claims to be.

Thos. Lowe came back to work with us this month for the first time for nearly three years and it was so totally unexpected that we all had to be introduced. Dad Leonard came back to work again this month, too, and we are in the usual state of uproar. When you get used to having some one like Dad around you can't stand peace, or quiet.

ST. MARIES—1925

More snow at St. Maries and vicinity than since 1915.

for Long Beach, Calif. to spend couple months Operator "Barney" W. Colligan, left Xmas H. Cook borrowed from Coast Division re-with the sunshine and flowers. Operator L. lieving him.

Dalles Reed, formerly from B. & B. Dept., St. Maries, was in town last week saying hello to all his old friends. Dalles, has added some more to his name since leaving here, making it red "Doctor" Reed, understand that he is located in Whitehall, Montana.

Wonder if all we hear circulated around that "Our Devine Cecil" is going to take a trip, with a partner? How about it, Cecil.

Adolph Stein, Air Brake Inspector of St. Maries recently acquired a fine residence property. Considering that Adolph is a bachelor and that it was leap year we drew hasty conclusions which it seems were wrong. At least we have received no invitation to the wedding. A rare opportunity has evidently been overlook by someone.

Madison Division Notes

Jas. Fox

My name it is Miss Carelessness,
I travel 'round this earth

Looking for the careless ones

Whom with me would like to flirt.
I sneak into a railroad yard
Behind a box car stand
And there I wait and amputate
Some careless switchman's hand.
Of late I have an enemy
And to me he's most accursed
His name's won fame around the train
They call him "Safety First."
Little things that cause big wars. Conductor
Jas Gallagher had his name on the layoff list
Christmas.

Mr. Liegois, Supts. Chief Clerk, says Cross
Word Puzzles are hard on pencils. But think
how educational they are! Hold on to the dic-
tionary with one hand and scratch your head
with your pencil. That's the way I've seen them
worked.

C. S. Ferguson, who compiled last month's
notes for Madison Division, missed his calling—
Keep on Fergie think you will beat Roundy
yet!

Radio fans heard this broadcasted recently—
How Do You Do, F. A. M. How Do You Do,
How Do You Do, F. A. M. How Are You,
If you only had your way—
It's post-office we would play—
How Do You Do, F. A. M., How Do You Do.

Well, Flo, after that Christmas gift of Silver,
"I dunno," "Looks like the beginning of the
end."

We understand Jimmie Kerin, Fireman, is
smoking profusely these days. The reason—
A swell smoking set for Christmas.

Chief clerk in Supts. office thinks one good
New Year's resolution was overlooked. "I will
have no over, short, or bad order."

J. W. Quinn, genial Traveling Auditor, was
in Madison last week on business. Everyone is
always glad to see Joe around.

We hear Ed. Mulligan, Div. Master Mechan-
ic's office, made several Christmas gifts of candy
in his old home town. "Say it with candy in
Madison, too, Ed."

Fergie says while in France he was working in
the rear. Not so in the office as we notice he is
conspicuously at the front, especially when a
Scotch story is being told.

On Tuesday, December 30th, Superintendent
MacDonald entertained the girls of the Madison
offices at his home. Music and bridge occupied
most of the evening. All had a very enjoyable
time.

O. E. Lloyd just asked for transportation for
himself and wife from Kansas City to Albu-
querque, Mexico to San Diego; to Williams,
Ariz.; to Grand Canyon; to Los Angeles; to
Portland; to Salt Lake City; to Denver; to
Omaha. He isn't taking the same route the
world fliers took, but will do nearly as well.

Car inspector Albert Hunter at Janesville is
wearing a brand new feather in his cap. We
think Mr. Hunter comes rightly by his name, for
he is a great hunter, and while hunting for
defects on an oil tank recently, he found a small
crack in an arch that might have caused a
serious derailment, if it had not been discovered
and marked "bad order" by him. Superintendent
MacDonald has personally complimented Mr.
Hunter for good inspection.

