

The

MILWAUKEE MAGAZINE

JANUARY, 1927

To the RAILROAD MEN *of* AMERICA

AN OPPORTUNITY IS RIPE for saving about seven-eighths of the power now needed to start trains.

Hence heavier freights and smoothest passenger service are practical with present motive power.

A major economy can also be effected in car lubrication. Most of this cost is avoidable, with every requirement of maintenance and safety being met by journal inspection months apart! *Yet hot boxes will become unknown.*

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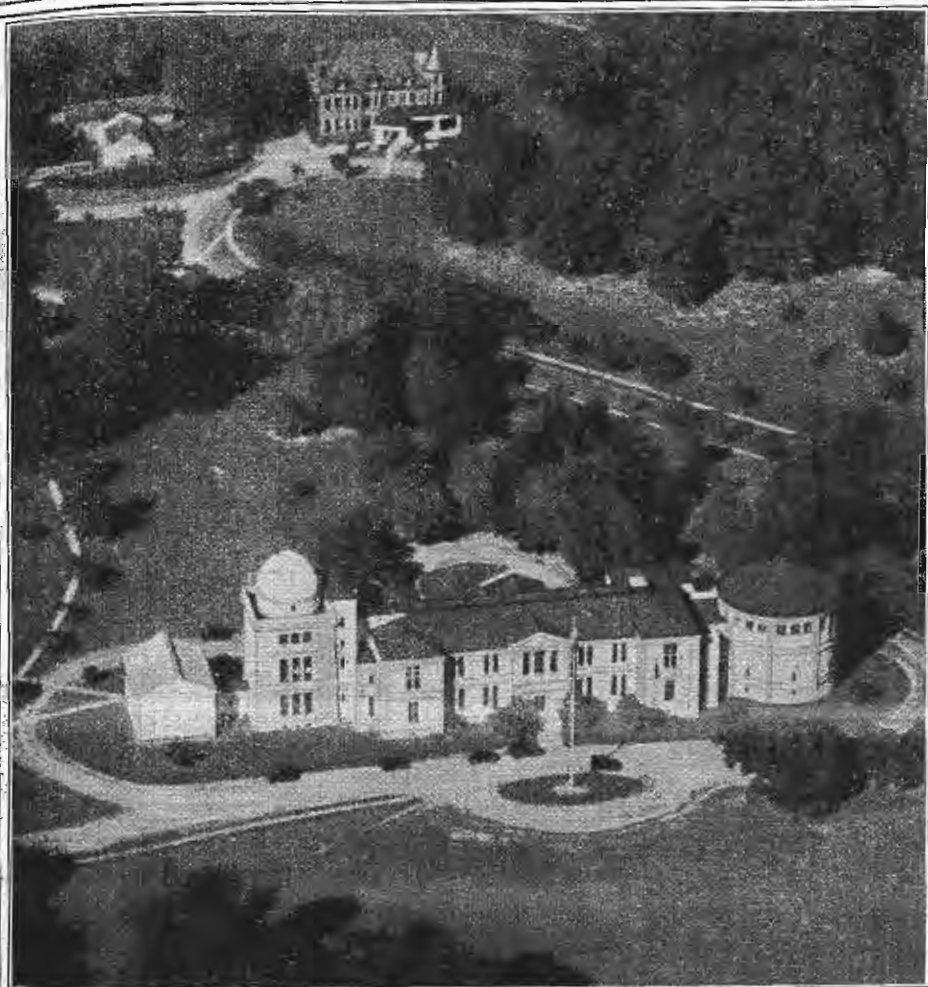
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H. H. Timken

" T I M E "

No. 1—The Source
of "Time"



Airplane View of U. S. Naval Observatory and Grounds, Washington, D. C.

"Time, Please?"

By Capt. Edwin T. Pollock
Supt. U. S. Naval Observatory

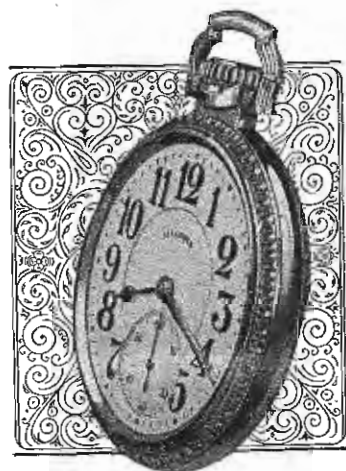


"Time, please?" That question in various forms is probably asked more often than any other by people in every profession and in every occupation.

How many know that the "time" of practically all of North America is determined by star (not sun) observations made every clear night, by the U. S. Naval Observatory, Washington, D. C., and that the Observatory transmits the "time" twice daily by radio and wire to thousands afloat and ashore? Also that it takes only about one-sixtieth of a second for them to get it by radio, while those on the West Coast who depend on the telegraph signal receive it one-half second later.

The actual error of the "time" seldom exceeds .03 sec., yet it is calculated for each signal to the thousandth of a second for the scientists who are not satisfied with the ordinary "time" which is accurate for commercial and navigational purposes.

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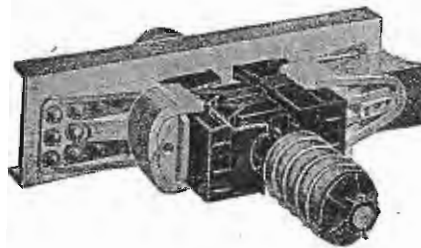
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The City of Sioux Falls, South Dakota

ON the pleasant uplands that flank the meandering Big Sioux River, where it wends a winding, hurrying way through Minnehaha County, South Dakota is that State's most important business center, the city of Sioux Falls, of typical American growth; typical, because it is young, virile, pushing, given to the sky-scraper habit, and to other very modern ways, among these, the higher education idea, and the possession of a group of the most up-to-date school houses in the land. That, last, you will realize, is no idle boast, if you cast your glance down this page to the schools of Sioux Falls pictured here, and see what this city with its population of 31,000 all American souls have in mind for the juniors who are to be entrusted in the years to come, with the welfare and progress of their city and their State.

The Big Sioux River, which is an all-Dakotan stream, having its rise in the hills known in the old exploration days, and the days that antedate its history, as the Coteau des Prairies, in the northeast corner of the State; and flows southward for nearly two hundred miles through its rich valley and the meadow lands of South Dakota, to a junction with the Missouri River near Sioux City. For many miles, it forms the boundary line between Iowa and South Dakota. It is a wandering stream, now listing lazily to one side of its valley and again rushing over with much haste, to lave the banks of the opposite shore; and just where the city of Sioux Falls stands, it slides into a series of falling waters that cascade merrily and leap grandly, making a descent of one hundred feet in about one-half mile. It was this fall of the river, that gave some forward-looking pioneers, the vision of a great manufacturing center with water power to drive the wheels of industry; and so they unpacked their prairie schooners and set up the beginnings of a town.

That was in 1867 when this country

for many miles around, was included in Dakota Territory. In 1857, when the plains and prairies were but dimly known and explorers and fur trappers constituted the white population, a settlement at the Falls of the Big Sioux had been attempted and brave efforts made to fight off the hostile Indians, but after six years of warfare with the savage Sioux it was given up and the discouraged fragment of the settlement moved back westward to a more civilized section.



In The Coteau des Prairies Country

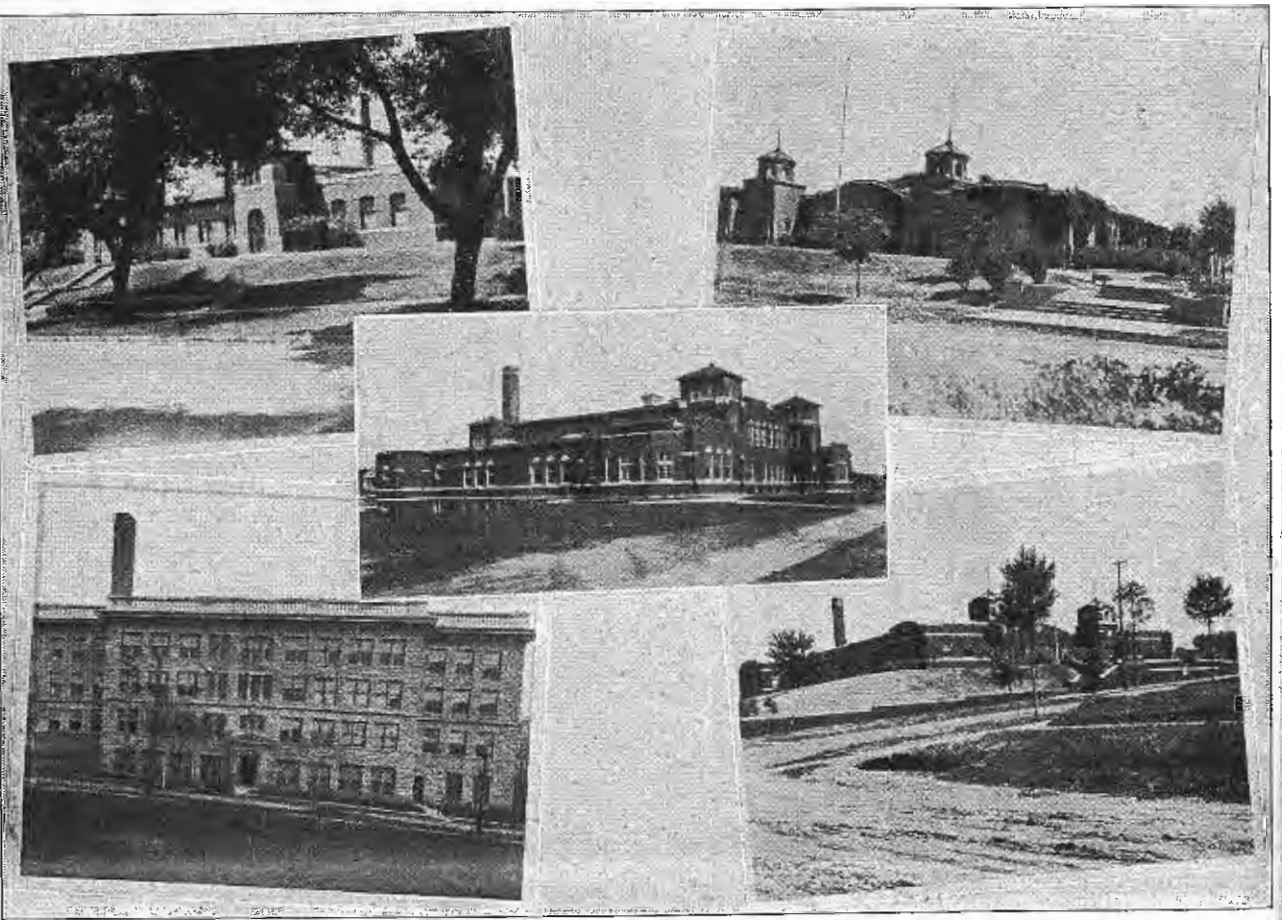
When the red men had been definitely ruled out of that neighborhood, came then the hardy pioneers who were the forefathers of the present city of Sioux Falls. The little town grew apace, the river soon was harnessed and manufacturing took root immediately. It received its city charter in 1883, and in 1890 it had a population of something over ten thousand. Twenty years later, we find nearly fifteen thousand people there, and in the fifteen years following, the population increased at the rate of over one thousand per year. Its manufacturing statistics are equally impressive. These increased from 1900 to 1905 at the rate of 14%; and since that time the increase has been approximately 100%. The building permits also emphasize the growth records, showing an average for the past fifteen years of \$1,296,600.00 per year. Quite a sizable showing, for a city of 30,000. There are, now more than two hundred manufacturers and wholesalers in Sioux Falls, and their product is distributed to the uttermost parts of the earth.

