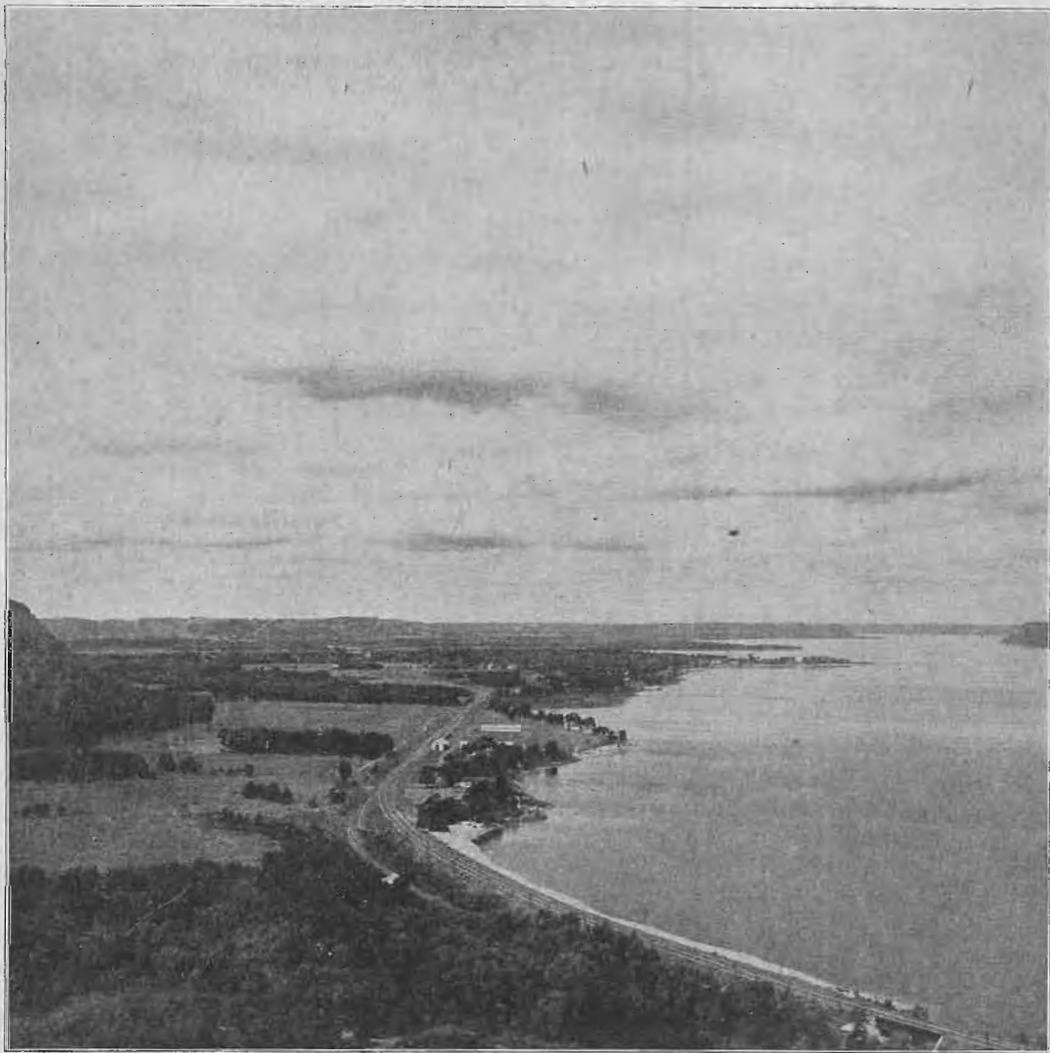
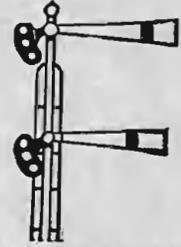
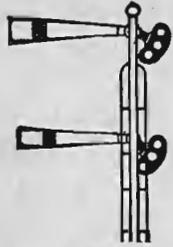


THE MILWAUKEE MAGAZINE



MARCH, 1926

A new
improved
overall
with
FREE service



IN the first place, there never has been an overall better than the new Signal, and there are mighty few of them that come anywhere near being as good.

You can buy overalls at all kinds of prices—but you're not making any money buying cheap ones. We know, and we have Government tests to prove that Signal overalls are made of the best denim on the market. Men who wear Signals know they get their money's worth and then some. Now here's something we've done to give you even greater service from Signals.



FREE Repair parts

A burn, a drop of acid, a jagged piece of iron, or a nail might put your overalls on the sick list. There's more "stuff" in a pair of Signals than in your \$50 or \$60 suit of clothes—but accidents will happen. Now you can go to your dealer and get Signal TubTest patches, buttons, slides, anything needed to put your overalls in first-class shape—and these repair parts are *absolutely free*. No charge and no obligation whatever. Your dealer and ourselves are interested only in giving you the greatest service and wear, and the most for your money you ever heard of.

Start wearing Signals now and give the money you save to your wife.

SIGNAL SHIRT COMPANY
Racine, Wisconsin

© 1926, The S. S. Co.

Makers of the famous Signal R. R. Shirts, Windbreaker Shirts and Jackets, Signal Flannel Shirts and Blouses



The Best In The U. S. A.

In the January magazine, was a published interview with our Chief Operating Officer wherein he expressed some of his convictions concerning the team work practiced by employes handling our freight traffic; but as he did not say anything about the passenger service the Editor approached him again with the following question: "Mr. Gillick, you recently had something to say about the way our freight trains are handled. Did you forget that we also have some very fine passenger trains?"

And this was his reply: "No, I did not forget our passenger service. No one can forget those trains, and no one on this railroad should allow himself to forget them. A few days ago, I saw in Mr. Byram's office, a letter written jointly by two very prominent gentlemen who are International Travelers, which exactly expressed my opinion of what our fine passenger trains should be. They told Mr. Byram that they had just completed a trip across our country in the finest train in the U. S. A., referring to the Olympian, and that was certainly saying a lot. I am sorry that I cannot, however, say to you that our passenger revenue, like our freight revenue, has increased five millions of dollars in the last year, because the contrary is the case.

Let me give you some figures,—our passenger earnings in 1923 were twenty four million dollars; in 1924, twenty-one millions and in 1925, nineteen million, nine hundred thousand dollars; or a decrease of more than four millions since 1923. These figures should make their own suggestion, that everyone on our railroad has a big job on hand,—to overcome that loss, and I believe that much can be accomplished toward that end by good salesmanship.

It is generally supposed that automobiles and busses are responsible for our losses in passenger revenue, but our Chief Accounting Officer, Mr. Sparrow, who has analyzed the subject quite extensively, says that the loss is general,—that is, we have lost about as much long haul as short haul business. Now, if we are losing as much in long haul as in short haul, where has it gone to?

That is what I had in mind when I said everyone of us must be a little better salesman. I suppose our sales talk of "service" has not stood out sufficiently to impress travelers that we are really better than anyone else, so they have done some shopping around and tried all the routes, very likely concluding that there are no outstanding differences between any of the lines, and so they travel on whichever one is the handiest.

The two gentlemen who wrote Mr. Byram about having been "on the best train in the U. S. A.," rode on the same kind of cars with the same employes

that the others do who are not so favorably impressed, perhaps, because somebody on the job has not been doing his part. It takes the unusual to attract people's attention, and I'm afraid it is unusual to find every employe on a passenger train pulling together. The job starts in the Yard where cars and engines are prepared for their trip. If the engine is in good condition, the cars clean and properly ventilated when they start on their journey, and are kept in that condition throughout the trip,—that is one thing that passengers will notice. If the engineer with a steam locomotive stops and starts his train with the same ease that the engineer on the electric motor does, that makes two things that please. If the conductor and his brakeman see that the cars are kept tidy and see to it that the right temperature is maintained, watching the ventilators carefully so that there shall be no draught and no offensive odors to make sensitive people sick, there, then, are three good jobs that have been done to make a train more attractive than some other train. But the rare thing is to make travelers feel at home and comfortable; and we deal with so many kinds of people that it is not so easy to do that all the time. Still I am sure that the two gentlemen who said we were the best in the U. S. A. observed among other things, these items; the personal appearance of every man with whom they came in contact on that train, was good; his face was clean, his linen was clean; his shoes were shined and his uniform looked as if someone was taking an interest in it. And above all they were courteous, and went about their work with a smile on the face. What is my definition of courtesy? Why, just good horse sense in assisting passengers in every way that they would like to have their own mothers and fathers and their wives and sweethearts and their children assisted in doing in a strange place; for a train and a railroad station is a strange place to folks unaccustomed to travel. We can be of use to everyone by directing them intelligently and in a kindly manner and making them generally comfortable and to feel welcome. We should have no secrets to keep from people. If the train is delayed, it is not generally due to anything of which we need be ashamed. We can tell the passengers about it, if we are asked, and can generally justify the delay. I venture to say that what impressed those two travelers to whom I have so often referred, was that these things I have told you ought to be done, were done by the employes on that train. After all it wasn't so much the train as everything connected with the service.

Some of the things that happen on trains which result in making our pa-

trons think we are just ordinary folks with an ordinary train are just the opposite of what I have been citing. If we start out with a few cars in the train dirty, over-heated and illy ventilated, and people encounter a grouchy employe, and the engineer makes a rough start and a rough stop; and runs into delays that would, if explained at all, be criticized as being due to the short comings of some officer or employe; or something that we owned that was in bad condition, it would take a lot of good treatment and service on the part of the balance of the organization to convince people that we were anything but ordinary folks on an ordinary railroad.

Some years ago, when our railroad did not extend beyond the Missouri River, our company decided to go into the through train business with the Union Pacific, running trains between Chicago and San Francisco. It was something new to us to have people in our cars going through to California, without a change in cars and everybody spruced up and tried to make a good impression. I recall one old Prince who was conductor on one of those trains out of Chicago. He had, one trip, a very inquisitive young woman passenger for some small town out in Wyoming. She lived in the East and expected to find things pretty wild out in the West. After leaving Chicago, she asked this conductor when they would get into the Indian Country; and while he wasn't altogether sure about Indians, he did know that the train would be west of the Missouri River the next day, and so he assured her that she would probably see Indians the next morning, and that pleased her very much. She inquired about everything she ever heard associated with the wild and woolly west—cowboys, buffalo and rattlesnakes; and our conductor patiently and cheerfully answered every question. About the time she was ready to retire, and the conductor had made up his mind that there was nothing further she wanted to know about, she sent for him again. When he appeared in the sleeper, she said, "Oh Conductor, you have really been so kind, and I am such a stranger away out here, and I want to ask you which side of the track the depot is on, at my destination. I have asked those in this car, but no one seems to know! Of course the woman's destination was far beyond that conductor's run, but he was equal to the occasion. He said, 'Oh yes, Madam, on the right hand side.' I am sure that lady will remember that trip over our line and will not consider us just ordinary folks. There was nothing ordinary about that conductor. He could have sold anything, from automobiles

to bibles, and did sell service on his railroad, every trip he made. More of that sort of attention on our parts today, will convince other travelers, just as those two who wrote to Mr. Byram, were convinced, that the train they are riding on, or have ridden on on this railroad, is "the best in the U. S. A!"

"Good Salesmen along the lines I have indicated, in our passenger service will do much toward changing our passenger earnings and enable us to continue the present passenger runs, and also add to them. More men will be promoted from freight to passenger service; there will be more employment for sleeping

and dining car forces.

All that I have said in the foregoing may be applied particularly to the men in our sleeping and dining car service, for they keep house for the people who are occupying those cars: A grouchy, indifferent, careless house-keeper does not attract anything but flies."

The Legend of The Beautiful Indian Princess Winona

On the upper reaches of the Mississippi, where the great river expands into the majestic breadth that is called Lake Pepin, there stands on its eastern shore, a rocky promontory whose lofty crags are known as Maiden Rock, because on a day long ago, it marked the place of supreme sacrifice of an Indian girl and her gallant lover.

Before the coming of the white man, this northwest country was the freehold of powerful Indian tribes, and of these none were greater or more warlike than the Dakotas and the Chippewas. Ancient enemies they were, too, between them the war bonnet and the war dance and the signal fires from the hills were the constant symbols of their implacable hatred.

The Dakotas were a power to be reckoned with, because with their kinsmen the savage Sioux, whose domain extended far out to westward across the great plains they could muster a band of warriors well nigh invincible; while their enemies, the Chippewas with their brethren, the great Algonquin tribes, advanced to battle under waving war bonnets that covered the plains and hills and valleys in colorful splendor; There was always war between the tribes, either abrewing, or in full tilt, and there were mighty Chieftains to lead the warriors on. Of these, the head of the Dakotas, so the legend runs, was Red Wing, proud

and haughty, as became the kinsman of the mighty Sioux.

At the head of the Chippewas, was Wahanabozah, fearless and daring, a prince of the Algonquin blood. Red Wing had a daughter, Winona, most beautiful of Indian princesses; and the pride of the Chippewa Chieftain was in his stalwart young son, on whom all Chippewa maidens looked with eyes of longing, but whose heart had been given to the lovely Winona, a daughter of the Dakotas.

Red Wing determined on a war of extermination against the Chippewas and he summoned the braves to his war dance. Among them came Wazikoota, a stalwart young warrior, with hopes of the highest, for he demanded, when the battle should be over and the victory won, the hand of Winona as reward for his prowess. Red Wing looked upon the young brave and was pleased. He promised his daughter, when the Chippewas should be no more, to the young Wazikoota. Winona secretly met her Chippewa lover and plighted anew, her troth, promising in the Fall, when the war was over, to meet him in the shadow of the great rock, and with him escape to the far country beyond the great river.

All summer the bloody warfare went on, but one still October evening, she

heard a signal—the call of the night bird, and stole swiftly out to the rendezvous. Meeting her lover, they fled to the boat he had in waiting at the river-side; but not swiftly or silently enough to outwit the crafty young Wazikoota, who had kept watch on every movement of the maiden he wanted; and so the Dakota war-cry went out into the night, the warriors charged after the fugitives in full cry. Soon the young lover fell pierced by a hundred arrows and the young princess was nearly captured, when, maddened with grief, she faced about on her pursuers with maniacal screams, caught the body of her lover and rushed to the brink of the precipice. There poised for a moment, she hurled defiance at her advancing captors and with her burden, she leaped far out into the air, crashing on the rocks below. The Spirit of the Lake, the legend says, full of pity for the unfortunate lovers, and of hatred for the inhuman band on the rocks above, raised a great wave on the Lake, that washed the base of the rock and swept Winona and her Chippewa Chief to a quiet grave beneath.

That was a weary time ago, the red warriors and their battle axes and the beautiful princesses are on the turned over pages of history, but any morning, from the car windows you may look over the dancing waters of beautiful Lake Pepin and see in the hazy distance, the beetling cliff that gave kindly escape to the persecuted Winona and the waters beneath which gave sanctuary to the devoted maiden and her lover.

The New Southwest Limited

On March 14th a new daily train to run between Milwaukee and Davenport, with a through sleeper between Milwaukee and Kansas City, will be inaugurated; and it will mark the first through service on any railroad between Milwaukee and the metropolis of the South west.

The train will be called the Southwest Limited, as it will be, in reality an extension of the present train of that name, running between Chicago and Kansas City. The new train will run via Sturtevant, Beloit, Freeport, Savanna and Clinton, in connection with Southwest Limited Trains Nos. 25 and 26, and the schedule will be as indicated below:

Lv. Milwaukee	5.00 P.M.
" Beloit	7.15 P.M.
" Freeport	8.17 P.M.
" Savanna	9.20 P.M.
" Clinton	10.00 P.M.
Ar. Davenport	11.00 P.M.
Lv. Davenport	3.05 A.M.
Ar. Clinton	4.05 A.M.
" Savanna	4.45 A.M.
" Freeport	5.45 A.M.
" Beloit	6.50 A.M.
" Milwaukee	9.15 A.M.

The first westbound train will leave Milwaukee Sunday, March 14th; the first eastbound train will leave Davenport, Monday, March 15th.

The equipment of the train will be equal in every particular to the high standard adopted and maintained on the Southwest Limited. It will be all steel and electric lighted and will include a dynamo baggage car, coach, standard sleeping car and a cafe observation car. The standard sleeping car will be operated through between Milwaukee and Kansas City and the rest of the train between Milwaukee and Davenport. The parlor of the cafe observation car, like the observation car on the Southwest, will be available to the sleeper passengers without extra charge; and the cafe will serve dinner west bound and breakfast, eastbound.

This new passenger train service is a long forward step, for hitherto, Milwaukee and the tributary territory has not had anything like the splendid service which this new train offers. While vice which this new train offers.

It offers Beloit, Freeport, Savanna and Clinton a fast service to the Southwest in

that heretofore they have lacked, with accommodations of equipment, second to none. Also the new train gives these towns opportunity to spend the business hours of a day in Milwaukee, returning the same day.

There will also be a new train Dubuque to Savanna, leaving Dubuque at 7:40 P. M. arriving at Savanna at 9:10 P. M. to connect with the new Southwest Limited, leaving there at 9:20 This is a very convenient arrangement and opens up the Dubuque territory to southwestern travel under ideal conditions. Present No. 24 Dubuque to Savanna will be discontinued in favor of the new train.

While Milwaukee has always contributed its share at first hand to the Pioneer Limited, The Olympian and the other beautiful trains that pass through there on their way to or from the Twin Cities and the Coast, its interest in the Southwest has been only a vicarious one, but now, the new train gives Milwaukee a real Southwest Limited and all which that peerless service means to its patrons.

The Ice Crop has been harvested at Savanna a total of 13,000 lbs. were put into ice house in 188 working hours.

The Beginning of The Milwaukee Railway

T. H. Taylor Asst Agent, Waukesha, Wis.

On Tuesday February 25th, 1851, seventy-five years ago, occurred the opening of the railroad line from Milwaukee to Waukesha, and that was the very beginning of the great C. M. & St. P. Ry. System.

On that day a shrill blast of a locomotive whistle announced the opening for traffic of a railway line from Milwaukee to Waukesha a distance of twenty miles. This was the first railway in the state of Wisconsin and this stretch of railway was the pioneer, foundation and beginning of what is now known the world over as the Chicago, Milwaukee and St. Paul Railway.

Twenty miles of railway in February 1851, 6396 miles of railway in 1900, 11,206 miles January 1926. This represents the growth of the Chicago Milwaukee and St. Paul Railway System and its history is largely the history of the development and progress of Wisconsin and the surrounding states.

The railway was opened with great eclat as will be seen by the following programme.

Milwaukee & Mississippi Railroad Programme

For the occasion of opening the railroad to Waukesha on Tuesday Feb. 25th 1851.

The cars will leave the depot at Milwaukee at 10 o'clock A. M. precisely.

Fare for each passenger out and returning \$1.50. All passengers by the train will receive a dinner ticket free of charge.

Hess Band Will Accompany the Train
Dinner will be served in the Company's new and spacious car house under the direction of the committee of arrangements at 1 o'clock precisely.

After the Removal of the Cloth

Addresses will be made

Among those who will address the company, it is expected will be Judge Hubbell, Mayor Upham and Governor Tallmadge.

Ladies are expected to participate in the festivities of the occasion.

The Return Train

Will leave Waukesha at 4 o'clock P.M. precisely.

Officers of the day: Byron Kilbourn, President; Joseph Turner, Waukesha; Rufus King, Milwaukee; Joseph Goodrich, Milton; Hans Crocker, Milwaukee; S. B. Grant, Milwaukee; Rufus Cheeney,, Whitewater, Vice-Presidents.

Committee of Arrangements: John P. Story, W. D. Bacon, Isaac Lane.

An Evening Train

Will leave at 6 o'clock to take out those who desire to participate in the festivities of the evening. Fare for single gentlemen, the usual rates. For a gentlemen and lady, out and back, two dollars.

E. D. Holton, Supt.

Committee of Arrangements

J. P. Story, W. D. Bacon, Isaac Lane, J. Smith, S. H. Barstow, William Smith, O. M. Hubbard.

The train was cheered all along the line to Waukesha, and, at the dinner there the following toasts and extracts from the speeches are indicative of the object of the enterprise:

"The first link in the great railway from Lake Michigan to the Mississippi."

"To capture the towns with our iron horse and enrich our neighbors as well as ourselves."

"Our Iron Horse shall drink at Lake Michigan and slake his thirst in the Mississippi."

"All towns shall be mutually annexed."

These sentiments were in line with the speeches that had been previously made at public meetings in Milwaukee and other towns in the state in order to help on the enterprise.

Such speeches and resolutions were filled with the spirit of determination for instance:

"That the road ought to be built and we believe that it can be done by vigorous and united effort and where there is a will there is a way, and we pledge ourselves that the will is not wanting."

"Like men we will be up and doing."

"There were calls for Dr. Wunderly, who addressed our German fellow citizens in his native language in favor of the railroad enterprise. On the Doctor resuming his seat there was great cheering for the railroad."

Notwithstanding all the prior enthusiasm, however it took the promoters of the railroad over a year to get the necessary funds together to build the line from Milwaukee to Waukesha, and only then after indomitable energy and perseverance.

The chief promoter of the enterprise was Byron Kilbourn, President and Chief Engineer of the Company. In less than two weeks after opening to Waukesha he announced that the railroad is now being carried forward to Whitewater (30 miles). He says he is laying down a heavy iron rail (at \$52 per ton).

The "heavy rail" marks the beginning of that substantiality in construction of line and rolling stock that has always been characteristic of the "Milwaukee Railway."

At the time of the opening of the railway Milwaukee had a population of 20,000 and the state a population of 305,000.

The Milwaukee Railway was extended to Milton in 1852 and Madison 1854 reached the Mississippi river at Prairie du Chien in 1857.

The picture herewith represents the Waukesha Depot built in 1850. The first home of the C. M. & St. P. Ry.

The arch and the south portion of the building has been removed, the other building on the right hand side of the cut still remains as it was in 1850 and is now and has been since erection used as freight office and warehouse.

This building is no doubt the oldest building belonging to the Milwaukee Railroad and will probably stand for another three quarters of a century as it is constructed of Waukesha lime stone outside and of huge hand hewn white oak timbers on the inside.

Puget Sound Pioneers Club

Annual dues of the Puget Sound Pioneers Club are now payable.

Do not forget the big meeting to be held at Victoria, B. C. this coming summer.

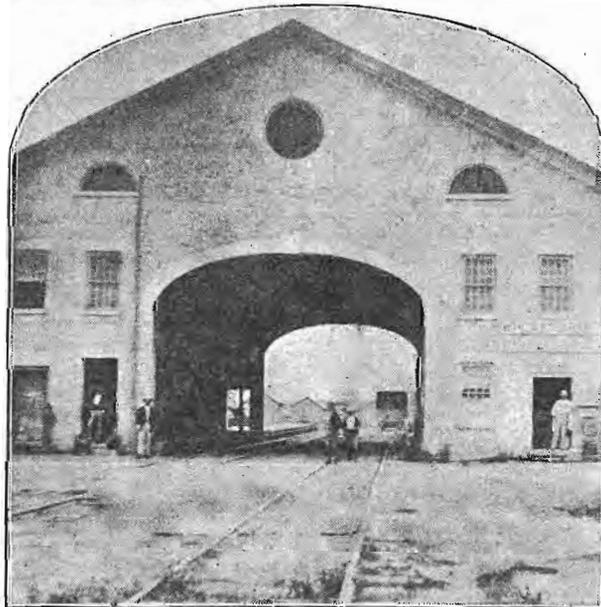
Our meeting at Vancouver in 1925 was a grand success and should be a guarantee of a still better time at Victoria. With the Malahat Drive and the splendor of Puget Sound to enjoy, the officers are expecting a large attendance this year.

We again extend an invitation to members of the Veteran's Association and all employes in this vicinity who should desire to join us. All will be welcome.

Mr. J. E. Brady will again have charge of the party and that is enough to insure a good time for all.

Dates of Meeting to be announced later.

H. R. Calehan, President
L. S. Cunningham, Secretary & Treasurer, 724 So. Grant Ave., Tacoma, Washington.



The Old Depot at Waukesha

New Work in Progress

A new 2 stall engine house, frame and brick lined, has been authorized for Wells, Minn., to replace the old house destroyed by cyclone on June 5th, 1925. The work of rebuilding, which is being done by our own forces, is well under way and it is expected that the building will be ready for occupancy by about March 1st.

N. H. La Fountain
General Supervisor Buildings

Of the six water Treating Plants authorized for the S. M. Division, the plant at Jackson, Minn., was started in operation Jan. 8th, 1926, that at Madison, S. D. Jan. 14th, and the others are to follow at short intervals.

Enlargement of Power Plant at Bensenville

Work is now rapidly proceeding on the enlargement of the Power Plant at Bensenville, Ill. The additions will take care of the enlargement conditions and numerous new facilities which have been added since the present power plant was built.

Two additions are being built to the present power house, the addition on the west end in conjunction with existing building which will house the forced draft fan, boiler feed pumps, and six 150 horse power Bros Brothers return tube boilers. The new boilers will take the place of the four 125 horse power boilers now operating. The new boilers are to be equipped with up-to-date stoking devices and to have especially constructed grates and ignition arches so as to overcome the smoke nuisance.

The addition on the east practically doubles the floor area of the engine room and will house a new 1200 cubic foot air compressor, an additional 100 KW generator new boiler feed water heater. Just outside of the engine room to the north will be a new after cooling tower to be used in conjunction with the air compressor.

A new reinforced concrete chimney eight feet in diameter, one hundred and fifty feet high, is being built, which will replace the old unsightly iron stacks.

A new water tank and pipe line will also be installed to provide water from the well for drinking purposes without having it first pass through the treating plant.

When finished the new plant will be large enough, not only to provide power for existing conditions, but will take care of the normal growth of this terminal for some years. It is also contemplated that the plant will serve the neighboring company hotel.

The work is being handled by contract, The Ellington Miller Co., being the general contractor, except for the reinforced concrete chimney which is being built by the John V. Boland Construction Co.

The Engineering Department collaborating with the Mechanical Department designed the plant. Our capable and genial Mr. "Hub" Wuerth, Assistant Engineer, is supervising the work in the field.

The Miller Heating Company, which has the contract for installing the new hot water washout plant at Moberge, has completed its work and the new plant is now being tested and inspected, and it is hoped will be placed in operation very shortly. This plant involved an expenditure of approximately \$34,000 and it is anticipated that the plant will result in great economy in fuel and water and will prevent engine failures and delays to trains. Possibly Dr. Koyle will wish to write a more detailed description of its construction and operation.

On December 17th car barge No. 7, authorized under AFE 15483 at a cost of \$43,156, was launched at the plant of the Marine Construction Company in Seattle. This new barge is 210 x 43 x 12 ft. and carries three tracks each holding four of our largest box cars, or a total of 12 cars. This new barge will be used in the car ferry service between Seattle, Port Townsend and Port Angeles. The launching was attended by various officers of the Railway Company and barge has since been fully equipped and fitted out and is now in actual service.

THEN AND NOW

Another Leaf From My Memory Book

Will A. Robinson

The traveler who, today, boards one of our "Limiteds" for the journey to St. Paul and Minneapolis, unless himself an old-timer, little knows what it meant to take that same trip back in the 1870's; although I believe there was more of a thrill in a journey of that length than there is now rushing along through the night fifty, sixty and seventy miles an hour in the present day "palaces on wheels"; or seated in one of our splendid dining cars, enjoying a meal fit for a king.

Fifty years ago, the run of No. 1 (our best train and the one our senior conductors preferred) left Chicago from a little old one-story wooden depot, at 9:00 AM, with engine, mail, express baggage cars, three coaches and one little sleeper. The crew was composed of conductor, three brakemen, baggagemen, sleeping car porter, who reported to the train conductor but ran his own car with the exception of ticket and fare accounts. In passing, I will remind you that the only railways using the Union Depot then were the "Alton", Pennsylvania and ourselves, as the Burlington did not come into the Union Station until about 1886 or 7.

We had just adopted coal burning engines on the Chicago Division, and as they had all been newly purchased, they looked spick and span to us trainmen when we coupled on the 161, 162, etc. Our Superintendent, Mr. Russell Sage, who had been the engineer in charge of construction of the C. & M. Division took a great pride in making the right-of-way look like a millionaires yard on Prospect Avenue, does now. He left nothing undone to make the C. & M. Division the best 85 miles of track in the west, and its shining new rails and fine ballast certainly made it look like "ready money."

No. 1 made the run to Milwaukee in three hours and we old-timers all remember how it reached the old Reed

Street depot, by running up past Clinton and Reed Streets and backing down on the Y. A. good half hour for dinner, the unloading and loading up again was accomplished, then westward, after changing crews, and coupling on our old wood burners the run to Brookfield directly through the Soldiers Home, thence on through Oconomowoc, where we took on wood for the engine; then wood again at Columbus, which lasted until we reached Portage in time for supper; and what a supper was that at the old Fox House. The west end engine took on wood at Kilbourn, New Lisbon and Sparta, cutting off at Winona Junction, where the River Division engine and crew of trainmen took the train to Minneapolis, running via Trempealeau to Winona, over the W. & St. Peter Ry., switching onto our own line again at Minnesota City, which was on account of there being no bridge as yet at LaCrosse. We transferred our LaCrosse passengers, mail, etc. at Winona Junction, to a little train that we ran three miles to North LaCrosse. The River Division engine and crew ran No. 1 to Minneapolis, going from St. Paul via Mendota and Fort Snelling and Minne-Ha-Ha Falls, which was a fifteen mile run. After the construction of Short Line Bridge, this distance was cut to ten miles. No. 1 arrived at Minneapolis at 7:00 A.M. twenty-two hours after she left Chicago, and that was good time for those days, too.

There were no Sunday trains in '73, and only one more through train per day, No. 3, the night express, which left Chicago at 9:00 P.M.

In 1873, the entire stock of passenger equipment included only 109 passenger coaches, and I recall that I had the 109 on the hind end of No. 1 the first trip she ran after coming out of the North Milwaukee Shops. A coach, at that time, cost only \$2500.00 and an ordinary box car only about \$500.00, but they were hard enough to get even at that price. I can recall when our company bought a number of freight engines, costing about \$5000.00 apiece, and we thought they had paid out a huge sum of money. But that is a part of the difference between "old times" and the present day and age, with perhaps about the same ratio of difference in prices for everything.

Love in the Print Shop

"May I print a kiss on your lips?" I said,
And she nodded her sweet permission,
So we went to press and I rather guess
We printed a full edition.

"One edition is hardly enough,"
She said with a charming pout,
So again on the press the form we placed
And we got some extras out-

One Want

Aunt Mandy: "Looky heah, niggarr!
Does yo' t'ink yo' could gib my daughter all she ax's fo'?"

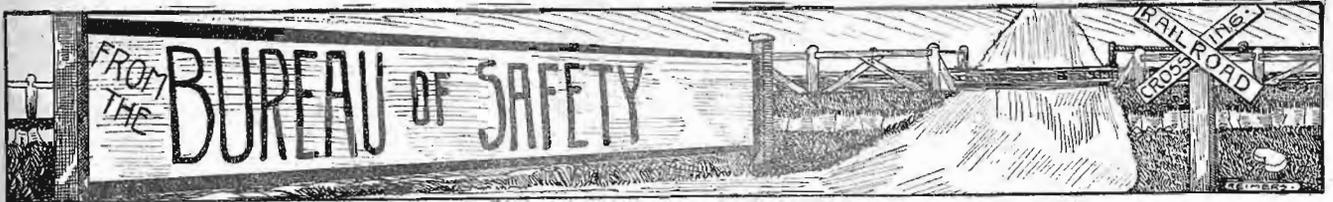
Rastus: "Yes ma'am, dat's what Ah t'inks. She say she only wants Rastus Snowball, an' dat's me."—Exchange.

Sweet Charity

"Mother, have you got a nickel for a poor old man?"

"Where's the poor old man, my son?"

"Down at the corner selling ice-cream cones"—Life



Special Safety First Meeting Held at
Bensenville, Ill. at 8 P. M.
Wed., Jan. 20th, 1926.

Marion Rands

Although a real winter snow storm visited this part of Chicago Terminals on this date there gathered at the Club Rooms of the C. M. & St. P. Woman's Club, Chapter No. 3 the goodly number of 64 to either listen or take part in what was a very interesting Safety First Meeting.

Meeting was called to order by Chairman C. L. Whiting, Supt. of Chicago Terminals, who made a short speech, complimenting the Woman's Club on their fine club house and thanking them for their standing invitation to use same any time and assured them the invitation would surely be accepted as he knew the members of this club are noted for their fine luncheons which is always a part of every meeting held here.

Two musical numbers were rendered by Miss Louise Bodenburger, Piano, Miss Arile Potter, Violin, Mr. Cliff Oswald, Banjo, all of whom are employees or members of employees' families. The music was enjoyed by all. Mrs. Estella Sampson, wife of Train Director G. E. Sampson, then read the following paper entitled:

SAFETY FIRST AS VIEWED BY A WIFE AND MOTHER

While the two words "SAFETY FIRST" are looked upon as the watch words of carefulness by all the thinking men on our railroad they also have a meaning to the wife and mother when she bids her loved ones a fond "Good Bye" as they depart for a day's work. Her parting words of "Be Careful" are sure to be remembered many times during the day by her husband, son or father as they go about their daily toil. These two little words spoken as the Good bye kiss is given, have without a doubt caused many a man to stop and think before stepping off a moving car, before walking across tracks where cars are being switched back and forth, in fact before doing many of the things necessary to the vocation of the railroad man.

We also realize that the work of the railroad man is considered hazardous and for that reason the wives and mothers of these men are anxious about the great move of Accident Prevention. If the subject of "Being Careful" is daily discussed in the home, it not only acts as a reminder to husband or father but it also gives our children something to think about that will be very beneficial to them through life, whether at play or later in life when they too must go forth to labor. Being careful is a habit that if followed will become one of the things in life that we will do, without thinking, and the younger the habit is begun the stronger it will grow. A great percentage of the accident reports that are daily placed on

file in the office, if read to you, would prove to you without a doubt that they were caused by carelessness on the part of someone. Someone forgot to remember. I often think when I read of accidents of that nature, whether the subject of "Being Careful Today" was talked of at the breakfast table that morning or if it had been overlooked and forgotten for the time and if it might not have been averted if the injured party had been cautioned before leaving home, to be Careful.

Corporations, The Press, The Public School are taking an interest in the Safety First move and I believe that if the first lessons are taught in the home that the others will find a good foundation to work on and that the work of preventing accidents among our people will be uppermost in their minds. Only by education can we hope to reach a point where we can see avoidable accidents entirely eliminated and the question now is where to begin this education. I for one believe the home is the proper place to begin, and my reasons for taking this position are: if the habits of being careful at all times are taught to the children at home when they reach the school age they are in a position to take up Accident Prevention work to a good advantage and when school is finished what an excellent Safety First worker we will have, no matter what vocation he may choose to follow. There is work ahead for the growing generation if we are to realize one of the greatest desires of Society today, the elimination of avoidable accidents and so I wish to say again, let us begin this great work at home, follow it up in the Public School and finish it in our daily life afterwards.

Next was a solo by Miss Laura Franzen, who is not only the daughter of an employe but an employe herself, she sang "You Forgot to Remember" accompanied by Miss Bodenburger and Miss Potter. The number was heartily applauded and as an encore she sang "Let Us Waltz As We Say Good Bye".

Mr. Whiting, Supt. of Chicago Terminal then read the list of suggestions that had been received by the Terminal Safety First Committee at the last meeting just to show those present what kind of work that committee are doing each month. He stated that about 90% of these suggestions had already been acted upon and corrected. He then pointed out that it was not so much the big things, but the little, usually, overlooked matters that the committee are looking for as they often times prove great accident makers. He also regretted to report that we have had more accidents in the last 30 days than we had for several months previous to that period. Notwithstanding this he was able to point out the great improvement since the Safety First move was started. He then asked the ladies to urge their husbands, sons, and fathers to either send in Safety First cards or better

still, attend some of the monthly meetings held by the committee. He then read a number of the accident reports, known to railroad men as the 171 report, for the purpose of showing how careless the majority of them were and how they might have been averted had the idea of Safety First been uppermost in the minds of those injured.

A letter was then read from Mr. Gillick expressing his best wishes for the success of this meeting and promising to attend in person if possible, Mr. Emerson D. M. M. then gave a short talk admonishing carefulness and commenting on the suggestions to prevent accidents which have been received and corrected. Also stated that out of 193 minor accidents in shops and round houses in the Terminal, according to his belief, 95% were due to carelessness and by way of illustration he told an interesting story.

The next speaker was Mr. A. W. Smallen, General Supervisor of Safety, who pointed out the importance of interesting the women's clubs in this great cause, stating while the men were usually the ones injured in these accidents the women suffered their share in grief and hardships. He explained the feeling of resentment they encountered at the beginning of the organization of the Safety First movement. He then touched on the benefit derived from heart to heart talks with employes from every department of our railroad and the great things we expect to accomplish through co-operation. He then gave some figures comparing the accidents of 1912 and 1924, this comparison showing a 74% decrease in employes injured during the latter year over the former year. He suggested that the Women's Clubs appoint a Safety First Committee and give this great work a place in each meeting, urging co-operation at all times. A most wonderful record was made by the Milwaukee Ry. for a period of 6 years ending Dec. 31st 1925, SIX BILLION passengers had been carried one mile without a single fatality.