Here's a chance, girls. The four horsemen,
Churchill, Berkman, Luschinger and Gregory
have purchased new saddles and all are rarin'
to go.

Engineer W. J. Dec and wife are spending the
winter months in California.

Miss Winifred Fox, statement clerk in Super-
intendent's office met with a painful accident
while crossing the tracks near the passenger
station. She slipped and fell striking the rail
with her knee. She was able to reach the office
and make out the proper reports, Form 171 and a
piped rail report.

George Whalen, Trainmen's Timekeeper in
the Superintendent's office, after a two years'
effort, has at last given up trying to answer a
question asked him daily by a waitress in one
of our nearby restaurants. George says that
question has the problem of the fourth dimen-
sion beaten a mile.

O, never fret, says Harriet
To Mr. Geo. J. Ryan
By just one twist of my wrist

We'll always have the time.
Conductor Ed Deards has resumed duty after
a three months' leave spent getting the em-
ployees who hadn't joined our Pension Asso-
ciation, to get busy before it was too late.

A short time ago, Hoot Galliger wired from
out on the line that he was coming with a car
of Chicago stock that had a very bad wheel, and
thought it would have to be transferred. Car fore-
after little Howard had tagged it. In order
man Wilcox was notified and inspected the car
to save time taking the car to the stock yards
and transferring the stock it was put on the rip
track at 7:20 P.M. and at 7:40 P.M. taken to
the yards again with a new pair of wheels,
and only twenty minutes delay. Some fast work.

Among those confined to their homes on ac-
count of sickness are—Arthur Wright, Herman
Dallman, Wm. Seibert, Frank Sullivan, and
Arthur Brown. We hope to see their smiling
faces on the job again soon.

Mike Griffin blows the whistle, Bill Mc-
Dermott swings the sledge, Charlie Swan is in
the cinder pit setting up a wedge.

Fire-up man Leroy Clifford has taken unto
himself a wife. Congratulations, Leroy.

Latest song hit in Janesville—"Yes, he ain't
got a dollar." Sung by Jack Fuller.

The price of salmon will drop in a few days.
Edgerton shipped a car of live carp December
31st, many of them three feet long and weigh-
ing 50 pounds.

First trick operator W. J. Symons, Edgerton,
has taken sixty days' leave, and with his wife
and daughter, is visiting his sister in Los Angeles.
He reports that while passing through northern
California, there was two inches of snow, al-
though the grass was green.

Billy Kline spent the holidays at his old
home in Minocqua. As 49° below was pretty
cold, he was compelled to stay by the fire and
give up his fishing ideas.

Now that the Madison office girls have had
their party, when do the fellows come in?

Berdella, an explanation is due why you do
not accompany Margaret home on the train when
your day's work is done. Can it be you drive
home alone?

We understand since machinist DuBois met a
salesman recently, he is taking up a course of
public speaking.

Now that the girls in the Store Dept. have been
vaccinated it will be safe to enter without the
expectants of a heavy blow.

West "I. & D. Inklings

Mr. Gail Harnocker returned from her holiday
vacation the fore part of the year. She had been
at Milwaukee, Ottumwa, Iowa, and Kansas City,
Mo. She didn't say she had a good time, but
knowing her quite well, I am sure she did, for
where she is, a good time usually follows. There
Lutie—how's that?

A ten pound baby girl was an arrival at the
home of fireman and Mrs. Geo. P. Laxer, Jan
16th. Congratulations from the West "I.&D."

There are 205 employes in the operating de-
partment on the Madison Division who have
been furnished with Veteran Transportation good
on lines East of Moberge. Of this number
199 hold membership in the C. M. & St. P.
Veteran Association and are wearing 25-35 and
45 year buttons. By the end of January the
membership will be 100%. This is a record
we believe is hard to equal.