It is nothing unusual to see the la-

bels of some Sioux Falls industry on packages bound overseas to far Bombay, or Calcutta, to Hong Kong, to Peking or some Japanese port; and eastward to the Atlantic seaboard and the countries that lie across.

Sitting down, like the old lady who had much of these world's goods, to count up the "mercies of the Lord," we take a look about the pretty city of Sioux Falls. It lies on hills, its streets are broad, and lined with handsome, substantial buildings that loom on the sapphire blue of the Dakota skies in a skyline that is nothing short of metropolitan and "cityfied." The shops do an enormous business, catering to a wide and prosperous country, and to the city folks themselves who do not need to go aboard or a-traveling in search of "the latest" in styles and materials. So many people in Sioux Falls drive motor cars that it sets one wondering what need they have of the very efficient

street car service that one finds in Sioux Falls, but as the street cars seem to be well patronized, it is probable that there are some few hundreds who do not own autos, or who confine their use to driving for pleasure, and who leave them parked at home in the garage when they go shopping. And, where the street cars do not reach, there are motor busses rolling along the wide paved streets for all the world as you see them on Lake Shore Drive or Jackson Boulevard. There are public parks aplenty for your outings in the golden sunshine; there are golf courses, one of these a municipal course, and one belonging to a very sumptuous country club. And for indoor amusement, and improvement, theaters, a splendid Municipal Coliseum, with a seating capacity of 3,000; public library; and its wonderful School system, which is, rightfully, the pride of every loyal Sioux Fallsan. There are seven-



Some of Sioux Falls Model Schools

teen public schools, in addition to the Catholic grammar and high schools; and added to these are several denominational colleges devoted to the higher learning; a Normal School and Sioux Falls College. Churches, many of them and of all denominations and hospitals with every known equipment and facility for caring for the sick. Hotels, of course, and of the best; a half million dollar Y. M. C. A.; two daily papers and some monthly and semi-monthly periodicals. Among the State institutions located in Sioux Falls are the South Dakota School for the Deaf; and the South Dakota Children's Home. Not a bad showing, these for the credit of this bright and attractive city at the Falls of the Big Sioux River.

Sioux Falls also is entitled to a claim of being "exclusive" in some of its manufacturing,—exclusive as to comparison with other industries of the State. It manufactures more butter and dairy products than any other city in South Dakota. It has the only cheese factory in the State and it is the meat packing center of the State, as well.

The external beauty of the city is enhanced by the character of its building—which has been done on the most substantial scale; and this has been made possible by the nearness of a great deposit of red granite, or quartzite, which has come to be known as "Sioux Falls Granite." It is a delicate, sparkling pink in color, and when its great blocks, hammered and polished,

stand up, tier on tier in a structure—home or public building, you know without the necessity of being told, that that building is there to stay, that it is not only founded on the rocks but it is built of rocks that neither time nor the elements will destroy.

The C. M. & St. P. Ry. was the first railroad into Sioux Falls, reaching that ambitious spot while it was but a husky village; and its service to the young community and the wide surrounding territory has been one of the great developing factors of the place.

There are today, fifty three industries located directly on our tracks at Sioux Falls, with many more smaller factories that do not ship in carload lots, but which are conveniently located to the freight houses; and the yearly business in freight received and forwarded amounts to a sum total of one million seven hundred and fifty thousand dollars, and still going up.

Three switching crews have headquarters at Sioux Falls, with Mr. J. R. Bankson, General Yardmaster. Mr. W. D. Griffiths is Local Freight Agent and Mr. R. W. Riewert, Ticket Agent.

The passenger station is an attractive building, of Sioux Falls granite, and our passenger service includes most popular and handsome trains running between Sioux Falls and Chicago, Nos. 11 and 22.

The Sioux Falls Chapter of the C. M. & St. P. Women's Club must not be left out of a "Milwaukee" story of Sioux Falls, because it is one of

the notable features of our railroad life in that city, and is moreover one of the "live wires" of the Club organization. When the women of the Milwaukee family, resident in Sioux Falls, read in The Magazine of the formation and progress of the various women's clubs on other parts of the system, they were fired with an ambition to have their own Club; so without solicitation of any kind, they gathered together eligible women and formed the Sioux Falls Chapter. They went about the business of doing good immediately, and while their number is less than one hundred, they have a record of good deeds which puts them in the front rank. They have recently acquired a neat little club house, situated on the company's property; and there they are hostesses to their own membership, to the meetings of the Safety First Committees at their stated meetings; and upon occasion, to their husbands, dads and sons, who always accept with alacrity, the invitations of the club women, because they know that in that little club home, is always served a good dinner and a good get-together is had by all.

Sioux Falls is surrounded by a very large agricultural community and land values range from \$100.00 to \$175.00 per acre. Diversified farming is practiced very extensively, however, corn is the chief crop and production of livestock and dairying is the chief source of revenue to the farmer.

The chief industry is the John Morrell, & Company packing plant

which maintains a payroll of about twelve hundred and fifty men. Their average kill per day is about 5,000 hogs and 400 cattle. The Sioux Falls plant is part of the same industry located at Ottumwa, Iowa, and are considered the largest independent packers in the country.



The Morrell Packing Company

The City as has been said is in the center of an area extending about one hundred miles east and west and like distance north and south which is underlaid with pre-Cambrian stratum of quartzite or one of the hardest of all building stones. The depth of the stratum is unknown however, tests have been made to a depth of one thousand feet when the drills broke and the drilling abandoned.



Balanced Rock

There are two large quarries operated within the limits of the City, the Wisconsin Granite Company being served by our railroad, and Dakota Granite Co. by the CSTPM&O Ry. and their production is being shipped to the principal cities of the country.



Falls of the Sioux River

The stone is of very hard quality and is, therefore, considered as excellent material for paving and many of the streets of New Orleans, St. Louis, Chicago, Kansas City, Des Moines and Sioux City are built from Sioux Falls stone.



John R. Bankson

John R. Bankson General Yardmaster at Sioux Falls is himself a native of that city. His parents were pioneers and his Father homesteaded on a tract that is now a part of the city of Sioux Falls. John is living in a new home built upon his parents homestead, where he was born, on July 10th, 1883. He entered the service of the Milwaukee Railway as brakeman, August 2nd, 1901, on the S.C.&D. Division. He was promoted to conductor in November 1906 and was assigned to the Sioux Falls Yard as General Yardmaster in 1921, by Assistant General Manager C. H. Buford, who, at that time, was Superintendent of the S.C.&D. Division.

Mr. Bankson was eligible to the Veteran Employees Association on August 2nd last, and he promptly appeared at the Veterans' Meeting in Milwaukee on August 24th and filed his application for membership in the Association, so at the meeting he was the youngest Veteran present.

No. "57" Chicago, Milwaukee and St. Paul Railroad

"Listen my Billie, and I'll tell you a tale,
Of the greatest of flyers, the midnight
MAIL,
The train that is chartered by the U.S.A.,
And drives thru the night, to the dawn of
the day,
The one that is made, of solid steel,
With the mightiest of engines, and firmest
of wheel,
With its burden of mail, of the greatest worth,
Speeding out to mankind, to all parts of
the earth."
Our Uncle Sam, with his steady tread,
Moves silently out to the immense train-
shed
His orders are short, but firm and clear,
Directors and officials, all move at his
word,
None doubt his judgment, or his wisdom

so great,
That formed this great Nation, this Coun-
try and State,
He says to the crew, "Go forth to the West,
I have promised mail service to daughters
and sons,
Living far distant; and to foreign lands too,
And our service depends, so greatly on
you."
So, at the appointed hour, on every night,
The track is made clear, and each signal
light,
Shines forth from its tower, or belfry, on high,
Twinkling and beckoning to the engineers' eye,
That all is made ready, so plunge on thru'
the night,
Your Uncle Sam is watching, that all is
made right,
And with a left arm that knows, no flutter
or fear,
The lever is drawn out by the Engineer,
With a nod at the gauge, and a glance at
his watch,
He pulls back the throttle to its uppermost
notch.
"The engine spurts on, at its masters touch,
Spouting flame, and steam, and cinders
so rough,
It seems to quiver and glory in speed,
Like the rider, long ago, on his gallant
steed,
Who helped build a nation, on that mighty
run,
From Manchester straight thru' to Lexing-
ton.
"The clock-hands showed one, in Columbus
town,
As the train lunged forth at its fearful
speed,
With not a minute to lose, or a second to
wait,
With Uncle Sam, going ahead, with his
steady gait,
Stretching far ahead, way ahead of the train,
Watching all, seeing all, along the line,
His guiding hand, making sure, that his train
be on time,
With a roar, and a flash, like a bolt from
Heaven,
Diving through the night, goes train
FIFTY-SEVEN"
None but the best, can man that train,
With its terrific speed, and its miles to gain,
Only those, whom God has given,
Great strength, courage, endurance, coming
only from Heaven,
Only the brave can stand the strain,
From Division to Division, on that
Government train.
It neared two, by the clock, at the fire-hall
tower,
As it rolled into Portage, and released its
power,
With a stop for orders, a few minutes for
fuel,
The flash of a lantern, a roll, and a run,
And its next big division, was only begun!
Thus thru each night, speeds FIFTY-
SEVEN,
With its precious weight, and its guidance
from Heaven,
Thus each night, noble Railroad men,
Guard over the train, again and again,
And we know that in serving, their
Government so grand,
Great rewards shall await in that other land,
That land, where Life's trials, shall be no
more,
And all will be united, on that blessed shore
Thus, through each night, like a flash
from Heaven,
Speds onward, and on, train FIFTY-SEVEN."
JWK—Colton, Calif.