Mr. Smallen then spoke of auto accidents and earnestly urged us all to set an example for the Public to follow by observing all rules of Safety and ever being on the alert to avoid accidents. Mr. Smallen, on account of another engagement had to cut his talk, which all were enjoying, short to catch a train. All voiced a desire to have him return at a later date and give us another talk.

Mr. Fenton, Principle of the Bensenville High School voiced his approval on co-operation of Schools, The Public, The Auto Driver and the Railroads saying that from experience he knew that habits of Safety First can be formed and that he felt just as Mrs. Sampson's paper suggested that the habits should be taught in the home, later followed up in school and then in our every day life. His talk was enjoyed by all as it showed the spirit of co-operation on the

part of our schools.

Mr. W. H. Cobb, District Representative of Safety First, and one of its first and most ardent workers was next on the program. He spoke at length on the auto accidents. He stated that these accidents were due to one of two reasons in most cases, either lack of knowledge or lack of thought and cited cases to show where both had caused accidents. He again called our attention to the desire of Mr. Gillick that every employe attend at least one Safety First regular meeting this year. He asked if we thought there was one employe on the Milwaukee Ry. who would not be willing to spend two hours out of 8760 hours, that comprise one year, to visit one of these meetings to help make Mr. Gillick's desire a reality. He urged every one present to do their uttermost not only to attend themselves but to make it a point to take another employe every time they attended a meeting. He spoke of the importance of parents and teachers watching closely to see that children did not form a habit of playing on the right-of-way of railroads as this alone causes many, many accidents yearly. Mr. Cobb then paid most beautiful tribute to Mrs. Byram who without any reward or compensation except the satisfaction of seeing her ideas realized, had gone forth over the entire system talking and explaining to the wives and mothers of our men the great good they could do by concerted action on their part. The outcome was the organizing of many clubs and a better feeling existing between every department, brought about by the work of this wonderful little woman. The Bensenville club members agreed to every word Mr. Cobb spoke as they too look on Mrs. Byram as a friend of every employe and his family.

Mr. Guy Sampson was next called on and while we all know he was capable of giving us a splendid talk he declined stating that he would rather the time be allowed to those out of town. Mr. Whiting accepted the excuse but in accepting stated that in his opinion Mr. Sampson was known as a "Booster of Safety First," and one of our greatest workers in that line.

Train Master Springer, Asst. D.M.M. Mr. Abraham, General Foreman Weber each gave a short talk. Ill. Div. engineer Geo. Arney spoke of the thoughts that run through an engineer's mind as he sees careless auto drivers every day trying to beat the fast passenger trains over dangerous crossings. Stated that no one but a locomotive engineer knows what this means to the engine driver. In closing Mr. Whiting thanked those present for their attendance and again asked that all promise themselves that they would attend at least one of the regular monthly meetings of the Safety First committee this year, and more if possible. The meeting was then adjourned after which refreshments were served and a social hour of music and dancing was enjoyed by all.

North Dakota's Safety Rules for Motorists

The following article appeared in the "Aberdeen American News" under date of January 10, 1926:

Bismarck, N. D., Jan. 9.—(AP)—Fundamental safety rules for motorists cross-

ing railroad tracks were laid down by the supreme court in a decision today.

1. Where a driver can clearly see an approaching train for two thousand feet he is alleged guilty of contributory negligence if he is struck by a train and injured.

2. Where trainmen observe motor-driven vehicles approaching a railroad crossing at slow rate of speed they are not bound to anticipate that the driver will negligently refrain from using his senses to determine the approach of a train.

3. Where a train and a motor-driven vehicle are approaching a railroad cross-where they are liable to meet, those who operate the train may assume that they will be conceded the right of way.

Heard the Whistle

The following letter was written by Engineer Oscar Erickson to R. C. Dodds, Trainmaster, Sioux City, Iowa, under date of Jan. 8, 1926:

"I am writing you this thinking you may be interested in knowing the appreciation of a man who, while driving his car and approaching a dangerous railroad crossing, heard the whistle of an approaching train and slowed down to let the train pass.

This happened while we were pulling up Avon hill on train 31 on January 7. We were approaching one of our most dangerous crossings, about four miles east of Avon, just west of what we call the Checkered Farm. This crossing is in a bad cut. I whistled long, loud and distinct. Going over the crossing I noticed a car approaching from the L. side.

While at Avon I was oiling engine and a car drove up, a man got out of the car and came over to engine and handed fireman and myself a cigar. I said to him: "What is this for?" and he replied: "You whistled for a crossing down the hill and I heard you, and I was coming like h....." As we were ready to go I had no more time to talk to him.

From all appearances he conveyed the thought that if I had not whistled, he would not have noticed the train and might have had an accident. From the expression on his face, he seemed very pleased."

Good Records

We wish to make special mention of the very good record made by the following foreman in the Bridge and Building Department, Terre Haute Division for the year 1925, in the matter of personal injuries:

Foreman R. R. Horing, 8 men—No personal injuries during the entire year.

Foreman Wm. Neff, 8 men—No personal injuries during the entire year.

Foreman J. P. Helms, 6 men—No personal injuries during the entire year.

This is the third consecutive year for Foreman Horing without personal injury and the second consecutive year without a personal injury for Foreman Neff and Helms, which record shows these Foreman are practicing Safety First and educating their men to safe practices.

A. W. SMALLEN

General Supervisor, Safety and Fire Prevention.

Stop, Look and Listen

Just stop and look and listen,

A sane and good advise,

Just stop, look and listen!

Make use of your ears and eyes.

With death why will you gamble?

Don't lay yourself at stake.

With all the odds against you

Be wise and use your brake.

Just stop and look and listen!

Remember when you spin

That death, unwelcome stranger,

Has every chance to win.

He loves a reckless driver

Who helps him get his prey.

Be careful with your speeding

Upon the great highway.

Just keep your head well balanced,

Hold steady to your wheel

Be not a reckless outlaw,

Be careful how you speed.

Be always cool and watchful,

And not a speeding slave,

Just think how short the distance

From your throttle to the grave.

Just stop and look and listen!

What can you ever gain

By rushing railroad crossings,

And buck against a train?

Be cautious with your driving,

Whatever can be worse

Than to take you from your auto

And put you in a hearse?

T. E. Williams, Cambria, Wis.

Twin City Terminals.

Mac.

A little more kindness, a little more creed,

A little more giving, a little less greed.

A little more smile, a little less frown,

A little less kicking a man when he's down.

A little more "We", a little less "I",

A little more laugh, a little less cry;

A little more flowers on the pathway of life

And fewer on graves at the end of the strife.

Mrs. Frank Foster passed away on February 6th. She is the wife of Mr. Frank Foster, Cashier in the local freight office. We extend our deepest sympathy to the family.

Births to announce this month are a boy at the home of Edward Flaherty and a boy at Charley McLain's.

New officers for the Milwaukee Division of the Railway Business Women Association were chosen for this year on Thursday evening Jan. 14th at the club room in the Milwaukee Depot. Miss Georgia Perry, Accounting Dept., Chairman; Miss Mary Zall, Store Dept., Vice Chairman; Miss Emma Murphy, City Ticket Office, Secretary; Miss Ella Siegler, South Minneapolis Shops, Treasurer.

George Platzer, Roadman in the Dist. Engineer's Office has been transferred to the Assistant Chief Engineer's Office in Chicago. This makes five of the men who have been transferred since last August.

The work on the St. Paul Yard has been nearly completed and the office force has been transferred to Dist. Engineer's Office and it is now very crowded.

Ralph Whiteford called the office and explained how he had a bad case of tonsillitis. Two days later he came back to work and passed around a box of cigars on a fine new boy.

Mr. F. P. Rogers, Chief Clerk in the General Supt.'s Office, and wife are spending their vacation in Florida.

The Legal Dept. is getting in the same class as the T. C. Terminals in so far as the girls acquiring diamonds and husbands after a short period of service. We have to announce this time Miss Pauline Leyhe is the happy recipient of a diamond.

A BIG RAILROAD'S BIG TASK.

The eleven thousand miles of main line and branches comprising the Chicago, Milwaukee & St. Paul Railway are divided, for operating purposes, into thirty divisions ranging from 150 to 600 miles each, according to the density of traffic.

On a number of divisions the average train load from month to month approximates 1,000 net tons,—several divisions doing much better, some of them averaging 1,500 and 1,600 net tons. (This is the average of loaded and empty trains lumped together, so that the average load of loaded trains only would be much greater.)

The freight traffic handled by the Musselshell Division (in Montana) last year was equal to moving about 800,000,000 tons a distance of one mile, or, to put it another way, it was equivalent to moving 2,367,000 tons in one train the full length of this 338 mile division.

This business was handled by the railroad in trains averaging more than 1,100 net tons each.

Suppose this chore were attempted by a fleet of 5-ton motor trucks,—each making 100 miles a day under load: It would take about 4,370 of them—working every day—to handle the 800,000,000 ton miles; without making allowance for emergencies, delays at terminals, empty movement, reserve equipment, etc.

Adding 10% for these contingencies, there would be an investment of over \$24,000,000, in \$4,800 auto trucks at \$5,000 each,—or about \$71,000 per mile of road for trucks only.

This would be much greater than the Milwaukee Railroad's total investment per mile of road, including locomotives, cars, right-of-way, tracks, bridges, buildings, shops, and all other facilities.

These figures do not take into account the investment in expensive highways needed before the trucks could operate on this scale, nor the fact that the railway trains are manned with a crew of 5 men for the entire 1,100 tons or more, whereas each 5-ton truck would have to have one or two men in charge.

These facts—for only ONE division of ONE railroad—indicate the immensity of the tasks being performed daily by the rail lines. They show clearly that the railways must be depended on in the future, as in the past, as the one agency able to handle all the public's business at the lowest cost.

Claims resulting from loss and damage to freight shipments while in transit on the railways of the country were the smallest, compared with the volume of freight handled, during 1925 of any year on record, according to reports filed by the carriers with the Freight Claim Division of the American Railway Association.

THE FARMER SPEAKS FOR HIMSELF.

"Regardless of the pronouncements of doctrinaires, the farmer reserves to himself final decision on the needs of his industry. There is hardly a farmer who does not have his own ideas on the agricultural situation. The farmers' analyses of the needs of their own industry might prove enlightening to some of those who believe that the agricultural industry is destined to ruin-

Current Railroad News

ation unless their particular panacea is applied. The great majority of farmers believe something constructive can be done for the industry.

"What do you consider the greatest single need of agriculture?" we asked our field observers last month. Their answers are varied.

"Nearly half of these representative farmers state that a solution of the marketing problem is the greatest single need of agriculture. Of these farmers, 31.7 per cent specify cooperation marketing. Another 14.6 per cent indicate that the greatest need of agriculture is a solution of the marketing problem, without specifying that it be cooperative marketing. This becomes more significant when it is realized that 106 different specific needs for agriculture were suggested.

"Fourteen and three-thirds per cent of the farmers believe that the greatest need is the education of farmers, especially in better business methods.

"There are a few farmers, among those living in one-crop territories, who believe that the greatest single need is diversification and many of these indicate that greater expansion in the livestock industry would be desirable. They believe that through diversification they can evade some of the disastrous effects of radical price swings when a one-crop system is depended upon.

"There are 5.4 per cent of the farmers who believe that the farm labor problem is the most serious.

"Four and four-tenths per cent indicate that credit of one kind or another is very much needed. Considerable complaint is registered against the high interest rates charged on farm loans.

In many parts there are evidences that present credit facilities are inadequate. In the southern states in particular, the cotton farmers believe that better and cheaper fertilizers are essential.

"Only 4.2 per cent of those making replies felt that there was an inequality between agriculture and industry which could be removed. Tariff revision, even to the point of free trade, was indicated as one move that would benefit agriculture.

"Only 3.4 per cent of the farmers indicated that high freight rates are the cause of farmers' troubles and that lower freight rates would bring about improved agricultural conditions." Quotations from the January, 1926, issue of "The Index," an analysis of current agricultural conditions, based on reports received from 4,100 field observers, compiled by the Sears-Roebuck Agricultural Foundation.

R & S Line, South E. J. C.

We all extend our sympathy to Operator Jones of Howe in the loss of his wife recently.

Conductor Thomas Wheatly and Car Inspector Geo. Plyn each found a broken rail the past few weeks. George has a sharp eye for anything that's broken.

Conductor Thos. L. Kerwin is again back on the job after an extended visit with his daughter at Omaha, Nebr. and with his son at Bloomington, Ill. Tom is looking fine and says he enjoyed his trip very much, we were all glad to see him back.

Mrs. Wm. Baxter of St. Paul, Minn. was called to Ladd to attend the funeral of Mrs. Carl Johnston of Linton, Ind.

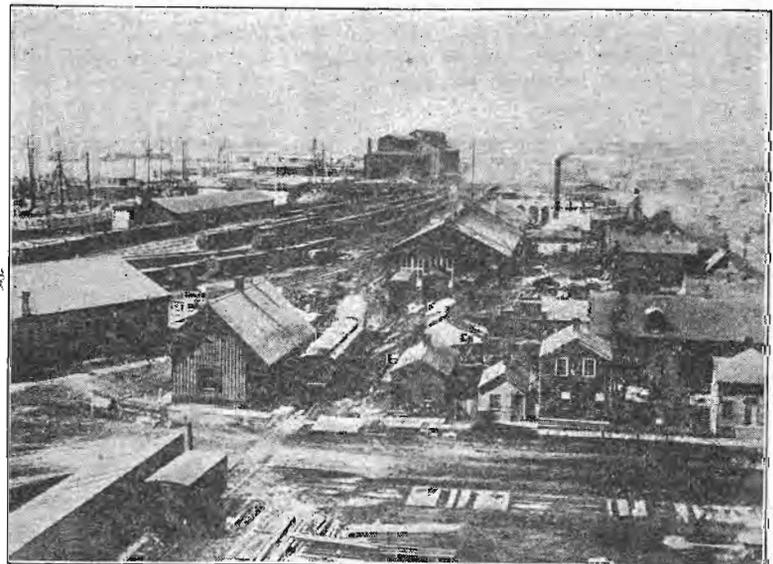
Clerk Joe Lorri layed off a shift to visit his brother who went under an operation at Spring Valley Hospital.

3rd trick operator, Seatoville Dom. Alberto is a candidate for Sheriff of Buena County, go to it Dommie and good luck.

Positive Proof

Mistress: "You say you worked for Mrs. A. Lincoln Williams. Can you prove it?"

Aunt Liza: "Ah sho' kin. Ah has some spoons an' t'ings wid dheir initials on dem."—Illinois Central Magazine.



Old Milwaukee Shops Foot of 3rd Street, 1870

THE MILWAUKEE MAGAZINE

Union Station Building
Chicago

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CARPENTER KENDALL, Editor
Libertyville, Illinois

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A Little Confidence Might Help a Great Deal

Editorial from Pend Oreille Observer

Since the Chicago, Milwaukee & St. Paul Railway voluntarily went into the hands of the Receiver, much has been said about the matter, and much criticism has been published by the papers more or less hostile to the road's best interests.

Frequently this criticism has been passed along, in good faith perhaps, by persons who should have and really have the kindest feeling toward the company.

The testimony, or the small portions of it, that echoes back and forth from this hearing being conducted by the Interstate Commerce Commission in its investigation into the condition and past business policy of the road, does not, it is true, always appear to favor the past management. But in this matter, two factors must be taken into consideration.

It is possible to take the evidence presented in any case and by giving only a small portion of it, make the same appear in the opposite light of its true state.

It is also true that the published reports as we receive them are handled by persons who in the past have opposed this railroad in favor of other roads, and there can be no doubt that they will take and have taken advantage of the Milwaukee's present position to deal out all the injury possible.

The people of Pend Oreille County really have a great interest in the prosperity of the Milwaukee. Time was when we had no better method of transportation than by steamboat. The county owes its present prosperity to the coming of this railroad.

What the Milwaukee needs at the present time is the confidence and open support of its friends. Its enemies are always active. The company is rapidly overcoming its difficulties, and is entitled to much credit for the manner in which it has handled a difficult situation.

Let's add our little strength to the wheel and help the road back where it is entitled to be—or let's show the right spirit anyway.

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To Whom It May Concern

The following bulletin was posted for the general information of employes and the Public, and is reprinted for further broadcasting.

To All Officers and Employes:

Inquiries have been received from our employes in regard to the Milwaukee Railroad Securities Corporation of Seattle, Washington, and you are advised that neither the Chicago, Milwaukee & St. Paul Railway Company nor the Receivers have any connection with this corporation.

We understand that the plans of the Securities Corporation involve a private venture and have nothing to do with the refinancing of the property.

H. E. BYRAM

For the Receivers

Civility

The following sermonette is reprinted from the International Motor Service Magazine. The basic idea is good to Pass Along.

"Civility,—the virtue that oils the wheels of life and the absence of which causes the whole machinery to rumble and jar. It makes even toil palatable, it takes the sting out of the word,—boss, and raises the worker from a slave to a fellow-man. It is powerful. Used by a tenant, it can make a landlord forget that he is listed among the Pontius Pilates of the world; and used by the landlord, it can mystify and also frighten the tenant with dread forebodings. Introduced into the Mack Sennett Comedies, it would forever do away with the custard pie; and if frequently encountered in married life, would destroy the Court of Domestic Relations. A sprinkling of it at the meetings of the Board of Estimate would completely change the atmosphere; and a pinch of it stirred into the handling of the Irish question would have settled that question five hundred years ago.

Without it, what chance would Cleopatra have had with Caesar or Anthony and how far would Anthony have got with his funeral oration if he had not opened with it. It was the serpent's most powerful weapon in the Garden of Eden, for if Eve was anything like the rest of the sex, that apple could not have been rammed down her throat by force. And if Eve herself, had bullied Adam, would he have eaten it. If ex-Kaiser Wilhelm had had even a little of it, the war would probably not have occurred. It is powerful enough to kill hate and charming enough to create love.

It has made the French Nation popular throughout the civilized world despite a peculiar style in mustaches. It was used so extensively in connection with duels that delicately natured girls could view unmoved, except for an enjoyable moistening of the eyes, the spectacle of a graceful matinee hero inserting six inches of cold steel into the ribs of the best villain on Broadway, even when men were scarce.

Realizing its value our modern prize fighters endeavor to duplicate the civility of the ancient duelists by shaking hands,—but the effect is not the same; there is something wrong with the hands: If it were not for the civil manners of the toreadors in general—as evidenced by the specimens in Spanish literature and opera, would not the Spanish people long since have lost interest in a brutal sport? It is courtly in the lover and becoming in the beloved; welcome in the child, gracious in the grandmother and adorable in the grandchildren, altogether delightful in friends and associates and also, uncommon in our general intercourse. Let's remember that if we enjoy meeting it in others, they enjoy meeting it in us, and Pass It Along."

Marmarth Chapter Song

"Marmarth I Hand It To You"

I

Marmarth, Oh, Marmarth "You little Burg",
But how you organized I know they've all heard

"A Milwaukee Women's Club" of eighty or more,

Marmarth, Oh, Marmarth I certainly adore
The ways you are taking and wearing a smile,
A strong club of workers that naught can beguile.

For the good of humanity you stand staunch and true,

"Marmarth, Oh, Marmarth I hand it to you.

Chorus

Marmarth Oh Marmarth Oh let us smile
We have the mak'ins for a club worth the while,

Skies may be dark and skies may be blue,
But Marmarth, Oh Marmarth I'll hand it to you.

II

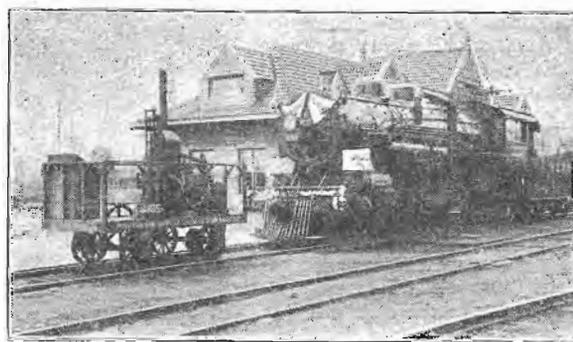
Marmarth, Oh Marmarth you'll do your best
To make this club worthy, the best in the west
The hills and the mountains may pilot your way

To huts and to hovels where shadows are gray,
Pressing still onward for the C M & St. P
Then let us all gather and united be

For the good of our company we'll stand staunch and true

Marmarth, Oh Marmarth I'll hand it to you.

—Mrs. Emma Wagner Miller.



Bedford, Indiana, Centenary Locomotives of 100 Years Ago and Today

S P O R T S

Fifth Annual Employes Bowling Tournament

Milwaukee, Wisc., April 10, 1926 to April 25, 1926, Entries close March 21, 1926.

Mr. Epp, Secretary and Mr. Brown, President of this years tournament are endeavoring to make this the largest and most remembered tournament the bowlers of the St. Paul ever competed in. The officers of this tournament remember are practically giving their time free and it is up to you friend bowlers to show your appreciation of their untiring efforts by sending an entry for this years meet.

It is not necessary for you to enter a team that has bowled together all year. No doubt there are a great many small places that have say five or ten men that participate in the Winter's National Sport but do not have a League to bowl in, if so you should get together and make the trip to Milwaukee and display your wares. Let the boys hear from some of the smaller places this year. Your entry is appreciated just as much as the other fellows and will tend to create a greater interest in your tournament. Do not delay it any longer, get on the band wagon and play with the rest.

This tournament creates the Milwaukee Road five men, two men and individual champions for each year and if you think you can grab this title for the 1926-1927 season let Mr. Epp see your entry.

Comments on the Tournament

The tournament this year will be rolled on ten alleys and by the looks of the pictures on the entry blank it is some place. In addition to the alleys there are a soda fountain, grill room, billard tables and cigar and cigarette stand, also a light luncheon counter. What more could you ask for all in one. Are you going? I sure am.

Is your wife a bowler? If so tell her that she should get four other women who are wives of C. M. & St. P. Ry. Employes or women that are employed by the railroad and send their entries to Margaret Bate, Chairman, Ladies Division care of Shop Accountant, Milwaukee Shops, Wisconsin.

Look out for Chicago Bowlers this year, the teams will be faster than ever. It is hoped by Chicago that some of the bowlers will hold one of the four championships of the Milwaukee system this year.

We understand that Dubuque has material for at least two good teams regardless of the fact that they have no league. Will someone in Dubuque please take notice and get the boys together this year. Our tournament now is one of the greatest held by any railroad company in the world.

It might be said here that C. M. & St. P. Bowlers from Omaha and Council Bluffs who intend participating in the American Railway National Tournament can also take in the Employes Tournament with very little extra expense. The officers of both tournaments will be glad to cooperate with you in assigning

convenient dates so that a great deal of time will not be lost. This does not apply to Omaha and Council Bluffs only, it applies to all teams; take in both tournaments in one trip. The National Ry. is being held from April 3 to April 25 inclusive.

A little appeal to Mr. C. Behr and T. Morkan of Minneapolis, how many teams will the Twin show in this year's event? We trust that both of you will get behind and shove, would like to have the league entry 100% and some added on to that.

Chicago plans on sending at least fifteen teams this year and possibly will reach the twenty mark so all of the Chicago Bowlers should line up their teams early. The indications are now that if you want to get the choice dates that your entry will have to get in early.

Do not put off until the last day, the officers want your entries early so that they can arrange the schedule promptly.

Last call—Entries should be in by March 21, 1926. Has the Secretary got yours and did you enter in all events?

Bowling Tournament News

There is still plenty of time to get your entry blanks in to the Secretary and one thing more there are plenty of blanks left if you only ask for them. We have tried to mail these blanks to every point within reasonable distance of Milwaukee—although the territory being so large it may be quite possible that we did fail on a few outside points.

You just write to Secretary Epp giving your name and address and he will do the rest. All blanks are returnable not later than March 26th, 1926, at midnight with the necessary entry fee to cover each event you intend to bowl. Make it snappy and send in for blanks before it is too late.

The ladies are going to bowl also and not only those that are employed but the wives whose husbands are employed by the C. M. & St. P. Railway. Miss Margaret Bate is taking active charge of the ladies end of the tournament and you can write her in care of the Shop Accountant, Milwaukee Shops and she will give you the required entry blanks and other details of this big affair.

Money received from the ladies will be kept for the ladies and cash prizes will be distributed to the winners. The more lady bowlers we can enter the larger and more prizes will be distributed.

Watch for further announcements in the Milwaukee Employes Magazine.

A. J. Epp, Secretary-Treasurer, care of Dist. Stkpr., Milw. Shops.

Margaret Bate, Chairman-Ladies Division, care of Shop Accountant, Milwaukee Shops.

Minneapolis Pin Chatter

The machine shop team seems to have the Championship well in hand, at the present time with a 6 game lead over the Tigers.

Gutter Call Johnson still retains his title, having two perfect hits in one game recently gives him an undisputed claim.

Rumors have been going around that Carl Watson is caressing a rabbits foot in his left hip pocket, this seems to be the cause of those 220 scores of late.

Jimmy Tobin, Bill Kane and Frank Quirt seem to have deserted the league; sorry boys to lose your company.

Strikes, Spares—Chicago League

The fight for the leadership of the league tightens with the Auditor of Overcharge Claims and Comptrollers tied and the Car Accountants five games behind the leaders while the Freight Auditors are only three games behind the Car Acct's. It looks as though it will be a battle royal from now on and may the best team win.

Eyres A. F. E. Bureau team has finally come out of their slump, Jan 19th they rolled a nice series of 2742 with games of 905, 948 and 889 which was good enough to take the series from the Auditor of Expenditure. Walch who has been slow in starting did the heavy work with a total of 647, while, Peters, Dale and Eyres helped with 563, 534 and 522 respectively. Bolderson was not so fortunate with a total of 476. Jan 26th against the Freight Auditor's they also gathered in a nice series of 2735 thus winning two more games. Keep agoing boys.

February 2nd was the most hectic night of pin spilling this year and although only one change took place there were plenty of real scores shot. Legs Lange with games of 222, 204 and 265 for a total of 691 was the high scorer and this lands him in the lead for high three game individual average. A cherry pick in the last frame of his second game kept him from the coveted 700 mark and incidently lost the second game. Legs could not win the buck with 265 as Hegardt garnered 266 and Earl Kul-ton also had a count of 266 in his last game against the Comptrollers, Earl had a total of 644 while Hegardt totaled 602. Not so bad.

It looks as though every one is looking forward to the Milwaukee Tournament, they are surely getting their batting eyes in trim. Here are a few double century marks for this month, Gavin 603-604, Walch 647, Stowell 600, Lange 691 Kul-ton 644, Hegardt 602, Schell 611 and Gutfahr 620. How does this look to you brother bowlers of the Milwaukee family?

This month's steam roller Heyn-Tabor 113.

Pete Peterson who captained the Freight Auditor's aggregation must be practicing regularly lately as he has averaged 188 the last month. How come Pete?

Dancing Krumrei a veteran of many years made his appearance on Jan 19, filling in for Mr. Barry who was under the weather. Harry had a nice total of 584.

Harry Snyder has been to the naval hospital where he underwent an operation. We hope Harry that by the time of publication of the article that you will be with us again.

The Freight Auditors hold third high team game of 1007 however we would

like to call your attention to something else that might interest you; they also hold low team game of 675. Gentz was high with 155, Hardy's low with 114 (almost in the steam roller class Ed.)

Gee girls wasn't it great to see Libby again. Now if we could have a visit from Miss Simonds. Remember Ade-laide we always keep a warm place on the radiator. We sure miss you both.

Wisconsin Valley Division Notes

Lillian

The sudden death of Thomas Doyle, who was employed as baggageman for several years, until just recently, was a shock to us all. He was taken violently ill and passed away within a few hours. Funeral services were held at St. James church, Wausau. Just a few weeks ago Mr. and Mrs. Doyle entertained the office force at their country home, everyone having a most delightful time. Thomas had a host of friends among the railroad people and they all join in extending sympathy to Mrs. Doyle and children.

Mrs. P. H. Nee of Montevideo, Minn. is visiting friends in Wausau, having come to be with her daughter Eleanor, who is at St. Mary's hospital recuperating from an operation. Eleanor's condition is reported as favorable and we hope she will be able to leave the hospital soon very much improved.

It is hardly possible for us to mention the fact that Alcide Lemay, Division Storekeeper has been transferred from Wausau to Austin, Minn., for it has taken about a week for any of us to resign ourselves to so sad a fact—Alcide knows that many tears were shed right here in the office and that his removal from our force leaves many regrets. However, we hope he will be successful in his new field and we will always be looking forward to his visits. Mrs. Lemay and family will move to Austin later.

The marriage of Gardner Keeney, to Prudence M. Martin, which occurred at Milwaukee, was received with surprised. Gardner was rate clerk in the Agents office for many years before leaving for Milwaukee. Congratulations are extended to the happy couple.

Mrs. N. P. Thurber left for Milwaukee where she is to be a guest of honor at a party she also expects to attend a board meeting of the Milwaukee Ry. Woman's Club at Chicago before returning to Wausau.

Miss Kathleen Gilham, daughter of Mr and Mrs. Gilham, was married to Elsworth E. Lyman of Great Falls, Montana on Jan. 20th. The wedding took place at the home of her parents at 4 P.M. Rev. P. W. Erickson pastor of the First Presbyterian church reading the services. Mrs. Herman Redlich sang "For want of you" preceding the ceremony. They left for Great Falls, Mont. where they will make their future home. Congratulations and best wishes are extended by their many railroad friends, for their future happiness.

Jesse James, Engineer, who has been very ill at his home for some time has been removed to the hospital for treatments. We hope to learn of an improvement in his condition very soon.

Dennis Kennedy has been taking a forced vacation which was advised by his dentist. He is back on the run and looks as good as ever.

The Wisconsin Valley Division boasts of a member on its bowling team who is capable of rolling a perfect score. Eric Gerke is the man who hit them for twelve perfect strikes on the afternoon of February 6th. Practice up Milwaukee league bowlers if you want to compete in the singles at the tournament, for the W. V. Champion will be there to show the boys how to roll "300" scores.

Mr. Karl Lundell, Time Inspector is checking time in the office the past week. We are always glad to have Karl with us even for a short stay.

Mr. H. F. Dell, of Deer Lodge, Mont., has been appointed to fill the vacancy created by Alcide Lemay. We extend a welcome to him and hope that he will find Wausau an attractive place to live in, and that his working condition will be as pleasant as those he has left behind.

CHICAGO LEAGUE STANDING

Team	Won	Lost	High	Average
Auditor Overcharge	45	21	1054	895
Comptroller	45	21	1034	887
Car Accountant	40	26	975	872
Freight Auditor	37	29	1007	853
Asst. Comptroller	33	30	962	848
Aud. Sta. Accts.	27	39	941	826
Aud. Expenditure	18	45	931	826
A. F. E. Bureau	16	50	951	837

HIGH TEAM AVERAGE

1. Comptroller, 2889
2. Aud. Overcharge, 2866
3. Asst. Compts., 2758

HIGH TEAM GAME

1. Auditor Overcharge, 1054
2. Comptroller, 1034
3. Freight Auditor, 1007

HIGH INDIVIDUAL AVERAGE — 3 GAMES

1. Lange 691 230-1
2. Dale J. 686 223-2

HIGH INDIVIDUAL GAME

1. Dale J. 289
2. Ciesinski 268

INDIVIDUAL AVERAGE

1. Lange	66	265	189-24
2. Gavin	66	246	187-44
3. Gutfahr	57	239	184-53
4. Treskett	66	243	184-7
5. Faus	66	254	183-52
6. Dale J.	63	289	183-19
7. Hettinger	63	239	182-2
8. Dale F.	63	246	181-39
9. Howell	57	246	181-18
10. Tobin	63	233	178-22
11. Snyder	57	223	176-39
12. Dietz	57	224	176-38

MINNEAPOLIS LEAGUE STANDINGS AND INDIVIDUAL AVERAGES

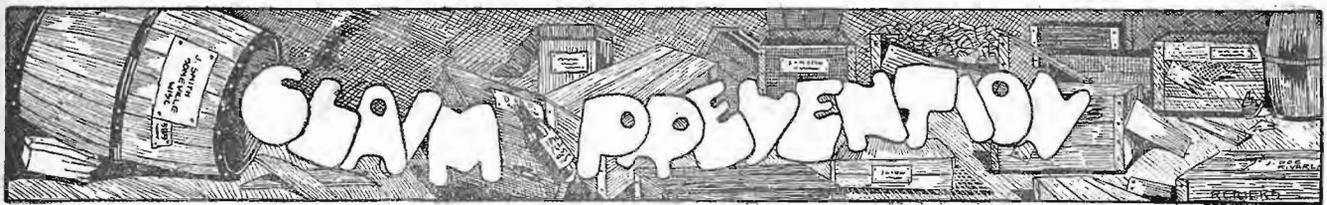
	Won	Lost	High	Average
Machine Shop	46	17	1007	858
O'Briens Tigers	40	23	944	843
Store Dept.	35	28	990	837
Bollermakers	35	28	969	834
Enginemen	33	30	973	844
Dist. Accts.	30	33	990	830
Superintendents	18	45	924	799
Pioneers	14	49	899	746

INDIVIDUAL AVERAGES

	Games	Average
Behr	59	184
Ekman	48	170
Spencer	51	174
Nelson	63	174
Lindberg	60	174
Murck	57	174
O. Neuwirth	64	174
Pickler	53	173
Tadson	63	173
Roal	60	172
Johnson	60	172
Collins	60	172
Ritter	60	172
Matson	57	171
Bergquist	63	174
Heinz	63	171
Neilson	63	171
Johnson	45	170
Jones	63	170
Farley	57	170
Hancer	48	170
Mc Guire	37	170
Heggem	60	170
E. Neuwirth	60	169
Hagen	64	169
O'Connell	33	169
Rachner	63	168
Siegler	60	168
Longley	29	168
Mintz	35	166
Greaves	42	165
Peterson	60	164

STANDING OF C. M. & St. P. LEAGUE OF GREEN BAY

Team No.	Won	Lost	Per Cent	Average
Team No. 7	31	20	608	852
Team No. 4	28	23	549	847
Team No. 3	27	24	529	856
Team No. 8	27	24	529	837
Team No. 1	24	27	471	859
Team No. 5	23	28	454	838
Team No. 2	22	29	431	817
Team No. 6	22	29	431	833



Rough Handling Campaign

Following is abstracted from report covering rough handling tests made with impact registers by a sub-committee of the Transportation Committee of the Superintendent's Association, St. Louis, East St. Louis Terminal Districts.

"The committee, having given careful study and consideration to the various causes for rough handling of cars, submits the following recommendations which it believes are essential in overcoming rough handling.

Proper classification of cars at intermediate terminals enroute.

Outbound freight house settings to be arranged in forwarding train order to prevent unnecessary switching when pulling house.

Yard Supervisory Officials to handle with switching service employes with the view of impressing upon each individual employe the importance of giving and passing hand, and particularly lantern signals, and also the extensive use of slow or steady signal when approaching cars with cuts to which engine is attached. Yard enginemen be cautioned to be on the alert for signals when switching on ladder or lead tracks.

Switching with cuts not to exceed 20 cars in flat switching.

Eliminate practice of closing the gaps between cars in classification tracks by kicking heavy cuts to strike while moving at excessive speed.

Suggest gaps be closed by shoving with engine.

Giving attention to arbitrary time allowed for classifying manifest and other fast freight trains in order to afford switching crews to have sufficient time to permit of careful handling of cars.

Caution engine foreman to keep posted

as to amount of space available on classification tracks when working on lead or ladder tracks, and to use good judgment when kicking cars from lead.

Car inspectors to give careful attention to braking power, both hand and automatic, in order that cars may be properly controlled in both switch movement and on line of road."

Loss and Damage Inspection.

As information we quote the Rules of the Western Weighing and Inspection Bureau Governing After Delivery Loss and Damage Inspections:

"Unless instructions of the carriers provide otherwise, the following rules will govern:

Rule 1—Loss or damage discovered after delivery of shipment to consignee should be reported by the consignee to agent of carrier immediately upon discovery, and in any event within fifteen (15) days after receipt, and contents and containers held for inspection by carrier with a statement of facts or circumstances evidencing loss or damage prior to delivery by carrier.

Rule 2—Inspection must be made as soon as possible and in any event within forty-eight ((48) hours, and shall include examination of package and contents for evidence of damage, or of loss of missing goods, checking contents with invoice and weighing for comparison with shipping weight, also investigating cartman's record of handling shipment.

Rule 3—Inspection will be made at consignee's (merchant's) place of business in response to notice of loss or damage, which should be given to the consignee to carrier's agent in writing, if given by phone or in person it should be confirmed by mail.

Rule 4—Inspection will not be made at consignee's place of business, or residence of owner, on shipments delivered at storage houses in the first instance and later on delivered from there by truck, except, that on shipments arriving in pool cars for immediate delivery from the receiving warehouse of the drayage or distributing concern, we will consider such service as direct delivery if effected during free time allowed under storage rules, and make inspection when called on.