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SO LONG AS YOU KNOW
WHERE TO FIND IT

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*She Walks—She Goes to Sleep
She Cries—She Winks Her Eye
And She Won't Break if You Drop Her*

The picture is a reproduction from an actual photograph, but it really doesn't show you how desirable “Mary Jane” is. She is the ideal dolly for a little girl: She is over a foot tall and when you hold her arm she can walk.

Really:—Steps right out in a lifelike way that brings a cry of glee from every little girl who has seen her.

“Mary Jane” has real hair and she cries sometimes, like a regular baby: When you lay her down, she closes her eyes and goes to sleep: She is dressed in a cute little Romper Suit, with stockings and patent leather slippers: On her head she wears a cunning toque just like you see in the picture.

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Go among your friends and tell them you are selling subscriptions to Household Guest, the Big Home Story Paper. Get them to order it from you at 25c for One Year; 50c for Two Years; \$1.00 for Three Years. (You can mix them up—1 year, 2 years and 3 years, any way you wish).

As soon as you have collected \$3.00 for subscriptions, clip the coupon below; pin it to a list of the names and addresses of the subscribers, and mail to Cousin Carrie.



“My name is Mary Jane. I can walk, too, and close my eyes and go to sleep. I'm mostly always good, but sometimes I cry like a real baby. I want a home with a little girl and Cousin Carrie tells all about how to get me free. Won't you send for me? I'd like to come to you.”

Get your Scissors—Clip the Coupon NOW

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149 W. Ohio St., Chicago, Illinois.

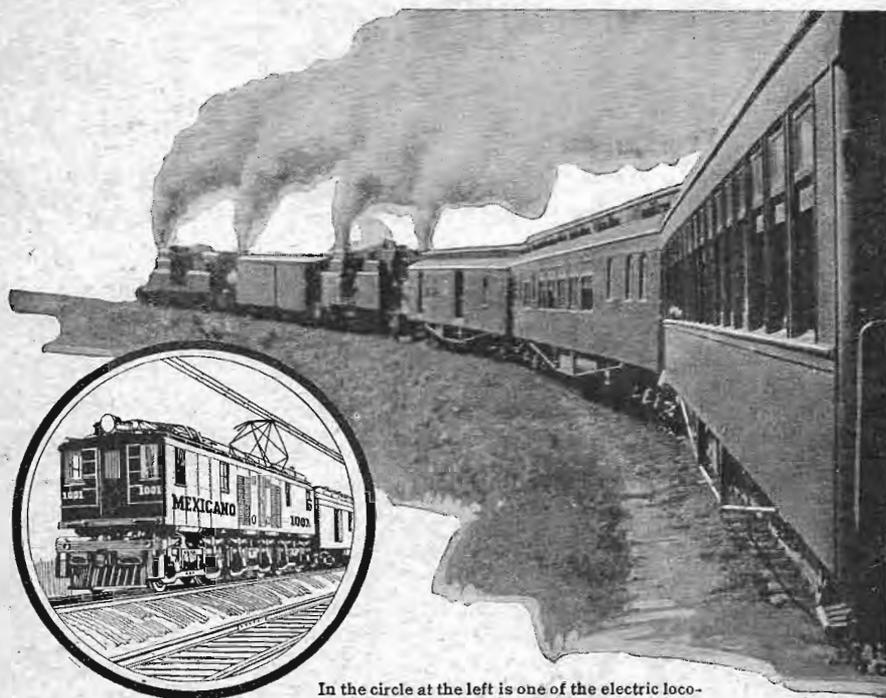
I am sending you \$3.00 to pay for the list of subscriptions herewith. Send the subscribers, the paper, and send me MARY JANE, the wonderful talking doll.

Name

St. or
R. F. D.

P. O. State.....

Write your name and address clearly.



In the circle at the left is one of the electric locomotives that have replaced the steam engines.

10 locomotives take the place of 25

The General Electric Company has electrified the Mexican Railway between Orizaba and Esperanza. On the first section—with many curves and heavy grades—10 *electric* locomotives are taking the place of 25 *steam* locomotives.

Economies resulting from electrification will repay the cost of the improvement within five or six years.



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