Origin of Station Names in Washington

MAPLE FALLS—So named because of its location on a creek whose banks are lined with maple trees and there is a small falls about 50 rods from our tracks.

MAPLE VALLEY—So named because of its location in Maple Valley along the Cedar River on which there are many maple trees.

MARCELLUS—A small settlement known as Griffith existed near the present station site before the location of the railway.

MARENGO—The name was originally applied to a station a few miles eastward now known as GILLESPIE.

MAYNARD—Named for S. P. Maynard, hotel keeper.

MAYS—Named for the owner of a sawmill here which burned down and was not rebuilt.

MAYTOWN—Named by Isaam Noe a mill owner after his old home town in the west.

McKENNA—Named for E. W. McKenna, Vice President.

MEADOW CREEK—

MELBOURNE—First settled in the early fifties by Samuel Benn, who soon traded his homestead to Rueben Redmond, his brother-in-law and then founded Aberdeen. Redmond plotted the townsite in the late fifties and named it MELBOURNE, after the principal city of Australia, about the same time that Benn named his town ABERDEEN.

METALINE FALLS—Named for the Metaline Falls in the Pend Oreille River near which it is located. Extensive cement works are located here.

MIDLAND—About 1876 Ezra Meeker, one of the early western pioneers took up a donation claim on the site of the present village of MIDLAND. He named his farm "MIDLAND" and when the village was established it was so called. Ezra Meeker is the oldest living citizen in Western Washington and has a national reputation as a traveller and writer.

MINERAL—Named for its location on Mineral Lake.

MONCTON—Changed to CEDAR FALLS.

MONROE—Named for President James Monroe. The townsite was platted by John Stretch and J. A. Vansdlen in the spring of 1890 and named TYE CITY. In a short time it was changed to WHALES and then to MONROE.

MONTESANO—In the early fifties Isaiah Seammon settled in this locality and cleared a little site south of the Chehalis River in what is now known as SOUTH MONTESANO. A small settlement soon formed. Soon thereafter he was visited by a California sea captain who asked him the name of the settlement. No name had as yet been given and the captain was asked to suggest one. He replied, "Well, you have the best drinking water I have ever tasted, the purest air

to be found anywhere, surely this is a healthy place and back of you is a little mountain (now called Boy Scout Knob), so why not call the place MONTE SANO which is Spanish for "healthy mountain." This became the county seat of Chehalis County which in the eighties was moved to the north side of the river retaining the name MONTESANO and the old location was named SOUTH MONTESANO.

MOODY—

MOOSE—

MORTON—Existed as a small town prior to the construction of the railway. It was settled in 1883 by Elije Kenecott and Henry G. Temple. A post office was established in 1890 and named for Levi P. Morton. Mail was first carried by settlers on pack horses from Tilden 17 miles west. MORTON is the terminus of the National Park Branch of the CM&StP. Ry., 60 miles south of Tacoma and is the entrance to the big bottom country, which is adapted to farming and stock raising. It has four coal mines and two quicksilver mines, the latter the largest on the Pacific Coast. Principal industries are farming, mining and logging.

MUMBY—Named for S. C. Mumby of the Mumby Lumber & Shingle Company operating at Bordeaux.

NATIONAL—

NEPPEL—

NEWPORT—Was a town and station on the Great Northern Ry. prior to the location of the CM&StP. Ry. County seat of Pend Oreille County.

NICOLAY—

NOBLE—Formerly called DRYDEN.

NORTH BEND—The first settlement north of the falls of the Snoqualmie River and so named because the three branches of the river coming out of the Cascade Mountains make a sharp turn to the north at this point and converge before flowing over the falls.

NORTH PUYALLUP—

NOVARA—Formerly DUVAL.

OFFUTTS LAKE—Named after a nearby lake that obtained its name from the three Offutt brothers, Levi, James and Milford, who came from Kentucky in 1856 and settled in this locality.

OTHELLO—Named for Othello More who was postmaster here when the railway was constructed.

PACKARD—

PALISADE—Changed to ROCK LAKE.

PALMER—Was a station on the N. P. Ry. before our line was built. Named for George Palmer, a civil engineer and superintendent of a coal mine at Durham who constructed a line from Durham to Palmer.

PANDORA—

PARK JUNCTION—

PATTERSON—Changed to EMDEN.

PAXTON—

PINE CITY—Pine City was settled in 1870 and is in the valley of Pine Creek which derives its name from a somewhat heavy growth of pine trees. It was an old established trading post and stopping place between Walla Walla and Cheney before railroads were built in the state.

PORT ANGELES—A seaport on the Strait of Juan de Fuca. The town was platted by the U. S. Government. The name Port Angeles was given to the harbor in 1892 by the commander of a Spanish surveying expedition. County seat of Clallum County.

PORT TOWNSEND—A seaport on the strait of Juan de Fuca at the entrance to Puget Sound. Port Townsend Harbor was named for the Marquis of Townsend, by George Vancouver, English Naval Officer, who cruised in Puget Sound in 1781-2. County seat of Jefferson County.

PRIEST RAPIDS—Its location near the Priest Rapids in the Columbia River gave it its name.

RAGNAR—

RAINIER—So named because the distant view of Mt. Rainier obtained from here is one of the best in this locality.

RALSTON—

RAMAPO—

RANGER—

RAYMOND—Was a station on the Northern Pacific Ry. when the CM&StP. Ry. was located. Named for L. V. Raymond, a prominent real estate dealer and capitalist who has been influential in the city since its founding. Mr. Johnson, his father-in-law, owned the homesite upon which the city is built. Mr. Raymond was the first postmaster and first agent of the N. P. Ry.

RELIANCE—

RENSLOW—

RENTON—

REVERE—

RIVERLAND—Derives its name from a large and improved stock ranch nearby known as the Riverland Ranch and owned by J. Von Herberg.

RIVERVIEW—Named because of the Snoqualmie River and valley to be had from the high ground which extends out into the river bottom at this point where a wide bend in the river presents a view up and down stream for a considerable distance.

ROCHESTER—

ROCKDALE—This is the west portal of the SNOQUALMIE TUNNEL and so named because of the character of the surroundings.

ROCK LAKE—So named because of its proximity to Rock Lake. This station was first named PALISADE because of the shape of the rocks and cliffs nearby but was changed because there already was a town of that name in Washington.

ROSALIA—Existed as a town of some importance prior to the location of the railway. Named for the wife of an early resident.

ROXBORO—

RUBY—Named after a small stream flowing through the town.

RUFF—Named for Gottlieb Ruff, a pioneer homesteader, who owned considerable land here.

RUTH—This station was named for Ruth Donahoe, daughter of the Hon. Francis Donahoe, pioneer resident of Lewis County and purchasing agent for the right of way for the railroad west of Chehalis. She drove the family car when taking officials over the proposed route and at the end of an unusually hard trip, C. A. Goodnow, vice-president, complimented her on her driving and named the townsite they had reached for her. She is now Mrs. Ruth Dorr of Portland, Oregon. Francis Donahoe was a leading factor in the development of this section of the country. He was elected state senator and a delegate to several national conventions. While a member of the state legislature he introduced and secured the passage of the Donahoe Road Law under which many counties in the state have built miles of roads.

RYE—

SAGINAW—So named by the Saginaw Timber Co. of Aberdeen, Washington and Saginaw, Michigan.

SALSICH JUNCTION—Changed to **FREDERICKSON**.

SAXBY—

SCHOONOVER—

SEABURY—

SEATTLE—Largest city in the State of Washington—County seat of King County. A seaport of first importance.

SELLECK—

SEQUIM—An Indian name meaning "still water."

SIELER—

SMYRNA—

SNOHOMISH—Named after the Snohomish River which flows through the town. It is the name of an Indian Tribe that inhabited this section. County also bears the same name.

SNOQUALMIE FALLS—So named because it is the headquarters of the Snoqualmie Falls Lumber Company which has a very large saw and shingle mill here operated by electricity obtained from the Snoqualmie Falls in the Snoqualmie River about a mile distant. Snoqualmie Falls has a sheer drop of 283 feet. It is named after Chief Snoqualmie, a powerful chief of a large tribe of Indians who discovered the falls and inhabited the valley.

SOUTH ABERDEEN—This station was abandoned.

SOUTH ELMA—

SOUTH MONTESANO— See **MONTESANO**.

SPOKANE—So named because of its location on the Spokane River and because of the falls nearby was first known as Spokane Falls. County seat of Spokane County.

STILLWATER—So named by the Mayon Bros., loggers, from Stillwater, Minnesota.

STRANDELL—

SUMAS—Is a U. S. Custom station at the International boundary.