Rule 5—We will be governed by instructions of the local freight agent in regard to disposition of salvage, also he should be conferred with where the loss or damage is excessive or presents unusual features, or where examination is necessary of car for defects before it gets away.

Rule 6—Notations of loss or damage should not be placed on expense bill, but the inspector may place his stamp on the expense bill and the number which he will subsequently use for his form 230-A report.

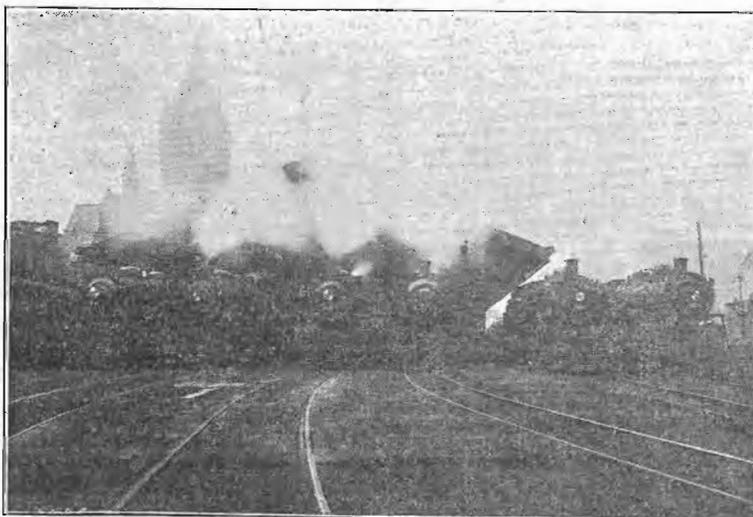
Rule 7—Report should be in quadruplicate on Form 230-A and signed by the inspector and consignee; one copy to be given the consignee, if he signs the report, for attachment to his claim for loss or damage if made; one copy to the local agent and Bureau District Office, one copy to be kept by the inspector.

Rule 8—The inspection should state definite facts and avoid use of words as 'apparent' or 'apparently'; he must not express his opinion or make any recommendation regarding the carrier's liability.

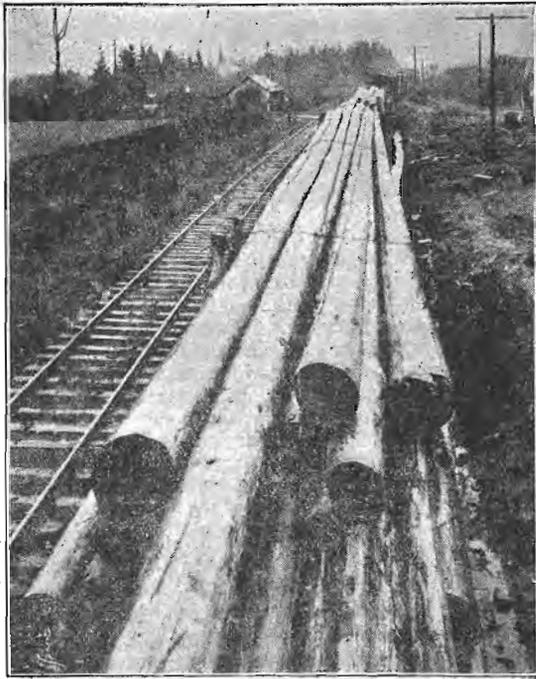
These rules cancel and supersede all previous instructions."

The Lima Bean

The Lima mogul number one,
I understand that she's all done,
And glad I am she's had her reign,
I've got kinks in my back from dragging a chain,
And I've said lots of things they call profane.
No doubt she's very full of pep,
But she might have had a better rep,
If only in charge of an efficient master.
All that hogger thinks is lets go faster.
If she starts to go slow,
He cuts in the booster,
Then a draw bar or knuckle is sure to go,
When it does he crows like a fat fooster.
A fusee burning on the caboose is nil,
So we pull the air and have a spill.
Then the little red flag goes back to the rear,
While the Con., goes over to shed a tear.
Then the joy of the messages and 142,
I wish I could kiss her a glad adieu,
Or sell her for junk to some old Jew.
The success she's had on the L A X,
Is about equal to a couple good wrecks.
I think I'll cut this apple sauce short,
And go and get a good big snort.
Cause my backs still sore,
When I think of those 100 cars or more.



Headed for the West Out of Milwaukee Union Station



This picture shows a triple load of fir poles which were recently shipped from Hardy Spur a station on the National Park Branch of the Coats Division to Jersey City, N. J. routing via our line to Chicago.

There are 33 poles in the load, loaded on C. T. H. & S. E. cars 30376 and 30159. These poles are the best Douglas Fir, running in length from 100 to 115 feet, a total of 3574 lineal feet in the shipment, a tare weight of 136,400 at a rate of .90 will bring \$1227.60 in freight charges, this added to the wholesale value of the poles which is about \$1500.00 will make a retail value of approximately \$100. per pole when delivered at Jersey City.

The picture was taken by Chapin Bowen of Tacoma and it was thru his efforts and that of the undersigned that the picture was taken, of the hundreds of long poles shipped from the Northwest via the Milwaukee Railway destined to all parts of the United States.

The Gooding Bill

F. J. Kratschner, D. S. K.

The railroad man as a rule is a peaceful law abiding citizen, and does not generally care to indulge in politics. However when danger comes knocking at our door, it is time for all of us to sit up and take notice. The Gooding Bill as you all know was almost passed at the last session of Congress, and now another effort is being made to rush it through that body. This bill provides that railroads would not be allowed to charge less for a long haul than for a shorter one, thus killing any and all competition between the railroads and Panama Canal ships for coastwise trade. It is very easy to see who is backing this bill. Competition is the life of trade. Unless the railroads can get a fair deal on this rate proposition and can get their proportion of the business, you can readily see that it is going to cut very deeply into their revenues especially on the transcontinental lines. Unless the railroads have money in their treasuries they cannot meet their bills, they cannot buy materials, they cannot pay your railroad suffers losses the employees do coming the railroads will be obliged to curtail their operations and reduce their forces. It is therefore up to each and every one of us to take a hand in this matter. We can do a great good individually and collectively by letting our Senators and Representatives know how we feel about the Gooding bill, and how we wish them to vote on it. We cannot sit idly by and let our officials do all the work. It is a matter of vital importance to all of us, as it directly touches the pocketbook of the C. M. & St. P. Ry and incidently our own. Whenever your railroad suffers losses and employees do likewise. When business is poor and your shops are closed and forces reduced we hear murmurs from all sides. Have you ever stopped to study the real cause? If you have a business and employ ten clerks and business suddenly drops off to where you can handle it with four, are you going to keep the other

six? The railroad is a business. Be a booster both for freight and traffic for your railroad and for the enactment of laws which are fair to it. Defeat the Gooding bill.

Kansas City Terminals SMC

Albert Smith in the Cashiers office accidentally fell out of the warehouse door and fractured his left arm at the elbow. You have our sympathy Albert but be more careful in the future. Peculiar how much interest a man takes in seeing a strange dog.

The two bachelors, Paul and Elmer say another year has passed and they are still looking around. Gee but some fellows seem to be hard to please, or is it that girls are getting more particular?

Who said Denny Weys quit eating buckwheat cakes. Not Denny. There are two things Denny likes, buckwheat cakes and Spanish. Fine mixtures.

Pauline and Brownie are suburbanites now. Both say it's fine out in the suburbs when you get there but it's a long ride these cold nights.

During Christmas our local office adopted a needy family and we are informed the family had a Merry Christmas and was well taken care of, and that the man of the family was given a job on the section force at Kansas City.

Dean Berry spent the holidays with his grandparents and when he left here he went with the intention of killing all the rabbits on the place, but strange to relate he only killed one rabbit and that was shot from the front room window. (Must have been a pet.)

Little Helen has been suffering with one of those awful colds with a bad cough. Well Helen a lot of folks had bad coughing spells around Christmas, wonder if they were successful in getting a "Throat Wash." How about you Helen?

Buster Beam says "Ruddy" meaning the Hupp roadster, is a bear cat these cold mornings. Comes to work in 6 minutes, sometimes.

On December 10th General Yardmaster J. P. Stewart was injured in Coburg Yard so severely that he died that afternoon at St. Lukes hospital. Sympathy of the Milwaukee family is extended to his widow.

We have had all brands of weather lately, some rain and enough warm weather to make ground soft and therefore a lot of derailments.

During the year 1925 the Kansas City Terminal have stood at the head of the list in the Efficiency book 10 months out of the 12.

Deer Lodge Notes

The Wausau Store department has been very fortunate in securing the services of our Harry Dell as division store keeper, and, while Deer Lodge people regret to lose Harry, they rejoice in his deserved promotion.

Harry is the sort of a chap Deer Lodge can be proud of, a Christian and a gentleman always, which means that no one need worry about him not doing the square thing. Mr. Dell was head of the Boy Scouts in Deer Lodge, Superintendent of the Christian Church Sunday School and active in Masonic circles and untiring devotion to the interests of his employers has brought him deserved promotion with the best wishes of his fellow employees at Deer Lodge, who appreciate the fairness and thoughtfulness which has always characterized his dealings with them.

Another promotion has been made that meets with the approval of the employees at Deer Lodge, in promoting France Woods to Store Keeper at Marmarth. France has been chief clerk to the division store keeper at Deer Lodge for a number of years, and, while young in years, has the necessary experience and cool judgment to make a dandy store keeper and that's just what he is going to do. France has a happy faculty of making friends readily and the Marmarth folks are going to like him, we know.

And while we are chronicling promotions we must not forget Seymour Vanderwarker, who has been appointed roundhouse foreman nights at Avery. Van's an old head and knows his stuff and that job will be pickin's for him. We'll probably see him back here as roundhouse foreman at Deer Lodge some day.

The force in the Superintendent's office is sorta shot to pieces with Margaret Burns, Margaret Bullwinkel, Florence Shirk and Georgia Kelly all away at the same time. Sickness is the cause of each of these being away and we hope to see them all back soon, healthy and sassy as ever.

Chief Dispatcher D. J. Hagerty has been promoted to Trainmaster of the Missoula division, while Rufus Wootan Magette has been promoted to Chief Dispatcher, with Christopher Olson taking "Maggie's" shift as night chief. Every one of these gentlemen are so well liked and popular that no one would have kicked if they had been made general manager. When hard-working, deserving employees are set up right in line it creates a good spirit among the other employees, demonstrating the advisability of honest effort and loyalty to the Company's interests. Such promotions are almost as stimulating as a general increase in pay.

Ask Harry Johnson or Pere Gottlieb what makes the tired business man tired and he'll probably tell you that gym classes have something to do with it. Most any time of the day you can see one of those fellows furtively feeling their massive biceps, perhaps because said biceps are sore, but more likely to see if they can notice 'em growing any.

Riddle

The sailor and the civilian came into a restaurant, sat down and each ordered a cup of coffee, one putting two spoonfuls of sugar in his coffee and the other only one. Which one was the sailor?

The one in uniform.—Wyoming Fightin' Top.

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

Chicago Chapter

A concerted action is to be inaugurated toward getting the Milwaukee wives, mothers and sisters living in the Chicago district to join the Club. So far, but a small percentage of these women have come in. Many of them have signified their interest and their wish to join, but because of home cares, the great distances to cover in getting to and from the club rooms in the Fullerton Avenue Office Building, etc., they have not felt that they could attend the meetings and so have not applied for membership. To overcome these difficulties, the Chapter is to be divided into "Units," one to be called the Fullerton Avenue Unit, another, the Union Station Unit, and if it seems desirable, or it is found that such a Unit is wanted, our President-General is ready to organize one for the benefit of the women-folk living nearer to the Western Avenue district. That matter has had favorable consideration and will be acted upon if the women of that "sector" desire it.

The following open letter is addressed to all of the women members of families of employes in Chicago, those of the General Offices, of the various local offices and the terminals wherever situated, urging them to come into the organization; and setting forth fully the purposes and aims of the Women's Club. In a large city like Chicago there are so many interests to take up the time and attention of womankind it is more difficult to get a large membership in a Club such as ours is, than it is in a smaller place where it is easier to meet with all of the employes families and explain the purpose of the Women's Club on the railroad and so get them into full understanding of the good work we hope to accomplish.

Chicago Chapter has a membership of over five hundred in the two Units already established, but with the great number of women eligible to membership, it should number five thousand and over. So, let's all lend a hand in bringing up the total of Chicago Chapter. The letter explains itself.

Dear.....

The general offices of the C. M. & St. P. Women's Club, together with the Chicago Chapter of this Club, cordially invite you to become a member of this organization; and we believe that when you fully understand the aims and purposes of the Club you will esteem it a privilege to be identified with us.

The Club is composed of the women members of families of employes, women members of families of retired employes, women members of families of deceased employes and the women employes of the railroad. It is a social organization, its object being to promote a better acquaintance among its members and to extend a helping hand to all employes of this great railroad who may be in need of assistance. This may mean help to you or to someone near to you, at some time; for trouble comes when least expected, in many instances, and we hope to be able to care for all who need us just as if we were one great family lending ourselves in sisterly kindness to the work of help-

ing one another.

The C. M. & St. P. Women's Club was organized in September 1924 in Chicago, and at the present time, we have forty-one Chapters located at various points on the system, and in that short time many hundreds of dollars have passed through the hands of the Welfare Committees in these chapters devoted to relieving suffering and helping the needy; and our work increases from day to day. To accomplish all the good we hope to, we must have a large membership and a large working body, for the work is widespread. It is also full of interest to those who take an active part.

Our dues are one dollar per year, and by means of entertainments and social functions of various kinds, we raise the rest of the money required to carry on the work. These entertainments serve the purpose of bringing us together in social companionship and making us better acquainted with one another, as well as of raising our money.

The Club believes that all Milwaukee Railway women, when they understand the scope and purposes of our work, will feel it to be, not only a privilege, but a duty to join, because of the great good that may be accomplished in a constantly widening circle, through the systematized efforts that an organization of this character makes possible.

We need you, and we are sure that the pleasure and benefits of membership in this club will repay you the effort and time spent in its service.

Chicago Chapter has at present two units, one known as the Fullerton Avenue Unit, with headquarters in the Club Rooms at the Fullerton Avenue Office Building; and the other, the Union Station Unit, whose headquarters are in the Union Station Building, and a membership in Chicago Chapter entitles you to affiliation in whichever Unit is most convenient for you.

Sincerely yours,

.....President-General

Chicago Chapter

The regular meeting of Chicago Chapter was held on February 13th, in the Club Rooms. More than one hundred members were present. Following the luncheon which was served at One P. M. the business of the meeting was transacted. Mrs. H. E. Byram, President-General was present and outlined a possible plan for constituting "Units" for the different sections of the City. A Nominating Committee was named to bring in a list from which officers for the "Fullerton Avenue Unit" may be chosen.

The program concluded with a remarkable travelogue on Norway, Sweden, and Denmark, given by Mrs. Volk. The beautiful scenery, traditions and customs of these countries were vividly portrayed to those present.

The Auction held by the young ladies of Fullerton Avenue Building was a huge success, and from the proceeds, a fine Victorrola has been purchased and placed in the Club Rooms. Several parties were given this last month and more are planned.

Madison Chapter

Mrs. F. W. Pratt, Historian

The Madison chapter gave a dance Tuesday evening, Feb. 16th, at the Studio. Cohn's well known orchestra furnished the music and old and new time dancing was featured. About 175 couples were in attendance.

The committee in charge consisted of Mmes.

Russell Thompson, chairman, J. H. Vanderhei, William Downie, John Willison, A. M. Rogers, F. A. Maxwell, and Miss Gladys Swenson.

Portage Chapter.

Mrs. F. E. Galvin, Chairman Publicity Chapter.

The regular meeting of Portage Chapter was held in the Club Room on Friday afternoon, February 5th. Several guests from Tomah, Watertown and Columbus were present. The Watertown ladies presented the Portage Chapter with a rug to be used at the entrance of the new Club House. A rising vote of thanks was given the Watertown ladies.

Reports given by the various chairmen showed that an active interest is being taken in our Club success. Much credit should be given to the Membership Committee, as there were several new members present at this meeting.

Mrs. Henry E. Parker, Chairman of the Program Committee entertained the Club with the Flower and Old Time Song Guessing Contests; Mrs. John Malony won the first prize in the Song Contest and Miss Genevieve Brady was the winner in the Flower Contest.

A delightful lunch was served by the Mutual Benefit Committee, of which Mrs. Geo. Sinscott is Chairman.

Savanna Chapter.

Minnie Seitzberg, Historian.

Savanna Chapter held its regular February Meeting on Wednesday evening February 3rd, in R. N. Hall, with about fifty members present.

The minutes of the previous meeting, and the reports of the various committees were read and approved. Then business was deferred in order that the Club might listen to a talk by our Superintendent, Mr. C. F. Urbutt.

The Auditing Committee presented its annual report, showing balance on hand January 8th, \$150.75. Disbursements, \$214.30. Total Cash on hand to date, \$204.06. The Ways and Means Committee reported the sum of \$6.45 cleared at a card party. We were unfortunate in holding this party on a night when there were many other social entertainments taking place. A number of members donated several decks of cards to the Club.

A new committee was appointed with a chairman and two members to assist in welcoming new railroad people in Savanna and to see that all become acquainted in the Club. This Committee is to be known as the Friendship Committee.

The Cheer Committee is kept quite busy remembering the sick; 25 cards of sympathy having been sent out in the month of January.

The members have decided to give up the idea of a new Club House for the present, on account of the high cost of equipping the same. There being no further business, the meeting adjourned, followed by a social hour.

On Monday night, February 8th, the ladies of Savanna Chapter served a sumptuous 6:30 o'clock banquet in the R. N. Hall, to the Safety First Committeemen of the Illinois Division. The tables were prettily decorated with flowers. The menu consisted of

Roast Beef — Brown Gravy
Mashed Potatoes — Baked Beans
Rolls — Pickles — Salad — Jelly
Apple Pie — Coffee.

The dinner music was furnished by Brownie's Troubadour six piece orchestra, and was much appreciated.

There were present at the meeting, fifty-six members, from Davenport, Thompson, Mt. Carroll, Elgin, Chicago and this city. Mayor Harry Secor was an invited guest. He welcomed the Committee and addressed the meeting, talking on civic matters and Safety First problems. Drs. J. B. Streiter and W. W. McGrath, members of the Committee were present and offered

many valuable suggestions in line with the Committee work in the care of injured persons, by practicing first aid. It was a great pleasure for Savanna Chapter to serve the Committee-men, and a nice sum will be realized for our Treasury.

Green Bay Chapter.

Mrs. H. C. Ballard, Historian.

On February 4th the Green Bay Chapter held its first regular meeting in the Legion Building under the supervision of the newly elected officers. The meeting was called to order by the President Mrs. John F. Dunn and our chapter was opened by singing the Club Song "Our Club." Reports were then read by the various officers and several new members were welcomed into the chapter.

We now have a newly established Hostess Committee which was favorably received by all the members and has as its Chairman Mrs. H. J. Culbertson.

Resolutions were passed on the death of one of our very worthy members Mrs. James D. Griswold and was signed by three of her very intimate friends Mrs. M. J. Clarey, Mrs. O. A. Keyes and Anna J. Edwards.

At the close of the business meeting the evening was turned over to the Program Committee with Mrs. Jas. Kocha as Chairman and who had prepared the following program:—

Reading—Master Jack Kennedy.

Violin Solo—Florence Jones accompanied by Dorothy Condon.

Vocal Solo—Otto Stiller accompanied by Louise Berendsen.

This program was very much enjoyed by the many members present as there was wonderful turn out of members at this meeting—as we are going to have equally as nice a program for the next meeting all members should arrange to turn out—have a good time and get acquainted.

At the close of this program we enjoyed a social hour prepared by the new Hostess Committee consisting of the following members and who surely made every one welcome and have a good time:—Mesdames Hugh J. Culbertson, Chairman; P. H. Neugent, Archie Basche, Frank Santamour, James Kocha, A. J. Maloney, C. B. Cheaney, John F. Dunn, Glenn G. Jones, Wm. Bartlett, A. L. Jeffers, Chas. J. Heyrman, H. C. Ballard.

On February 15th the Ways and Means Committee with Mrs. W. H. Hart as Chairman will give a Novelty Dance so will tell you all about our good time in the next issue of the Magazine.

Marion Chapter

Jennie Coakley, Historian

We have been so very busy arranging our work and perfecting our organization that very little has been heard from Marion Chapter. It is illuminating to look back over the progress our club has made in 1925 for we find that we have had real enthusiastic workers on every committee.

Our last meeting was held January 8th, at which time we had a large attendance. Reports of the benefit kingstons and card parties given during the winter months showed that a substantial amount had been added to the treasury.

The report of the Sunshine committee given by Mrs. Willis Jordan showed that assistance had been given in five cases and that the club had been instrumental in getting aid for several others. Mrs. Jordan as chairman of this committee is to be highly commended on the splendid work done and the undivided attention she has given the club. She gave the Lyle Kindig case much individual attention during the summer.

Mrs. Rose Cessford, chairman of the audit-

ing committee complimented the retiring treasurer Mrs. George Barnoske, Jr. on the way in which she had kept the books, and reported the club to be in good financial condition.

A committee of three was appointed by our president, Mrs. M. J. Flanigan to plan with the ways and means committee for club parties, picnics, suppers bake sales, kingstons and various entertainments to raise money for the club.

It is the wish of our beloved president, Mrs. M. J. Flanigan, to make our club membership one hundred per cent. Why should not the entire railway family be one of us. For this purpose we are launching a membership drive. Mrs. F. J. Hardenbrook, chairman of this committee, reports that the members of her committee are giving their time to the work, and judging by the enthusiasm manifested by all, we will fully realize our expectations. Mrs. Flanigan has set a large quota for each month and it will require new members to help us.

On Jan. 21 our president, Mrs. M. J. Flanigan, attended the general board meeting of the C. M. & St. P. Ry. Woman's Club, held in Chicago at the Union Station. She was accompanied by Mrs. Willis Jordan. By previous appointment they were able to see Dr. B. F. Lounsbury at Washington boulevard hospital concerning a Marion patient, Lyle Kindig, on whom Dr. Lounsbury operated gratis last August, the C. M. & St. P. Ry. Woman's Club of Marion assuming the hospital bills. Arrangements were made by the ladies for board and room for Lyle outside the hospital as soon as in Dr. Lounsbury's opinion it was best to place the lad in outside care. Dr. Lounsbury is anticipating performing another operation upon Lyle for the purpose of lengthening the contracted muscle of the hip.

On January 18 through the courtesy of Station KWCR, Cedar Rapids, Iowa, a safety first program of Marion talent, planned and arranged by the C. M. & St. P. Ry. Woman's Club of Marion, was broadcasted from that station. The outstanding feature was a safety first talk by Supt. M. J. Flanigan. Many wires and phone calls were received from Iowa and Illinois listeners in. It may be of interest to know that one number was dedicated to Mrs. H. E. Byram, president general of the C. M. & St. Paul Ry. Woman's Club, and one to Dr. B. F. Lounsbury to both of whom, the local club is greatly indebted for generous cooperation.

Other numbers were dedicated to Supt. Flanigan and Mrs. M. J. Flanigan, our very splendid local president. Other numbers were dedicated to various officers and committees of the Marion club, and to friends. Altogether it was a very successful venture into the broadcasting field.

Our regular meetings are held the second Friday of each month at which time we extend a most cordial invitation to members of other chapters. Our meetings are always interesting. We also have a short entertainment after each meeting and a general good time prevails. We acknowledge with gratitude the gravel presented by the A. F. & A. M. No. 6 Lodge.

The personnel of our Ways and Means Committee: Mrs. W. E. Cooper and Mrs. Geo. Hennessey joint chairman with Mrs. Lois Peckosh, Mrs. Geo. Barnoske, Mrs. J. F. Coakley, Mrs. Theo. Costello, Mrs. Chas. A. LeRoy, Mrs. Gus Busby, Mrs. L. S. Dove, Mrs. Jno. Reardon and Mrs. Ray Blackledge as assistants.

Our membership committee is composed of the following members: Mrs. F. J. Hardenbrook Chairman, Mrs. E. E. Edwards, Mrs. L. K. Owen, Mrs. Jens Cook, Mrs. O. O. Kichehafer, Mrs. Clem McDonald, Mrs. Carl Oxley, Mrs. Jim Reimers.

Our Visiting Committee: Mrs. F. H. Hollinger, Mrs. Jno. Kearns, Mrs. Jennie Vandercook, Mrs. Frank Lafferty.

Flower Committee: Mrs. H. W. Parrin, Mrs. Geo. Kindler,

Montevideo Chapter

Maudie Hamlin, Historian

Regular meeting in December was held on the 17th, in the Club rooms of the Public Library. We had a very nice attendance, about sixty members being present. Three new members were added to our ranks at this meeting.

Mrs. R. E. Sizer, president of the Chapter, presided. We are planning on giving a dancing party on Jan. 27th., 1926 and hope it will be a big success. Everyone has promised to do her share and we know it will work out fine. Committees for arrangements were appointed and we will give results after our next meeting.

Mrs. E. W. Lollis was present at this meeting, but is leaving very soon for Chicago. As a token of our friendship, we presented Mrs. Lollis with a very pretty hand-embroidered pillow, that she won't forget her Montevideo friends.

Our entertainment committee presented the following—"How do you do?"—by members of Chapter, Two vocal solos by Evangeline Botten. Several violin solos by Mr. J. J. Walsh, Songs by members of Chapter. A very delicious lunch was served by the lunch committee after which we went home full of preparations for our annual dance in January.

Our meeting in January was held on the 18th. in the usual place. Mrs. Sizer presided and infused a great deal of enthusiasm into the different committees for our big party on the 27th. As this is to start our fund for benefit purposes, we are all keen on doing everything possible to make the affair a great success.

Our program was as follows:

Vocal solo, Mrs. Ben Thill, Vocal Duet, Mrs. Ben Thill and Mrs. Lenihan, Saxophone trio, Bay Claggett, Theodore Arnsen and Roy Arntzen.

We had about fifty members at this meeting, with two new members names added. Mrs. A. M. Martinson, wife of our new Master Mechanic was present. We now have two ex-presidents in our Chapter, Mrs. P. H. Nee and Mrs. Martinson.

Lunch was served to a very appreciative crowd and we then enjoyed a social hour before we adjourned.

Well, it is the 28th and our dancing party was last night. The weather was perfectly terrible, a regular old time blizzard raging all day, and the night turned cold and colder. But we had a wonderful crowd even for a good night, and our party was a success after all. Everyone had such a good time, inside out of the storm, and the lunch we served in the hall, was a big drawing card. Hot coffee, dainty sandwiches and cake was served. Our net proceeds will total over \$100.00, which we feel is splendid considering the difficulties we were working under.

We wish to thank all the train and engine men in fact all our loyal railroad men who helped make this party a success. Hardly one but who purchased a ticket, whether he expected to attend or not. We now have something to start with, should an emergency present itself, and we are going to see how we can make this grow, now that we are safely launched for the time being.

Tomah Chapter

Mrs. Henry Thom, Historian

The first meeting of Tomah Chapter was held at the Community Rooms of the Library on January 15th, with a large attendance; and we

started out with fifty-nine paid up members. Thirteen ladies from Portage Chapter attended the meeting.

After the meeting, luncheon was served at the Blue Bowl Inn.

Bensenville Chapter No. 3

Mrs. I Knowles, Historian

Wednesday evening, January 20th, a Safety First Meeting was held in the Club House. This meeting was not only for the Railway Employees, but for all of Bensenville. The Club's Social Committee served luncheon.

On January 26th, the Ways and Means Committee gave a Benefit Bunco and 500 Party in the Club House. Lack of room kept many away, although all of the one hundred tickets that were printed were sold beforehand. The Social Committee served refreshments after the party.

On Wednesday February 3rd, the regular monthly meeting was held in the Club House. All of the Officers were present. Mrs. Rands turned over \$37.66 proceeds of the Bunco and 500 Party. She also reported that on the evening of February 12th, a valentine party was to be held in the Club House, details of which will be given in our next report.

A delightful program was enjoyed, consisting of a vocal solo by Mrs. Alice Harney; piano solo, Miss Selma Fisher of the High School Girls' Glee Club. Meeting then adjourned for a social hour, when refreshments were served.

Kansas City Chapter

The monthly meeting of the C. M. & St. P. Women's Club was held in the Music Room at the Hotel Mulhebach Jan. 16, 1926, with a good attendance.

After regular business the following Officers were elected for 1926., Pres. Mrs. L. P. Gibson, wife of Dist. Adjuster; 1st Vice Pres. Mrs. H. McKinley, wife of Engineer, 2nd Vice-Pres., Mrs. A. Hardy, Widow of Conductor Recording Secretary; Miss Flossie Lipp, Round House Clerk; Corresponding Sec'y, Fern Stipp, Stenographer in Freight Agent Office, Treasurer Mrs. J. F. Etter, wife of Passenger Agent; Historian, Mrs. Chas. Anderson, wife of Carman.

We will be one year old 21st of February and as this comes on Sunday the plans are under way to celebrate on 22nd, George Washington's Birthday. The members are looking forward to this party with great anticipation. An invitation has been extending to our Pres. General Mrs. H. E. Byram to attend our Birthday Party and also Mrs. Hoehn Pres. of Ottumwa Club.

We are happy to say we are rapidly growing and hope by the time we are two years old our membership will be double or even better.

The following chairman were appointed on the various committees: By-Laws—Mrs. McCarty Ways and Means, Mrs. Bammer; Auditing, Mrs. Lord; Housing, Mrs. Gus Kellog; Social, Mrs. Leahy; Mutual Help, Mrs. Riskin; Publicity, Mrs. Watson.

The club has been divided into six circles with a chairman and vice chairman for each circle, as follows.

Enginemen and Firemen: Chairman Mrs. Sweeney; Vice Chairman Mrs. Loughan; Switchman and Yard Clerks: Chairman Mrs. Long; Vice Chairman Mrs. Hall; Car Department: Chairman Mrs. Coil, Vice Chairman, Mrs. Reed, Jr.; Conductors and Brakeman, Chairman Mrs. Jackson, Vice Chairman Mrs. Earl Hatchet; Round House and Storeroom: Chairman Mrs. J. H. Lord, Vice Chairman Mrs. J. C. Boyle; Office Force: Mrs. Harry Burns, Vice Chairman, Mrs. Will Troger.

Aberdeen Chapter

Mrs. A. F. Maschke, Historian

The regular meeting was held in the club rooms February 5th with Mrs. Hills presiding. The constitution and by-laws were read by Mrs. Waller, voted upon and accepted as read.

It was voted to have a card party February 9th and a dance February 15th. The dance committee was appointed: Mrs. Neva Ross, Chairman; Mrs. R. C. Donihoever and Mrs. A. Phelps.

A vote of praise was extended to the committee on House and Purchasing for their excellent work in furnishing the club rooms. The rooms are open at all times to the members and their friends.

At the close of the meeting Mrs. Ross and her son Donald gave a short musical programme which was very much enjoyed by all.

The first card party of the C. M. & St. P. Women's Club of Aberdeen was sponsored Feb. 9th, by the officers, Mrs. Hills, Mrs. Sorke, Mrs. Lapp, Mrs. Zurick, Mrs. McCarthy, Mrs. Roberts and Mrs. Maschke. There was a very good attendance. Bridge was played; high scores were won by Mrs. F. Richards and Mr. Claude Williams, the low prizes went to Mrs. Robinson and Mrs. Wilkinson. Later in the evening a very dainty luncheon was served by the committee. The proceeds of the party are to be used in purchasing card tables for the club rooms.

Mrs. J. E. Hills attended the meeting of the general officers of Chicago and the presidents of all the chapters held in Chicago Saturday January 23rd in the conference room in the Union depot, Chicago. She reported a very interesting meeting.

Twin City Chapter

Mrs. F. J. Ober

On the evening of Jan. 18th, our club held its regular general committee meeting, with more than ninety members in attendance. Each committee held a brief business conference, after which everybody gathered in the club room and were entertained by the clever "skit" presented by the members of the House Committee under the direction of Mrs. C. F. Holbrook and Mrs. H. G. Dodds.

These general committee meetings, which were an experiment at the beginning of the year, are proving an unqualified success, in bringing all the committees together socially, and still in no wise improving the individual functioning of each group.

On January 29th, the Board of Directors gathered at the club rooms at one o'clock, after an informal lunch, served by four of the members the meeting was called to order by the president, Mrs. Johnston; reports were read, and many interesting plans for the future were made. Foremost among these plans was the creation of a new committee, to be known as the "Supplies" committee, Mrs. W. J. Lieb, chairman, and the work tentatively outlined for this group of women is as follows: first, to obtain a suitable store room in the central district if possible; second, to collect slightly worn but usual clothing, men's, women's and children's. To sort, repair and store such clothing; and third, to hold, at stated periods, what might be called "rummage sales," for the benefit of any who might care to avail themselves of the opportunity so offered. We look for wonderful development along this line of work.

It was also voted at this meeting to hold some sort of a musical entertainment in the month of March, and in April a card party which will be sponsored by the several committees.

The general organization meeting was held on Monday evening, February 1st, and was one of the most successful meetings we have held since our club was first organized.

Mrs. L. T. Johnston, our president, called the meeting to order and, in a few well chosen words, welcomed those present, after which she turned the meeting over to the entertainment committee. Now this committee had been hard at work on an enlargement of the original "skit" which had been presented in "embryo" at the general committee meeting on January 18th, until, as presented on the evening of Feb. 1st, it had almost assumed the proportions of a Ziegfeld "frolic." With songs and dances and friendly personal jokes etc., and all presented in a most professional manner. It was received hilariously, and was voted an unmitigated success, with expressions here and there of surprise at so much hidden talent among our club members.

These general meetings are becoming uncreasingly popular, due in a large degree to our "Men's Auxiliary." Their presence adds so much to the friendliness of these gatherings, and their support and loyalty and spirit of good fellowship, is felt and appreciated by all who attend.

On Tuesday evening, February 9th, our club gave its annual dancing party, at the new Masonic Building on Lake Street, Minneapolis. There were between three and four hundred present. Music, laughter and dancing was the order of the evening, with cards "on the side" for those who do not care to dance, and the hours slipped away all too fast. As the strains of the last waltz died away, one heard only expressions of regret that the "good time" could not last longer.

Too much cannot be said in praise of the work done by Mrs. J. A. Chandler, who made all the arrangements for this party and carried it thru to a financial as well as a social success. It was a gratification to learn that the proceeds netted our club the tidy sum of \$130.00 thanks to Mrs. Chandler's good generalship.

Wausau Chapter

Edna C. Larsen, Historian

At the regular meeting of the Wausau Chapter, held January 19th, at the Business and Professional Women's Club, the annual election of officers occurred. The following officers were elected: President, Mrs. Anna P. Thurber; First Vice-President, Mrs. May Vachreau; Second Vice-President, Mrs. E. Lehrbas; Secretary, Mrs. Geneva Lathrop; Treasurer, Mrs. Margaret Conklin.

Preceding the election of officers, the annual reports of the secretary, treasurer, and chairman of the welfare committee were heard. It was ascertained that the club starts its second year with a membership of one hundred and twenty one, indicating a steady growth since its organization.

The Wausau Chapter is fortunate in securing so able a president to fill the vacancy caused by the removal of its recent president, Mrs. P. H. Nec, to Montivideo, Minnesota. Mrs. Thurber is particularly qualified to hold this position, having had a wide experience in railroad club work.

Auction bridge and five hundred were the diversions of the afternoon, favors being won by Lucille Lehrbas, Mrs. Lehrbas, Mrs. Leo Ziebell and Mrs. D. O. Daniels. A cafeteria lunch was served from a long table decorated with cut flowers. The hostesses were Mesdames Phillip Leonard, Charles Schlaif, A. G. Heise, Will Erickson and Alcide Lemay. Out of town members present were Mrs. August Morin and Mrs. Harry Norenberg of Tomahawk, and Mesdames J. L. Truax, Carl Granholm, and Elmer Bloomquist of Merrill.

The next regular meeting of the Club will be held February 16th, at the Business and Professional Women's Club.

Dubuque Chapter

Mrs. Myrtle Bock

Dubuque Chapter held the first meeting of the New Year on January 15th. At the conclusion of the routine business, the officers and chairmen of the various committees read their annual reports each of which showed the hard work that has been done and the results accomplished during the past year.

Besides providing a program for each meeting, the Program Committee has given a Guest Night Party, one picnic for members and their families, one picnic for Dubuque Division Employe and their families, a Birthday Party and a Christmas Party.

The Ways and Means Committee held three card parties, a Bakery Sale, five dances and put on a Minstrel Show which played four nights and was a huge success.

During the past year, Dubuque Chapter through their Sunshine Committee has given relief in cash and cash expenditures amounting to about nine hundred dollars, besides rendering assistance in various other ways.

With the success of the past year and the enthusiasm and interest of all members, the various committees already have plans under way for greater activities during 1926.