SUMNER—**SUMNER** was named in 1876, as a post office by the Hon. L. F. Thompson in honor of U. S. Senator Charles Sumner who was very influential through his work in the Senate. **SUMNER** occupies the site of the first semi-open country seen by the famous Ezra Meeker (who crossed the Cascade Range with an

ox-team) on his arrival on the heights which command a view of what is now Puyallup Valley, known the world over for its wonderful climate, fruits and vegetables.

SUNSET—So called because it is at the location of the Sunset Timber Company's log dump. It is locally referred to as **SUNSET DUMP**. The station and the dump are within the yard limits of Raymond.

SUTICO—Name derived from the first two letters of each word of the Sunset Timber Company owning this camp.

TACOMA—One of the more important sea ports of the Pacific Coast. County seat of Pierce County.

TANNER—

TANWAX JUNCTION— Derives its name from Tanwax Lake situated at the end of a branch logging road which connects with the main line at this point. The name is of Indian origin.

TAUNTON—

TEKOA—Was a town and station on the OWRR&NCo. before the location of the CM&StP. Ry. It is said that in the early days, when emigration was moving westwards, a large train of covered wagons was camped on the banks of Latah Creek that flows through the center of the town. One of the women arose early one morning to see the sun rise. It came up in a blaze of glory so that she spoke the word **TEKOA** a bible word meaning "the sound of trumpets" and the locality was thereafter known by that name. **TEKOA** is situated in the Great Palouse wheat county about 45 miles south of Spokane. The Coeur d' Alene Indian Agency is only six miles from here.

THORP—Named for Mortimer Thorp, a farmer who settled here in the early eighties. Was a town and station on the N. P. Ry. before our line was built.

THRIFT—This is only a siding named after a ranch owner of that name nearby.

TIFLIS—

TIGER—

TOKUL—Named after Tokul Creek, a small stream nearby.

TOLT—An Indian name meaning "rapid water." Named because of its location on the Tolt River. Later changed to **CARNATION**.

TRUDE—Named for Mrs. E. J. Pearson, wife of Chief Engineer of Lines West of Butte during the construction period, whose first name is Gertrude and **TRUDE** an abbreviation.

TWEEDIE—Named for Henry Tweedie a farmer who settled here in 1890.

TWIN RIVERS—So named because it is located between two mountain streams called East and West Twin Rivers.

USK—Founded in steamboat days by George H. Jones on his homestead in 1886. He ran a small general store and post office and named the settlement **USK** after the Usk River in Wales on the banks of which he was raised.

VAN ASSELT—Named for Henry Van Asselt an old settler and homesteader in the immediate vicinity. His

homestead was known as the Van Asselt Donation Claim.

VAN BUREN—

VAN WYCK—When the Bellingham Bay & British Columbia Railway was built in 1890 the right of way was cut through property owned by Alex Van Wyck and D. E. Felmeley. In 1891 a post office was established and D. E. Felmeley was appointed postmaster. He suggested that it be named **VAN WYCK** after his old friend. Alex Van Wyck was Ass't. Superintendent of the B. B. & B. C. Ry. and later served several terms as auditor of Whatcom County.

VEAZIE—Between 1885 and 1890 a logging spur was cut in off of the N. P. Ry. for Veazie and Russell who logged off the timber in the vicinity and the location was called **VEAZIE**. When the CM&StP. Ry. was built here a stopping place and short spur was put in and the same name adopted.

VERNITA—

WARDEN—

WARNICK—

WEST ADNA—So named to honor Mrs. Edna Browning, the wife of J. G. Browning perhaps the most influential and best known pioneers of this section.

She was an energetic and resourceful helpmate during the discouragements and hardships of the life in a new country and used the adage, "where there's a will there's a way," so frequently that it became a neighborhood slogan. When the postoffice was established Browning, wishing to do honor to his wife suggested the name **WILLOWAY**, as a contraction of her well known saying. The government objected to this after a time because of its similarity to **WILLAPA**, and the name was changed to **POMONA**. This was again changed but because there already was a postoffice **EDNA** the first letter was changed and the name **ADNA** was adopted.

WHATOM—Changed to **BELLINGHAM**.

WHITE BLUFFS—Derives its name from the bluffs located nearby along the east shore of the Columbia River and about 500 feet high.

WHITTIER—

WILLAPA—There was a little village and old trading post at the site of this station long before the railway was built. It is situated at the head of navigation of the Willapa River, hence its name. **WILLAPA** is an Indian name.

WILLIAMSON—

WOLFRED—

WOODRUFF—Named for George L. Woodruff, Superintendent of the Washington Western Railway, a small logging road that connects with our line at that place, and also general manager of the Three Lakes Lumber Company, one of the largest saw mills on the coast. He was very successful in the lumber business and amassed quite a fortune before he retired.

WORTHEN—



The Olympian Trail

By Edmond S. McConnell

Chapter VII—Gold

THE most dramatic event in the history of the West was the discovery of gold. The first discovery in California was made by James Marshall on the north fork of the American River in January 1848. During February other places in the vicinity yielded the precious metal. People in the near-by settlements were at first skeptical but by May all doubt had been removed and the population began to move to the mines. In June an official report was sent east and a little later a special messenger took a small box of gold to Washington where it was exhibited in the offices of the War Department.

Immigration had been moving westward for several years previous; in 1845-46 several parties crossed the Sierra Nevadas and formed a strong nucleus of American settlers when the Mexican War began. Gold was the magic word that swelled this trickle of emigration into one of the greatest overland movements of a people that history records. Where one had gone before, a thousand crossed the plains. From Europe, Asia, Australia, from every land and clime, by land and sea, the mighty rush for gold began. In the United States it started a stream of immigration to all parts of the West, which increases with the years. As the excitement of the first rush died out and mining became a more settled business, a reflex wave of prospectors spread out over the entire West. Minor discoveries were made in the Oregon country; California was nearly eclipsed by the Pike's Peak discoveries in Colorado.

It is an odd circumstance that the mountains of Montana and Idaho, first to be known and frequented by white men, were the last to give up their secret of hidden wealth. Father DeSmet has indicated in some of his correspondence, written before Marshall's discovery in California, that he was convinced of the presence of gold and silver in the mountains of western Montana, but knowing what its discovery would mean to the Indians he kept his knowledge to himself. The presence of placer deposits was asserted as early as 1852. A Canadian half-breed by the name of Benetsee is said to have found pay dirt in the little Gold Creek, Montana. Four years later the discovery was confirmed by a party travelling from Great Salt Lake to the Bitter Root Valley.

The first transaction in gold dust in Montana occurred the same year. The details of the affair are vague, but as the story goes a man turned up at Fort Benton with what he claimed to be gold dust. None of the men at post were gold experts and they were inclined to be doubtful, but finally Alexander Culbertson, in charge at the post, gave the man a thousand dollars worth of merchandise on his own re-

sponsibility. The next year he sent it down the river, and it was found to be pure gold worth fifteen hundred dollars. It was afterwards said that the man's name was Silverthorne and that he came from the Deer Lodge Valley.

The next step in the progress of discovery is credited to James and Granville Stuart, distinguished Montana pioneers. In the spring of 1858 they went over to the Deer Lodge Valley to investigate the reported findings on Gold Creek. They found paying prospects but danger from the Blackfoot Indians caused them to leave. Their report served to verify those already made of the existence of gold in the Deer Lodge Valley.

Meanwhile prospectors were moving north and west across Oregon and Idaho. In 1860 gold was found in Idaho on Oro Fino Creek, a tributary of the Clearwater River, by Captain E. D. Pierce. Prospecting then began in earnest and the next year disclosed the amazing discoveries on Salmon River, Idaho. Emigrants began to pour in by way of Great Salt Lake, the Missouri, and even from the Pacific Coast, but before the rush from the East had gathered full force new discoveries in Montana arrested its course and held it in a new and greater El Dorado.

In 1861-62 the Stuart brothers began systematic work on Gold Creek, the beginning of the mining industry in Montana. Although their discoveries were never startling, reports came out of very rich findings. A party from Colorado, including J. M. Bozeman, for whom the city of Bozeman was named, made a rich discovery which they called Pike's Peak Gulch, farther up on Gold Creek. A number of other discoveries disclosed that the whole country about the headwaters of the Missouri and the Clark Fork Rivers abounded in gold, and prospecting assumed enormous proportions.

In 1862 a rich find was made at the place where the town of Bannock grew up. The next year the famous discoveries on Alder Creek, a tributary of the Jefferson River, were made, and Alder Gulch came to be the richest placer deposits ever known in the history of gold mining. There Virginia City grew up, almost overnight, which in less than two years became a city of ten thousand people. In 1864 came the discovery of Last Chance Gulch, and there the scenes of Virginia City were re-enacted. There arose Helena, to become and to remain for several years the principal town in Montana; ten years later it became the Territorial Capital and eventually the State Capital. The same year the Last Chance Gulch was discovered there was quartz prospecting in the vicinity of the present city of Butte. That fall placer deposits were found and mining began in what is now the greatest mining

town in the world, though copper has replaced gold as the hidden wealth at Butte.

Montana and Idaho at once took place with California as a gold country and in a space of five years a mighty metamorphosis came over the territory. Immigration had peopled the plains and mountain valleys and two more great states were in the making.



Above is Miss Bertha Vervalle, stenographer in Assistant Superintendent F. T. Buechler's Office, Minneapolis, who was a successful contestant in the Elks Popularity Contest, in November. Twenty eight of the largest business firms in the Twin Cities entered candidates. Miss Vervalle won fourth prize, a diamond-studded white gold wrist watch, and she wishes, through the Magazine, to thank all her friends of the C. M. & St. P., who worked so hard for her.

The Rush Season

John—"Just imagine how the women would look on Broadway in the Garden of Eden costume."

Henry—"Not bad in summer but how about autumn when the leaves begin to fall!"

Transport

For hours they had been together on her front porch. The moon cast its tender gleam down on the young and handsome couple who sat strangely far apart. He sighed. She sighed. Finally:

"I wish I had money, dear," he said, "I'd travel."