A unanimous vote was cast for the election of the following officers: Mrs. W. M. Thurber, President; Mrs. W. Keck, 1st Vice-Pres.; Mrs. G. Wiegand, Recording Secretary; Miss Marie Clifford, Corresponding Secretary; Mrs. F. Fernstrom, Treasurer.

Mrs. Walter Keck was re-appointed Chairman of Program Committee, Mrs. T. P. Jones of the Ways and Means Committee, Mrs. F. A. Shoulty of the Membership Committee, Mrs. E. R. Johnson of the Sunshine Committee and Mrs. L. Howell of the Auditing Committee.

At the close of business the club was entertained with solos by Miss Mayme Flynn accompanied by Mrs. Alois Hoffman, Ben Richards played a couple of splendid selections on the piano accordion and Dr. Carl Painter gave a very interesting and instructive talk on "Health."

On January 19th, Dubuque Chapter held their first dance in the new year. February 5th a capacity crowd attended the card party at which cinch, five hundred and bridge were played. That Dubuque Chapter dances continue to be most popular was evidenced by the big crowd attending the dance given Feb. 9th.

With the exception of a bakery sale, the Committees have made no plans for special work during the lenten season.

Milwaukee Chapter

By Historian

The regular monthly meeting of the Milwaukee Chapter was held in the new club room, January 18th. After the Club business was taken care of, the President introduced Mrs. J. E. Radcliffe, President of the County Federation of Women's Clubs, who gave a short talk and invited the Chapter to join the County Federation Club. The Club voted on this and Mrs. Juneau appointed three delegates along with herself, to attend these meetings, although everyone is invited to attend. The delegates are Mrs. Juneau, Mrs. Thiele, Mrs. Cossell and Mrs. Larkin.

Installation of officers followed. Mrs. Chas. G. Juneau and Mr. W. J. Thiele honored the club by installing the new officers for them. Miss Leone Schultz acted as Conductress and Mr. Roy Jewell, pianist.

Mr. Herman Leggold kept his promise and again sang for the Club. His selections were as follows: In the Garden of My Heart, Some time, I'll take you Home Again, Kathleen and When You and I were Young, Maggie. Mr. Jewell accompanied. Everyone enjoyed the pro-

gram and hope Mr. Leggold will sing again soon. Lunch was served by the new officers and as usual, everybody went home happy.

January 25th a card party was held in the Club rooms. There were twenty-one tables, and many lovely prizes were donated. A permanent wave was donated by Mrs. Clara Prohaske, proprietor of the Prohaska Beauty Parlor. The Chairman was Elsa Pritzlaff. Assisting her were the Misses Irma Knoll, Gladys Chambers, Myra Bivins, Mary Garaghty, Leone Schultz and Mrs. Vivian Katchpaw. The committee thanks all those who helped in any way to make this party a success and hope you will all come again and bring your friends.

Spokane Chapter

Ellen E. Shook

Over one hundred guests enjoyed the Benefit Card Party and Dance given by the Chicago, Milwaukee & St. Paul Woman's Club at the Manito Masonic Temple on the evening of January 26th, 1926.

Prizes at cards were won by Mrs. N. H. Fuller Mrs. L. F. Graham, Mrs. J. Shook and Mr. L. F. Graham. A great many out-of-town guests from Lind, St. Maries, Malden and Othello helped to make the occasion a merry one. A lovely canary bird donated to the club by Mrs. Mildred Paige, was raffled. Much to the disappointment of many ladies, it was won by Mr. Willard Linchan of Malden.

Let us hope to see all of the same faces at our next dance and help to make it a success. "The More the Merrier" is our slogan.

Mrs. Ernest F. Rummel entertained the Board ladies of the Club at five o'clock tea in the Isabella Dining Room of the Davenport Hotel Wednesday January 27th, 1926. Dainty spring flowers and pink tapers in silver candelabra were used in the table decorations, the place cards carrying out the color motif. A pleasant conversational hour was enjoyed, at the end of which the guests wished Mrs. Rummel a pleasant journey to her new home in Butte where Mr. Rummel has been transferred as General Superintendent of Lines West.

Mrs. Ernest F. Rummel, who left for Butte, Saturday evening, January 30th, was the honor guest at the surprise luncheon given by the ladies of the Club in the East Banquet Room of the Davenport Hotel on that day. Mrs. E. M. Grobel First Vice President, presided at the luncheon. A beautiful corsage of tea roses and freezias was given Mrs. Rummel as appreciation of her services as President.

Our regular meeting which was to have been held on Tuesday February 9th, 1926, was postponed until Feb. 16th. All Clubs of the city ceased activities at that time to give way to the Community Chest Drive which was held from February 3rd to 11th.

Perry Chapter

Mrs. W. T. Murphy, Historian

The C. M. & St. P. R. R. Woman's Club met Jan. 26th at Fraternity Hall. The following ladies were elected.

President Mrs. W. L. Schmitz
1st Vice President Mrs. John Evans
2nd Vice President Mrs. John Kindig
Rec. Secretary Mrs. John Heinzeleman
Corresp. Secretary Mrs. Ed. Dillon
Historian Mrs. W. T. Murphy
Treasurer Mrs. Geo. De Dual

A card party and dance was given on Feb. 6th sponsored by the new officers and the Board of Managers for the purpose of enthrusing members and of obtaining new members. A large crowd was present and thoroughly enjoyed the evening.

The next regular meeting will be held Feb. 30th at Fraternity Hall. At this time a regular committee will serve a lunch and have a

social hour after a business meeting.

A pleasant social evening followed the business meeting. The husbands and children joined the members after the business meeting and enjoyed themselves for a few hours with cards and dancing. Attorney Edward Dillon, husband of our secretary and Assistant Superintendent W. L. Schmitz, husband of our president, were both called on for talks and surprised those present by telling how much they really knew about the club and its object. Chief Dispatcher J. M. Losey was floor manager for the dance and pepped up the crowd a lot with his numerous changes in the circle dances. Mrs. Losey, Margueretta Heinzeleman and Miss Kathryn Hill furnished the music for the dance and the 1926 officers served the refreshments.

Des Moines Chapter

The regular monthly business and social meeting of the Des Moines Chapter of the Women's Club was held at the home of Mrs. E. W. Webb, Friday afternoon, January 29th. The meeting was well attended there being more members present than at any meeting since the Club was organized and everyone reports having enjoyed a very pleasant afternoon.

The Des Moines Chapter is steadily growing, two new members having been enrolled at this meeting.

After reports of the officers and the different committees were read and new business had been brought up and discussed, election of officers was held, the following members being elected officers for the ensuing year:

Mrs. C. L. Pound, President.
Miss Jean Dallas, First Vice President.
Mrs. T. Ridpath, Second Vice President.
Miss Jean McGinnis, Secretary.
Mrs. C. Phares, Treasurer.

The remainder of the afternoon was spent playing Bridge and Five Hundred, prizes being awarded to the lucky ladies holding high scores in both games, after which a delicious lunch was served by the Social committee.

It is planned to hold the next meeting at the home of our new President, Mrs. C. I. Pound, February 26th at 8:00 P.M.

Sioux Falls Chapter

Mrs. P. T. Cavanaugh, Secretary

The meeting for January was held at the home of Mrs. John Fisher 1000 West 5th St., at which time a report of the work done for the year of 1925 was read by the Secretary. Two Food Sales, One Card Party, Three Dances, A Picnic at the Park for all members and Shop at the time the Chicago Officers were here to visit us, and at Christmas Time a huge Christmas Tree Entertainment was held in the Passenger Depot for all the Milwaukee Children.

Our benefit work consisted of 14 bunches of flowers for the sick, 5 members were remembered with cigarettes, candy and fruit were taken to the hospital to a members child who had been badly hurt, eight calls to the sick, one loan to an employe. In all, the donation of clothing and bedding and cash given, our Mutual Benefit Work has amounted to \$273.20. Our Entertainments and sales to raise money (including dues) amounted to \$398.15. Treasurers balances on hand plus note at the end note at the end of the year amounting to \$71.02. Our members worked hard and faithfully and we are proud of our 1925 work, but 1926 promises to be a still better year, due to the fact that we are better acquainted, and our members are now more interested.

Plans for January were a Bake Sale which was held at the Shriver Johnson Store which netted us clear, \$16.31, while the card party

held at the home of Mrs. T. P. Cavanaugh amounted to \$5.25, likewise the Card party held in the Metropolitan Hall we cleared \$16.10.

Our Membership Committee is out for new Members, and many of the husbands are coming as Contributing Members. We are quite enthused over our success of this drive, so far. All members should urge their husbands to join. We were over 50 per cent in 1925, while 1926 should find us at least 75 per cent Membership.

Mason City Chapter

Mrs. G. W. Stevens, Historian

At our last regular meeting, Mrs. C. S. Christoffer presided for the last time. She told us of the splendid meeting of the Gen. Club in Chicago last month, after this our election of Officers for the ensuing followed.

Mrs. H. G. Crow, President
Mrs. Frank Ulrick, First Vice President
Miss Margaret Kelly, Second Vice President
Mrs. Robert McClintock, Recording Sec.
Mrs. Wm. Johnston, Treasurer
Miss Grace Moran, Corresponding Secretary
Mrs. George Stevens, Historian
Mrs. Milton Wolverton, Pianist

Chairman of Committees:-

Mrs. W. H. Ingraham, Mutual Benefit & Welfare

Mrs. E. J. Sullivan, Ways & Means
Mrs. W. H. Ross, Social
Mrs. Henry Smith, Membership
Mrs. G. P. Hodges, House & Purchasing
Mrs. M. J. Ramsey, Constitution & By-laws
Mrs. George Buck, Auditing

Mrs. Christoffer, in her impressive manner extended a cordial welcome to the new officers and congratulated the nominating committee, of which Mrs. Henry Smith was Chairman, on their selection of Officers for the ensuing year. Mrs. Christoffer said as she laid down the duties of her office it was with the confidence that other hands would carry forward its requirements with an increasing measure of success, and she congratulated the new Officers upon an opportunity for service that will enlist the highest possibilities of mind and heart.

Mrs. Crow then took charge of the meeting and told of many of the splendid plans which she hopes to carry out this year. She then introduced Dr. Stella Mason, Speaker of the afternoon, who gave a most inspirational address on her trips around the world.

Our welfare work continues to grow—\$75.00 having been expended on this work the past month. Many sick calls have been made, letters and notes of condolence and congratulation sent.

Our new kitchenette is nearly completed—thanks to Mrs. Ingraham. With the numerous good chefs our Club possesses, we are hoping to soon hear the first call to the dining car.

We are delighted to welcome Mrs. Ingraham into our Club and glad to know she will guide the destinies of our Mutual Benefit work this year and will share with us some of the splendid ideas which she brought from the Bensenville Chapter of which she has been President the past year. Bensenville has accomplished many things and we hope to profit by some of their experiences.

On Friday evening, January 29th, a farewell party was sponsored by the Club for General Supt. and Mrs. C. S. Christoffer, and a reception for Supt. and Mrs. Wm. Ingraham. Over one hundred attended and a wonderful time was had. Cards and dancing were the diversions, prizes being won at cards by Mr. Keiroy, Mrs. Haufman and Mrs. Christoffer. Guests were Ben Olson, Mr. Lindsey, Mrs. Anna Fromm, Miss Crow and Mrs. Reiss. Piano and violin duets were given by Neldra Hodges

and Claude Saber. An exhibition of the Charleston was given by

The Club presented Mr. and Mrs. Christoffer with a beautiful buffet mirror for the new home. Mr. Gilbert Hodges in his inimitable way making the presentation speech. Mr. and Mrs. Christoffer responded very graciously by expressing their appreciation of this token of friendship, and of the fine co-operation of the Club the past year. There is evidence of successful activity in everything Mrs. Christoffer has done. She is a woman with the highest ideals and has built our Club along the lines set down by our General Officers just as nearly as is possible to do. She and her Recording Secretary, Mrs. Robert McClintock have not missed one meeting during the year. She has great initiative, and is the very essence of pep, always with the idea that the Women's Club is here to stay and that we must all band together to make the Milwaukee the biggest and best Railroad. She is leaving us with one of the best organized clubs in the City, with a new club room completely finished and furnished, much welfare work done, and the treasury in good condition. We are hoping that in her new location with Mr. Christoffer's increased responsibility as General Supt. of Northern District, that she will have plenty of opportunity to exercise her great ability. Minneapolis Chapter, we take off our hats to you and congratulate you on having so fine an acquisition.

Under the supervision of Mrs. Frank Ulrick and her social committee, a large dancing party was given recently in Central Hall. The hall was beautifully decorated with colored lights and streamers and the changing colors in the lighting effect added much charm and enjoyment to the occasion. Wives, husbands and sweethearts from all the departments joined hands in good fellowship and danced to the merry strains of Mac's Serenaders. Special features interspersed the dancing; Marion Hayes giving pretty esthetic dances in lovely costume, and Mrs. L. R. Rosencranz singing several beautiful songs to the orchestra accompaniment. The reception committee consisted of Mr. and Mrs. Christoffer, Mr. and Mrs. Ingraham, Mr. and Mrs. Fergus Bohlen, Mr. and Mrs. M. J. Ramesy, Mr. and Mrs. Jack Burns, Mr. and Mrs. W. F. Cody, Mr. and Mrs. R. H. Janes, Mr. and Mrs. H. G. Crow and Mr. and Mrs. L. Hendrickson. Several hundred attended the dance and a substantial sum was added to our welfare fund.

The Beloit Chapter

Mrs. Fred Miller, Historian

On Jan. 16th a card party was held at the Odd Fellows Hall. Mrs. Zimmerman chairman of the committee. Bridge and "500" were played. Prizes in bridge won by Mrs. Charter and Mrs. Mann and in "500" by Mrs. George Blackford.

A dance was given at Shirland, Jan. 30. About 35 members from Beloit went over in a big bus hired for the evening. Mrs. Marsh and Mrs. Miller sent word that a picnic supper was to be served and each one should bring sandwiches and a dish to pass. The result was a variety of good things to eat. All enjoyed themselves immensely.

Beloit should be very proud of its Chapter. It has had talent smouldering in its midst these many months and is just now bursting forth. Mrs. F. Black, Mrs. J. Connors and Mrs. T. Crago have each written a song to the Woman's Club. The Historian has heard them and can vouch for their being a success. The songs certainly are a credit to the writers.

On Feb. 6th another card party was held. President Devlin and Mrs. F. Black on the committee. A large number were present despite the inclemency of the weather. Bridge and "500" were played.

The regular business meeting was held on Feb. 3rd at the home of Mrs. A. Morrissey. Lots of new business was brought up at this meeting. One item in particular was about our card parties. We have decided to hold them in the evenings hereafter, so that our husbands can attend.

During the meeting President Devlin asked the members if they were in favor of a new hospital for Beloit. They were very much in favor of it and offered their services to help the good work along.

The Rockford Auxiliary

The Rockford Auxiliary gave a card party at the club rooms the evening of Jan 10, 1926. Another card party was given Friday afternoon Jan 29th at the home of Mrs. Snively. Bridge and "500" were played. The first prize was won by Mrs. Arthur Southam, second by Mrs. Spear. In "500" by Mrs. George Southam and Mrs. French. In Bunco, Mrs. Coretz and Mrs. McCartney. Everyone reported a good time. Mrs. Glen Kelly and hostess furnished refreshments.

At our next meeting Jan 20th it was voted that we hold every other meeting in the afternoon, the second Wed. of each month, as there are some who can not come evenings.

Rockford has three new members to its credit.

Our next meeting will be the second Wed. afternoon at 2.30 P. M. at the home of Mrs. Johnson, 2124 Melrose Ave.

Tacoma Chapter

Tacoma Chapter met January 22nd at Odd fellows hall. A short business session at which merely routine business was transacted was followed by a social and card party. Bridge, Five Hundred and cootie were the games played. Mrs. Francis Kirkland sang two beautiful selections after which all adjourned to the dining room where cake and coffee were served. About seventy-five were present and a pleasant time was enjoyed by all.

Plans were also made for a six o'clock dinner to be held Thursday the 25th. Following the business meeting a social hour was spent playing bridge, five hundred and cootie this being planned as a surprise farewell party for Mrs. Cleveland who leaves soon to join her husband at Lewistown, Mont. Mr. Cleveland having been appointed Div. Sup. at that point Light refreshments were served and many expressions of regret at losing Mrs. Cleveland from our club were heard.

The chapter met February 12th at two P. M. at Odd fellows hall. Mrs. Sommers chairman of the sick committee reported eighteen calls made at the hospitals in the last two weeks. Flowers were sent to one patient at the hospital and to one home where there had been a death. Mrs. Buchanan reported one family in straitened circumstances, whose immediate needs were supplied and arrangements made to assist them as long as necessary.

Janesville Chapter

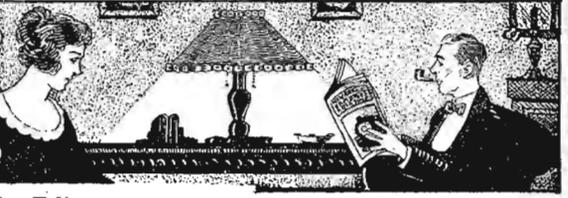
Mrs. Clara Samey, Historian

An enjoyable dance was sponsored by the CM&StP Woman's Club, Friday evening, February 12th at Castle Hall. About fifty couples attended. A feature of the evening was the old fashioned grand march which ended in a circle two-step. The Charleston was demonstrated by Francis Brennan, son of Yardman Brennan of the Janesville Yard.

At the meeting to be held Tuesday, February 23rd, 1926, Mrs. Cora Dickinson will address the club. Her topic will be "The Correct Way to Conduct a Business Meeting."

Concluding, watch our 1926 smoke.

AT HOME



HAZEL M. MERRILL, Editor



Donald, 3 Year Old Son of H. C. Strayer, Chief Clerk to D. F. A. Armstrong

Spring Fashion Notes

Well, I ask you, how can one be enthused over new fashions for spring when outside rages a blinding snow-storm? However, spring will come, as springs usually do, and we must be prepared.

Dame Fortune decrees flares and ripples. The silhouette retains a slender appearance, but there is softness, with hems with hidden plaits, gores, godets, or pronounced circular. While we hear rumors of a somewhat increased length in skirts, so far the models do not display it, and skirts for the most part remain short. The waistline is only an imaginary line like the equator. Some dresses mark the line where the waistline would be, if there were one, with the beginning of godets, pockets, the upper end of a flare, etc. If belt or girdle is worn it is placed just above the hips. The gipsy girdle with bow in front is worn on afternoon and evening frocks and is new and chic. Necks are higher at the back and the open V or U shape seems to prevail, while some tie or button at the throat. Many sleeves are long, transparent, and full at the wrist. For general wear, sports clothes, and tailored frocks, long close-fitting sleeves are correct; short sleeves may be worn for afternoon. Bosom fronts give a touch of color at the neck which is always an omen of spring, and offer opportunity to combine plain material with a print, two shades of the same color, or a color with white. The cape is the most important feature of the new spring styles. First we have the shoulder cape, cape sleeves, cape backs, and now hip-length capes, circular with fitted shoulder. Quite the latest is the new ensemble which turns the circular effect upside down. With this we have the straight frock with the cape. Of course, we could not have a circular cape and circu-

lar skirt, as it would give a bulky awkward appearance. This new cape ensemble offers a solution for the straight frocks, as undoubtedly many of us have straight ones too good to dispose of, and while you could make a straight frock out of a flared one, vice versa—not so good.

They are of wool jersey for early spring, and later will be worn in silk crepes. The two-piece frock or frock with the appearance of being in two pieces but isn't has taken the fashion world by storm. It is seen in the afternoon, evening, sports, and even in house dresses.

The ensemble costumes occupy as important a place in the realm of fashions as ever; ensembles with long coats, short coats, capes, etc. Tailored suits will be in evidence this spring, with short double breasted jackets. Coats, some of them, flare from the shoulder, and some are collarless with neckline trimmed with metallic or silk braid elegant and lovely worn with fur scarf. The rustle of taffeta, long silent, promises to be heard again above the more quiet silks and satins; flat crepe remains about the most popular, but anything in crepe is good, and prints will be popular; also checks, shantung, cretonne, and tub materials. The suit or costume must have a posy on the shoulder; a shaggy crysanthemum, dahlia, gardenia, rose, carnation, etc. Flowers are also worn on evening gowns on shoulder or hip. Seems most any color will be good with gray and possibly rose in the lead. Most any shade of rose, from ashes of roses, water-melon, old rose, flesh to the vivid reds; black; blues; yellows; beige; greens; violet. Shoes blend with the costume.

Household Helps

In allowing for the shrinking of material which is to be washed, it is well to remember that the coarser the material the greater will be the shrinkage.

Use sirup left from pickled fruit for flavoring roasts, baked ham; mix the sirup with water and use for basting. A tablespoon added to mayonnaise gives a pleasing flavor.

Place required number of slices of bread on a tin under gas burner, and by the time your cereal is cooked or coffee percolated, the toast is perfectly browned and delicious.

Cut a hole about nine inches deep and twelve inches long in kitchen floor about four inches from one wall. Hinge the back, and place simple wooden latch at the front to be operated by the foot. Attach underneath with two hooks and screw-eyes an ordinary furnace pipe of tin cut square at the top to fit the opening. Have this lead into a large barrel on basement floor some distance from furnace. Into the opening throw all sweepings, string, waste paper, etc., and two or three times a week, burn refuse in furnace.

Well, Why Not

Isaac—"Oj, oj, des vedding invitation says 'R. S. V. P.' 'Vot does dot mean?'"

Jacob—"Achl 'Dot Such ignorance. 'Dot means to bring 'Real Silver Vedding Presents.'"

Oh, what are the school-girls made of, made of?

Oh, what are the school-girls made of?

Lip stick and rouge

Silk hose and fine shoes

And that's what the school-girls are made of.

Oh, what are the school-boys made of, made of?

Oh, what are the school-boys made of?

Sta-comb, cigarettes,

And parties and pets,

And that's what the school-boys are made of.

—En-Ar-Co News.

Kansas City Terminal.

S. M. C.

Have you noticed it? Wonder why Buster Beem always shaves and dolls up on Thursdays. Must be some attraction some where.

Evelyn Williams insists that bantam eggs are not the same as hens eggs. Why not Evelyn?

Another all around sportsman added to our list. James Likovich our new car record clerk can throw basket balls that never miss the basket, is a marvel at pool and bowling is his middle name.

Earnie Thomas says if you want to be sure and get back when you go out in the suburbs better go out in a 'Henry'. How far did you walk Ernie?

Dean Berry finally washed his car. Hurrah!

Eddie Singleton new rate man in the commercial office entertained the boys from the local office last month and they say the party was a Big Success. (Paul Draver assisted Mr. Singleton?).

Mr. Harry Zane has been promoted from Traveling Freight Solicitor to General Agent at Tulas. The vacancy made by his promotion was filled by Mr. Jess Reeder who was Mr. Adsit's Chief Clerk and Mr. Clyde Zane was appointed Chief Clerk in Mr. Adsit's office.

First indication of spring: Clouds all day long February 2nd. Second indication of spring: New cinder paths at Coburg.

Now that the hunting season is over the boys at the local have begun to talk fishing. Its a question who is going to tell the first fish story of the season. Bets are two to one on Harry Vail.

The local office boys will have to look to their laurels now on the hunting proposition. Con Williams crack duck hunter of Coburg is one of you.

Little Helen says candy will make you fat. If that is true it accounts for a couple of our heavy weights.

Harold Harding says Jim Talbott don't need to raz him about going to a Tired Business Mens meeting. He can't see any difference between that and the Bowlers Smoker except the police.



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

Agent J. P. Enright, Landon, Wisconsin discovered something wrong with a car in No. 66, Extra 8662, January 15th, as train was passing his station and gave the signal for a hot box. At the next stop, three brake beams were found dragging. This undoubtedly averted a serious derailment to this very important time freight.

Agent P. W. Freutel, Correll, Minn. on January 15th, discovered a brake beam down on train 8135, east, passing his station and flagged the train which was stopped and the defect removed.

The following letter from superintendent of C. M. St. P. & O. Ry. thanking I. & M. Division conductor Wm. Plackek for prompt action in reporting a broken rail in that line near Cliff. "Conductor Plackek, your extra 8175, at 4:37 A.M. January 7th reported rail broken ¼ mile west of Cliff, one foot gone. Section men called and repairs made. Would be pleased if you will kindly convey to him our appreciation of his prompt action in the matter."

Agent J. J. Rellihan, Harpers Ferry, Iowa, noticed brake beam down on coal car in No. 78's train, Dec. 25th and stopped the train, preventing a derailment.

Illinois Division engineer Geo. McCay, while on helper engine Dec. 4th, discovered about ten inches gone from ball of rail on east track near Plum River bridge, and reported same without delay.

Conductor W. H. Funk and brakeman F. R. Murphy, River Division, while on an extra east, December 28th discovered a broken rail about one mile east of Richmond, as caboose passed over. Brakeman dropped off and flagged No. 4, immediately following.

Ill. Division brakeman C. Rogers, while lining switch at east end of track No. 1, Joliet, noticed a switch point broken near heel of the point, and immediately notified the patrol crew and called section men from Momence to make repairs.

Dubuque Division conductor V. K. Clark, train No. 67, Dec. 31st, about one and one half miles east of Brownsville, while closely watching his train, saw smoke issuing from side of ATST car 30149, 22 cars ahead of the caboose. Engineer Palmer and head brakeman Thomas were both looking back on the curve, and Mr. Clark was able to get a signal to them to stop the train when a truck was found broken in four pieces.

On December 15th, on S. M. Division train No. 6, the train crew discovered a baggage car on fire, caused by sparks from the engine. The train was stopped and fire put out before much damage was done. Conductor Putney and his crew did splendid work in extinguishing the fire.

Dubuque Division engineer J. Benzer and conductor W. L. Weidner, on Dec. 31st, after arrival of No. 15 at Cascade at 12:30 P.M. found axle on tank of engine No. 1 broken; and took a pair of wheels out of box car nearby and placed under tank. They left Cascade at 2:25 P.M. and arrived at Bellevue only one hour and 45 minutes late.

I & M. Division conductor L. O. Olson, while acting as brakeman on No. 196, December 8th, discovered a broken rail east of Lyle,

reporting same to section foreman so that repairs could be made promptly.

Section foreman F. C. Shuam, Lawler, Ia., discovered brake beam down on car in extra 8085, Dec. 12th. He was able to get signal to train crew and when train was stopped the rigging was removed without further damage.

Superior Division brakeman Albert Hale found a broken rail in track while working on Superior Division train No. 91, November 23rd, and promptly reported same so that repairs could be made.

Operator Thos. Regan, North Milwaukee, on Nov. 22nd, when a broken rail was discovered by brakeman Cowie, Superior Division Extra 8173 on west main near Hopkins Road Crossing, arranged for train movement over the east main and called section men to make repairs, which prevented delays and averted a derailment. C. M. & G. conductor W. W. Humiston, while on train No. 77, Nov. 14th, discovered a broken rail about one half mile west of Chase and took the necessary steps to avoid an accident to following or opposing trains.

Illinois Division brakeman John Struve discovered a broken arch bar on SORX7058, fuel oil for Chicago, train No. 64, Nov. 17th, while train was pulling through Elgin. His prompt action in stopping train undoubtedly prevented serious accident.

Terre Haute Division conductor C. J. Currie and engineer H. F. Harbin No. 74, Nov. 28th, found a broken rail on main track about two miles north of Delmar and reported same without delay, preventing a possible derailment.

When inspecting train No. 63, at Avery, Idaho, September 17th, Inspector Ralph Johncke found St. P. car 100055, a double deck car of hogs with the upper deck coming down and in bad condition. As the repair track forces were off duty, it being 4:35 A.M. when the car was found, Inspector Johncke had this car switched to the repair track and did not take time to call help, but went inside the car and jacked up the upper deck and applied reinforcing to hold it up. As this was an act that saved the company a delay to this train and as to make the repairs, it was necessary for Mr. Johncke to go into the car and work in the dirt and disordered condition, with the upper deck leaking on him, his action cannot be too highly commended.

Agent H. S. Deming, Hector, Minn. recently learned of a prospective party going to Florida, and drove thirty-one miles into the country to secure them; on another occasion, he secured three passengers from Twin Cities to Chicago, by telephoning our city ticket agent at Minneapolis.

H. & D. Division fireman George Olsen, firing engine on train No. 15, November 11th, in meeting a train on double track about one mile west of Webster, discovered a hot box and succeeded in getting a signal to the crew on the rear end of freight train.

Recovered Lost Money on S. M. Division Train

The following letter addressed to Superintendent E. A. Meyer of the S. M. Division is self explanatory.

"A week ago last Friday was coming down from Rushford on Conductor M. J. Killoren's train, and lost \$75.00 in an envelope from my pocketbook—didn't discover the loss until

I was taking a taxi in Albert Lea. I opened up my pocketbook in the taxi and discovered my loss. I was stranded there, didn't know what to do, so went back to depot and told of my loss to the Agent and Operator M. W. Hamilton told me that I might have lost it on the train. He telegraphed back to that train and Conductor M. J. Killoren found it and sent it back on the six o'clock train.

I can't tell you how thankful I am about it. You are to be complimented on having men with you so kind, obliging and honest. It is sure grand to find men like them, and I shall never forget as I didn't know what to ever do, when I told the Agent and Operator my troubles the kindness they showed me. The Conductor could have said he didn't find it. A man like him is one out of a thousand.

I asked the Operator your name, also his and the conductor's name as I wanted to write you.

Thanking you for the kindness I received

from your men, I remain,

Yours respectfully,

Margaret Burns,

Local Baggage Agent, W. H. Woodhouse, Mason City, Ia., referred cards to the office of Division Passenger Agent, for the following business which was secured for our line.

Three passengers, Charles City to Chicago; two Charles City to Exeter, Mass.; one, Charles City to So. Bend, Ind.; one Emmetsburg to Lanesboro, Minn.; two Mason City to St. Paul; five and one half tickets Mason City to Chicago; one, Mason City to Ann Arbor, Mich.; one, Mason City to Milwaukee; two, Mason City to Chicago; three, Mason City to Yellow Springs, O.; three Mason City to Rockford, Ill.; one, Ventura to St. Paul; two, Ventura to Rockford; one, Ventura to So. Bend and one, Charles City to New York City.

E. E. Swan H. & D. Division operator, on sick leave, was instrumental in securing one passenger from Pasadena, Calif to Minneapolis and return, routed via S. P. to Seattle and Milwaukee, Seattle to Minneapolis.

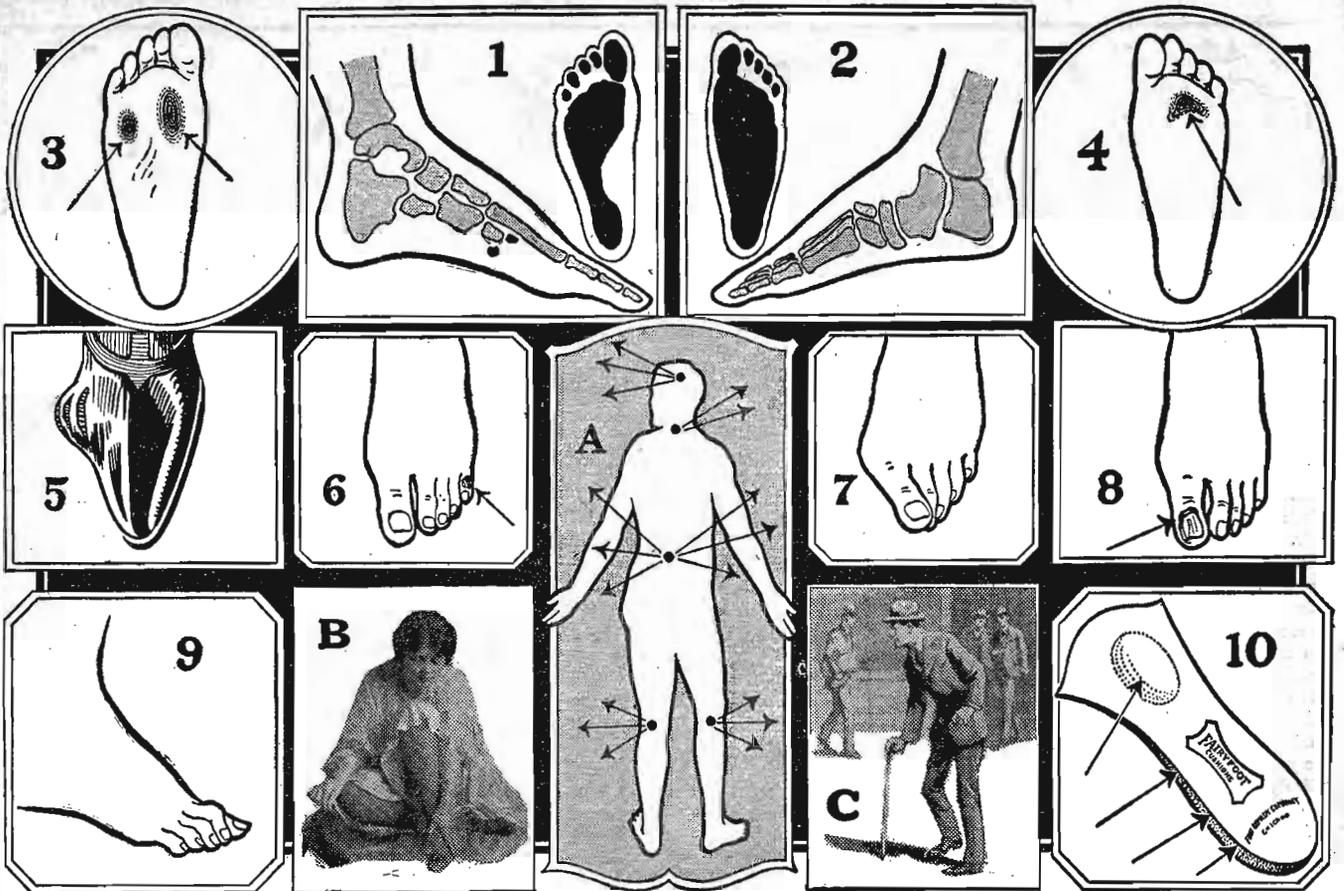
R. H. F. Russell Eaton, Savanna was instrumental in securing four passengers, Savanna to Omaha, en route to Los Angeles, December 10th.

Foils a Freight Car Raid

What is believed to have been a clever plan to rob a Milwaukee Ry. train was thwarted by section foreman G. Helsdon, Genoa, Ill., when he discovered merchandisc valued at \$400.00 at the side of the tracks near the Kishwaykec bridge, west of Genoa. The loot consisted of three radio sets, several dozen suits of underwear, several boxes of hosiery, table linen and other articles. Mr. Helsdon was returning to Genoa when he discovered the loot near the bridge. The thieves evidently got the goods out of the car when train slowed down at the bridge intending to return for it later.

Saw a Fire and Put it Out

On January 18th Mr. Simon Propp janitor of a School at Melbourne, Iowa while passing a car that had been set out at that station discovered fire in the boxing. He immediately set about extinguishing the flames, using snow. The incident occurred on a Sunday when there were no employes in the vicinity.



Why Foot Pains Go in 5 Minutes

Five minutes is now the time limit for foot and leg pains. Reports from people who were chronic sufferers tell of practically instant relief from all sorts of foot troubles, also relief from leg and back pains and headaches, caused by feet out of order. A wonderful new, scientific invention, known as Fairyfoot Cushions, has brought astounding, sensational results. The amazing reports seem almost incredible, but a very special offer enables you to prove without a penny's risk that this great invention will do the same for you.

What Ails Your Feet

Twenty-six bones form the arch of the foot. Even one of these bones getting out of place puts abnormal strain and pressure on the muscles and nerves—then the pains appear.

It is displacement of these bones by the weight of the body, too much standing or ill-fitting shoes that causes "flat foot." The weight of the body is thrown out of balance and the foot is often crowded down into the shoe causing bunions, corns, calluses, ingrowing toenails, hammer toe, or Morton's toe, and the shoes become misshapen and run over at the heel.

Then you have agonizing pains in the feet and often leg pains, backache, headache, "rheumatism" and nervousness. Let the arch drop ever so little and trouble starts. You can't always see that your foot is flat—it may look all right—but the merciless pains tell you that something has gone wrong.

How Fairyfoot Cushions "Position" the Feet

These wonderful Cushions (highly recommended by orthopedists and physicians)

bring relief by "positioning" the feet. They point the toes straight ahead, causing the arches to take their natural position. They also direct the body's weight to the ball, heel and outer part of the foot, where Nature

intends it to be. Every bone and muscle is put just where it belongs.

Key to Diagrams

1. Normal Position of Arch and Print of Normal Foot.
 2. Fallen Arch and Print of Flat Foot.
 3. Calluses.
 4. Morton's Toe caused by arch breaking across fore part of foot.
 5. Bunion.
 6. Corns.
 7. Crowded Toes.
 8. Ingrowing Nail.
 9. Hammer Toe caused by foot pressing forward.
 10. Fairyfoot Cushion. Showing built-up flexible layers and device for "positioning" foot.
- A. Pains in Legs, Back, Neck and Head, originating in Feet.
B and C. Result of neglecting foot troubles.

Fairyfoot Cushions are very flexible, and while positioning the foot normally, gently massage and exercise the muscles which have become soft and flabby and give them strength to support the readjusted arch.

Stiff metal devices can't give this kind of pressure and strengthening exercise. They act merely as supports and actually allow the muscles to become weaker. They usually have to be fitted and adjusted by experts. They are heavy and clumsy. Pads and bandages are mere makeshifts.

You don't have to adjust Fairyfoot Cushions, and they weigh less than an ounce. Fairyfoot Cushions are made in 50 different sizes to fit the daintiest slipper or heavy shoe—no costly made-to-order appliances to pay for. Last a year or longer.

Your feet also regain their correct shape. The instep, the heel, the toes all stay in their proper positions. Your shoes keep their shape, your suffering has vanished. Results are immediate. Guaranteed in five minutes.

Heed the Danger Signals

Any pain of your feet, legs or back means most likely that something is wrong with your feet—something that needs attention right away. Don't assume that these pains will "cure themselves." Even a few slight twinges may point to a condition that will mean serious trouble later on. Fairyfoot Cushions will correct the cause of the trouble and then the pain must go.

Proved by Thousands

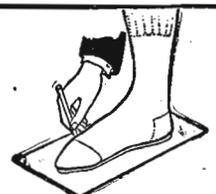
Letters like these, from former foot sufferers, show what Fairyfoot Cushions will do: "I had to hobble on a cane. With Fairyfoot Cushions I walk perfectly."

"Had a bad case of fallen arch. Fairyfoot Cushions have completely corrected it."

"Leg and back pains all gone now, thanks to Fairyfoot Cushions."

"Bunion and Morton's toe have gone, also my pains and nervousness. Fairyfoot Cushions did it."

"The first real relief I have had from foot pains in 10 years."



How to Order

Place stockings foot on piece of paper and trace outline of foot with pencil held vertically, as shown above. Send this and also write size and width of shoe in coupon.

Send No Money

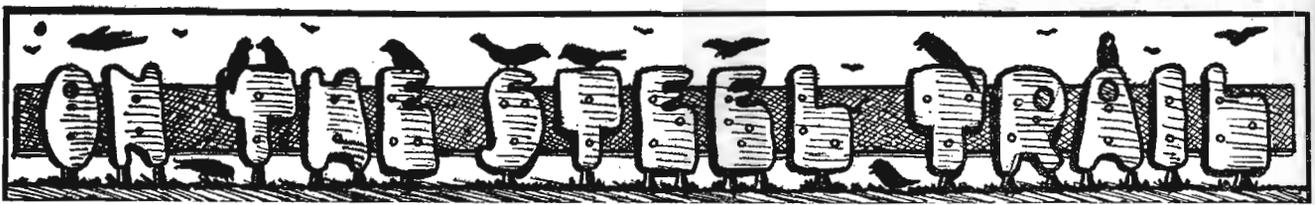
So sound are the scientific principles on which Fairyfoot Cushions are made, so remarkable have been the results obtained in "hopeless" cases, that we gladly send them on free trial.

The regular price is \$3.00, but for a limited time we offer Fairyfoot Cushions for only \$1.98. Pay only when postman brings them. Or you can send money in advance if you wish. Either way, make the 5-minute test—see how quickly the pains go. Then wear them 14 days and if not satisfied return them and we refund your money. Send coupon today.

FOOT REMEDY CO.
22nd Street and Millard Avenue
Dept. 141 Chicago

Enclosed is outline of my foot. Send me a pair of Fairyfoot Cushions. I will pay special price, \$1.98, on arrival, and will make the 5-minute test. Am also to have privilege of wearing them 14 days at your risk. If I am not satisfied, I will return the Cushions and you will refund my money.

Name.....
Address.....
Size Shoe..... Width.....
Check Man Woman Boy Girl
© 1925 F.R.Co.



Idaho Division

R. C. P.

Ray Shook has got a girl! Now what do you know about that; she lives in Spirit Lake for the present. It is the first time we have been able to chronicle such news. Hurrah for Ray.

Brakeman Jack Wright on No. 293 leaving Spirit Lake the other day tried to bluff out a hobo desiring to travel with him but Jack wasn't many enough so he called on Condr. Church to go up with him at the next stop, just to sort of stand back and give him a little moral support. When he again accosted Mr. Boe Jack was real tough. He clawed gravel and spit against the wind, then proceeded to give the boe a blue vitrol tongue lashing. He was afflicted with sudden impediment of speech however as Mr. Boe leisurely pulled out an amateur cannon. This is all the eye witness could detect of the scene with the naked eye. One moment they were all there he says, Condr. Church, Jack and the Boe and the next—scat—and the Boe only remained. What happened he cannot say although he did notice two spirals of dust leading off up the bank and behind a couple of stumps, but the why and wherefore of same happened all too fast, much to the regret of our witness as he would like to give more details.

Our former Supt. Mr. E. F. Rummel, left on July 15th for Butte where he will have his headquarters as General Superintendent. The day before he left the employes of the Idaho Division presented him with the best traveling bag that could be purchased as a token of their esteem and good wishes.

Mr. N. H. Fuller formerly Supt. at Moberidge has succeeded Mr. Rummel on the Idaho Division.

Mr. and Mrs. R. C. P. had the pleasure of attending the Trainmen's dance at Malden New Years Eve. Small lanterns filled with candy were given away as souvenirs on entering. Dancing, lots of good eats and a radio made up the program. The orchestra was especially selected and a packed hall of merry makers danced until 2 A. M.

We regret that the trainmen don't have their dances oftener.

Mr. C. E. Potter, formerly of "SN" office Spokane has taken up his new duties as yardmaster at Malden. Mrs. Potter and son Gene will remain in Spokane until the present school term is over.

The bunch around here are looking forward to a real good time at the dance to be given by the Milwaukee Women's Club in Spokane Jan. 26th. They will have it without a doubt.

Condr. W. J. Peters who was forced to give up his run shortly after having been treated in the east has recovered from a recent successful operation and we will see Bill with us again very soon.

Engineer Chas. Hankins of Malden, under the expert tutelage of Mrs. Hankins shows promises of becoming a very fine dancer. Don't let Ivan Grant and Del Hoffman get ahead of you Chas. You have a dandy teacher.

Othello

The boys at Malden were complaining of too much interference for their radio reception and called upon some experts to locate the cause. It appears they reported no interference when Condr. Shaughnessy was out of Malden

but as soon as Mike hit Rosalia westbound, his broadcasting was so loud it drowned out all other stations.

We regret to report the illness of Condr. Johnson and Brakeman McCoy and all hope for their speedy recovery.

Roundhouse Foreman Waterstrat and wife attended the stinger dance at Malden New Years eve and report a good time.

Tony Johnson of Mr. Curtis office spent Xmas at Othello, Tony is looking fine and hope he can be with us for a longer visit.

Condr. Collinges was called back to Manchester, Iowa on account death of his father.

Big contest on at the next dance between Inspector Crider and Barrett and the Charleston, Barrett has the most experience but Crider has not been losing any time of late.

Yard Brakeman Williams Store helper Mc Garvey spent New Years with the folks at Malden. Forgot to say their wives were with them.

Store helper Morgan seems to be full of life and the secret is between he and Bert Bell.

Car Foreman Weber and family of Everett spent Xmas with Clerk McManomon and family.

Spirit Lake

Buford Fallis, machinist apprentice, who has been confined to the hospital for the last 7 months account a broken leg, spent last week end in Spirit Lake. He had to return to the hospital but thinks another month or so will find him back to stay.

Al. Lehman, commonly known around the shops as "Blackie" will have to change his name to "Pinkie" since he has developed a fine case of pink eye.

Times are surely getting hard. Ole Bakke has quit smoking his usual cigars and has started puffing on a pipe. We all miss the odor of his "Bum Dyke" cigars.

Mr. and Mrs. Hiram Adams took advantage of the recent layoff in December and made a trip to Minnesota to visit Mr. Adam's folks.

Ever notice the smile Billy Kilfmann, our special apprentice is wearing these days. Also how easily he blushes. There's a reason!

Miss Connel, our new steno, is wearing a worried look today since it started to snow for fear the autos won't be able to get through from Spokane. However, we don't think he will disappoint her, for love always finds a way.

Carl Candler, store department clerk, has returned from a trip to Dubuque, Iowa. He told us he was going to spend the holidays with his parents but we found that wasn't the main purpose of the trip, but same proved to be his honeymoon. The bride is the daughter of Henry Quade, engineer on the main line out of Spokane. Their many friends extend heartiest congratulations and best wishes for a long and happy married life. A few friends gathered at their home shortly after their return to welcome them home and presented them with a chest of silverware. The attached is copy of a letter to the office bunch written while going east.

On Board 'Honey-moon Special'
Nearing Miles City, Montana

Dear Office Bunch:

Hello Soaks! APRIL FOOL everybody, especially Mary. Suppose you know that Al acted as best man and am sorry you lost ten dollars on my account, but you should know better than to trust a man and believe all they

say. Tell Charlie, I thank him for the use of his machine for my fatal day as he promised some time ago that I could use it when that time arrived. As far as I have gone I am happy as can be as my wife did not have time to pack her rolling pin along. Did Olie bring the cigars and candy or has he monopolized for his own use? Every time you eat a piece of candy or smoke a cigar, think of the little price clerk who has beat your time in obtaining a cottage on the lake for the summer. You can now realize why I have been so busy during the past few weeks.

I made out the form 3 pass request which Kratsch OK'd. If Olie has not turned in the office copy for file, please ask him for it. I would suggest that my boss receive an extra cigar and an extra piece of candy for his faithfulness in not 'spillin the beans'. The cigars you girls gave me came in very handy, as all I had previously purchased had to be passed around and my wife and I can enjoy these ourselves. Al and Marj. and also a bunch of Dot's friends thought they would get us at the depot, but we got away without a bit of trouble. I only wish you kids could have been there also so we could have the Ha-Ha on you.

Mary, now that the terrible ceremony is over, I have written to Erik and told him to pop the question. Of course if you would sooner have Doc, I will do my best for you.

Marie, as you are such a good news reporter you might write me a lengthy letter to 130 W. 23rd St., Dubuque, Iowa, but it should not be written later than the first of the year. Of course, news from the other girls, is also welcome altho no 'mush' will be tolerated as 'wifey' is my secretary, Treasurer, and correspondent. 'Oh! my wild days are all over now. Don't you recall Friday I was singing 'Good bye boys, I'm going to be married tomorrow,' No more hanging around Lundemo's at Night etc. Best wishes to all for a Very Merry Xmas and Happy New Year.

Confirmed Batchelor and Wife
Carl Dot

Miss Martha Colard, who is spending a couple of months in California account of her health evidently went to the right place and has made the acquaintance of a young doctor who is taking splendid care of her and from all reports her health is greatly improved, but we cannot vouch for the condition of her heart.

This season of the year seems to be quite popular for weddings, we have just learned that Harry Beyer, car repairer, has joined the ranks of the benedicts.

As a Safety First suggestion, we wish to call attention to the fact that Bud Scherfenberg has purchased a Ford coupe and we would advise all concerned to keep their lights in good condition when traveling over the highway between Spokane and Spirit Lake, so as to avoid a collision, as he is very apt to be found parked along the highway holding hands or similarly engaged.

News From the Connecting Link

Betty

We wish to call the attention of all to the name under which the C. M. & G. items appear, Connecting Link, as it is a hundred dollar name. The C. & E. I. offered a prize of one hundred dollars to anyone who would suggest a suitable name for their railroad, and three

different parties suggested "The Connecting Link" and each party received a reward of one hundred dollars.

Conductor C. M. Hurley, who was injured while switching in Dekalb Yard is again working. Conductor Hurley was at Joliet last week and reported that he was absolutely OK now and ready for work.

Automobile Salesman, Automobile Salesman, that is all we see. If we are to form an opinion in regard to the number of new cars that will be parked outside the depot this Spring from the automobile salesmen that we see dashing in and out of the depot we would about decide that there would be a shortage of new cars on the market.

Dark and dreary was the day of February 2nd, smoke and fog everywhere and not a sign of the sun, and great was the rejoicing over the fog and dreariness as all were absolutely positive that the ground hog did not see his shadow and that an early Spring was on the way.

Engineer Roberts, Fireman Pipes and Brake-man Davis, C. T. H. & S. E. Division men, who were injured at Tallmadge, and brought to Joliet to St. Joseph's Hospital are improving rapidly. As the three of them share one room at the hospital a radio has been installed for their entertainment.

During the month of January city water was installed at the depot at Joliet and also at the roundhouse and coal shed. This is a decided improvement as it is not necessary to walk so far for water for drinking purposes and it is also a protection in case of fire.

A new pump has been installed at Joliet for pumping water for engines. Mr. Gradt, Chief Carpenter, from Savanna was kept very busy for a few days getting this pump in proper conditions.

Our radio fans around Joliet did not have much success in getting foreign stations, plenty of talk about it, but no results.

We are "blessed," I believe that is the only term that would apply, with a new janitor who answers to the name of Walter. Walter is here, there, and everywhere at once, he handles freight, checks trains, builds fires and numerous other things.

Mr. H. L. Grover, A. L. Reimer, G. A. Thomas and J. P. Bensen have left the ranks of the C. M. & G. employees to work elsewhere.

Mr. E. J. Bloom who was injured while on a leave of absence is very much improved. Fireman M. M. Boles, who was also injured in an automobile accident while on leave of absence is not able to return to work as yet due to injuries received.

Mr. J. P. Balbinot, who dispatched trains at Joliet at one time, paid us a short visit a few weeks ago. We were all glad to see Joe and hope that he will honor us again. While in Joliet Joe locked his car and then lost the key, the saddest part of this story being that Joe and a certain sweet, young lady had to walk home after the last show at the Orpheum.

Mr. Russell, who has charge of the engines and cars at Joliet has a very able helper in Mr. John. Mr. John has been at Joliet for some time, but he is of such a quiet disposition that it is rather hard to say when he did come to Joliet, he just fitted himself into the pattern of things without the slightest noise or disturbance.

H. & D. Division G. A. C.

Tom Cusick is section foreman on the frigid portion of the Cogswell Line. In other words he reigns supreme on the northern half of the branch. But he is—or was—glowing with pride recently over a brand, spanking new motor

car of the Casey Jones type. So much so that he bought it down to Brampton one day to show off before the population, but the car being a little dusty he procured a chamois and warm water and polished it up a bit, then with the crowd looking on he and the agent pulled off a demonstration. Tom was doing the chaufing and the agent enticing a little action as pusher. The car lived up to its reputation and name and started off with a kick, leaving Tom and the agent on the ground very much surprised, while the audience headed off Casey and tied him to the track. Tom doesn't demonstrate Casey anymore. It isn't necessary.

"Doc" has been on the sick list. Understand he lost out on the Thanksgiving, Christmas and New Year's dinners, to say nothing of the cotton tails and jack rabbits he was planning on chasing over the landscape o' Sundays. The flue did it, and now "Doc" thinks good health is one of the finest things a man can have, regardless.

Red Middlebrooke plans on keeping in daily touch with the Arctic flight to start off from Point Barrow in the spring for the North Pole. In case they scrape the snow off the top of the pole the H. & D. will be the first to know about it. Red says his tubeless set will turn the trick, and that's no lie, for Red could do it with or without.

River Division M. M.

Lots of indications of spring. I don't remember who it was but I think it was Wm. Reed who reported having seen a robin. Perhaps not.

Safety First Meeting was held at Red Wing January 20th, with a very good attendance. Supt. L. T. Johnston acting as chairman. Several good suggestions were offered.

When the Wabasha Passenger train leaves Wabasha there is considerable rush but it has never been known that anyone missed this train owing to the efficient and clear way that Condr. Funke has of calling the train and the stations.

Roadmaster C. Carlson and family spent a few days visiting with his brother at Watertown, Wis. Mr. Carlson's brother is also roadmaster. Wonderful ideas exchanged at this meeting.

Section Foreman Nels Nelson attended the Safety First Meeting at Red Wing and he certainly was loud in his praises of the suggestions and information that Mr. W. J. Kane gave out.

The community in general was greatly shocked and grieved to learn of the death of Mrs. Henry Peterson, which occurred at her home after being sick only a very short time. She was taken violently sick early in the morning and the doctor was called and relieved her of her sufferings and she apparently slept all day. Death came as the family was about to retire for the evening.

Mrs. Peterson's death leaves a sadness not only in her own home but also in the community for her pleasant personality had gained her many friends. She was a good Mother in the truest sense of the word to her family of four children who remain to mourn the loss of their best friend. Mrs. Peterson is the wife of Yardmaster Henry Peterson who has our deepest sympathy in his loss and sorrow. The profuse floral offerings showed the esteem in which she was held. Christ Reister stationary fireman in the roundhouse, is also a brother.

Fuel Inspector Mr. Howard was on the Division the past month in interest of Fuel Conservation. Mr. Howard has the co-operation of all on the Division and undoubtedly will make a material saving in fuel. This is very essential for all but particularly engineers.

Suppose that our former Fuel Inspector F. G. Rowan is making a record on his engine in fuel conservation since his experience in this

line of work.

It has been rumored (and good source too) that Cashier R. E. Thompson has been engaged to dance the Charleston some time in the near future. Definite arrangements will be announced later.

Also understand that Wm. Feddern is in training also. Can it be that he will also appear?

Engr. M. Wheeler felt rather elated this AM when he piloted engine 2506 from the roundhouse which just arrived from Minneapolis Shops. Mr. Wheeler always makes an effort to take full tonnage but now with this power there will be no cars left over.

Wait till Frank Poeschel comes out in the spring with his new car that he has been talking about. All the girls have been wondering what kind it is going to be.

CARD OF THANKS.

We wish to express to the employes at Wabasha our appreciation for the kindness that they have shown us during our hour of sorrow. We want to assure you that it was some consolation to hear these words of sympathy, receive and accept these acts of kindness and most of all the wonderful floral tribute. We want to thank you all for all this kindness.

Henry Peterson and family

Iowa (East) Division and Calmar Line J. T. Raymond.

Passenger Conductor Wm. D. Shank was off duty several days account sickness, Condr. F. S. Craig relieving on the merrygoround.

Born to Condr. and Mrs. Ruben Armstrong a son, Monday, Jan. 25th, 1926. The magazine extends congratulations.

Henry Rohrer, father-in-law of Train Baggage-man W. W. Glew and Engr. L. C. Low, passed away at the home of the former in Farley Jan. 26th, at the advanced age of 95 years. The magazine extends sympathy to the bereaved families.

Passenger Brakeman H. R. Perrin has given up the Davenport-Savanna passenger run and has moved his family to Marion where he has taken the east end run on Nos. 8 and 19 with Condr. Pringle. Ray seems glad to get back to Marion again.

Dynamo Baggage-man Chas. Betz is laying off on account of sickness, Baggage-man A. R. Talbott relieving in the baggage car on Nos. 7 and 20.

Passenger Brakeman L. E. Mathes had the misfortune to fall and break an arm recently in Council Bluffs. John Larkin is relieving on the breaking job on Nos. 7 and 20.

Brakeman M. L. Peterson has taken the run on the Davenport-Savanna passenger made vacant by H. R. Perrin.

Passenger Brakeman L. R. Curtis has taken an indefinite leave of absence and with his family has gone to California for his health.

Passenger Brakeman Ralph Seager spent several days in Minneapolis recently on business connected with the B. of R. T.

Passenger Conductor F. B. Cornelius spent several days in Minneapolis on business connected with the O. R. C. Conr. Simonton relieved on Nos. 19 and 8.

Mrs. Hazel Barnoske who has been employed as the stenographer in the Superintendent's Office for the past two years has resigned. Miss Hannah Johnson has been advanced to the position made vacant by Mrs. Barnoske and Raymond Colburn of Perry is the new clerk in Miss Johnson's place.

Passenger Brakeman W. R. Johnson has taken up his assigned run on Nos. 22 and 25, 30 and 9, and taken an east end job with Condr. Van Tassel on Nos. 8 and 19. Brakeman B. S. Holmes bid in the job made vacant by Mr. Johnson.

Effective Tuesday, Feb. 16th, eight crews will

LUMINOUS PAINT

Make Your Watches, Clocks, Etc., Visible by Night

The very latest discovery in the scientific world. Hitherto, practically unobtainable except at an exorbitant price, we have at last succeeded in producing this remarkable LUMINOUS PAINT, which, applied to the surface of any article, emits rays of white light, rendering it perfectly visible in the dark. THE DARKER THE NIGHT, THE MORE BRILLIANT IT SHINES. Quite simple to use. Anyone—you can do it. A little applied to the dial of your watch or clock will enable you to tell the time by the light from the push buttons or switch plates of your electric lights, match boxes, and innumerable other articles; make your own Luminous Crockery, Luminous Rosaries, etc. Bottle containing sufficient to coat several small articles. Price 25c. Larger sizes 50c and \$1.00 postpaid. Johnson Smith & Co., Dept. 478, Racine, Wis.

THE EXPO WATCH CAMERA

The most wonderful and Ingenious Camera made. It is but little larger than a watch, which it closely resembles. You can carry the Expo about in your pocket and take pictures without any one being the wiser.

Less Than 2 Cents a Picture

The Expo loads in daylight with 10 or 20 Exposure Films, costing 5c and 35c respectively. Price 25c, and thus the picture taking part of a whole day's outing may be had for a very nominal sum—Little more than one cent a picture.

Easy to Manipulate

It is simplicity itself to operate. Takes pictures through the stem, where the Rapid Fire Lens is located. The photos (5-5 1/2") may be enlarged to any size. Operated as quick as a flash but 3 ounces; nickel plated. Endorsed by amateurs and professionals the world over. Thoroughly practical—printing and developing of films just the same as ordinary cameras—in daily use by the police, newspaper reporters, detectives, and the general public. Important hints have been secured with the Watch Camera by outwitting reporters. Produces clear, sharp negatives indoors or outdoors equal to any camera on the market, wire or price notwithstanding. Sold Under a Positive Guarantee.

Expo Watch Camera \$3.60 FILMS, 10 Exposures 25c, 20 Exposures 35c
Price Post Paid
Leather Pocket Carrying Case, 35c

U.S. BABY TANK

It goes with real Yankee Pep—by its own power—most remarkable Toy ever invented. By drawing the Tank backward, either with the hand or over the floor or table and then placing down, it will crawl along, overcoming all obstacles, in the same life-like manner, as the regular Tank that proved so deadly in the great war. What makes it so wonderful is a mystery, for there is no mechanism to wind up as is usually understood with mechanical toys. Great fun for playing practical jokes. Only 15c Bottle

WATER CAMERA

One of these glass vials dropped in a room full of people will cause more conversation than a hamburger cheese. The small center directly disappears in a short time. 40c a Box, 3 Boxes for 25c

ANARCHIST BOMBS

One of these glass vials dropped in a room full of people will cause more conversation than a hamburger cheese. The small center directly disappears in a short time. 40c a Box, 3 Boxes for 25c

INVISIBLE INK

The most confidential messages can be written with this ink. The secret writing MAKES NO MARK. Cannot be seen unless viewed with a secret. Invaluable for many reasons. Keep your post-als and letters safe. Now Ku Klux Klans are prying eyes. Great fun for playing practical jokes. Only 15c Bottle

MIDGET BIBLE GREAT CURIOSITY

Smallest Bible in the world. Size of a postage stamp. 200 Pages. Said to bring good luck to the owner. A genuine work of art. Must be seen to be appreciated. Make good money selling them to friends, church acquaintances, etc. PRICE 3 for 40c, 10 for 1.35, 100 for \$7.50. Also obtainable in Leather Binding, with gold edges. Price 50c each, 3 for \$1.25, \$4.50 per doz. Magnifying Glass for use with Midget Bible. 15c.

KU KLUX KLAN EXPOSE

Everything about the Ku Klux Klan told in a clear, fearless manner. Book tells all—How it started and was suppressed in 1871—The Ku Klux Klan—How organized—How members are enrolled—Oath of the Klan—Questions for Candidates—Creed—Objects of the Order—Obedience—Fidelity—Pledge of Loyalty—Ku Klux Klan and the Masons—The Jews—The Masons—Real K. of C. Oath—The Negro Ku Klux Klan, etc., etc. Latest and most complete book on the Klan published. Price, 35c, postpaid.

Female SEX Indicator 25c

Hold the MAGIC INDICATOR over a woman's hand and it describes a complete and continuous circle. The same action can be obtained over a letter written by a man or woman, etc. It is fascinating, baffling. We have never been able to figure out how it's done—but we've never seen it fail. Many novel and entertaining feats may be performed with the Sex Indicator. For example, similar results can be obtained with animals, cats, dogs, rabbits, over birds, chickens, canaries, etc. Also used to predetermine the sex of chickens and birds, etc., in fact it is sold as a patented sex tester in Europe. Price 25c or 3 for 65c, postpaid.

All the Latest Surprising and Joke Novelties

Miniature Water Pistol	10c
Cleopatra's Snake (very lifelike)	15c
Fake Mustache	10c
Pocket Detective (see behind you)	15c
Great Mind Reading Mystery	10c
Funston's Mystery	10c
Fighting Hoopsters, pair	10c
Squirt Ring, 200 Trick Pistol	10c
Rubber Tacks (4 good jokes)	10c
Memorized Penny	20c
Cochol	10c
Magic Plate	10c
Imitation Gold Teeth	3 for 10c
Barking Dog (imitates dog bark)	20c
Exploding Cigarette Box	25c
26-piece Set Silveroid Tableware	\$1.88

A De Luxe Edition of our new 1926 CATALOG mailed on receipt of 25c. Handsome cloth binding. Only book of its kind. 420 pages of all the latest tricks & magic, the newest novelties, puzzles, games, sporting goods, interesting books, curiosities in seeds and plants, etc., unprocureable elsewhere.

STAGE MONEY

With a bunch of these bills, it is easy for each person of limited means to appear prosperous by flashing a roll of these bills at the proper time and peeling off a genuine bill or two from the outside of the roll, the effect created will be found to be all that can be desired. Prices, postpaid: 40 Bills 20c, 125 for 50c, or \$3.50 thousand postpaid.

Wonderful X-Ray Tube

A wonderful little instrument producing brilliant X-ray illusions both surprising and startling. With it you can see what is apparently the bones of your face, the lead pencil, the interior opening in a pipe stem, and many other similar illusions. A mystery that no one has been able to satisfactorily explain. Price 25c for 25c, 1 dozen 75c. Johnson Smith & Co.

Good Luck Ring

Qualit and Novel Design

A VERY striking and uncommon ring. Silver finish, striking and crossbones design, with two brilliant, flashing eyes sparkling in the eyes. Said by many to bring Good Luck to the wearer, hence its name, Good Luck Ring. Very unique ring that you will take a pride in wearing. ONLY 25 CENTS.

Expanding Cigarettes

JUST SUCH REAL STARTLERS! The box contains ten genuine cigarettes of excellent quality. They appear so real, but when each cigarette is about one-third smoked, the victim gets a very great surprise as it goes off with a loud BANG! A great mirth provoker yet entirely harmless. Price 25c per box.

Popular Watch Charms

ONLY 3 for 40c; \$1.35 doz.

GIGARETTE MAKER

Roll your own and save money. Makes them better and quicker besides saving more than a half. Use your favorite brand of tobacco. Neat, useful and handy. Pocket size, weighs 2 1/2 oz. Made entirely of metal, nickel-plated. Price 25c postpaid.

MAGIC FLUTE

Wonderfully Sweet Toned and Musical

The Magic Flute, or Humans-ton, is a unique and novel musical instrument that is played with nose and mouth combined. This is just a little knack in playing it which, when once acquired, will enable you to produce very sweet music that is so charming. There is no fingering, and once you have mastered it you can play all kinds of music with facility and ease. When played as an accompaniment to a lute or any other musical instrument, the effect is as charming as it is surprising.

NEW BOOK ON ROPE SPLICING

Useful Knots, Hitches, Splices, etc.

A most practical handbook giving complete and simple directions for making all the most useful knots, hitches, rigging, splices, etc., over 100 illustrations. All about wire rope attachments, lashing, blocks, tackles, etc. Fully illustrated and well treated. Of great value to mechanics, riggers, carpenters, boatmen. Price 20c ppd.

BLANK CARTRIDGE PISTOL

Price \$1.00 Postpaid

This well made and accurate Pistol is modelled on the pattern of the latest type of Revolver, the appearance of which alone is enough to scare a burglar, whilst, when loaded, it will probably prove just as effective as a revolver with real bullets, without the danger to life and limb that the standard 22 Calibre Blank Cartridges, that are obtainable most everywhere, have the most timid women can use it with perfect safety and frighten a thief without risk to herself or anyone else. A Great Protection Against Burglars, Tramps and Dogs. You will have it lying about with the danger attached to other revolvers. We sell large numbers around the 4th of July. Well made of solid metal. PRICE ONLY \$1.00 Postpaid. Blank Cartridges 22-cal., shipped by express only, 50c per 100. Johnson Smith & Co., Dept. 478, Racine, Wis.

Sneezing Powder

Mystic Skeleton 10c ppd.

Place a very small amount of this powder on the back of your hand, and when you blow it into the air, and over the room or car will begin to sneeze without knowing the reason why. It is most amusing to hear their remarks, as they never suspect the real source, but think they have caught it one time, the other sneezing and laughing and sneezing you yourself will be having the time of your life. For parties, political meetings, car rides, or any place at all where there is a gathering of people, it is the greatest joke out. Price 10c for 25c.

Serpent's Eggs

Box contains 12 eggs. When lit with a match, each one gradually hatches itself into a snake several feet long, which curls and twists about in a most life-like manner. Price per box, 10c ppd.

BOYS! BOYS! BOYS! THROW YOUR VOICE

Into a trunk, under the bed or anywhere. Lots of fun fooling the teacher, policeman or friends.

THE VENTRILLO

a little instrument, fits in the mouth out of sight, used with above for Bird Calls, etc. Anyone can use it.

Never Fails. A 32-page book on ventriloquism, and the Ventrilo, ALL FOR 10c postpaid.

ITCHING POWDER

This is another good practical joke; the intense discomfort of your victims to everyone but themselves is thoroughly enjoyable. All that is necessary to start the ball rolling is to deposit a little of the powder on a person's hand and the powder can be relied upon to do the rest. The result is a vigorous scratch, then some more scratch, and still some more. 10c box, 3 boxes for 25c or 75c per doz boxes postpaid.

DANCING BEAUTIES

Get a Kinemograph and see the picture move. France's latest sensation. A great surprise. Is worth the cost what they cost. Are made of solid brass highly nickelled and very durable. Satisfactory, or your money back. Price..... 50c

SILK REMNANTS

For patching Crazy Quilts, Sofa Cushions, Head Rests, Pin Pads, etc. Large pieces, all colors and shades. Sure to delight you.

For 25 Cents send a large package and book of quilt designs. 1 pound makes a lovely large quilt. Price, 75c postpaid. Our silk is the best.

LOOK 35c LOOK

Wonderful Instrument. Greatest thing yet. In separate articles in one. Everybody delighted with it. Odd, curious and interesting. Lots of pleasure as well as very useful. It is a double microscope for examining the wonders of nature. It is also an Opera Glass, a Stereoscope, a Burning Lens, a Reading Glass, a Telescope, a Compass, a Pocket Mirror, and a Laryngoscope—for examining eye, ear, nose and throat. It is worth all the cost to locate even one painful cinder in the eye. Holds flat and fits the pocket. Something great—you need one. Don't miss it. Sent by mail, postpaid. Price, only 35c or 3 for \$1.00 postpaid.

RESURRECTION PLANT

One of the most wonderful plants known. Possesses the strange power of turning in a few minutes from an apparently lifeless, dry herb to a BEAUTIFUL LIVING FERN. LIKE PLANT of a dark green color. Simply place the plant in saucer of water, it will open up and start to grow in 20 minutes. When taken out it will dry up and go to sleep until placed in water again. Fine house plant—summer or winter. 10 cents each or 3 for 25c, Agents Wanted

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be assigned to time freights 61, 69, CB Extra A and SC & D 62, four crews to represent the East Division and four the Middle Division. These eight crews will run from Savanna to Perry and Perry to Savanna. It is expected that the principal layover for the east division men will be at Savanna and for the middle division men at Perry. A bulletin has been issued asking for applications for these runs but at this writing we are unable to say who will be assigned to these preference runs.

Agent L. J. Miller of Springville spent a couple weeks in Chicago where he was working with the Auditing Committee for the Brotherhood of Railroad Telegraphers.

Operator B. C. Snyder at Indian Creek was called to Minnesota on account of the death of a relative. P. C. Erdman relieved Mr. Snyder during his absence.

Operator L. A. Huffman of Oxford Junction was off several days on account of sickness.

Agent N. J. Edwards and wife of Toronto visited their son and family at Marion recently.

Pete Conboy, who has been assisting Lineman James E. Tobin, is now assisting Lineman Shipley at Hartley, Iowa.

On Tuesday Feb. 9th, Born to Mr. and Mrs. William Holdorf of Marion a daughter Margine Joy.

Born to Mr and Mrs. Earl Wescott, a son, Bruce.

Mrs. R. L. Kindig was taken to St. Luke's Hospital at Cedar Rapids for an operation which was successful, she is expected to improve steadily.

Agent Fred N. Rathbun of Elk River, left Thursday Feb. 11th for a two weeks trip through the south and will take in the Mardi Gras at New Orleans.

Old time friends of Newman H. Fuller are highly pleased to hear of his promotion to the Superintendency at Spokane. Mr. Fuller began his railway career on the Iowa Divn. and resided at Marion for sometime.

W. H. Campbell recently appointed Agent at Seattle formerly worked on the Eastern Iowa Divn. and his many old friends are glad to hear of his advancement.

Agent J. L. Coffey of Cedar Rapids was in Marion recently and is looking exceptionally well and has fully resumed his duties which is highly pleasing to his many friends.

Operator Mac Stewart of Oxford Jct. was off several days visiting his daughter at Hammond, Ind.

L. G. Hewitt of Marion was absent from duty a week on account of having his tonsils removed.

There were a number of radio parties at Marion homes the night that the Milwaukee Women's Club, under the personal supervision of Mrs. M. J. Flanigan and Mrs. Willis Jordan put on a fine musical programme and Supt. Flanigan gave a thoroughly illuminating address on Safety First all of which was broadcasted from radio station KWCR at Cedar Rapids.

It was very creditable to all concerned, we were included with a number of other guests at the home of Mr. and Mrs. A. J. Campbell and heard everything in fine shape, Bert has a five tube Thompson that "delivers the goods."

Feb. 10th Roundhouse Foreman A. C. Law of Council Bluffs, Foreman A. J. Kressin and Boilermaker L. Lehnert of Perry, Foreman W. E. Cooper and Boilermaker C. L. McDonald of Atkins and Traveling Engineer H. T. Dersch were at Marion in consultation with Divn. Master Mechanic W. N. Foster.

A Calmar Line fireman lost a five dollar bill and did not know just where, several days afterwards his engineer inquired at several places where fireman had been, among which was the Virginian Cafe at Monticello where the money had been found by the brother of the Proprietress, Miss Anna Ehrman who returned the bill to the owner.

A Voice From the Old Line

What has happened to the news from the "Old Line?" Several months have passed without a word from one of the most looked for division news on the whole system. When the edition comes you will see most every employe turn to his own division news first, and he reads every word of it. Then he looks up news from friends on other divisions, then the rest of interesting reading, but if there is no news from his own division he is disappointed, and the chances are he misses considerable.

The "Old Line" could furnish news for employes on every division. Many of the smaller stations in out of way places have some old timer from the "Old Line" who would be tickled to hear what is going on back "hum". The larger offices, too, would look for some familiar name, or news from the old original school, where they turned them out in all stages, from nearly soft, to real hard boiled. They may have left a hard boiled impression back on the "Old Line", but no denying they were real railroad men. They knew their business and they worked hard. What some would call "grief" now, was a sunshiny day for them.

It's hard to say which department makes the most changes, but the train and engine men are noticed more than station employes, for they cover so much more territory, and the old timers are few, for none of them want to be classed as "Old Timers." Still you do see a few passenger conductors with a finger missing, and an agent or flagman who voted long before the Volsted Act.

The passenger runs on the "Old Line" are about the same as always. A train out of and into Milwaukee each morning and evening, with branch line connections. Joe and Denny, Fred and Tom are known by thousands of passengers, and they are well used to the nicknames, too. When they first worked out of Milwaukee they never dreamed that the space between there and North Milwaukee would be filled in with houses, factories and side tracks. The trip around the Chestnut St. yard was a trip into the country, and now they would have to flag crossings. The wheat and barley that poured into that station, and the hops that came out, was a money maker for the "Old Line."

The Granville branch, that has turned over more stone and ice to the "Old Line" than any similar branch on the system, is a quiet line now, until the sugar beets start the Menominee Falls factory. That tickles Jim and his crew, and all of them line up for their bag of sugar at Christmas time. Old faithful Joe still picks up the few passengers that have no autos. He could give you some history well worth reading, just for that little branch.