Impulsively, she slipped her hand into his; then, rising swiftly, she sped into the house.

Aghast, he looked at his hand. In his palm lay a nickel.

This Should Make Him Sit Up And Take Notice

A Hungarian woman entered my office and said: "Doctor, my baby has four teeth coming through on the bottom."

A Reminiscence of Construction Days

By An Engineer

In the first half-century of its service, the "Milwaukee" was solely a middle-western road, spanning the prairies, crossing the hills and threading the river courses of the central Mississippi and Missouri valleys. There was many a nice little engineering problem in this area, through the dells of the Wisconsin, among the steep-pitched hills that line the Mississippi, and at the crossing of the Father of Waters. Yet these difficulties were not outside the realm of other roads' problems in this section; only, the "Milwaukee", serving as the pioneer in so much of this area, necessarily had both the honor and the job of the pioneer.

More dramatic by far than anything in its earlier experience, or, so it proved in the experience of any other American road, was the gigantic task of carrying the line through from the Missouri to Puget Sound. It was in this reach of more than 1400 miles that "Milwaukee" engineering was destined to make another of those real advances which have made and maintained the "Milwaukee" as the road of pioneer achievement.

With the beginnings of the present century, the imagination of the men then directing the road was stirred by the vision of a complete system, all of established "Milwaukee" standard through from the Great Lakes to the Coast.

Their thoughts were prompted by both necessity and opportunity. The "Milwaukee," fine, established and serviceable property as it was, suffered a definite confinement within its middle-western area. New regulations severely hedged a road so locally situated, and gave a premium to traffic of the longer-haul variety. Moreover, there was the swift-developing West, needing transportation and promising an eventual reward to those daring enough and self-sacrificing enough to make the venture. Greeley's "Go West, young man!" never carried so much command. Westward, then, it was to be, but first the engineers must find the way. Before the steel could touch the blue salt water, there were hundreds of miles of waterless thing you know!"

They went, one party started from Chamberlain, in the Black Hills of the Dakotas, and came out at Eureka, California! They thirsted through the Great American Desert to the South of Salt Lake. Another followed along the Snake and the Clearwater, coming out at the Columbia. Another went far West and struck through Naches Pass in the Cascades.

Thus by real exploration, almost as lonely as the travels of the voyageur, the trapper and the scout of a hundred years before, they mapped the West between the then known routes of

travel. And when their lines and levels were brought together on the desk of the Chief Engineer, vision and dream were down to steady planning.

These preliminary surveys were completed with the end of 1906. The route was then fairly well defined; most efficient operation and most opportunity for eventual rewards lay in a line between Moberg and Tacoma, by the Puget Sea.

Still there was unknown ground; the Bitter Roots, that crenellated range of grandeur to the traveler today, but barrier to all but the true engineer's imagination of those days. How to cross them!

One projection party after another returned, disheartened. One came in with cheers: the St. Paul pass has been discovered — the lowest ever found! Where older roads had followed wandering Indian Trails and winding water courses, only to be led at last to some high point over which rock called mountains.

True, there already were roads to the West. They had driven through against all natural obstacles, and also against a merciless foe—the Indian. There were no more Indians to fight, and the mountains hadn't grown any. But the good known courses were pre-empted. Also, there was a vast difference in that the Government no longer offered an enterprising road the land grants, or subsidies, by which the earlier transcontinentals were assisted both financially and materially. And, finally, the same hardships of toil and danger faced the new venturers. Death rode as always in the torrent and the blizzard.

The favoring factor to advantage the "Milwaukee" was the tremendous impetus given to engineering science by the discoveries and developments in the last two decades of the old century. Destined to come in and alter all plans, and chart a new course for the railroading of the future, was the young giant of Electricity.

All unaware of this force, however, was the assembling of engineers called together from many sources for the new adventure. They came with rod and chain, and transit, this one grey with experience, that one needing his first lesson in hardship. They were formed in to reconnaissance parties, and told: "Go West! Get a bird's-eye view of the country! Locate a railroad that shall be first in every-steam locomotives could be put only with hardest labor, here was the pass that modern science had uncovered.

Immediately, the entire 1400 miles of projected road was assigned to locating engineers, in sections of 50 miles to each surveyor.

The idea was to get a better grade line—that is, smoother and more nearly level—than any ever before laid

down. No money was skimmed. Every provision was made first class. As the survey advanced and was confirmed, the rail head drove apace. Work trains once past the temporary bridges, the temporary structures gave place to permanent steel and concrete.

When they came to the mountains and had to tunnel, the construction gangs again heard the order; "First class only!" They concentrated, with man-made rock, where natural rock foundations were loose. They did a diamond-drill hard rock job where the everlasting mountains blocked the way.

Fast was their work, a new marvel in railroad building, because they had all the modern implements of construction; High explosives, drills tipped with real black diamonds, hose throbbing with air pressure, electric welding and electric lights, rails, ties and chugging locomotives at their backs, good camps to come back to at night.

But not so fast as you can read. The mountains are not passed that way, except on your modern all-steel train. As the low levels gave way to the thorny, pitchy, rocky jags of timberline and above, the job became a struggle, a fight a battle.

Down past the Lolo Pass, on the Clearwater, that party which had given all its work to confirm another's report that this was the better way, had lived in a boat one winter and had lost good men in the tumultuous rapids. Now the Bitter Roots raised their grim, grey heights against the builders. And man raised the new-found engines of his might to conquer them!

At the high line, an aerial tram was strung to a neighboring railway. All the materials for the crossing were brought along that railroad, then picked off the flat cars, hoisted up into the sky and lowered on the farther side. You don't often see half a car-load of Norway girders swinging above the clouds!

Mid-mountain, in their fight with grades, the engineers heard of a chance for coal. Lots of coal. Cheap coal. It lay up under the Canadian border. Only one possible course reached it from the South. The narrow, rock-ledge valley of the Flathead.

They drove a branch Northward for it. So did a parallel road. They raced for coal. The "Milwaukee" survey reached and entered the Flathead valley first, staked out the priceless right-of-way, and reported to headquarters.

The word that came back was one of those epoch-making messages in New World history—akin to Morse's first dot-and-dash upon the Telegraph, or Bell's first sentence on the telephone. It was:

"We are going to electrify!"

White coal, instead of black was to be the "Milwaukee's" exhaustless power in these rocky fastnesses. No more panting engines, showering red-hot cinders or setting a smoky pall about them, laboring with half loads, or wasting their energy through radiation in the cold, clear, mountain winters.

White coal, silent, smokeless, swift and powerful. Energy sprung from the mountain waterfalls, and carried

(Continued on Page 11)

THE MILWAUKEE MAGAZINE

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Extends Electrification to Seattle

AUTHORIZATION was recently granted for extension of the Coast Division electrification from Black River Jct. into the Union Passenger Station at Seattle.

The reason why the electrification was not extended beyond Black River when the remainder of the main line of the Coast Division was electrified was that at that time the contract under which we were operating for use of the trackage between the station and Argo, a point 2½ miles south, and for the station itself, had only two more years to run. It was decided, therefore to postpone the electrification until after a new contract was entered into which would provide for the installation of the necessary electrification poles and wires and be of sufficient term of years to warrant the expenditure involved in the electrification. Such contract we negotiated a few years ago. Meanwhile, up to date costs were prepared for the cost of electrifying and the savings which might thereby be effected, and, on the strength of these figures, decision to proceed at once with the electrification was finally made.

The cost of the project will be about \$240,000, and the savings, above all fixed and operating charges, it was found at the time the estimate was made, will amount to about \$30,000 a year. However, probably the most important advantage of the electrification will be the advertising value resulting from bringing the locomotives directly into Seattle, where they will be seen every day by large numbers of people.

The route mileage to be electrified is about nine miles of double track. A center pole type of construction will be used, that is, the poles supporting the wires will be located between the two tracks and to each pole will be attached two brackets, one extending over each track. The poles will be of steel from Argo into Seattle. Between Black River and Argo wood poles will be used on tangents and steel poles on curves, as the conditions in this section do not permit of the installation of side guys. A very large amount of track shifting, of filling, and moving telegraph and telephone poles and similar work will have to be done before the center poles can be put in. A

catenary construction and double trolley wire will be used as on other parts of the line, but a large part of the material will be of a non-corrosive character so that it will be affected as little as possible by the combined action of salt air, moisture, and smoke and gasses from steam locomotives of other railroads, which will continue to operate under the wires. Three tracks will be wired in the Seattle passenger station, these tracks being those at present used by our steam locomotives. In this connection, it will be necessary to make some changes in the present construction of the umbrella shades so that these will not interfere with the electric locomotive pantographs or current collecting devices. After this work is completed, the passenger service will be handled by electricity thruout the whole line of the Coast Division from Othello to Seattle and Tacoma.

With the present use of steam power between Black River and Seattle, it is necessary to uncouple the electric locomotive from the train at Black River and handle the train between that point and Seattle by means of a steam transfer locomotive. This involves considerable loss of time and expense, which will be done away with when the electric locomotive is run into Seattle.

C. M. & St. P. Band Concert in Minneapolis

TWO thousand people heard the big band concert for the benefit of the new C. M. & St. P. Band, given in Minneapolis December 2nd. It was in all respects a very great success, and assures the success of the organization. There are now thirty members in the Band, and this number will soon be increased to forty. It is under the efficient training of Mr. M. Jalma, leader of the University of Minnesota Band, who expects to have our organization one of the best industrial bands in the country, which speaks well for

the talent now enrolled. The Band is already drilled to such perfection that they will be able to appear publicly anywhere and do themselves and the railroad they represent, the highest credit.

To raise funds to properly outfit and uniform the Band is one of the first requisites, and a Popularity Contest is to be put on soon after January 1st to help raise the money. It is the idea of the promoters of this enterprise, among whom is General Superintendent C. S. Christoffer, to have our Band available for any "doings" that may be authorized by the Management, and there is no doubt that everyone will be proud of The Milwaukee Twin City Band. The Band will broadcast a program from Station WCCO about the middle of January, notice of which will be duly given. Be sure to listen in.