What "Old Line?" does not remember Germantown, and the faithful old agent? He is still there fellows, but not so spry and active. And old Ben at Richfield, who held first place as a penman. Rugby Junction is unchanged, and the breezes still blow under the narrow roof over the long platform.

Slinger? There is one good act to the credit of the "Old Liners." They would not say Schlesingerville, it was always Slinger, and the people had to shorten the name. Or was it part of the economy system? Slinger Pit—two short words, but how many train loads of gravel were hauled out of that pit. It was a regular summer job for two or three crews.

Who remembers Pike Lake Wye, and the ice house at Pike Lake? There are several who will never forget them.

Hartford,—a water tank, depot, freight house and two sidetracks. Look at it now, a real city, and the Kissel plant fills the whole flat, from the mill pond to Mons. Wilson's deer park, but Rocky keeps the yard clean, and helps

Orlando Is Calling You

Do you want to get away
From the grind of every day—
From the drudgery of things you have
to do?

Do you want to settle down
Near a lively, busy town,
Where the joy of living will appeal to
you?

Do you want to scent the breeze
Coming through the orange trees?
Do you want to hear the birds call—loud
and clear?

Are you seeking perfect health
That's combined with certain wealth
And an income from an orange grove.
each year?

Do you want a piece of land
That will grow to beat the band
All the different garden crops that you
enjoy?

Do you want to make a "Nest,"
And a permanent bequest
For the future welfare of each girl and
boy?

Do you want a sunny clime
Where there's fishing all the time?
Where there's ducks and deer and quail
and other game?
Where the summer climate's cool,
And within each lake and pool,
You can swim in January—just the same?

Do you want to buy this land
On an easy payment plan.
With about your monthly outlay for
cigars?

Do you want to read a book
That will make you want to look
On the finest land that lays beneath the
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Just address another letter here to me.

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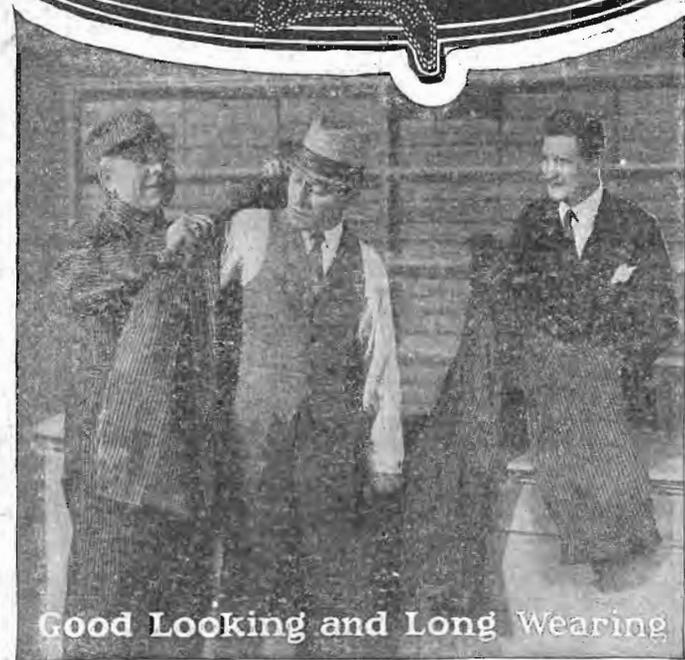
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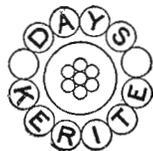


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out both ways at other stations. The little old private boarding house is still there long side the track, but what has become of the fellow who ran it?

At Dove Tail Bridge you can still see traces of lime, where old No. 20 went into a washout. Oshkosh Al can tell you how he jumped from the head car onto the tank of the engine, and looked around to see the head end piling up in the creek.

Rubicon it was—Rubicon it is, but go anywhere off the "Old Line" and they put the accent on the "con", although it is the last place anyone would look for a "con" game.

Woodland, Brooks, and the same water tank. It's about the same as always, but the switching list for way freights seems longer.

At Iron Ridge the old cars still accumulate, and they often have a jack pot when two or three freight trains get sewed up about passenger train time. That makes grey hair for dispatchers, but it has been that way for many years, and will probably continue, even though they had more tracks and a Y, and more Q's. Old timers would never believe that a cement highway would pass under the tracks there, or that the grain elevator that cleaned grain from a dozen different stations, and kept the east end of the yard filled with cars, would be torn down.

The iron plant at Mayville runs one furnace at a time. The coke plant has not been in operation since just before the war, but is kept in running order. The pig iron that has been stacked up all over the yard for several years is gradually moving out. The ore from Michigan via C. & N. W. Ry. and Fond du Lac is coming in 8 or 10 cars a day, and the company mine two miles back from ore bed furnishes 10 or 12 cars, each day, and the same amount of stone from their own crusher, that used to be furnished by outside plants. Father Burke has the yard and the trips to the mines. The ore the company gets now is taken from a shaft 200 ft. deep, a mile and a half east of the original surface mines, where the ore was scrapped right off the surface for over 50 years, on the highest point of land in the country, and from this same high point flow two or three springs that never run dry, a pure water supply that has been overlooked by all but a few near neighbors.

Brownsville, with its new canning factory, shows some gain. South Byron is still on the map, with its real water shed—the water on one side of town flowing south, and into the Gulf of Mexico, while on the north it does its bit for Great Lakes and the Atlantic. The ten mile stretch down hill into Fond du Lac has always been a relief for the fireman.

Fond du Lac, with the Soo and C. & N. W. to compete with, is still a hard proposition for an agent, even if he can spot cars right at the back door of most of the business houses. "Bump" is a busy boy, and it gets his goat to hustle all day to finish up in eight hours, then have to wait for a car of cheese. But the cheese business is a money maker for the "Old Line."

Horicon, with more track room, and the Wye, can jam up on short notice. The boys are never quite satisfied in Horicon. It must be the loss of Milo's eating house, or the long walk down town. Some wonderful stories could be gleaned when Jack and Bill, Jim and Charley, Ray and Mart, meet at the hot stove club. If they should lack spice some of the old fellows could be called on.

This is just half way over the Northern Division, the "Old Line." Books could be written from the "Old Line," and yet for two or three months we have read nothing. Come on now, someone, and give us the rest.

One of the Younger Ones

Electric



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Trans-Missouri Division News.

"Gene."

Mr. N. H. Fuller who has been associated with the Trans-Missouri Division for the past six years as Trainmaster and Superintendent has lately been transferred to Spokane, Wash., as Superintendent of the Spokane and Idaho Divisions. At this point he will have as Trainmasters George H. Hill, his former Chief Dispatcher at Moberge and also Ed. M. Grobel former Trainmaster here. Mr. Fuller made a host of friends among both the employees and the public and as a token of the feelings of his railroad friends he was presented with a beautiful diamond ring bearing the different emblems of his lodge. As greatly as we regretted to see Mr. Fuller leave us, we more than welcome the coming of Mr. H. M. Gillick former Superintendent of the Northern Montana Division, who does not come to us as a stranger in as much as he was formerly associated with a connecting Division here.

We have the "crack-bowler" at Moberge in the Dispatcher's office on the second trick in the person of C. A. Nummerdor. A prize of an 18 pound Brunswick Composition Bowling ball was offered as high score. Numme bowled 257, would have made a perfect score but got a cramp in his elbow.

Mrs. O'Hern, operator at Wakpala was relieving at McLaughlin for a short time account of sickness of James Fullan.

T. A. Hunt has been transferred from Tacoma to the Division Engineer's office at Moberge.

Messrs. Hunt and Brewer of the Engineer's office took initial survey of prospects in Aberdeen February 6th and 7th, and report conditions favorable for further developments.

Harold Fuller, formerly assistant timekeeper in the Superintendent's office has taken a leave to attend business college at Omaha, Nebr.

R. W. Anderson, Superintendent of Motive Power, Lines East and A. M. Martinson, Master Mechanic at Montivideo, also E. W. Hoppe, Master Mechanic at Aberdeen were here between trains looking over power conditions and engines running between Minneapolis and Moberge.

Johnny Price, Frank Williams and Harold Jennings, all motored to Wakpala to witness basket ball game between Wakpala and Faith.

Mrs. I. L. Dickey, wife of Engineer Dickey was called east on account of death of her mother the past few days.

Joe Peshl is back on the job as timekeeper at Moberge. His mother has been in the hospital at Rochester, and on account of her illness Joe was with her until she was on her way to recovery and at this writing we are glad to say that she is at their home and feeling much better.

M. C. B. Gossip Lee

Ed. Geis is the proud father of a 6 $\frac{3}{4}$ pound baby boy. He now has two future MCB Price Clerks. Congratulations, Ed.

Frederick Andrews attended the Skating Tournament at Garfield Park in Chicago. He got real Ritzy and ate at the depot restaurant. When asked how he found the ice, he remarked that it was hard. Wonder how he found that out.

Julia Weins is again on the sick list, having undergone an operation on her nose. However, she is doing nicely and we hope to have her with us again soon.

We were indeed sorry to learn of the death of Mrs. Brock, and the sincere sympathy of the entire office was extended to Mr. Brock.

Bernice Kruse, Erwin Weber, Ethel Mallon, and Henry Weiss were all on the sick list this month, but are back again in the best of health.

Did you see Gene Kleiner make a dive for that bill fold and examine it for any contents? Talk about speed, I didn't know he could move that fast.

Sub-zero weather certainly collected heavily around the office in frozen noses and ears. However, Lucile Janzen's frozen knee takes the prize.

I understand Frank Skola's mail box fell off the wall due to the large amount of valentines received from his many admirers.

Irving Clouse was his own cook for three days, and if the size of the sandwiches he made for himself was any criterion for the rest of his meals, he will have to have his clothes enlarged if his mother stays away any length of time.

Did you hear the dirty story about Bernice? Yep she fell in the mud on 35th Street last Saturday.

Harriette Badger, Fern Hawkins, John Daley, and Frederick Andrews were among the numbers attending the recent basket-ball game. Each declares the others yelled more than he did until I have come to the conclusion that none of them yelled at all.

Morris Kaufman was off for two days and come back with a new pair of trousers. I suppose if at any time he is gone for a week we may expect him to come back with a new suit.

Fern Hawkins' supply of cuss words ran out so she had to see "What Price Glory" to bolster up her vocabulary. Even Weber couldn't think up any new ones for her, after she received so many incorrect reports.

Marcella Claffey saw "What Price Glory" on Thursday night and was so shocked she couldn't come to work the next day.

Lower Gasoline Cost to 9c per Gallon

Mr. J. A. Stransky, C-580 Stransky Bldg., Puwana, S. Dak. has invented an automatic and self regulating device which has lowered the gasoline cost of autos to 9c per gallon because they have made from 37 to 57 miles on a gallon of gasoline. The device fits all cars and can be installed in five minutes. Mr. Stransky wants agents and is willing to send a sample at his risk. Write him today.

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Wear the Brooks Appliance, the modern scientific invention which gives rupture sufferers immediate relief. It has no obnoxious springs or pads. Automatic Air Cushions bind and draw together the broken parts. No salves or plasters. Durable. Cheap. Sent on trial to prove its worth. Beware of imitations. Look for trade-mark bearing portrait and signature of C. E. Brooks which appears on every Appliance. None other genuine. Full information and booklet sent free in plain, sealed envelope.



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Notes From the Traffic Department, Local Office and Docks, Tacoma

R. R. T.

Superintendent and Mrs. Rossiter were welcome visitors at Dock Two on January 13th, escorting their guests, Mr. and Mrs. W. C. Stevens of Racine, Wisconsin, on their way to California. Mr. Stevens is an old Milwaukee man himself, having formerly served as Chief Train Dispatcher and later as Trainmaster at Butte, Three Forks and Missoula. Some years ago he decided to go into the business for himself and branched out into the laundry business in which he is doing well—so well that he can now afford to take vacation trips to California. (Those of our readers who feel as though they must now go into the laundry business please form in line to the left.) Mr. and Mrs. Stevens were much interested in the import business at the Docks; unfortunately there were no Japanese steamer at the Dock that day and Mr. Rossiter therefore had to forego his ambition to introduce his guests to Japanese refreshments on the steamer.

A pair of newly weds on their wedding trip were visitors at Dock Two January 11th, being none other than Mr. and Mrs. Charles G. Hohl of Watertown, Wisconsin. These visitors interested us particularly because Mrs. Hohl is a sister of Bob Shipley, the handsome and retund Chief Yard Clerk at the Yard. The visitors had been married on December 31st and naturally gravitated to the Coast to look up Bob and Rosie. Being unfortunately otherwise engaged at the time we had to relinquish our usual privilege of showing distinguished visitors over the steamers to Mr. Alleman, our genial Agent, who is reported to have acquitted himself very well indeed. We regret having missed the chance of escorting so charming a lady as Mrs. Hohl.

The Local Office force was all upset recently by the mysterious disappearance of Tubby Gleb, most popular and weighty member of the warehouse force. It was reported that Tubby, who is indeed a handsome lad, had been kidnapped by some nefarious blackhanders and was being held for a fabulous ransom. The city and railway detectives were already hot on the trail when Tubby reappeared with a harrowing tale of cruelty. It appears that Tubby with the innocent and childlike trustfulness characteristic of him had ventured on a switch engine at the freight house and that its piratical crew forcibly detained Tubby and carried him away from home and friends clear up to the top of the hill at Bismarck, alias Hillsdale, where they cruelly turned him loose on an unfeeling world causing Tubby great expense and anguish of mind in street car fare to bring him back to town again. His many friends were with difficulty restrained by the generous and forgiving Tubby from bringing the dastardly kidnapers to justice. Tubby, however, now keeps on the opposite side of the freight house when he hears a switch engine at work.

The Local Office is ordinarily a sober and temperate place of business where no extraordinary natural phenomena occur as a rule, but the other day Miss Frieda Marty, was nearly frightened out of her wits by the appearance of a large and vicious rattle snake, fortunately it was discovered in time to save her from more than a scare that the "snake" was quite harmless and was being engineered by Ray Powels, the tall incumbent of the Claim Desk. His juggling experiment proved so successful that according to good authority he is considering signing up with the Pantages Vaudeville Circuit.

We regret to note that Mr. C. S. Ebbesen, Chief Accountant in the Oriental Department at the Local Office, has been absent from his post for several weeks. As we are not permitted to state that he has been ill, we may perhaps go so far as to say diplomatically that he has

not of late enjoyed his usual rugged health and that we all sincerely hope that he may soon return to his duties in his former vigor. The force at the Local Office took occasion to assure both Mr. Ebbesen and Mrs. Rouse (wife of Mr. J. H. Rouse, our highly esteemed Abstract Clerk,) who has been ill for several years, of their sympathy and good wishes by floral gifts.

Mr. Ebbesen's absence caused quite a few shifts at the Local Office, Fay Clover, Ass't Cashier, acted as Chief Accountant, being an old Oriental expert himself; Tom Dolle acted as Assistant Cashier; Keith Williams took on Tom Dolle's duties; Kenneth Alleman stepped into Keith's place; Oswald Thiele did the Industry checking on Commerce Street in Kennie's place; and Billy Woodward, took Oswald's job as messenger, driving a flivver of some antiquated vintage which groans and wheezes but seems to get Dick around town without much trouble.

Eddie Riley of the Yard Office went on a vacation to California in January, driving down in his auto, at that. We haven't heard from him yet, but we are afraid he ran into much worse weather there than he left here. Our friends in the poor, frostbitten Eastern and Central States will find it hard to believe, but during the entire winter the thermometer at Tacoma has only twice been down to freezing or below, once to 26 degrees and once to 28 degrees. Roses and other flowers have been in bloom all winter.

Charles Devine, an old employe at Tacoma Shops, has been appointed to the position of watchman at Dock Three made vacant by the tragic death of George Farrow, the former watchman, who was a victim of the fatal street car accident here at the end of December.

Noah Waldren, Assistant Foreman at Dock Two, had quite an exciting time last week when a man who had rented Mrs. Waldren's house on her farm near Kapowsin left secretly, leaving several month's rent unpaid, but taking most of the furniture with him. After considerable detective work Noah and Mrs. Waldren discovered him in a shack in the heavy timber ten miles from anywhere and after some heated proceedings (in which, we strongly suspect, Noah played the part of a Deputy Sheriff) they were finally able to obtain a settlement from the absconder. It was quite "Wild West" while it lasted, we understand.

Roy Kidd, Chief Clerk in Division Freight and Passenger Agent Stevenson's office, has now become a dog fancier and the proud owner of a full blooded English bulldog, homely enough to be good-looking.

Mrs. Cummings, wife of Traveling Freight Agent Cummings, we regret to hear has been ill in a local hospital for some time, and as misfortunes seldom come alone, their little daughter is quite sick with the whooping cough at this writing. Small wonder that Mr. Cummings has taken a brief vacation, though one would imagine it would not be much of a vacation under the circumstances. We wish both of the patients an early recovery.

Mr. and Mrs. Richards of the City Office drove to Everett over Sunday February 7th, in company with some friends and returned late Sunday evening.

LaCrosse Division C. W. Velsor.

The first warm day at Watertown will be the scene of breaking the ground for the new depot at the junction. Cars, men and material are now on the way. The new station will be of the most modern type and built on the North East Corner, where the coach now stands. Our popular second trick operator Emil at the junction will not be troubled by the moving, Emil

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SPECIAL RATES TO R. R. EMPLOYES

leaves for New York early in April and sails from there to Hamburg, Germany, where he will visit his father and mother whom he has not seen since his boyhood days. We understand that during his visit with his parents over there, he will ask their permission to take on a wife. He says, that he feels that he is now old enough to join the benedicts. Good luck on your trip Emil.

Veteran Engineer Walter Washburn was recently injured when he slipped on the step in climbing out of the cab of his engine at Portage. Mr. Washburn has been confined to his home nursing several minor bruises and a deep gash in his head.

Former Portage Veteran Engineer John Culbertson, who for many years pulled the Portage-Madison run, passed away at his Milwaukee home on January 17th. Mr. Culbertson has not been in active service recently.

Ivan Little, better known to his Portage friends as "Razorback" tells us that he has a good one on Engineer Sam Cadman. He says, "Its so good that it wouldn't look good in print" so ask him about it.

Charlie Hohlm the popular east end brakeman, don't lose any time in getting home now when he gets in off his run. He has Mrs. Hohlm waiting for him, who we all know better as Lilia Shippley of Madison and Spring Green. Charlie says "Stop in when you go by we've got the cellar all fixed up."

Wyocena depot is all complete and rebuilt and the agent feels so proud that he has been wearing his best Sunday suit for work to help keep the depot looking fine.

Lone Farnham, the popular operator who has been working the second trick at Duplainville is now holding down the Portage side wire job and acting as assistant to Mr. Killiam.

Chas. Ginder, veteran engineer and life long resident of Portage died on January 18th, after many years of suffering. Mr. Ginder was 68 and when a boy came to work for the railroad as fireman on an old wood-burner and in a short time was promoted to Engineer, in which capacity his judgment was always complimented upon. The sympathy of his many friends is extended to the bereaved family.

Former Passenger Brakeman Art Sherpeck is now one of the dicks about Milwaukee terminal, which is the reason why that point is free from crime. Our good friend Larey Benson, now General Superintendent of Police surely picked a fearless, fighting man when he picked Art and we know that he will make good.

Our sympathy is extended to our Superintendent O. H. Frick, in the death of his father Henry J. Frick, former C. & N. W. Ry. passenger Conductor at Antigo. Mr. Frick was 73 years old and has been in poor health for some time.

Your correspondent takes this opportunity to thank each and every employe on the La Crosse

Division for the co-operation and the help that has been extended in the gathering of the news items since the duties have been assumed by the writer, October 1920. My resignation is prompted by my inability to gather news on account of irregular employment on the Division. Best wishes to all, my successor and the magazine.

From the Banks of the Wabash

Roberta Bair

Mr. E. W. Lollis, General Superintendent, made a trip over the Terre Haute Division, the week of January 25th.

The construction of the work on the new stone mill of McMillan & Sons, on our tracks at Bedford, is progressing nicely. The steel work is about completed and it is expected the mill will be in operation within the next 90 days. This is probably the largest stone mill in the world.

The Indiana Coke and Gas Company, on the C. M. & St. P. tracks at Terre Haute, are building thirty additional coke ovens and a new ammonia plant. These additions will double the capacity of the plant and will mean 500 additional cars of freight every month for the C. M. & St. P. railway.

Mr. E. L. Notley, roundhouse foreman at Terre Haute, is home from the Mayo Clinic where he underwent an operation recently. Mr. Notley says he is beginning to feel like a new man since he has gone thru the back shops for repairs.

Ethel K. Dick has went! Trotted off to college. Taken her bathin' suit, golf clubs, bowling outfit and tennis racket. Those college shieks will step aside when Ethel K. struts her stuff.

The store department has recently heard, That Ethel is leaving the town she was reared, On the banks of the Wabash; to go far away, To some high brow college, for three years to stay.

How Joey will miss you—Oh Ethel, me darlin' How peaceful 'twill be with you two not a quarrrlin'

The Irish and Dutch will cease their fierce strife, And put away paper weights, pins, clips and knife.

Now I can see tear drops on poor Smithy's cheek.

When you won't be asking for chewin' wax sweet.

Oh how he will miss you, merc mind cannot fathom,

I'm afraid when you leave, he'll have a young spasm.

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

B-A Anti-Foaming Chemicals

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

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TENTS



CAMP EQUIPMENT

COMFORT

On your camping trip is assured if you have the proper tent and equipment. Our Catalog and camper's guide will put you on the right road. Send free. Ask for Catalog No. 628.

GEO. B. CARPENTER & Co.
440 NO. WELLS ST. CHICAGO

Poor Freddy, no longer will hump-backed be,
 For carrying chairs and typewriters for thee.
 He can now straighten up, gaze at stars in the
 sky,
 And weep at the mere thought of saying Good
 bye.

On Monday evening January 25th, Miss Catherine Pfeiffer and Mrs. Flossie Waggoner entertained with a farwell party in honor of Miss Ethel Dick, at the home of the former on south 7th street, Terre Haute. The house was cleverly decorated carrying out the valentine idea. Miss Dick was greatly surprised when presented with a large valentine, which contained handkerchiefs, gifts from the guests. The evening was spent playing games and contests, after which delicious refreshments were served. About thirty guests were present.

Mr. M. J. Murphy, Roadmaster and his wife have returned from a vacation spent in Texas visiting their sons.

Mrs. L. S. Amour, wife of our Division Accountant, is visiting relatives in Houston, Texas.

Mrs. Flossie Waggoner and Miss Jessie Dick will spend the week end of the 20th and Washington's birthday in Columbus, the guests of Miss Ethel Dick at Capital university. Watch your steps girls with the college shieks.

We wonder—When "Samanthy" of the Store Department will leave for the sunny south to join "Jimmy" who has gone to make a fortune.

When "Catherine" is going to start those reducing exercises. Walking is very good Catherine and our feelings won't be hurt if you refuse to ride. We will understand.

I'm the Hulman Street Shop Mule and as I go trailing around the yards, I see and hear a number of things. I just want to let you in on some of the inside dope regarding that office gang.

I notice they're coming after Fritz Swartz in a one-ton truck since he's gotten so plump.

Catherine Pfeiffer has a remarkable memory. The other day she passed me singing, "When you and I were seventeen."

You know since Joe McMahon is such a close friend of mine, he asked me how many spits there were in a package of tobacco.

Albert Goodman is a nervous wreck. The girls are running him to death. (That's the reason he denied an introduction to the new steno).

Catherine has lost about three pounds. She can now get thru the car department door side-ways with the aid of a shoe horn.

This is nuthin' new, but Elnory Faris has another red nose.

Alice Church will get a broken neck some day if she doesn't stop chasing Fords, to get a ride home.

Flossie Waggoner is getting an awful muscle from turning the Monroe sausage grinder, figuring cost per mile on cars.

Corrine is ploughing up the pasture beautifully with her number 13 galoshes.

Freddy Stockwell said he wouldn't be single another year, if he could find somebody that would have him.

Fred Hollis has an eye for business. He is going with a grocery man's daughter. He wont have to starve at least.

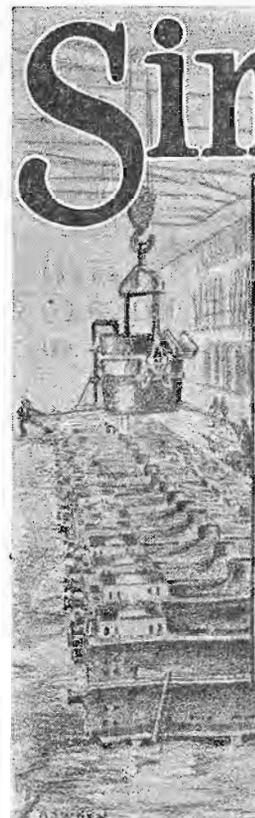
Christine will have to get a couple of store teeth, having pulled out her seconds with gum drops last pay day.

Hershel Austin's Oldsey eight evidently ate too much gas. The "Fresh Air Mission" has been put up.

Little, but mighty! that's our new Stenographer, Louise Bocker! Pretty red hair and brown eyes. Yes shieks, you have a chance.



Simplicity



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



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Delicious coffee!



On Time Line—Kansas City Division M. F. K.

An interesting article was published in the Chicago Tribune of February 9th in which President H. E. Byram lauds the Kansas City Division in first place in efficiency for perfect train performance among all class A Divisions. This will give the other divisions a mark to shoot at. If we seem a trifle arrogant, it is because as a division we do not break into Tribune print every month in the year.

News on the division is not scarce this month as the column would indicate but the correspondent has been on a months vacation and has missed out on most of the important happenings of the day or we should say, of the month. We do find however, that in one month we have a total increase of three in our big Milwaukee family. There is a new arrival at the home of fireman Ross Caster. We understand Ross picked what he considered a real name for the youngster, said name being "Sam." That's a mighty good name too, we'll all agree. It sounds so sort of he-manish. But my dear readers, the best laid plans of mice and men—what is the rest, gathers no moss or something. Anyway that new baby objected to the name of "Sam" so strenuously and cried so hard about it, that they had to change it to Marjorie Ann. We haven't learned the name of the new boy at the home of fireman J. E. McNeerney, nor the daughter at the home of brakeman J. C. Welch, but we're pleased to hear the good news.

A New Year's greeting was received from conductor John James, who is at the present time in Malden, Washington. We all have a great big place in our hearts for Mr. James and it is always a source of great pleasure to hear from him.

Division Master Mechanic R. C. Hempstead is the first person to sport a new car this season, a Nash sedan, and you should see it. It's a knockout and the best part is the fact that he's very unselfish and knows his less fortunate friends who have to walk.

Through the purchase of this car, he has been promised some of the Nash business, the company having had the bad habit of shipping over the Burlington line. Dispatcher L. Wilson has a new Hudson and from inside information we hear that Trainmaster J. H. Valentine is set on trading in his perfectly good special Studebaker for a new Brougham, but the fair sex of the family has other plans.

Operator W. L. Dickinson of Birmingham deserves much credit for his watchfulness in observing passing trains. He recently detected a bad leak in the tank of gasoline which was moving eastward and promptly notified the conductor, thus giving him an opportunity to stop his train and repair the leak.

District Storekeeper J. C. McDonald and Glenn Lake, Assistant General Storekeeper of

Dubuque visited our city during the month, also James Garrett of Chicago, chief lumber inspector.

Schools of instruction for all section foreman were held at Ottumwa, Chillicothe and Laredo Missouri, the latter part of January, to discuss the new daily time system which was put into effect February 1st. In addition to this, other important matters were discussed along the lines of economy and the betterment of service on this division.

Mrs. B. Beistle, wife of our agent at Liberty, Missouri, has been soliciting business for the company, having secured two passengers to Chicago. Dispatcher J. G. Upp was successful in securing five passengers to California via our line to Kansas City. Chief Timekeeper C. H. Baker worked on the same proposition and through good salesmanship, resulted in this family shipping their household goods on our line. At this time they have arrived in California and have written to Mr. Upp, telling him of the very good service they received both passenger and freight. Folks, there's bound to be remuneration in service like that.

Section Foreman T. J. Carville, Fairfax, Iowa, was married on January 19th, 1926. Congratulations are extended to Mr. Carville.

Leo Love has been given the position of Roadmaster's clerk at Chillicothe. He was formerly station helper at Williamsburg, which position has not as yet been assigned to anyone.

There is much talk at the present time concerning the Wabash train which runs from St. Louis to Minneapolis via Albia, Iowa, changing its route to include Ottumwa. If this arrangement is put into effect, it will give our railroad a chance to talk about summer rates to the coast, using our famous electric line. Ticket Agent W. I. Wendall claims this will be a wonderful help to our line.

We have a rather strange thing to report this month. Three of our Milwaukee ladies, Mrs. T. H. Kemp, Mrs. A. L. Love and Mrs. F. Wilford, have had the misfortune to break their arms during the month of January. Whether this condition is due to their efforts to enlarge the Men's Auxiliary to the Railway Woman's Club, or other reasons, we have not as yet determined. We sincerely hope they continue to improve.

Conductor A. F. Scott is still in a serious condition at his home in Kansas City. Conductor A. Floyd is also on the sick list.

Iowa Middle and West Divn.

Ruby Eckman

Mrs. Joe Wasson, mother of Engineer Halsey Wasson and Switchman H. O. Taylor's wife, died at her daughter's home in Perry the fore part of February. Mrs. Wasson's husband who passed away some years ago was one of the first engineers on the Iowa division when the lines were built west to Omaha.



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Taper and Button Head Stays
Water Space and Radial Stays
Flannery Grease Cups*

FLANNERY BOLT CO.

Flannery Building
3582 Forbes St. Pittsburgh, Pa

Conductor L. A. Hurlburt of the middle division has gone to Hot Springs, Arkansas to spend about six weeks taking the baths and treatment for rheumatism.

Conductor Edward Green's wife was in the hospital at Perry in February for an operation for appendicitis. She recovered very nicely.

Brakeman Leo Bohrer was off duty a few weeks the latter part of January and in February and took in the sights in Southern Florida. Leo has relatives in Florida so took advantage of the dull season on the west division to make them a visit. He had a wonderful trip but was plenty glad to get back to Iowa and to his job.

Engine foreman Dell Coltrin's wife has been quite seriously sick for several months. As soon as she is able to stand the trip she is going to Rochester, Minn. to consult the specialists there.

Machinist Orin Lutze's wife has been in a Des Moines hospital for a few weeks following quite a serious operation. She is doing nicely now.

Bob Urie, assistant round house foreman at Council Bluffs spent a day in Perry in February visiting friends. Bob has a side line of raising chickens and came down to Perry to get a couple high class birds, of the feathered flock. His specialty is Rhode Island Reds and he has some prize winning specimens.

Mrs. Thos. Beatty, wife of machinist helper at the round house, was confined to her home for several weeks on account of sickness.

Assistant superintendent W. L. Schmitz of the Iowa division spent several days the fore part of February in Minneapolis on company business.

C. A. Ringstrand who has been car foreman at Madrid for several years has been transferred to the Perry force and the position for foreman at Madrid has been abolished. Foreman Trask of Perry will have charge of the repairing of cars set out at that point.

Paul Cushman of the Perry car department force suffered the loss of a finger the latter part of January when a sledge being used by his helper slipped and struck him. The injury had gave him a lot of trouble so he went to the Washington Boulevard hospital for treatment.

Master Donald Lavell, the seven year old son of Conductor W. F. Lavell surprised and pleased a large company of friends by appearing in a piano recital in which he rendered twelve different selections which he had memorized. Donald has been taking piano lessons fifteen months and has made wonderful progress.

Conductor J. R. Brooks was off duty the latter part of January on account of the death of his wife's mother, Mrs. George Hicks. Mrs. Hicks was the widow of one of the Iowa division old engineers who passed away a few years ago.

There is a new General Yard master and assistant yard master at Perry since the middle of January. Conductor C. F. Wightman who has been in charge of Perry yard for the last three years resigned to resume his work on the western division as a conductor. James Kanealy who was night yard master for several years was promoted to the day position and S. C. Tucker who has been a switchman in the yard and filled in on the day and night shifts during vacations, was appointed to the position of night yard master.

Conductor Earl Keenan was one of the few Perry railroad people to tune in on the foreign stations during the recent week when the local stations were quiet. Earl picked up Hamburg, Berlin and New Castle.

Gerald Kerlin, son of engineer Clate Kerlin went to Washington, D. C. the last part of January to take up the study of law at the

George Washington University. Gerald has a brother who graduates in June from the engineering department of the same college.

Perry friends of Superintendent Newman Fuller were pleased to learn of his recent promotion to the superintendent's job at Spokane. Newman was for many years a resident of Perry and is always a welcome visitor to his old home town.

Conductor Charles Martin has been in poor health for some time and has been at a Kansas City hospital taking treatment. He and Mrs. Martin expect to make their home in Kansas City until Charles is able to resume work.

Floyd Martin of the Perry round house force mixed with an obstreperous automobile the fore part of February and as a result received a broken arm when the thing kicked while being cranked. Albert Conner was assigned to Floyd's place as night pipe fitter during his absence.

Raymond Lutze brother of Travelling Engineer Lutze has been at a hospital in Des Moines for several weeks recovering from a serious operation. Raymond had an operation for gall stones a couple years ago and had never recovered from it and now the doctors think the wound will heal and give him no further trouble.

Several solid trains of automobiles have been handled over the Iowa division during the last few weeks. All made good runs.

Conductor George McLane's wife's father passed away at the family home the latter part of January at the age of 93.

I&D Division-Sanborn West *Dott*

Machinist Harmon Hitchcock has taken his family and gone to California. Due to favorable weather we have been enjoying, he has delayed his departure somewhat. He usually leaves about December 1st. As you all know, Hitch is a very ambitious man and while out there he acts as life guard on the bathing beach.

Miss Nellie Parker has left this 'Small town life' and gone to the big city—Chicago. She expects to remain there and though her friends will miss her, we hope she will be successful in her undertakings there.

Brakeman Joker Luke drives one of these fast Buicks and I guess it's pretty speedy. Anyway the other day Clarence Radloff came into town in his Ford all bruised and scratched up. He was on his way to see the Dr. when someone stopped him and asked him what had happened. He replied that he was driving along the road between here and Hartley, when Joker passed him in the Buick, and Clarence thinking his Ford had stopped got out to crank.

Dorothy Montgomery, young daughter of Switchman, Harry Montgomery died at her home Feb. 9th. The Montgomerys have the sympathy of us all.

Roundhouse Foreman H. H. Green and wife and Storekeeper Louis Sebald made a trip to Minneapolis the latter part of the month. It was a business trip, but some of the party seem to have enjoyed the 'in between times' not a little.

Conductor and Mrs. Joe Johnson are happy over the arrival of a boy on January the 18th.

Oscar Larson, formerly Car Foreman was up from Mason City last week and visited with friends while laying over here.

Lead Boilermaker Frank Kinsella and wife are planning on leaving about Feb. 16th, to make their future home in Mason City, where Frank is going to work at his trade in the roundhouse there. They formerly lived in Mason City, so it will be like going back home to them, but their friends here will hate to see them leave.

Brakeman Ed Irving was recently married to

DEREMER BLATCHFORD Co.

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It is especially designed for
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makes any small car look better, last longer and worth more. A few hours work and your car will look like new. Clip this ad now and send with \$2 for 1 qt. Auto Black, 1 pt. Top Dressing, Sandpaper and Brush.

THE
THRESHER VARNISH CO.
MANUFACTURERS
Dayton, Ohio

a young lady from Canton. Best wishes and much happiness to you both.

Machinist Perry Dinsmore went up to Wakan, Minn. to his farm for a few days visit the latter part of January.

Boilermaker Helper Nelz Westburg is working on a device to prolong the life of radio tubes. He has perfected a transformer that is a success according to his neighbors.

Brakeman Ham Block attended a dance at Melvin. When he started for home he found a fair damsel parked in his Packard. Ham never could leave a lady in distress so he escorted her home. Ham says 'why do they pick on me' maybe Louie could tell him.

Night Roundhouse Foreman J. H. Kings is unable to be at work this week on account of not feeling well. During his absence Machinist Al Parker is acting as Night Foreman.

Machinist C. H. Ceadle spent a few days visiting his mother and family at Marion. Chick reports a good time. Said they had lots of rain down here.

Since Blacksmith Helper P. W. Gross purchased a radio, he has lost a lot of sleep. Pete used to retire at 8 PM. Now it is in the wee small hours. He has joined the "Night Hawks."

James Burke, box packer, is leaving for Miami, Florida. He is taking his family with him so will probably remain there. He might come back and give the old gang the once-over after he has made his fortune down there. Best wishes go with him.

Machinist Helper Carl Lowe and Fireman Wm. Hendricksen recently started for Plessis with a friend to take in a dance. Just as they arrived the orchestra started playing "Don't Bring Lulu," so they went on to Everly.

Boilermaker Henry Holland, who is working at Faithorn at present, had the bad news from home. His boy, while playing at school fell down and broke his arm. He is getting along as well as could be expected.

Machinist Apprentice Lester Brown, of Mason City, made his grandmother a visit. However, the greater part of his time seemed to be spent over at Hartley. What was the attraction Buck?

Condr. Frank Hurlbut has purchased a fine new car. Frank is a good judge of a car he got a Studebaker Special Six—some boat.

Edward Milz, of the roundhouse and 'Dobbie' Davids, of the water service department have become members of the 'Southside Quartette.' They are in great demand at all social gatherings.

Milwaukee Shops

The sympathies of the L. M. C. B. office go to Mr. Frank Brock whose wife passed away Jan. 16th after a lingering illness for over a year, finally died in the hospital, the funeral

was held from St. Roses Church the 18th.

Engineer Jno. F. Culbertson died at his home 212, 22nd Street Milwaukee, Jan. 18th. Mr. Culbertson had done no active work for some years. He was from the LaCrosse Div. and for a long time run the Madison Portage freight.

Engineer Wissing of the C. & M. Div. died middle of Jan. after a lingering illness, further particular not at hand.

Moving pictures in the staff room were given before the clerical force Tues. noon Jan. 26th. Machinist Ernst Wisch returned to work Jan. 25th after a two or three months lay-up.

Locomotive Machinist Henry J. Wilton is getting around slowly after a hospital lay-up early in Dec.

Meeting of Terminal Foreman in staff room Feb. 15th—16th, Mr. Silcox and other Chicago men here.

The conductor Nourse group showed up good in the Feb. magazine. The clerical group and dining car bunch rather crowded for column room.

Mr. Jos. F. Holub, Lead man, had the misfortune to break his arm while cranking his automobile.

We missed the photo of the silk train, our flash light not being heavy enough to take a long train around three o'clock in the morning.

The office boys are closely 100 per cent radio equipped, all departments.

Some of the VEA collectors are requesting dues for 1927 already, this an error, collect for 1926 only until after the annual meet.

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

Nora B. Decco

Sun is still a shinin', maybe there ain't goin' to be no winter an' then again maybe it is going to get here when Spring ought to, who knows!

Engr. Jack Flynn is the best engineer on the Rocky Mountain or Missoula Divisions, I know because he told me so.

We wish to announce two very happy events this month, the wedding at Old Town, near Three Forks of Miss Thelma Dunbar and Emmett Keyser and one week later at the Walsh home in Three Forks Miss Georgette Walsh and Byron Dunbar. Mr. Keyser is employed on the R. M. Division of the Milwaukee and is well known, and Miss Georgette Walsh is the elder daughter of Mr. P. F. Walsh former Roadmaster on this division. We offer congratulations and very best wishes of the Division to these young people and trust they have a long, happy and prosperous life.

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Continental Bolt & Iron Works, Chicago.
- Brake Beams**
Pressed Steel Car Co., Pittsburgh.
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- Brake Beam Supports and Safety Devices**
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Bettendorf Co., Bettendorf, Iowa.
- Pressed Steel Car Co., Pittsburgh.
- Castings (Brass & Bronze)**
Magnus Co., N.Y.; Chicago.
- Castings, Malleable Iron**
P. & M. Co., Chicago.
Pressed Steel Car Co., Pittsburgh.
- Castings, Steel**
Buckeye Steel Castings Co., Columbus, O.
Falk Corp.; Milwaukee.
Hubbard Steel Foundry Co., East Chicago, Ind.
Pressed Steel Car Co., Pittsburgh.
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Union Spring & Mfg. Co., Pittsburgh.
Wehr Steel Co., Milwaukee.
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Dearborn Chemical Co., Chicago
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Binkley Coal Co., Chicago
Rosengrant Coal Co., Chicago.
Shoemaker Coal Co., D. C., Chicago.
- Coffee and Tea**
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- Couplers**
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- Cylinder Cocks**
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- Greases**
Galena-Signal Oil Co., Franklin, Pa.
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- Hose**
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Co., 1340 Fond du lac Ave., Northwestern Factory Supply
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The Pantasote Co., N.Y.; Chicago.
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- Linseed Oil**
Barber Co., W. H., Chicago.
- Lock Nuts and Washers**
Am. Bolt Corp., Boss Nut Division, Chicago.
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Baldwin Locomotive Works, Philadelphia.
- Loose Leaf Specialties**
Miller Co., H. C., Milwaukee.
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Galena-Signal Oil Co., Franklin, Pa.
- Lumber**
McKenna Lumber Co., McKenna, Wash.
Nashville Tie Co., Nashville, Tenn.
National Lumber & Creosoting Co., Texarkana, Texas.
Pacific Creosoting Co., Seattle.
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Am. Bolt Corp., Boss Nut Div., Chicago.
Continental Bolt & Iron Works, Chicago.
- Oils**
Galena-Signal Oil Co., Franklin, Pa.
- Oil Cups**
Prime Mfg. Co., Milwaukee.
- Oxygen**
Air Reduction Sales Co., N.Y.; Chicago, Seattle.
Burdett Oxygen & Hydrogen Co., Chicago.
- Paints**
O'Neil Oil and Paint Co., Milwaukee.
- Paper**
Import Paper Co., Chicago.
- Printing**
Bulfin & Son, Ed., Milwaukee.
Collins' Sons, J. J., Chicago.
Goodman Printing Co. (Maurice Goodman), Portage, Wis.
Hillison & Etten Co., Chicago.
Keogh Printing Co., Edw., Chicago.
- Northwestern Printing Co., Milwaukee.
- Provisions**
Aaron & Sons, E. A., Chicago.
- Rail Anchors**
P. & M. Co., Chicago.
- Railroad Car Trimmings**
Loeffelholz Co., Milwaukee.
- Rust Preventatives**
Dearborn Chemical Co., Chicago.
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Pyle-National Co., Chicago.
- Signal Oil**
Galena-Signal Oil Co., Franklin, Pa.
- Springs, Coil**
Union Spring & Mfg. Co., Chicago, Pittsburgh.
- Stationery**
Miller Co., H. C., Milwaukee.
- Stay-Bolts**
Flannery Bolt Co., Pittsburgh.
- Steam Superheaters**
Superheater Company, Chicago.
- Stone and Stone Products**
T. R. Coughlan Co., Mankato, Minn.
- Tie Plates**
P. & M., Chicago.
Railroad Supply Co., Chicago.
- Ties**
Moss Tie Co., T. J., St. Louis.
Nashville Tie Co., Nashville, Tenn.
National Lbr., & Creosoting Co., Texarkana, Texas.
- Trap Doors (Vestibule)**
Tuco Products Corp., Chicago.
- Trucks for Cars**
Baldwin Locomotive Works, Philadelphia.
Bettendorf Co., Bettendorf, Ia.
Pressed Steel Car Co., Pittsburgh.
- Tubes, Arch and Stay**
Globe Steel Tubes Co., Milwaukee.
- Turpentine**
Barber Co., W. H., Chicago.
- Varnish**
Thresher Varnish Co., Dayton, Ohio.
- Washout Plugs**
Prime Mfg. Co., Milwaukee.
- Water Softening Compounds**
Bird-Archer Co., Chicago.
- Wheels, Car and Locomotive**
Baldwin Locomotive Works, Philadelphia.
Pressed Steel Car Co., Pittsburgh.
- Wire and Cable**
Kerite Insulated Wire and Cable Co., N.Y.; Chicago.
Burdett Oxygen & Hydrogen Co., Chicago.

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MILLS—Milwaukee

Mrs. Arthur Buchen wife of Engr. Buchen has returned from Tacoma where she was ill for some time in a hospital there.

Mrs. Owen Gosnell has gone to White Water Wis. where she will visit her Mother for some weeks, Mr. Gosnell took this time off to get sick and go to the Three Forks hospital where we can assure you he will be very well taken care of.

We regret to state that the sister of fireman Jerry Driscoll died in Pittsburgh, Pa. the first of the month, Mr. Driscoll was not able to get there owing to the lack of time and great distance, we offer our sympathy to him in this loss.

Otto Himes who has been laid up for some time with an injury to his leg is now in the Three Forks hospital where he is doing very nicely. We hope he will soon be out again.

Engr. D. P. Elliott and wife have returned from California and Mr. Elliott aside from learning the Charleston and being able to dance it in a way to astonish the natives, is telling the most weird stories of something they have down there called a "Jack Rabbit chaser," well all I can say is how ever he got home alive is more than I can tell.

Fireman Fink has returned from several weeks in California and spent a most enjoyable holiday, especially just down there across the line where it is still 'like it used to be'!

Condr. Earl Wilson laid off a trip and went over to Butte and got sick and had to send for his wife, can you beat it, any one who is used to working all the time ought not to get reckless like that and lay off a whole trip all at once, always makes 'em sick I hear. Anyway we hope he gets better soon and don't go anywhere near Butte again.

Splinters From the Wooden Shoe

Bronnie

The Women's Club Novelty Party is over and everyone reports having a good time. We understand that first prize for costumes should go to Mrs. Culbertson, although Mrs. Dunn ran pretty close to first.

Dispatcher Kurth has been off on the sick list for a couple of weeks and Pete Maierle is relieving him. Hope to see Ira back on the job again soon.

Ray Zimmerman was trying to do some fancy calisthenics at the YMCA a couple of weeks ago and found out he couldn't do a topsy turvy turn without spraining his ankle and has been laid up ever since. Is back on the job again.

Menominee freight house has been equipped with a new non-glare electric light and all the old drop cords have been discarded. Looks like the reading room in the public library now.

We were all greatly surprised to hear of

the death of former Division Freight and Passenger Agent, H. E. Stewart. Mr. Stewart had been ill with pneumonia for a couple of weeks but was reported as getting along very nicely, but due to heart trouble he suddenly passed away on February 4th, 1926. Mr. Stewart had been in the employ of the CM&StP Railway Company for about fifty years was well liked among all his fellow workmen, as well as outside concerns, with which he came in contact quite frequently.

Mr. Paul Wilson has returned to work after being ill with pneumonia for a number of weeks. Mr. Wilson was recently appointed Division Freight and Passenger Agent at Green Bay and had only been in Green Bay a few weeks when he was taken quite seriously ill. We are glad to see him back on the job again.

We are wondering if Jos. DeLoys has been playing ground hog this year. We notice that the last time he worked was the latter part of October and then did not show up again until 5:00 P.M. February 2nd, when he was sure the sun would not shine.

Wanted one more chair so that Walter Lakoski, the Assistant Engineer, will have a place to sit. He is always so tired and then when he shows up there is no place for him to sit. Of course, Walter says that if there are no chairs available a cot will do and be a lot more satisfactory.

A couple of the girls in the Superintendent's Office were riding in a new Cadillac car and when telling the incident to the boys in the office one of the girls claims that the "thermometer" on the car registered ninety miles an hour. The boys would like to know since when have they added this new feature to the Cadillac cars. Of course Julia ought to be able to tell all about the Cadillac cars as she is a regular customer in one.

Myrtle B. Herman made her first appearance on the legitimate stage last week. We all admit that Myrtle is some Prima Donna. We have often heard of Myrtle's nice voice but have never had the opportunity of hearing it. It surely is something to be proud of.

John Dinwoodie bought himself a new radio set and said he got the whole thing complete for \$45.00. After talking with him a while we found out he had to buy a new "A" Battery and then the other night his Cat Felix found a wire to play with and pulled the horn down, breaking it, which of course means buy a new horn. After getting the horn all fixed up he now finds he must buy a new "B" Battery. Outside of that he got a good radio for \$45.00.

Conductors Saunders and Landry laid off Sunday for the Squirrel party Tuesday Night. Report the party worth the expense.

Conductor Geisler left the west end way freight and has gone to Channing, but makes frequent hurried trips to Green Bay. In on

No. 2 and back on No. 31. Misses the Saturday night house parties and the consolation price. Al is a 500 shark.

General Yardmaster Tierney has been laid up with the grippe, but has an able and competent understudy in Switch Foreman Marcy.

Illinois Division

M. J. S.

We had a "peek" at the new Bride and Groom at Savanna Feb. 9th. Congratulations and best wishes are extended to the principals—Roadmaster W. A. Moberly and Wife—their marriage being a recent happy event.

Deepest sympathy is extended to Ill. Divn. Baggage man John Kelly and Passenger Brake man James Kelly, account of the recent death of their Mother, at Hampshire, Ill.

Almost thought we would have to take up a flower collection for our Charley (Chief Timekeeper). He was suffering with a severe cold and childish croup for a few days!

Following is a requisition plea: "Replying to the attached, beg to advise that we have traps set in freight house and are catching rats every day all sizes, colors, and nationalities. However, we are ordering four more traps today, also some poison. We also have had a cat in the freight house, which has helped considerably, to rid us of these pests." A further suggestion: "try ordering some cheese"—Mr. Freight House (?)

Mrs. Wm. Waymack, wife of Car Foreman Wm. Waymack has returned from Wash. Blvd. hospital where she has been receiving treatment and feels much improved a fact her many freinds are pleased to learn.

Mrs. Genie Thoren, wife of Divn. Accountant R. E. Thoren, pleasantly entertained the Supt's Office Girls at her home the latter part of January. A social evening and delicious luncheon were enjoyed.

James Matthews is the new Instrument man in Divn. Engr. R. G. Heck's Office. He makes a good impression on his next door neighbors, the Supt's Office friends!

Jim, our Chief Clerk says—he will soon become so proficient at "tuning-in" that he will be able to "tune-out" everything but the Soprano in a Sextette, if he so desires! There are yet wondrous things to be accomplished in "Radio-opathy" (?)

A Birthday Party was given Feb. 2nd at the home of the Misses Clara and Delia Cush, Supt's Office, in honor of Mrs. Louise Tyler, wife of Asst. Acct. Irvin Tyler (who is on a forced six month's leave account illness). Valentine decorations were carried out, and a dainty luncheon served. Cards were enjoyed and a delightful evening spent, with best wishes for many more happy birthdays to Louise.

Mrs. Mary Sager is taking the place of Mrs. Mills, janitress at Savanna Depot. Mrs. Mills had the misfortune recently to break her arm. We hope for her speedy recovery.

Be it hereby known, that real skill and art cannot be surpassed in certain of our CM&STP Roundhouse employes at Savanna. A Home Talent Play entitled "Circus Solly" was recently given under the auspices of the Catholic Women's Club and Messrs Joe Reese, Boilermaker Foreman, John Clement, Mchst. Apprentice, and Ed. Linglebaugh, Boilermaker of Savanna Roundhouse, did themselves "honor" in the "artistic" Ballet Dance which they featured. Profound congratulations are extended for their beauty and grace before the foot-lights! (?)

Savanna Freight Office News

We have welcomed Rudolph Hoffman back to the Front Office, after a six weeks forced leave on account of a very serious operation for the removal of a troublesome appendix. He, as well as we, are mighty glad he's able to stamp those waybills with the same old vim.

Our Nelle writes from California that she is enjoying that heavenly country and has gained—well, we won't dare tell how many pounds—but we do hope she doesn't gain any more for our brand new office floor will be in danger of caving in. We have wished for a new floor too long, to want that to happen.

Our heartfelt sympathy is extended to Ed. and John Casselberry on account of the recent passing away of their mother at her home on Fifth St., on Feb. 12th.

Savanna Roundhouse

Friday January 15th, occurred the marriage of Louis Neilson and Miss Ethel Phillips. Mr. Neilson is a machinist helper at Savanna Roundhouse. Congratulations are extended.

Vernon Lahre has completed his apprenticeship at Savanna Roundhouse and his place is being filled by LeRoy Rogers, son of Asst. Foreman J. C. Rogers.

We are wondering why it is that Traveling Engineer Einerson of the Dubuque Division always searches his traveling bags before leaving Savanna? It looks as though he suspects someone is going to rob him of something. Anyone able to throw any light on the subject will receive the undying gratitude of the girls of the Roundhouse and Master Mechanic's Office.

When Asst. Foreman Hogan has finished using the mouse traps mentioned in last month's magazine, we would suggest that he allow Chief Clerk J. Mulder to use them for awhile—a mouse in the trap is much better than one in his trouser leg, you know!

Blacksmith Wm. K. Brown was married in Chicago, February 4th to Miss Genevieve Mc-

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Canada

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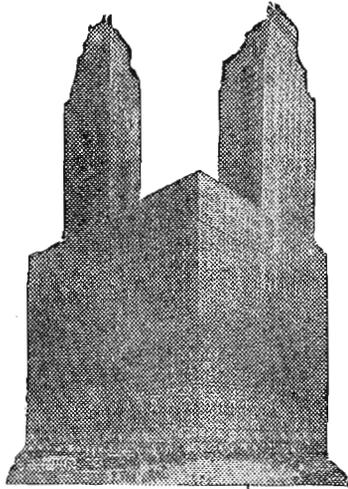
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RESTAURANT
CLARK and MADISON STREETS
IN THE HEART OF CHICAGO

Kenna of this city. Monday, following his return to work he was given a "chariot" ride in our famous Honeymoon express truck, accompanied through the main streets of town by the Shopmen.

Word has been received in Savanna that Mrs. Harry Hoffman, wife of Machinist Harry Hoffman at Savanna Roundhouse, was injured in an automobile accident in California recently. Friends hope that her injuries were not serious and that her recovery will be rapid.

Gang Foreman Wm. Sheetz is practising for a pie-eating contest—from latest reports he can handle only 8 pieces, but he will probably improve as time goes on!

Ilene is wearing a new opal ring—we don't know all the whys and wherefores of the case, but superstitious people needn't get excited; it doesn't mean bad luck at all! (And by the way, she is spelling her name Eileen, now.)

We learn with regret that former Illinois Division Engineer Henry Hoest died at his home at Long View, Texas on January 22nd.

Savanna Yard News

Miss Mary Kennedy, Car Record Clerk at Savanna Yard is the recipient of another diamond ring. It was presented to her by her new shiek. The ring is now at the jewelry shop being cut down, as the other girl seems to have had longer fingers? Here's luck to you Mary and hope the ring will fit alright and that the Shiek doesn't desert you or the ring will have to go thru another process of remodeling.

Wanted: By Jewel McGrail, Chief Caller—One Boston Bull Pup. The pup must not be suffering from Pyorrhea or soft gums. The dog is wanted for the purpose of keeping uneducated Tom Cats away from the yard office. "Tommy Kentner" a gray tom cat, recently took up his residence at Savanna Yard Office, but Miss McGrail had him shipped West on account of sleeping on her crew book. She said the cat was too nose-y? She has less use for cats than she has for onions. All cats are warned to stay from the yard office, under penalty of death!

A Bazaar was recently held at the Odd Fellows Hall under the auspices of the American Legion. A feature of the evening was a Charleston Contest, and Sherm Correll, Jr., was to act as a representative of the CM&St.P Yard Office. Mr. Correll was to import a partner from Hanover or Bellvue, but due to some difficulty, the partner failed to show up. Mr. Correll was somewhat disappointed, as were all his friends at Savanna Yard, as it was figured that Mr. Correll would sure have won the contest had one of the weaker sex shown up!

Mr. Chas. Wilson, one of the most stylish bill clerks that ever sharpened a lead pencil at Savanna Yard Office, attended the said bazaar and was fortunate in winning a fine ladies

scarf. He is now searching for a nice widow to present it to. Chas. would much rather have won a pair of green socks or a pair of florsheims.

Dubuque Shops Jingles

"Oosie"

Esther has a Buick—sometimes it goes just great; then again it stalls around—get a "Dodge" and be up to date!

Jim S. is the Charleston dancer, has them all stopping 'round these days—and after a P. C. adjustment, he's a sight on which to gaze.

If you write 'em up they are sore;

If you don't write "nothin" you are lazy—

If you gossip a bit you're in bad—

If you don't know any you're crazy!

Moral—For-the-luv-a-Dubuque Shops, send me some news items)

Sully has a cross-eyed girl; he's going to propose some day trouble is when he's so inclined, she's looking the other way.

Spring is coming, Georgie dear,

Birds are singing—don't you hear

They tell us its time for you to say—

"I will", now Georgie, why don't you, pray?

(Before you do, consult Cahill—he'll give you some good FATHERLY advice.)

We were glad to see Mattie Chewning, former Store Dept. Clerk, at Dubuque, who is now working in that department in Minneapolis—she says she likes Minneapolis just first rate, that everything up there is up-to-date. (You didn't mean to cast any reflection on us, did you M?)

Matt I've looked into the crystal—

And d'ye know what I did see?

Well, I guess I better have you

Consult me pri-vate-ly.

Ye scribe's not going to mention the WOMAN'S CLUB,

In her little column this time—

For you see she has been criticised

Has been said that every rhyme

Concerns THAT Organization—

Something THEY'RE putting on

That the rest are being neglected

And every mother's son

Is going to protest about it,

They want some write-ups too—

Now isn't that the limit,

What can a partner do?

I answered the party (gently)

Gave him a piece of my mind

And the way that fellow came back

Was really quite unkind.

Said that he is going to form a club

Of men and compete with us

That no longer with our Card parties

And dances will they fuss.

So I told him to go right to it,

Dependable
RAIL ANTI-CREEPERS

CHICAGO **THE P. & M. CO.** NEW YORK

But they'd have to work like sin
To get ahead of DUBUQUE CHAPTER
Or even a look there-in.

Chicago Terminals

Guy E. Sampson

Time is passing the day draws nearer

When all must take the long long rest

Watch Your Step and leave this record

I am sure I did "My Best".

Life is sweet, so are our labors

If we put the zeal in them we should

Happiness derived from work well finished

No one can take from us if he would.

Do your best what erve your duty

Be that job large or small

Turn in report with smiling countenance

"I've done my best, I'll rest till called."

Mr. John Arcus, father of Chi Term fireman James Arcus passed away Jan. 19th at the age of 72 years. He had been an employe of the Union Stock Yards Co. for the last 39 years. Sympathy of employes extended the be-
reaved.

Our good natured, good looking carpenter foreman Henry Wykoff took a weeks vacation and visited Florida, and Oh Yes he went over to Cuba for a day. And the tales he has to tell of what he saw there are very interesting. He was so much taken up with the place that he says he is going back some day when he can stay longer.

Mrs. Sartwell, wife of switchman Wm. Sartwell of Bensenville spent the last week end of Jan. in Kansas City, Mo.

Employes recently had a good laugh at the expense of G. Y. M. Mr. George and yard master Lee Smith. On account of a derailment which kept them very busy till No. 24 was whistling they were unable to clean up as usual and change clothing before boarding No. 24 homeward. When they alighted from the train street car service in their direction was at a standstill. One suggested taking a cab. O. K. says the other. But when they tried to hire a taxi the driver gave them the once over and quickly stepped on the gas leaving them standing. Lee says he is sure the driver thought they were tough guys looking for easy money.

Mrs. Allen, wife of switchman Chas. Allen who resides at Franklin Park is reported improved. Her many friends are glad to see her about again.

The secrets out, the day is set

Feb. 20th, (but that aint here yet)

Next month we'll tell you who and where

We can't this time, we wouldn't dare.

One of Gibsons stenogs is sure to be

A blushing bride, just wait and see

Did you say which one? now don't you fret

For its sure a nice young man she met.

On Jan. 19th co-workers and friends of your correspondent visited his home on Pine Avenue, Bensenville and helped us celebrate our 50th birthday. All enjoyed a pleasant evening and our good wife served a midnight lunch that made us wish we were only 21 instead of 50 so that we might enjoy many more such birthdays. However it does one good to be remembered in this manner and we hope to still remain to celebrate many more such days.

The C. M. & St. Woman's Club of Bensenville is sure keeping up the good work. Several parties have been held in their club rooms all well attended and very much enjoyed by all present. The Valentine Party was the latest and during the evening each one present was given an opportunity to punch a slip of paper from a punch board. On each slip was printed a certain stunt to perform. Four judges were selected to decide which particular stunt deserved a prize. Two prizes were given, one to the ladies and one to the

men. Mr. Craigmile won the men's prize. His stunt was to imitate a dog in a cat and dog fight. He chose one of the ladies present to take the part of the cat and his imitation of the dog brought a roar from all present.

Mrs. Capoot took the ladies prize imitating Maggie of Jiggs and Maggie fame. She chose one of the men present to act as Jiggs and the way she made him dance to her music by firing empty milk bottles at him sure was a scream.

Miss Dorothy Moran had to give a one minute talk on Prohibition. Her speech in full was "Prohibition is like a Portland Oregon winters day, Very Wet"

This speech brought favorable mention from the judges as did Mr. Harneys imitation of a street car conductor.

"Cappie Rix" of Bensenville Storeroom recently advertized for a lost Meerscham Pipe offering a \$1 reward to the finder. He failed to specify what kind of a meerscham, and we hear that he received quite a collection of Missouri Meerschams, second hand ones.

Have you noticed our new chimney at Bensenville Power House? We think it is the last word in decoration. When the new power house is completed Bensenville will be on the map for sure.

Fred Wall, Stockman at Bensenville Storeroom recently returned from a five months leave of absence, spent down south. Glad to see you back, Fred.

J. Z. Jelley formerly Ass't. Foreman on the second shift has been transferred to position as Coal Shed Foreman. Now he is taking in all the movies at Bensenville. Herman Beyers has taken his place on the Second Shift.

We hear that Pat Carey was seen leading a goat home from Galewood. When questioned, he said his wife told him to bring home a little butter.

Norman Hull has been attempting to hust the egg trust by importing eggs from Janesville. If you are looking for good eggs cheap, better see him, while they are fresh.

Tacoma Shop Notes

"Andy"

Stella Johnson formerly a clerk in the Store Department has been spending a fews visiting with friends in Tacoma.

Mr. Kroha can consider himself very fortunate. He was recently involved in an auto accident in which his car was very badly smashed up, but none of the 6 or 7 occupants of the car were injured seriously. Mr. Kroha now has a new Buick.

We have at Tacoma, in the Car Department to be exact, a young shiek by the name of Johnnie Fowler. Between the hours of 8 A.M. and 4:30 P.M. this young man is busily engaged in the occupation of handling messagcs, mail and the members of the gentler sex in a manner we would term roughly, or in other words he is what you would call a shiek of the caveman variety. He is short of stature, being built close to the earth so he won't fall off or go up in the air very easily. His hair is combed, or is it, you know it has that appearance of being vaselined and gently cow licked straight back. It is the effect so much desired by the modern day arabs. He wears his trousers over his shoes to obviate the necessity of six. There are many other items of identification that could be mentioned here, but the space allotted will not permit, so it will be sufficient to say, that up to the present writing we have been unable to scare up any scandal, or something that would make interesting reading matter on Johnnie, but the object of this preliminary is the fact that for some time past he has been very much peeved because his name has not been mentioned in the magazine and now I suppose he will be more peeved because it has been mentioned; however, like a

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A Complete Line of—

Headlight Cases—Sheet and Cast Metal
Reflectors—Metal and Glass
Portable Headlight Cases
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Searchlights
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Reflectors for Locomotive Headlights

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BEDFORD BUILDING CHICAGO, ILLINOIS

THE SENTINEL BINDERY

JOHN C. SALZER

MILWAUKEE, WISCONSIN

hen we are laying for you and the first dope we get, you better look out.

We note from the local daily news papers that Messrs. Pentecost, Brady, Horr and Buchanan are hobnobbing around with the Mayor.

We wish to herald the fact that a very brilliant affair was enjoyed in the Machine shop office at Christmas. Interesting talks were given by prominent members of the Milwaukee staff. At the conclusion of the affair gifts were presented to the following:

- F. Lowert — A Doll (very appropriate)
- R. A. Nofke — A Monkey (Maybe he was monkeying around)
- P. R. Horr — A Rattle (I'll bet he's a noisy guy)
- W. Strinsky — A Horn (Something to blow about)
- A Pentecost — A Horse (almost—giddap)
- F. Wilson — A Fireman's Hat (You know he is the fire chief)
- E. Morrison — An Engine (Just something to run around with)
- M. Cline — The Original receiving set (Considered very appropriate)
- J. Maloney — A Horn (Maybe to blow out flues with)
- C. Sperry — A Few chickens (No not the kind your thinking of)
- O. Scheutze — A Whistle (For calling blacksmith coal)
- J. E. Brady — Some Chickens (Sounds kind of henney dont it)
- G. W. Taylor — Garters (He rolls his own)
- H. Rosenberg — More chickens (Foul play)
- F. Marchal — A Plant (Mr. Marchal was not there, as he is very ill)

If there were any more besides these mentioned, our cub reporter M. Cline, has failed to furnish the necessary data.

Chas. Stevens, clerk in the Store Department, is at present time in the act of building a 4 tube Browning Drake Radio, guaranteed to pick up anything pickupable. Chas. is sure a hound for gathering information, in fact, he has developed the characteristic symptoms of a genuine radio bug—he can ask more questions than a prosecuting attorney, however, when he gets through we'll bet that if there is anything he does not know about radio, it has not been found out yet.

The Transfer table which was recently overhauled under the able supervision of Engineer Cline, is producing results entirely beyond all expectations. It will now handle a mallet full of water with ease. Mr. Cline is to be complimented upon this great achievement.

Mr. J. E. Brady, has put his trusty Buick in shop for class 3 repairs. Understand a form 5 was served on it by W. F. Coors.

Mr. G. E. Cessford, is now sporting around in a brand new Oakland Coach—some classy wagon, now what I mean.

Mrs. P. R. Horr, is visiting with relatives in Salt Lake City. F. R. H. is now in the grass widower class singing "My wife's gone to the country, etc. etc.

Since Bill Strinsky has had his office fixed up, he has taken the "Welcome" off the Door mat and inserted "Wipe Your Feet." It is also necessary before entrance can be gained that overalls be removed so as not to soil the overstuffed furniture. All tools etc., must be left outside so as not to mar the mahogany. Give card to outer guard.

Have received information to the effect that Geo. Haas' combination loud speaker and motion pictures have just about been perfected, but they are holding out for more mazuma. There is also a sand house rumor that Geo. has contemplated entering the field of matrimony. How about it Geo. anything to this?

The new converters have been installed in the Power House and are now doing their stuff.

We wish to express our sincere sympathies

to those left to mourn the death of Geo. Melvin, Machinist Helper.

Shop Schedule Engineer Rosenberg is hot on the trail chasing engines out of the shop.

The new first aid room at Tacoma shops is now completed, and Mr. Cronin, Male Nurse is in charge.

A New Wheel Press has been installed in the shops that is capable of exerting a pressure of 19,200,000 ounces.

Our long lanky messenger has flown the coop and the gentlemen filling his place is Bill Owens. For the information of all concerned will advise that Bill is all there and on the job every minute.

Since Ben Farenwald, Shop Schedule Engineer, has made his headquarters in this community, the statistical traffic has grown enormously, however, Ben seems to have a strange hold on the situation, and we will soon see it under full control. We will say this tho, that when it comes to figures, Ben's a bear, that is of course from the mathematical point of view, but along other lines we only have our suspicions. As a side line he is giving the apprentices some mental exercises and teaching them the gentle art of geometrical drawing. To make a long story short will say that Ben is a very busy man, and like an elephant's foot, he covers a lot of territory.

So-long—there goes the whistle.

Sioux City & Dakota Division

H. B. Olsen

Engineer "Bill" Luth says he knows the correct definition of a "SHIEK" but will not divulge it.

"Judge" Omar Wells of the round house Sioux Falls has shaved his mustache off—he appears twenty years younger, and Engineer Bob Manson says the truant officer will get him if he cuts up many more capers.

Switchman "Don" Fox who has not been able to work for some time, has been confined to his bed and his condition is very serious at this time. He is unable to assist himself in any way and at times does not recognize any one.

A very unusual order in the Switchman's "dope" book Sioux Falls read as follows: "Spot 2 refrigerators at Brewery to load BEER for Elk Point." For few moments the boys thought the "days of real sport" had returned, but reading further noticed the order was one of some "twenty years ago."

Dispatcher Harry L. Hoskins has resumed work after several weeks absence.

Car Clerk, Ernie Robb, Sioux Falls went on a forced vacation last week account illness.

Yardmaster J. R. Bankson, Sioux Falls has invented a contraption whereby one can see the passenger station from the freight office with out having to leave the office. A mirror so arranged on the outside of the window and focused to such a position one can readily observe the movements of passenger trains at passenger station. The arrangement is of great assistance and avoids stepping out in the cold. Ross has not as yet applied for a patent.

Opr. Cecil B. Davis of Platte is the proud father of nine pound daughter. Cecil says the young lady is as handsome as her mother and noisy as her father.

Conductor Jack Aylward reports an unusual accident which happened to his English pointer dog. In some manner a rubber band had been placed around the dog's neck, the dog acted strangely, would not eat and when touched about the neck would howl. Investigation showed a deep gash, treatment was applied but no results and a day or two later the head was nearly severed. The rubber band was then discovered and removed. Jack hopes to save his valuable dog as it was a Christmas present from a nephew in Kentucky.

Ole Anderson of the roundhouse force, Sioux Falls has now purchased a Dodge coupe—time will tell if "Ole" will "stop, look and listen."

City freight checker, Sioux Falls freight house is on a forced vacation and expects to be away for some time account illness. A complete rest will be necessary to bring back the usual good health.

Agent George Feauto, Burbank, attended the SKI meet at Canton February 7th. Special train service made the trip possible and George believes he will venture into the ski jumping himself next season.

Section foreman Christ Olson, Hawarden helped swell the number "ski jumping fans" at Canton.

George Halbman Extra gang foreman at the West Yards has taken a sixty day leave of absence and is visiting relatives in Chicago, Merrimack and Madison, Wis.

Thomas Emerson, veteran baggageman at Sioux City passenger station has accepted the position of flagman at West 3rd. St. Some how or another, people seem to miss Tom around the Passenger station.

On January 22nd, we record a very important event, a fine new baby boy arrived at Opr. E. E. Lovejoys home. Gene says he is just so extra fine, it will be hard to find a name for the little man.

Brakeman Johnson is putting up ice at Runningwater. He has orders for a hundred cars and believes people intend "keeping cool" this summer if the ice has anything to do with it. ohnnie is being relieved on the local by "Jacky" Jackson.

Switchman Henry Hunt, Sioux Falls spent a week with mother and dad at Omaha. Henry says he met George Francis there on his way to Kilgore, Nebr.

If you have never had a thrill before to the extent of a head-on collision, ask Condr. Bert Brashear. He was on a College street car about 9 P. M. when a big sedan struck the street car head-on wrecking both the sedan and street car. Bert was not injured, "only thought he was."

Chester:—"A scientist says there's phosphorus enough in a man's body to make 40,000 matches.

Ethel:—"Maybe, but there's not enough sand in some men to make one strike."

Yard clerk "Happy Henderson" has a new Chrysler Coupe. He was seen at the filling station buying alcohol but is was for the new car.

The other night at Sioux Falls and while Engineer "Bill" Luth was peacefully eating lunch, some one hollered "fire" smoke was belching forth from the neighborhood of "Bill's" room and of course he made a dash for his earthly belongings in the said room. After trying to find the key and finally succeeding, got into the room but found the "smoke" was coming from another avenue and Bill saved the suit case.

Opr. R. L. McNertney has traded his Overland for a new Ford Coupe. Mac says he never knew what it was to own a real car that would actually go faster than fifteen miles per.

Plans are all set for one of the largest SAFETY FIRST meetings ever held at Sioux Falls. A "one man band" will furnish music and Chief Dispatcher W. C. Givens will preside. Supt. E. H. Bannon and Trainmaster R. C. Dodds will be in Chicago and we hope to have a good report for Messrs. Bannon and Dodds.

R. & S. W. Division Lillian L.

When talking about doing the Charleston we do not want to forget Boilermaker Mike Keber at Beloit Roundhouse. Although Mike weighs over the 200 mark, he recently showed up the boys at one of the railway dances. His co-partner, Boilermaker John McLean, is also getting into the limelight. John is getting all the latest steps from the Head Waitress at the

"Greasy Spoon." John hails from Scotland, but he does not care for two nickels nor a dime when he can land a dancer in Beloit. He says he is all through with Janesville. Wonder if he got a raw deal with some of Bob Young's friends?

The chair in the Dispatcher's office is still holding its own. Thank you.

A daughter, Marjorie Ann, born to Engineer and Mrs. Elmer Stewart February 4th. The young lady tipped the scales at 8 $\frac{3}{4}$ pounds.

Miss Louise Flasch employed in the Chief Dispatcher's office at Beloit for about two years and a half, has accepted a position with the Rockford Cabinet Company. She is succeeded by Miss Frances Hawkins, who was formerly employed at Ottumwa Jct.

If you want to keep in the good graces of Floyd Campbell just call him Grandpa. He is very proud of the title.

Our sympathy is extended to Conductor A. E. Irwin in the loss of his mother, who passed away at Warsaw, Ind. the latter part of January.

A daughter was born to Mr. and Mrs. Harry Zimmerman on January 23rd. Mr. Zimmerman is the son of Roadmaster Zimmerman and was formerly employed as section foreman on the R. & S. W. Divn.

Beloit rails were very much in evidence at the performance of Abie's Irish Rose at Rockford during February.

Dispatcher E. J. McCann was on the sick list during January.