All the employees in the Twin Cities are enthusiastic over the new venture, and are for it 100% strong. Let everyone take hold and "boost" for the new Band. It is excellent publicity for the railroad, as well as providing a feature in which we can all take pride.

THANK YOU

The front cover by Walter L. Greene, is furnished through the courtesy of the General Electric Company, Schenectady, N. Y.

A Cutting Answer

It was a sunshiny Sunday morning and Pat had brought his shaving tools out on the back porch. A neighbor asked:

"Mrs. Murphy, does your old man shave on the outside?"

"And whawt's bothering you," said Mrs. Murphy. Did you think he was fur lined?

—Exchange.



"Going,—Going,—Gone." Special Master in Chancery Lundahl "Knocking Down" The Milwaukee at the biggest auction sale ever held, in Butte, Mont. Mr. Lundahl is at the right. Center: D. C. Swatland; left: R. T. Swine, the successful bidders.

The Live Stock Shipper

E. W. Hall, Agricultural Supervisor

THE live stock shipper is one of our most valuable customers and his product is not one which is easily handled by the railroads of the country. Most of the farmers and stockmen make one principal shipment each year, especially in our western territory, and naturally it is a very important event with them. Where the shipment comes from a Montana man who only makes the one shipment each year, it means that his entire income for the year is at stake. We, as railway employees some times think that he is unreasonable in his demands and foolish with his requests but if we will put ourselves in his place, we will realize the position that he is in and co-operate with him in every way that we can to provide the best possible service. If our entire year's income depended on one shipment or even if half of the earnings for the year were at stake, we would be mighty nervous and possibly irritable over any delays or rough handling that we might receive. There is nothing that would make us feel better than prompt movement of our year's income on which depended our where-with-all to pay for food clothing and a very few of the luxuries that we are all entitled to. Everyone of us who comes in contact with the live stock shipper from the point of loading to the central markets should do our level best to give him service and above all courteous treatment. Many good shippers have been lost to other lines because of a cross word or discourteous treatment. The shipper is really the "boss" because he pays the bill and furnishes the money to make possible our salary checks. Why should we not go out of our way to please him? His business is our bread and butter just the same as his shipment of stock is his living. The best thing for anyone working for a store, garage, railway company or any other business dealing with the public to remember is Marshall Field's motto, "The customer is always right even when he is wrong." We may think the customer is wrong and he may be and he also may be discourteous in his treatment of us but we must be pleasant in spite of this because he is paying the bill and we want his business.

Let us remember that this stock shipper makes his bread and butter out of this live stock and it is our duty to get it to market just as quickly as possible and in the best possible shape. A kind word and interest expressed in the shippers welfare is worth thousands of dollars to the Chicago, Milwaukee and St. Paul Railway. Being hard and cold to our customers and not thinking of their welfare, loses money for our company. Good-will and friendship is nine-tenths of the success of our business. Let's make friends of the live stock shippers from Chicago to Seattle. We need their friendship. We want them to think of us as a friendly, courteous bunch working all the time for the company by being decent and pleasant to them.

The live stock business is on the increase in our western territory be-

cause it is coming back to its own as a stock country. Let's go after this business. We can get it by remembering the position of the shipper with his live stock. He is always right even when he is wrong.

A Reminiscence of Construction Days (Continued from Page 9)

hundreds of miles, to pick up larger, heavier train-loads, and take them up grade and down, with never a jolt or jar!

This was the marvel the lonely engineers beside the Flathead river was first to hear. It is the marvel which you enjoy today when you travel over the Chicago, Milwaukee & St. Paul's 649 miles of electrified transmountain road.

The road went through, across the Bitter Roots, out into the forested shadowy St. Joe country of Idaho, to Spokane, across the volcanic ash land to the broad Columbia. Once more an engineering problem, and a very hard one.

The "Milwaukee" crosses the Columbia just above Priest Rapids, where the mighty river finally broke through the Saddle mountains, probably with the help of a volcano bombardment from Mt. Rainier, the geologists surmise.

There we meet the steepest grade on the entire main line, in the 18 miles from Beverly to the West. You would be bound to notice it, either climbing or descending, if you were not aboard a train powered and controlled to an even pace by electricity.

All the way from the Columbia to Seattle and Tacoma, the road leads across the evergreen Cascades—as picturesque a piece of engineering by grade and tunnel, trestle and fill, as you will find anywhere—and all of it smoothed and graced now by electric power.

What electrification means in transmountain railroading may be summarized as follows:

Does away with fuel trains.

Runs at an even speed.

Hauls no tender, as the electric locomotive uses neither coal nor water.

Operated over several steam railway divisions.

Starts simply by the turning of a hand switch.

No ashes to dump, no flues to clean, no boilers to inspect.

Power to cleave the heaviest snow-drifts.

Handles twice the load of the steam locomotive at greatly reduced cost.

Smokeless, noiseless, sootless and jarless in operation.

Thoroughly dependable in all temperatures.

Operates at its best in cold temperatures, when steam locomotives have their greatest troubles.

Ease on track and roadbed at all speeds.

Motors when reversed on down grades become generators, returning from 25 per cent to 52 per cent of the power used in climbing.

The economies of electrical operation on a large scale—the "Milwaukee" main line route of 649 miles

across four mountain ranges is the longest in the world—are evident now to the satisfaction of everyone concerned with low-cost transportation.

While you are riding luxuriously through scenes of prairie richness or mountain grandeur—or, at your office desk, trusting your shipment will go through directly, swiftly, dependably—you are enjoying and profiting by the hardihood and foresight and specialized skill of an engineering corps whose record is a bright page in the annals of American railroad service.

Edison himself has called this electrification "the last word in transportation and the railway power of the future."

A. G. Loomis

On December 3, at his home in Chicago, occurred the death of Mr. A. G. Loomis, Treasurer of this Company. Mr. Loomis came to this Company as Ass't Treasurer in June 1917 and Sept. 1, following was appointed Treasurer.

Mr. Loomis had various connections with internationally known banking institutions in the United States previous to his association with the Milwaukee. He was a native of Hartford, Conn., and after services in Chicago burial took place in Hartford. He is survived by his widow, two daughters and two sons.

A Kindly Recollection To A. G. L.

AS I came down the hall recently, I seemed to see a pleasant, gray haired gentleman come out of a familiar door. He smiled kindly, and nodded, and then—I remembered.

I have not seen him since, but the sunshine that he radiated to all of us—great and small—while he was with us, will linger long about the familiar ways. No one escaped his pleasant notice and courteous greeting.

What a beautiful, and entirely useful and desirable memory to leave behind one.

Peace be with him.

A Friend.

R. & S.W. Division Lillian L.

LOST OR STRAYED—to Rockton, one second-hand straight stemmed pipe of good substantial size and strength. Shows signs of having had severe usage. Is loaded and all ready to be fired up. Owner may have same by asking for it.

Roscoe Askey, Ticket Clerk at Freeport is looking dreamy-eyed these days, and we strongly suspect there is a woman in the case, but diligent inquiry so far has failed to divulge any light on this deep secret.

It was lucky JHC had his Hudson down at the office when the Superintendent missed the way freight out of Beloit, so he could

(Continued on Page 22)



Paper written by Joseph Chaloupka, Engineer, Dubuque, Iowa, and read at the Dubuque Division Safety First Meeting, November 5.

THE Safety First proposition is a great problem for the Railroad and the public in general to handle. The many suggestions that have been acted on have borne some good results; in our meetings here many things have been said. I don't feel that I am qualified to add to or improve on any of them. With all our efforts in that direction we still have some mishaps and we probably always will. None of us are absolutely infallible. The only way to improve on that condition is to concentrate our minds on the task before us.

When we are crossing a street or railroad track our whole mind should be alert to that move, not to have our body on the crossing and our mind a hundred miles away. Usually when moving in that condition our eyes and our ears are off on a vacation with our mind, then "biff" something has happened, somebody gets hurt. Had we exercised a little precaution and had our mind with us, in other words, had we been "on the job," there would have been no accident. My recommendation to this Safety First Committee is, let us all "be on the job" at all times and under all conditions and when we have learned that lesson well our accidents will be few.

On the road to accomplish this our mind should be free from worry; we should know that we have the good will and co-operation of all our Officials. A contented man delivers the best service and is the safest man in an emergency.

The Grade Crossing problem, is the greatest Safety First item before the public today. There are about 315 autos to each locomotive in operation today and the majority of them are in for a race with the locomotive every chance they get. We all know what the usual result of the race is. Some time ago we were given instructions as to how to whistle for these crossings. The method prescribed was such a long drawn out affair that I sometimes question the efficiency of it. Everybody in this country is familiar

with the railroad crossing whistle, Tooooo—Tooooo—Too—Too and almost every one knows there are other whistle signals besides crossing whistles. That being the case, the motorist hearing these long drawn out whistles might mistake them for some other signal and perhaps be careless about the crossing. I believe, in sounding the whistle several times if any motorist is seen approaching the crossing. With the noise of the motor in a closed car it is very hard to hear anything and in many cases is the cause of accidents. But if that Motorist is "On the Job" when he approaches the crossing, how much better it would be for himself, his car, and the nerves of the Engineer.

Safety First Slogans

A quick thinker has averted many an accident—think!

A danger sign can't talk, but it's not so dumb as the fellow who disregards it.

Glass eyes—bushels of them—are sold just because men take chances. Wear your goggles.

Don't think because an accident has not happened it won't happen.

Be sure you know the safe way and then work that way.

A rusty nail and a poisonous snake are dangerous. Turn them down.

It takes less time to prevent an accident than it does to report one.

Don't forget to protect your eyes. Goggles are free—you know the price of eyes.

Looking out for the other fellow makes it safe for everyone.

Safety is first aid to the uninjured. It is the chance-taker who makes widows and orphans.

It is better to take pains in preventing accidents than to have accidents cause pains.

The Safety of employees should have first consideration at all times and in all places.

Use it. Common sense will prevent accidents.

The teeth in a saw won't bite if you're careful.