Mrs. F. M. Shannon, daughter of Mr. and Mrs. J. L. Bauer, passed away at Jefferson, Wis. January 24th. Our sympathy is extended to the family and friends.

Mr. and Mrs. C. E. Noffs, Florence, are the proud parents of a baby boy born the first of February.

Since Eddie has undertaken a Sunday job as local guide for hunters, it is necessary that he and Mrs. Ruck depart early from Saturday night card parties. Is that correct, Corinne?

A fiver never dies of old age, but only meets its end by violence, as evidenced by the official bus of the warehouse force at Freeport, in charge of "Butch" Kappes, Chaffeur which makes the daily rounds on one, two and occasionally all four cylinders. It is somewhat breezy this weather, but will be fine when summer comes.

Leo is making trips to Rockford quite frequently. We wonder what the attraction is down there.

Merrill Burkett, formerly employed as a Fireman on the R. & S. W. Division, was married at Tampa, Fla. to Miss Della Wilkinson of Beloit.

Oh you Savanna, you have nothing on us, we have a "fieryhaired" angel of our own.

Roadmaster Gould left Beloit the first of the year on a vacation which was supposed to last three months, but he only stayed away a month? However, we cannot blame him for returning so soon—there's a reason. Ask Esther.

Joe better not pick on the Boilermakers, because he has nothing on them. Fat is still ahead of him, as he has already stolen one of Joe's Shebas at the "Greasy Spoon."

About thirty-five from Beloit attended the dance at Shirland January 30 and all report a very good time.

Florence made quite a conquest at the Shirland party. Understand she also made a great hit at the Women's Club party at Janesville. Leave it to Florence.

Aberdeen Division Notes N. M. R.

Miss Eva Stephenson chief clerk, Legal Department is spending the winter in California.

Charles Capon formerly of the Aberdeen Store

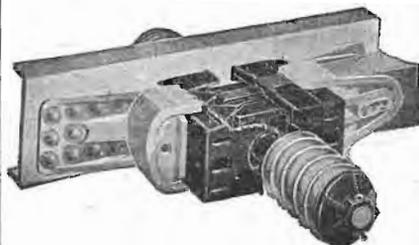
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Dept. was a recent visitor. Mr. Capon has been appointed Chief Clerk to District Storekeeper, Geo. A. J. Carr at Deer Lodge, Mont.

The weather at Aberdeen can compete with any southern clime, 60 above today. This has been a wonderful winter.

The officers of the C. M. & St. P. Ry. Women's Club sponsored a card party in their club rooms Tuesday evening Feb. 9th., for the employes and friends. Prizes were awarded as follows, ladies first prize, Pyrex baking dish, Mrs. Richards. Gentlemen's first prize, a deck of bridge cards, Mr. C. Williams, Ladies consolation prize, Mrs. Wilkinson, a bottle of one of the 57 varieties—catsup. At the close of the evening a delicious lunch was served. This was the first card party given by the Women's Club, everyone present reports a good time and hope the ladies will sponsor several more.

Mr. H. K. Krohn was a caller at Aberdeen a few days ago. We like to see our old friends. Call again Mr. Krohn.

Mac told us a new way to catch a lunatic, this is it, "with face powder, beautiful gowns, pretty smiles and soft words."

Helen our new comptometer operator was off duty several days recently account sickness, she had the mumps. Helen you are just a little girl yet.

A wonderful radio announcer missed his calling when our Gus joined the Traffic department. Since hearing his voice at the play "In walked Jimmy" we are convinced he has the other announcers beat a mile.

District Storekeeper, Geo. T. Richards was a caller at Aberdeen recently.

Understand Jack Sieler has turned down several offers from Traveling Theatrical companies who desired his services as manager of scenery and effects.

Mr. Kauppi Division Accountant and wife were called to Minneapolis by the sudden death of Mrs. Kauppi's mother. Mr. and Mrs. Kauppi had the sympathy of the entire division.

Tom Kahoe, Machinist helper had the misfortune to break his ankle on Jan. 23rd. He is getting along nicely.

The C. M. & St. P. Ry. Women's Club gave a delightful dancing party, Monday February 15th. The affair was held at the New Roof Garden Ballroom, the largest and most attractive in the city. The Women's Club dancing parties are becoming quite popular and a good crowd reported having an enjoyable time. If the members of the club would attend these dances they would be more of a success financially. Very few of the members attended the last dance and fully 75% of those in attendance were not connected with the club. Let's all pull together for the next dance.

Madison Division

Zebina Willson of Palmyra called on his old friends at Madison recently and told us about the railroad 50 years ago and how in those days they danced from sun down to sun rise. "Biny" was sorry he failed to attend the Womans Club dance at Madison.

We understand Condr. Leahy has closed a big deal in Mining interest in California which will rank him among the largest financial wizards. Let us in on it Tom.

If your radio fails to function ask Engr. Smith or Inman and if you don't know the kind to buy ask Earl Fix.

Alice the efficient Reese of Mineral Point depot is going to join the Welsh singers. Her breath is coming in short pants.

Harry Vedder will be back on the job April 1st. They always come back.

Ben Eller and Wife (One New Boy) total 3—If the Womans Club holds out and tickets are \$1.00 per it will set Ben back.

The Chevrolet Co. Janesville doing very good business a quota of cars for February

5000. This keeps things moving.

Janesville will send 6 bowling teams to the tournament at Milwaukee. Madison is lining up a good number of teams. If there are any other stations having teams take up with bowling tournament Secretary Milwaukee Shops.

Geo. Davy, Train Dispatcher left Feb. 28th for California.

Agent McDonnell, Spring Green has been layed up for some time at St. Marys Hospital at Madison. We miss you Mac.

Edgar Wright has returned from temporary service on S. M. Division is taking his fathers place at Spring Green.

Master Mechanic Kenney has become an inveterate reader of poetry and claims knowledge of the famous authors is wonderful help in his daily tasks. He is now able to recite Bryant's "Thanatopsis" backwards.

Bill Kline is dusting off the flower bulbs, preparatory to spring planting in "Macdonald Park" West Madison Depot.

Waldo Luchinger, Chief Caller Janesville layed up past month with blood poisoning. Hope things turn out well.

Fireman Lovaas refuses to go out on Sundays layover at Mineral Point because of his weekly job running the wash machine on Monday morning—Some line.

Machinist Coyne is the next in line for roller skates. Please Santa Claus.

Superintendents office has received a copy of the consolidated personal injury report for the year 1925. The report shows a decrease as compared with 1924, however there is room for improvement and the Madison Division should rank higher than it does. The matter of reducing personal injuries is your job for 1926.

Bess Hickey has moved to University Heights, Madison living among the "Intelligentsia." Tell us about the "Fourth Dimension" Bess.

Now that the Womans Club dances at Madison and Janesville are over we can all settle back to work. Understand the proceeds were for charitable purposes and since a nice sum was cleared we make a request for our quota.

Report reaches us that John Dahnke operator Middleton has disposed of one diamond 14 karats and one cabbage. How do you do it John with Christmas bills and income taxes?

John Benthal has returned to his first love, the second trick ticket job at West Madison. The undertaking business at Middleton isn't what it should be. John says there are plenty of dead ones but they won't admit it. What to do.

Due to a misunderstanding a number of "ONE WAY" dance tickets were disposed for the Womans Club dance at Madison. Rules in accounting reviewed and adjustment was made.

Mrs. Suwalski, Round House Clerk, Madison had a dignified caller short time ago to inspect Switchmens locker and rest room. The caller was thought a Government Inspector who afterward turned out to be our own Mr. Burtch, Assistant Engineer. Have some cards printed Burton.

Not a depot has yet been destroyed by fire this year.

The FOUR HORSEMEN continue to put er over in good shape.

Roundhouse whistling continues longer than necessary, we of course miss the 11 P.M. blows. Don't know when to go to bed.

Have you a copy of the new time table.

John Potts still owes us cigars. Come clean John.

Have you joined the Pension Association?

Have you joined the Veteran Association?

Wake up folks the correspondent needs you.

G. O. Items

Vila

Constance Smith (nee Hewitt) who has been

in the service of this company for the past ten years resigned her position in the Comptroller's Office Saturday February 6th., has accepted the position of housekeeper for Mr. Smith in their new home in Rogers Park.

Mr. Ordas, Supervisor of Motor Cars, is at present sojourning in Florida. Now folks don't think he followed the rush down there. In fact, we believe it was he who lead the procession of "boomers" and put Florida where it is today.

About forty girls represented the CM&StP Ry. at a dinner given at the Hamilton Club January 19th by the Railway Business Women's Association. This was an organization meeting and five hundred and fifty girls representing the various railway and steam ship lines attended. A very nice dinner was served, after which we listened to the various speakers. Miss Cora Nelson, President of the Chicago Unit, anticipates great things for this club and we sincerely hope all her ambitions for the railway girls will be realized.

Our expression of sympathy is extended to Miss Kitty Sparks in the loss of her Mother who passed away the latter part of January.

Mr. Carlton who has charge of the Mail Room has been suffering from an infection in his eye for the past three weeks. I'll just bet he over-worked the eye trying to figure out some of the names and addresses on the mail he handles every day.

Mr. Hanover has come from Austin, Minn., to act as Chief Clerk in the Purchasing Department. Hope you like your new surroundings, Mr. Hanover.

There have been several changes in positions in the General Manager's Office of late. Mr. Flood's promotion put an advancement in view for Mr. J. L. Franz as Chief Clerk to Mr. Harstad. Mr. Franz's position was filled by Mr. Glenn Rowley formerly Chief Clerk at Sioux City. There are also two new amanuenses in the General Manager's Office—Mildred Swearingen, who was formerly employed in Mr. McPerson's office at Union Street and Margaret Derleth who came from Mr. Brown's office. Due to Miss Pleiss taking a leave of absence on account of ill health Mrs. Peterson now has charge of the File Room and is assisted by Curtis Tonis and faithful Myra.

Mr. Emil Zunker of the Comptroller's visited friends in Peoria on Washington's Birthday.

We have had word from Florence O'Boyle that she expects to return to her position in the General Manager's office by March 1st. Florence has been ill for some time and we are happy to learn she will be with us before long.

The many friends of Walter Ackerman were shocked to hear of the death of his wife on February 13th. Our sincerest sympathy is extended to him.

Miss Wheeler has taken the position in Mr. LaFountain's office vacated by Mrs. Zimmerman. A cordial welcome is extended Miss Wheeler into the Engineering Department.

Miss Patricia Macnamee, of the Legal Department, who was obliged to take a much needed rest on account of her health is getting along so splendidly we look for her return in the very near future.

Mrs. Grimberg of the Pass Bureau left the service January 15th and Madge Tweedie succeeds her.

Suppose you all enjoyed the Washington Birthday Holiday and are now wishing your life away looking forward to our next Legal Holiday vacation.

S. M. West Notes

Ray H. Hoffman

Agent Geo. Turner of Fulda has taken a three months leave of absence, part of which he is spending in Sunny California. "George" we are



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sure will not be disappointed in California and should have some wonderful experiences to tell us when he returns, from the land of sunshine, flowers and orange groves. Edw. Lucas of Howard is relieving him.

The following section foremen were at Madison on Jan. 14th, taking the periodical physical examinations, V. Lucas of Howard, H. Severson of Artesian, Chas. Timmons of Ramona, Alfred Peterson of Oldham, Carl Gulbrandson of Lake Preston, Nels Holm of Elrod, and Richard Hotzler of Bradley, So. Dak.

Mr. Langdon, formerly of Faribault, Minn., has accepted a position as Engine Watchman at Wessington Springs, taking Bill Hoffman's place.

Understand Eleanor Moran of the Supt's Office at Austin is very much interested in some of the firemen on the West end, and is anxious to know whether or not they are single or married men. How about it Eleanor?

A son was born Sunday Dec. 20th, to Mr. and Mrs. Joe Ashenbrucker of Madison. Joe is about the proudest father in the city and considers the boy a pretty fine Xmas gift. Joe says he put in a special order for some 25 cent cigars, but we have failed to see any of them as yet, better send them a wire Joe.

Condr. Eli Winesburg and family of La Crosse, Wis. visited at the homes of Mr. and Mrs. Winesburg's sons Guy and Glen at Madison, during the early part of February. Mr. Winesburg sold his residence property, while at Madison, as he has a regular passenger run out of La Crosse and has decided to make his home in that city.

Claim Adjuster Schneff passed through Madison on Feb. 3rd, enroute to his headquarters at Aberdeen. Mr. Schneff advises that Section Foreman Aug. Kortz of Wessington Springs who was injured in an accident near Lane on Nov. 27th, and who has been in a hospital at Mitchell ever since, is improving slowly.

An enthusiastic "Safety First Meeting" was held in the passenger station at Madison, S. D. on the evening of Feb. 8th. The meeting was very well attended by the employees, between forty and fifty of them being present, some of them coming in from as far as 75 miles to be on hand. Many interesting and instructive subjects of Safety First, were brought up and discussed at the meeting and everybody was called upon to give his opinions on Safety First matters and practices. Chairman E. A. Meyer of Austin, read some interesting figures as to the standing of the different divisions on Safety First, which showed that the S. M. Divn. stood well towards the top and urged everybody to do all he could to prevent accidents wherever possible. Mr. E. B. Crooker of Minneapolis, our District Safety Inspector gave a nice little talk and congratulated all present for the fine spirit of co-operation shown. Among those present at the meeting from outside of Madison, were, Ira Seward, Agent at Junius, Agent "Chief" Bender of Vilas, Section Foreman Geo. Golden of Egan, and Mr. Hardin of the American Railway Express Company, with headquarters at Sioux City.

A. M. Lemay our new division storekeeper with headquarters at Austin, Minn., was at Madison on Feb. 8th, to attend the Safety First Meeting, and while here made the acquaintance of many of the employees on the S. M. West. Mr. Lemay comes to us from the Wisconsin Valley Divn., where he has been Divn. S. K. for some time with headquarters at Wausau. He succeeds C. B. Hanover, who has been promoted, effective Feb. 1st, and who has taken up his new duties in the offices of the Chief Purchasing Agent at Chicago, Ill. We regret to have Mr. Hanover leave us, but congratulate him on his promotion and at the same

time, we all extend a warm hand of welcome to our new Divn. S. K. A. M. Lemay.

Irv. Starr, Sec. Foreman at Woonsocket, entered the Old Time Fiddlers Contest which was held at Woonsocket, S. D. on the evening of Feb. 15th. Irv. is quite an artist on the violin and has played for many a dance in his day.

Mrs. Mike Brennan, wife of former Roadmaster Mike Brennan, died recently and was buried at De Smet, S. D., on Feb. 12th. "Mike" as Mr. Brennan is known by his many friends on the S. M. West, where he was Roadmaster for many years, has our heartfelt sympathy in his great loss.

Fullerton Avenue Building

J. T. Griffin

Mike Samp, Auditor Expenditure's Office has purchased an Antique Ford all decked out with four tires and top. He is very busy at the present time trying to establish a "gimmie account" with the various gas filling station agents, "It is not Peerless."

Walter Stark the handsome sheik of the Freight Auditor's Office is prominently displaying the photograph of a beautiful blonde. Rumor has it that Walter is soon to join the ranks of the Home Rule Organization.

R. D. Dempsey, Auditor Overcharge Claim's Office was married February 3rd, 1926. Congratulations—he left a couple broken hearts behind him.

Bill Stern, Freight Auditor's Office is glad that the colonial Eat Shop carries a good supply of lettuce, as he sure likes it. We understand Otto Reinert is going to order a lettuce and tomato sandwich hereafter and he is going to give the lettuce to Bill.

The "Hungry Five" Co. (girls of course) composed of members of the Women's Club of the Freight Auditor's Office held a Buncó Party in the Club Rooms on Thursday, February 4th. A good time was reported by all those present and suitable prizes were distributed to the lucky ones. The losers should not feel discouraged as it is claimed that luck was the prime factor in the final outcome and as the old saying goes the worm is liable to turn, then they would be the ones smiling when the games are over and they should look forward to their next party when no doubt "Dame Fortune" will smile upon some of them.

We are told that Tom Hussye, Freight Auditor's Office and a member of the Lincoln Turn Verein is in the habit of wearing his gym suit when he plays rummy. What's the matter Tom, do they make it too hot for you.

Rumor has it that Mildred Young, Auditor Expenditure's Office is to be married April 10th. Congratulations.

Speaking of Valentines, P. C. McAvoy of the Assistant Comptroller's Office sure picks pretty ones.

Dora Buckholz, Car Accountant's Office is trying hard to solve a mystery. Who was it that put the cute little Valentine on her desk? It won't be long now Dora.

Ever since last summer the main subject of conversation between Helen Brown and Eleanor Weidner, Car Accountant's Office has been Twin Lakes. We wonder why.

Frances Josselyn, Car Accountant's Office is hoping that wrist watches will not go out of style very soon as she sure likes and admires hers very much. In fact she does not know how she could get along without it, neither does Valdis Bergerson.

Frank Schornack, What's the attraction on the 3rd floor?

T. J. Martin, whose collars make him the fashion plate and the male "Lady Duff Gordon" of the Ticket Auditor's Office is advocating the return of the button shoe and has recently demonstrated the beauty of this shoe by

wearing a pair of them the other day.

Bill Gillis who are your lady friends: Did they like our office?

Gertrude Verburg, Central Typing Bureau is wearing a diamond ring, congratulations

Sick room bouquets were sent to the following employes by the Employes Association.

Bernice Kennedy

Agnes Jeurick

H. E. Martin

Anna Seipp

Ella Fox

Helen Krizan

Margaret Seelhammer

The officers and employes extend sympathy to

Vivian Anderson Death of Father

Mac Rumps " "

Anna Wynkoop " "

Majorie and George Figg. " "

Des Moines Division Items

Frenchy

Ast. General Manager, Mr. Buford, General Supt. Mr. Lollis and Mr. H. A. Wicke, Supt. Claim Prevention Bureau, paid the Des Moines Division a visit on February 11th.

Mrs. W. J. O'Brien, formerly president of the Des Moines Chapter of the Milwaukee Women's Club, has been visiting in New York city and Atlanta, Georgia.

Engineer Jas. Mulstay has been on the sick list for several days.

Agent H. C. Eby, Jolley, has been ill in a Ft. Dodge hospital where he underwent an operation recently. We hear he is recovering slowly but will not be on duty for a few weeks.

E. E. DeLacerda, Agent, Varina, has been on the sick list for several days his position being filled by V. C. McGee.

Much interest is being taken in the bowling tournament which is being held in Des Moines between teams of the various railroads. Any one wishing information on the subject inquire of engineers Ridpath and Reaves. The young ladies of the Superintendent's office who have gained quite a reputation for good bowling, were to have competed with a ladies' team from Omaha, but guess the latter team heard so many good reports of the prowess of the Des Moines team that they got cold feet and backed out.

Section Foreman Chas. Crawford had a leave of absence during February.

Section Foreman Peterson of Spirit Lake who has been quite ill, is improving but not yet able to be back at work.

Conductor H. M. Killam's two little daughters who have been ill are both improving nicely.

Lovell Miller formerly brakeman on the Des Moines Division but now of the Chicago Terminals, paid the Division a visit recently.

Brakeman Earl Hartshorn has been and is still quite ill. He had an attack of the flu but now is laid up with rheumatism. His many friends are hoping for his recovery at an early date.

Conductor J. L. Tidball has been off duty enjoying (?) the pleasant duty of moving.

Conductor W. H. Hayden allows Andy O'Laughlin to make a trip on his "first love" the "Ding ding" on Saturdays.

Nick McGrath, conductor of Rockwell City, paid the Des Moines Division a visit recently.

Conductor, O. L. Appleby was off for a few days sick during February. W. E. Raaz, conductor, was quite seriously ill during February.

Ira Thomas has been on the sick list. L. A. Miller's baby has been quite ill but we understand is better at this time.

We understand that it is rumored that Miss Thelma German, formerly with the Milwaukee, is to be married ere long.

"Dutch" Newell is enjoying his present

run between Des Moines and Spirit Lake which enables him to spend some time in Des Moines.

According to all reports the ice harvest was a success, both for the ice dealers and the train crew.

There is quite a heavy movement of fish over the Milwaukee at the present, consisting mostly of buffalo and carp, which is shipped to New York and other eastern points, from Storm Lake.

G. A. Williams, wife and son Bernard, spent the week end of February 6th visiting friends in Ft. Dodge. Bernard is recovering nicely from an attack of the measles.

Any one who has never had the toothache can get some enlightening information by calling on brakeman P. M. Clark.

John Knoke, Agent, Knoke was off a few days being relieved by R. V. Dawson. During his vacation he paid the Des Moines office a visit.

Ottumwa Chapter Milwaukee Women's Club.

C. M. Gohmann, Historian

The Ottumwa Chapter has a very bright outlook for the year 1926. All Committees of the Chapter have held special meetings and outlined various plans for the good of the Club, from all indications will have a most successful year.

Our first regular business meeting for this year was held on Friday, January 22nd. The History of our Chapter for the year 1925 was read at this meeting. Mrs. J. W. Sowder read an article on Railroad Problems, which was very interesting. Miss Ruth Williams entertained the members with several vocal solos. She was accompanied on the piano by Miss Ilee Sowder.

The first Card Party and Kensington for this year was held at our Social Meeting on February 12th. This was given for the members and their friends. The attendance was the best we have had at any of our monthly Card Parties and everyone proclaimed it a very successful and enjoyable party. Bridge and 500 were enjoyed by the ladies present, and refreshments of delicious home-made cake and coffee were served. Beautiful prizes of cut glass bud vases were awarded to Mrs. Johnson for highest score in 500 and to Mrs. Michael for highest score in Bridge. The committee responsible for the very successful and enjoyable party were the following:

Mesdames F. E. Orvis, Chairman, B. F. Hoehn, Frank Burton, W. C. Dingeman, G. W. Kissinger, Ralph Lowe, Jim Brown, R. C. Hempstead, A. M. Jackson, Elmer Young.

The ladies employed in the Superintendent's Office at the Ottumwa Junction are making very good use of the Club House, and appreciate more every day the comfort and pleasure it affords them. At noon they prepare a light luncheon in the convenient and attractive kitchenette which was just recently added to the Club House. Also find the new furniture very comfortable, enjoy reading magazines left at the Club House by the members, and enjoy the use of the piano very much.

Sioux City Chapter

Ruth Bershop, Historian

Wednesday evening, January 20th, the Sioux City Chapter of the Women's Club gave a dance at the Wintergarden.

Although the weather turned bitterly cold, we had a dandy crowd. All of the branches of the service were well represented from the Milwaukee, as well as employes from several other lines in the city—some of them for the first time, but most of them assured us that it would not be for the last, as they enjoyed themselves greatly.

Engineer John O'Neill accomodatingly layed off so that he might be in for the dance and

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was pressed into service again to call the circular two steps, which, by the way, met with high favor. We also had a Rye waltz, as well as a lemon dance, and the fun waxed fast and furious.

The dances are just commencing to become well known to the public, and from the gradually increasing crowds in attendance, it is quite obvious that they are meeting with high favor, and we hope that they will continue to do so.

February 2nd, the chapter held the first business meeting of the month. Arrangements were made for a card party to be held at the Continental Building, Tuesday evening, Feb. 16th. The business meeting was adjourned at 8.30 and the doors thrown open to the men who had been invited for the social evening. Mrs. Robson, Chairman of the Program Committee,

Coast Division C. C. C.

Effective January 20th, Mr. E. L. Cleveland Asst. Supt. Coast Division was promoted to Division Superintendent of the Northern Montana Division, with headquarters at Lewistown. Mr. Cleveland's promotion comes as a result of some twenty-five years with the company, during which time he held the positions of locomotive fireman, engineer, traveling engineer, trainmaster Asst. Superintendent, and finally Superintendent. The good wishes of all Coast Division employees go with him.

Mr. T. J. Hamilton formerly Asst. Supt. at Avery, Idaho, was transferred to the Coast replacing Mr. Cleveland. Mr. Hamilton's former experience as Master Mechanic of the Coast Division makes him practically adapted to the intricate operations which will come under his supervision. All his former friends in this territory welcome his return to the Coast.

Mr. C. E. Lennon has been appointed Agent at Raymond to succeed Mr. W. H. Campbell, promoted.

Mr. Paul Wilson, for the past six years, local Freight Agent for the Company at Seattle was appointed Division Freight and Passenger Agent at Green Bay, Wis., effective January 1st. On December 28th, a farewell luncheon was given in the freight house at Seattle with "Paul" as the honor guest, Mr. R. F. Weeks presided as toast master, and in his amiable manner briefly described Paul's success in the railroad field, ending his remarks by presenting Mr. Wilson with a beautiful traveling bag, brief case, bill fold, etc. The promotion of Mr. Wilson was not unexpected as the efficient manner in which he has conducted the largest station on lines West for the past six years was bound to win recognition.

Mr. W. H. Campbell, formerly agent at Raymond, who was promoted to Agent at Seattle bids fair to follow in the footsteps of his predecessor, being promoted from one of the smallest to the largest stations on the Coast Division within a two year period.

Tacoma is fortunate in having very few gales or wind storms, but a Wendé blew in from the east recently that certainly agitated the whole Coast Division as we have had a wonderful winter as far as climate goes, but a very hard winter in other respects, because our accommodating, Wendesome and popular Trolley Maintenance Foreman has been far, far away, lost to us in the big city of Chicago.

The advance information that he was breezing back west to the land of the setting sons and beautiful daughters caused no little ripple of excitement, especially around the Superintendent's office, for Dick was always all things to all men. The term men in this case is used in its broadest sense, which means that it includes the girls also. The eventful day arrived at last, and so did train No. 17, and so did Dick Wendé, all simultaneously and to the great delight of the

fair sex and everybody else. It is needless to say he was welcomed back in true western style. (For a full explanation of the western style see Messrs. Long and McFadden, who inaugurated this particular style of welcome in this office.) You have heard a lot about "out where the West begins," but say you ought to see where it ends, out here in Tacoma, out where the west begins they say the hand clasp is a little stronger, out where the west ends, they have done away with the hand clasp entirely and welcome you in a way that makes you really feel as if they meant it. Welcome back Dick. We are mighty glad to see you. It's a ill Wendé that blows nobody good, and it would sure be a very sick Dick that wouldn't always be ready to do some one a good turn.

Have you noticed the flower beds in the small park adjoining the Tacoma Passenger Station? Already we notice several different varieties of flowers coming up, and we hope to have a better and larger display than we had last year.

The Superintendent's Office employees donated the bulbs and seeds.

Our relay program for the ensuing year contemplates the changing out of some forty-five miles of steel. Mr. J. F. Pinson, who has direct charge of this work has been such a busy man organizing his forces, etc., that he has been unable to move his family to Tacoma from Seattle.

S. M. East
R. G. E.

First of all, the writer must right himself with the Honorable John Cameron. The name Cambern had appeared in the notes quite frequently and the Traveling Auditor stood it as long as he could. Finally, he politely informed the writer that the Scotch name is spelled with an "O" and not a "B." Will try and keep this in mind, Mr. Cameron.

It has been reported that there is a new "Red Headed Engineer" on the I & M Division out of Austin. Three guesses, who is it?

Word was received on February 9th, that Mrs. Charles Wethe, wife of our Agent at Lanesboro had passed away at a LaCrosse Hospital the evening before. A paralytic stroke was the cause of her death. The sympathy of the entire division goes out to Mr. Wethe in his bereavement.

Engineers Fred Higbee and Dan MacLaren attended the auto show in Minneapolis on February 9th and 10th.

Mr. C. B. Hanover, who for the past eleven months has been Division Storekeeper at Austin, Minn. has gone to Chicago to accept a position with the purchasing agent. He is succeeded by Mr. A. Lamay.

On Sunday, February 7th, Gordon Dimmitt the youngest son of Mr. and Mrs. H. G. Dimmitt, found something lying on the track which aroused his curiosity. In trying to see what it was made of, he pounded it on the rail and it exploded, tearing his thumb and two fingers on the left hand. He was immediately taken to St. Olaf Hospital but was able to be moved to his home a couple of days later. Reports are to the effect that he is improving rapidly.

J. T. Kelley, General Storekeeper and J. P. Toohey, Traveling Storekeeper from Milwaukee were business callers at Austin on February 11th.

General Inspector J. Opie was on the sick list for a couple of weeks during January, but we are glad to report he is back to work again.

Understand Roundhouse Foreman Wolke got his fingers into the wrong pie while snooping around the Mechanical Department Offices one day not long ago. It appears that the candy he got hold of was really meant for him, and the other employes are wondering if he enjoyed eating it.

Marcella Mc Shane went to Chicago on January 23rd, from there to Des Moines, returning to Austin January 27th.

Frank Bradt, Trainmen Timekeeper, spent Saturday and Sunday, Jan. 23rd and 24th in Minneapolis.

J. D. Williams was in Chicago January 23rd and 24th, attending the meeting of the B. of R. C.

Understand Miss McShane has taken quite a fancy to the game of hockey. On Sunday Jan. 31st, she traveled to St. Paul to witness a game above mentioned sport. Don't know what her alibi will be when the ice melts.

Mrs. M. B. Hanson, wife of Melvin B. Hanson, Brakeman on the S. M. Division, died at the LaCrosse Hospital on January 19, 1926, after a three weeks illness. Everyone on the division knows Melvin and his great loss is mourned by the Entire Division.

Everyone MUST go to the St. Patrick's Day play at Columbus School, Austin, on March 17th.

West I & D Division Notes

F. E. P.

News items have not been coming in as promptly as expected but hope you Milwaukee employes around Mitchell will do better next time.

Lydia Hagler, formerly clerk in the Trainmasters office, but now stenographer in the Supt. office at Sioux City paid us a visit on Jan. 23rd and 24th.

Sympathy of the Milwaukee employes at Mitchell are extended to the family of Edward Kinney, switch tender who passed away at the St. Josephs hospital, Jan. 20th, 1926.

Mike Bresahan, Section laborer, is reported on the sick list, and has been unable to work for some time. We hope for his speedy recovery.

Congratulations from the shop men are given to Machinist John Bohan who was married at Elgin, Ill. during the holidays. The boys at the shop presented Mr. and Mrs. Bohan with a beautiful floor lamp.

It grieves us to inform you that Murdo roundhouse has at last been closed and the engines are now running through from Mitchell to Rapid City. Geo. Johnston has been put at Rapid City to take care of the work on engines at that point. Rather lonesome at Murdo now, how about it Cappy Ricks?

Supt. W. F. Ingraham and M. M. G. P. Hodges, were in Mitchell on company business Jan. 21st.

Welcome to our new trainmaster and his wife Mrs. Willtrout. We hope that you will like us as well as we like you both.

We understand that Asst. Storekeeper Harry Binderup, has taken unto himself a wife. Come on Harry, no use keeping it from us. Candy and cigars are in order.

Since the closing of the roundhouse at Murdo a new face has made its appearance among the shop men at Mitchell, that is Machinist John Guthrie. Welcome.

Boilermaker helper James Goss, was called to Emmetsburg, Iowa, by the death of his father. Sympathy is extended to Mr. Goss.

Machinist Wm. Dean had the misfortune of dropping a side rod on his foot breaking the large toe. While he was laid up he was called to Des Moines, Iowa by the death of his father. Sympathy is also extended to Mr. Dean.

We don't hear so much about automobiles any more, Radios have taken their place and have become the popular subject of discussion. For further information ask Thomas France.

Machinist Ed. Erickson and Machinist Helper Laurence Erskine attended the Ski tournament at Canton, S. D., on Feb. 7th 1926.

Feb. 2nd was ground-hog day and he didn't see his shadow at Mitchell. Mr. Ed. Wright is

already planting his grain. Better be careful Ed. he may fool you.

A. A. Ricks, RHF, from Murdo was a visitor at Mitchell on Feb. 9th. How does it seem to come to a real place, Cappy?

Laborer, Nick Pastoria, fell on a piece of wood the 28th of Jan. and dislocated his right elbow. Company doctor was called to the roundhouse and the bone was soon replaced. Mr. Pastoria has not returned to work yet.

Glen, the 5 year old son, of Boilermaker Jack Sundquist, has the misfortune of falling from a pony on Feb. 6th, breaking his right arm. He is reported as getting along nicely.

E. M. Stanton, Yardmaster, Mitchell claims to be the official announcer of the Old time dances conducted at the Ford Motor Company of this point. We'll have to hand it to him he holds the position with great skill.

Boilermaker Helper Apprentice, Clair Torney and Machinist Leo Kock, of Milwaukee shops were visiting old friends and relatives at Mitchell during the holidays.

Ray Woodman, Machinist, is on a leave of absence, and is taking a course in mechanical dentistry at Kansas City, Mo.

Dot Westfall, clerk, has taken the position of clerk at Sanborn, Roundhouse which place was formerly held by Fred Eisenberg.

Oral Heather, Engineer, who has been slowly recovering from the wreck he was in the latter part of Sept. has been down to the shops a number of times lately. Mr. Heather says he does not want to lose track of the happenings on the railroad. Surely seems fine to see him around again. Billy Patton, brakeman, who was also in this wreck is slowly recovering.

Boilermaker foreman, Ed. Wright, has purchased one of Henry Ford's specials for the use of the family and we understand that he intends using the Master Six Buick. Some head work, Ed.

We understand that Chief Dispatcher Platte has brought a new Ajax Six and was reported driving in fearless abandon down Saborn Avenue recently.

We notice Miss Emma Reyner, popular ticket clerk at the passenger station wears a serene and peaceful look now that the intricacies of the 10 A report have been surmounted.

We understand that the popular Chief Clerk of the Freight Department is now supporting a new Chrysler. Come on girls let's go.

Frank Murphy, the well known time keeper at the roundhouse, wears a worried look and the office force have not been able to determine whether it is matrimony or suicide that he contemplates.

The Milwaukee Women's Club at this point are planning a dinner and party for all members and their husbands on Feb. 15th. A good time is looked forward to by all and particularly T. W. France, who looks forward with great glee, in as much as he has been appointed by the committee to take general charge of the entertainment for the ladies.

Our old friend, Engr. Chas. Walston, generally known as Bo-Peep, looks in every other day with the same smile. It is rumored that Mr. Walston is going to lose his regular passenger run and we are just wondering what the ladies of the Eastern Star at Mitchell will do without him.

Our Energetic Storekeeper Jack West has been called to Mason City to get further ideas of conservation of material and reduction of the surplus. Go to it Jack, there isn't much left to work on.

Conductor Wiley was reported sick with a severe case of ptomaine poisoning but is now back on his regular run again.

Herbert Bradbury, son of Mr. and Mrs. C. H. Bradbury, spent a few days during the holi-

days, with friends at Sanborn, Ia.

Come on now and hand in your items so we will be very much alive next month.

Twin City Terminal Happenings

"He tried to cross the railroad track,
Before the rushing train,
They put the pieces in a sack,
But couldn't find the brain."

NOTICE—All items are to be referred to their respective correspondents. Due to an item being referred to the I & M Correspondence is the reason for it not being published, same being referred to the Twin City Terminal Correspondent who knew better but for the benefit of the sender will say that no FORD can back up to a real car and take credit for towing it in.

Now for the Ford owner:

There once was a fair maiden,
Who fed her cat on tin cans
And when the cat had kittens,
They came in Ford Sedans.

Mr. Ray Walters has joined the ranks at the new St. Paul Roundhouse in the capacity of Clerk. Mr. Walters has been connected with the railroad work at Mankato previous to accepting his new position.

Mr. Denny O'Leary, for many years night Roundhouse Foreman at St. Paul, is now in the hospital undergoing an operation and we all wish Mr. Denny his good health back so he will be with us again.

Mr. M. F. Smith, Asst. Roundhouse Foreman at St. Paul, is off on a leave of absence account of his health. All good wishes go to Mr. Smith.

Engine Yard Foreman Chas. Foote met with an accident while performing his duties the night of January 28th, and was very fortunate in escaping death. He was hit by an incoming engine and thrown in such a way that he received a severe shake up besides numerous bruises. At this writing he is on the way to recovery.

River Division Passenger Engineer, Mr. George Vore, is enjoying an extended leave of absence but the only thing is that we don't see Mr. Vore very much now on his leave. We didn't think he could forsake the old girl (6111) as he is doing now.

Tuesday, January 26th, marked the passing of Mr. H. E. Thayer after an illness of many months. Our deepest sympathies are extended to the bereaved family.

Mr. Edwin Sather, who has performed a great deal of yard service in the capacity of engineer, dropped dead on his way home from work the early morn of January 31st from heart trouble. He leaves a wife and son and all extend to the bereaved ones our deepest sympathies.

The last item of the Savanna Roundhouse News was forwarded to a red headed girl and she suggests anyone in doubt try it for himself and find out—that would be the surest way. Why be a piker and rely on what others might not tell you? What's the matter with Harold?

Final Status of Woman's Crowning Glory

Shop Supt's office	100% Bobbed
Dist. General Car Foreman's	100% Bobbed
Division Master Mechanic's office	100% Long tresses
and everybody	satisfied.

Traveling Engineer F. G. Hemsey attended a meeting in Milwaukee recently and was very much excited for a time when he found his grip gone. Same was returned shortly—presume after inspecting same and being disappointed.