During canning season we should have told you that goggles are the stuff that preserves the eyes.

By:
M. M. Dick
District General Car Foreman
Terre Haute, Indiana.

"For General Principles of Safety"

THE general principles of Safety, whether it be at the stations, in the yards, shops, or in the trains, should be thoroughly understood and practiced first by all supervising forces of each department, on account of their experience and their familiarity with the many conditions and combinations to which Safety First may be applied, and in their continual practice of Safety, they will give a lasting impression of their sincerity in this movement to the other employees.

In and around a warehouse, there is much that can be done to promote Safety, not only with the older employees, but more particularly the new ones, and great energy in the promotion of Safety is necessary on account of the labor turnover in larger warehouses.

From my view point, the Foremen, Assistant Foremen, and Gang Foremen should first of all introduce Safety to their new men, by not only watching their work, but with instructions as to how our business and our equipment for handling our business should be operated. In my mind it is much easier to detect an unsafe practice by a fellow employee than it is to see our own faults, and with all employees watching their co-workers and preventing unsafe practices, we will overcome many injuries.

At our station we are continually on the look-out for unsafe conditions and more particularly unsafe practices, and last, but not least by any means is the unsafe employee, who is more dangerous than the rest. If an employee is found that is not safe and will not attempt to be safe, then it is one that we should get rid of. So let us use our human intelligence for profit until our fellow employees are safe employees, and our reward will be certain.

By: Sydney S. Roth
Timekeeper
Union St.
Chicago, Ill.

A LETTER FROM MRS. RHODES

Rhodes Travel Club
Beloit, Wisc.

Mr. Geo. B. Haynes,
C. M. and St. P. Ry.,
Chicago, Ill.

Mr. Haynes:—

Another season has passed, and again I write words of praise, only for splendid service rendered on C. M. & St. P. road. I greatly appreciated the assistance of your Mr. J. B. Hartnett, T. A., Rockford, and A. Tansley, T. P. A., Chicago, on my California tour. This was a new and un-

certain venture which proved a great success, due to their untiring efforts. To be accompanied by Mr. Tansley enroute Kansas City on California tour and our return from Omaha, on both California and Yellowstone tours, was indeed a help and pleasure, much enjoyed by myself and parties.

Sleeping car conductor Walter H. Clayton, enroute Kansas City, extended courtesies, and on return from Omaha, the excellent dinners, under supervision of Mr. John Enright, were enjoyed as much as usual. Messrs. E. I. Johnson, T.P.A., Omaha, took an active part in entertain-

ment of California party while in Omaha. R. F. Randall, C.P.A., Los Angeles, was ready—as always—to assist me in every way possible. E. F. Immler, always at my service when in his territory, however handicapped by distance through the summer. And to our Beloit agent, Mr. L. J. Lightfield, I must pay tribute, as he is ever ready to assist me, although I have not found it convenient to give him business, of which I realize he is deserving.

Thanking you most sincerely for courtesies extended, by you and yours, I am

Most cordially yours,
Ella M. Rhodes
Manager Tours Dept.

S P O R T S

Standing of Chicago League

12-14-26

Name	Won	Lost	Average
Pacific Ltd.	30	6	897
Pioneer Ltd.	24	15	882
Arrows	20	16	882
Columbians	20	19	860
Olympians	17	19	872
Twin City Spls.	14	25	830
Southwest Ltd.	13	26	820
Copper Country	9	21	800

High Team Average

1. Pacific Limited	2835
2. Columbian	2786
3. Arrows	2775

High Team Game

1. Olympians	1009
2. Columbian	1002
3. Arrows	996

High Individual Average

1. Ciesinki	648
2. Gavin	651

High Single Game

1. Gavin	267
2. Treskett	259

Individual Average

1. Treskett	39	250	190-20
2. Lange	39	242	190-13
3. Krummer	39	215	185-16
4. Faus	36	248	185-9
5. Cesinski	39	245	182-14
6. Tobin	39	227	181-20
7. Gavin	39	267	180-1
8. Dietze	30	227	179-28
9. Hettinger	39	232	178-26
10. Gutfahr	36	222	178-16

Bowlers Attention!

Sixth Annual Employees Bowling Tournament, Chicago, Ill. April, 1927

Let this be your slogan "On to Chicago."

Arrangements will soon be made so that the bowlers will be assured the most wonderful tournament of their career. The officers have in sight several bowling Emporiums that are the best in the city therefore you may feel confident that the conditions you will bowl under will be as near perfect as can be had.

As usual the out of town bowlers will be given preference as to Sunday dates and we believe we will be able to give each and every team the date and time they desire.

We want to grant your wishes as it is your tournament. A remarkable spirit is being shown this year so do a little on the side yourself, don't be a follower, be a leader. We know that there are a great many bowlers that have never attended our annual tournament and we want you all to feel and make it your duty to boost and co-operate with the large family of Milwaukee bowlers. Let the entire system be represented.

The entry fee will be the same as last year, \$1.00 for each event and \$1.00 for bowling in each event. When organizing your team do not forget

that we want your entrys for the doubles and singles as well as the five men.

Two prizes will be awarded the five men teams bowling the lowest score, so if you think you are not so good come anyway, maybe you can get in on one of these prizes. You are assured of a good time at least and will have the opportunity to visit one of the greatest cities in the country. Begin planning now and bring the family remember this is a Milwaukee family affair, so every one is invited.

"On to Chicago, April 1927."

Chicago League Notes

Mr. Treskett of the Columbians is still setting a dizzy pace for the boys and is hanging on to an average of 197. Herman is shooting great sticks and if he keeps up the terrific pace he certainly should cop individual honors. Charlie (Legs) Lange is also hitting his old time stride and in the past week has knocked off series of 649 and 631 thus placing his in second place with an average of 190.

The League bowlers are now beginning to think of the Sixth Annual Employees Tournament which will be held in Chicago during April. We would like to see each and every department located in Chicago represented, so you bowlers better start the propaganda right now. We need the help of every bowler and you can do

more toward making your tournament a success than anyone. Start lining the boys of your department up now not after the entrys close.

Feller says that Dale is stealing his gutter ball, be careful Dale, Mike is pretty big.

Here a few double century marks shot the last month. Lange 649-651 Gutfahr 609; Peterson 615; Sabey 611; Gentz 603; Treskett 647-603; Potter 600.

The Copper Country have dropped out of the League and we were sorry to see you leave, boys. Mr. Barry however, replaced them with a team consisting of Kruckstein, Knoll, Miller, Gannon and Sievers. We wish you all kinds of luck and hope you knock 'em off.

Once in a while it pays to have a little circus, so Bill Gutfahr furnishes the amusement by bringing Andy Anderson into our midst. "Aint we got fun" says Andy and then he starts singing his push 'em up song. After making four straight strikes on good hits and otherwise Andy turned around and says (so the world can hear it) "You will make fun of us poor Swede fellers vill you?" Alright Andy you win the rubber ball (you know the one you blow up.)

If you want to hear a lot of kidding such as the above come over and visit us some Tuesday night. Andy says he will oblige any time.

Ray Gentz and his crew of pin wreckers got busy one night and knocked off second high three game series with games 964, 820 and 1002. The last game by the way is the second 1000 game rolled in the league this year and was compiled by the following Hegardt 192, Sabey 216, Hardys 198, Peterson 198 and Capt. Ray himself with 198, here we have consistency.

Barry is beginning to be a real spare bowler of late, he picks the hard ones as well as the easy ones, he also picks on the last four frames to pile in strikes and on several occasions it has been sad news to the opposing teams.

We understand that Searles of the Twin City Spls. has purchased a new ball, no doubt he will show the boys a few things from now on. Searles is a southpaw and has a wicked hook.

Bill Hettinger we notice has his off nights as well as the rest of us, Bill had a bad night with a 488 and how about that 497 of yours Faus, and say Gavin how come only 454 and 468.

Harry Eyres who captained the A. F. E. Bureau last year is with us again. Harry replaced Barry who is now captain of the newly organized Copper Country.

LOST: The dynamite from Wally Dietzes ball, anyone finding, please return, no questions asked.

Felix Specht now looms as one of the leading bowlers in the league having shot over 500 on four different nights.

Dale again had the good fortune to take home one of the turkeys for his Thanksgiving dinner, by shooting a nice 237 score while Peewee O'Shea

with a 213 took the second one. Think if we put up turkeys every night for prizes that these boys would help their averages.

So that's that until next month.

A few words from Indianapolis Agency for the Sport Column:—

"Milwaukee" road employees are 100% in attendance at the Monday evening bowling session of the Indian-

apolis Passenger Traffic Club

Jimmie Chesline, City Freight and Passenger Agent recently captured the first prize during the Thanksgiving Handicap Tourney with a neat 614.

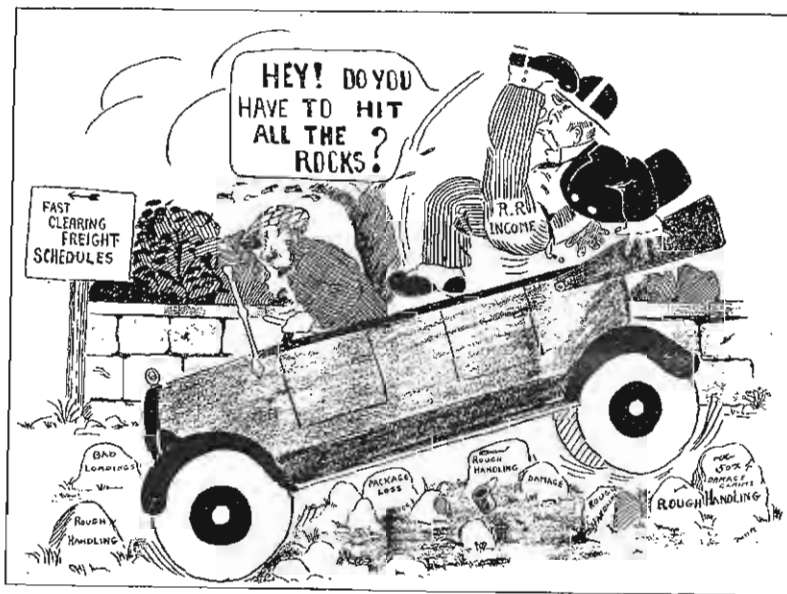
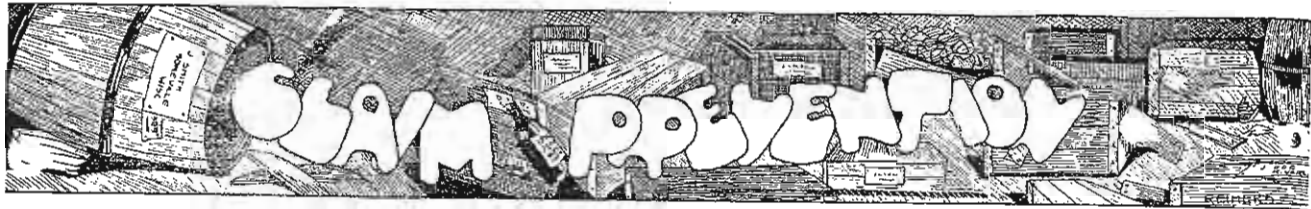
"Wild" Bill Pasho, our General Agent is having a terrible time holding his 96 average. Probably some one along the "Milwaukee" could help him out.

Individual honors in the Passenger league is being held by Ken Powers

Chief Clerk to the General Agent. He seems to come around often enough to roll 600 each night he is with us.

We say "Look Out" at the annual Spring tournament.

We are also looking forward to a few bowling matches soon. If any members of the Passenger Dept. are interested get in touch with A. K. Powers, 717 Merchants Bank Bldg., Indianapolis, and we will try to arrange them.



Rough Handling

IT is our belief that considerable reduction in the rough handling of equipment will be brought about if the following suggestions are followed by employees concerned:

Proper signals at the proper time between crew and engineer.

The handling of a minimum number of cars on ladder switching, thereby reducing the force of impact.

Frequent conferences between the Yardmaster and train and engine crews, at the changing of shifts, even though necessary to hold crews up a few minutes in order to discuss loss and damage in their particular yard.

Follow up closely damage to equipment, endeavor to place responsibility and administered necessary discipline.

Greater care in the inspection and adjustment of hand brakes; these inspections to be made both from the ground and top of the car.

All yardmen and enginemen to be encouraged to attend Loss and Damage Meetings.

That an investigation be made on each railroad with a view to having engines headed so that the work can be done on the engineman's side.

Continual Watching of Perishable Freight is its Best Protection on the Road

By George Halliday,
Rate Clerk, N Y. C. Lines

All re-icing should be to full capacity.

Record should be of car number, date and time of arrival, amount of ice in bunkers, distance from top of

ice to top of bunker, condition of drain pipes, open or closed, condition of hatches and plugs, point of origin, destination, waybill reference, temperature, time of departure and train, and a record of all other services rendered. The time and date of all re-icing should be shown on waybill.

(b) On cars moving under standard ventilation, the temperature is the first consideration. In accordance with shippers' instructions the waybill would

either read: "Close all vents when temperature falls to 32 degrees above zero; open all vents when outside temperature rises above 32 degrees above zero" or "close all vents when outside temperature falls to 40 degrees above zero; open all vents when outside temperature rises above 40 degrees above zero." Ventilators should be manipulated accordingly. Record should be kept of time of arrival, date, temperature, ventilators open or closed and time of departure of train.

Question 3: What records must be kept at destination of a carload of fresh fruits or vegetables which will indicate the condition of the car, and contents, and will protect the railroad's interests in the event of a claim?

Answer: When the car arrives a thorough inspection must be made of the hatches and plugs, ventilators and drain pipes, and the condition should be recorded. The record must show whether these were open or closed; the distance from top of ice to the top of bunkers, date and time of arrival, temperature, time consignee was notified and time car was placed for unloading, time unloading commenced and was completed, and date and time of delivery, and the condition of car and commodity at time of delivery. Also a complete record of the weather must be kept. A notation must be made of all damage, loss or any other exception. If freight has deteriorated or decayed in any way, examination should be made only by a qualified or competent man.

Question 4: What further suggestions can you offer which will assist in the reduction of loss and damage to perishable freight?

Answer: It is probable that many employees who handle bills of lading and records of cars containing fresh fruits or vegetables are not thoroughly familiar with the rules regarding perishable freight. The tariffs and circulars which are published on this subject are sometimes found difficult to understand on account of the many ifs and exceptions and I would suggest that the Claim Prevention Committee issue circulars of their own, interpreting these rules and exceptions and explaining to each employee what is expected of him.

Current Railroad Topics

Decline in Passenger Business

THE number of passengers carried in the period January 1st—September 30th is shown below by years from 1920 for the Class I western railroads:

REVENUE PASSENGERS CARRIED

First nine months

1920	231,792,000
1921	186,824,000
1922	163,566,000
1923	161,919,000
1924	150,836,000
1925	131,756,000
1926	123,554,000

The 1926 nine-month total of revenue passengers carried by the western lines represents a decrease of 108,238,000 passengers or of 46.7 per cent below the corresponding 1920 total, and a decrease of 8,202,000 passengers or of 6.2 per cent below the total for the same months last year.

When the average journey per passenger is taken into consideration, similar reductions in passenger traffic are apparent. The following figures, covering the western railways, show the total revenue passenger-miles in the first nine months of each year from 1920 to 1926:

1920	14,006,901,000
1921	10,535,985,000
1922	9,469,460,000
1923	10,077,023,000
1924	9,582,836,000
1925	9,156,217,000
1926	8,833,148,000

The revenue passenger mileage of the western railways in the first nine months of 1926 shows a reduction of 5,173,753,000 passenger-miles or of 36.9 per cent below the same period in 1920, and a reduction of 323,069,000 passenger-miles or of 3.5 per cent below the corresponding months last year.

When the statistics of passenger travel are separated into those covering commutation traffic and those covering all other traffic, further light is thrown upon the great loss of passenger business which has occurred. On the basis of the first nine months of the respective years, the number of commutation passengers carried by the western roads increased from 48,834,000 in 1921 to 51,680,000 in 1926. The number of passengers other than commutation, however, decreased in the same period from 137,990,000 to 71,874,000. Further, the average journey of passengers other than commutation increased from 71.39 miles in the first nine months of 1921 to 112.73 miles in the same months of 1926, an increase of 41.34 miles or of 57.9 per cent. This great falling off in the number of passengers other than commutation, together with the increase of more than 57 per cent in the average journey per passenger seems to indicate conclusively that the railways are losing, in increasing amount, passenger travel for relatively short distances to competing forms of transportation.

The western railways, in the first ten months of 1926, received gross revenues amounting to \$1,946,641,956, an increase of \$62,802,969 or 3.3 per

OPERATING REVENUES

First 10 months, 1926 and 1925

Account	1926	1925	Amount	Increase	%
Freight	\$1,473,816,027	\$1,408,129,286	\$65,686,741		4.7
Passenger	288,645,252	298,079,146	d 9,433,894		d 3.2
Mail	34,761,911	35,412,046	d 650,135		d 1.8
Express	44,649,581	41,632,852	3,016,729		7.2
Other	104,769,185	190,585,657	4,183,528		4.2
Total	\$1,946,641,956	\$1,883,838,987	\$62,802,969		3.3

d Decrease

cent over the corresponding 1925 total. The details of these figures are shown above:

With these increased gross earnings, due mainly to increased freight traffic, there were also increased operating expenses, the 1926 ten-month total amounting to \$1,401,813,500, an increase of \$7,426,024 or of 0.5 per cent over the corresponding 1925 total of \$1,394,387,476.

Cooperation That Counts

OUR old friend Frank Appley, now Cashier at Libertyville, turned in a tip on five passengers Chicago to Seattle.

Many of you will remember F. C. as working on the "J" Line during construction, and we are glad to hear of him as a business-getter for the Milwaukee. A fellow like you, Frank, can do more of that kind of work.

Walking into the Chicago Ticket Office one day recently, saw Jim Plum handing in a check for \$156.00. Curious to know where Jim got all that money, he reluctantly admitted he was soliciting business among his friends in and around Walworth. Further questioning developed he had been for a long time.

I suppose there are a lot of you just like Jim Plum, chasing around and getting revenue for our Railroad, and never opening your mouth about it.

I know now that Jim Plum is a "peach" (pardon me, Jim) and think there are a lot more like him. Tell us what you are doing for the Milwaukee; we'll be mighty glad to know.

Tom McGrath, one of our new clerks in the yards at Union Street, Chicago, has been active in securing business. Recently he secured the haul Chicago to Council Bluffs on a carload of cabbage destined Lincoln, Neb., which the shipper had originally routed through via a competing line. Hope we will hear from you again, Tom.

Mr. S. J. O'Gar, in Reclamation Service, produced information that led to securing a carload of furniture Chicago to Omaha. In fact, he sent in a routing order, and his tip put us in touch with a shipper who has promised more business. About everybody on this Railroad knows "S.J.", and we know he has other friends who will route their stuff our way. Don't forget to ask them to, Ves.

Prompt Handling is Cooperation

ON Saturday November 27th, the Globe Steel Tubes Company loaded a car at Milwaukee which they were especially desirous should reach consignees without a mom-

ents delay. The following letter from Mr. J. W. Floto, Vice President of the Globe Company indicates that wishes of the shipper were carried out, and the service given was very satisfactory:

Mr. H. G. Fowler,

Ass't. Sup't. Transportation, Chicago.

Dear Sir:—We wish to thank you kindly for the excellent service you gave us on car m-309552 which was carded out of Milwaukee 10:30 P. M. Saturday night, Nov. 27th, train No. 76; and spotted for unloading at the Geo. E. Corbett Boiler Works, Chicago, at 10 A. M. Nov. 28th. Mr. Corbett had twelve men waiting to unload the car when it arrived, as you promised, Sunday morning; and was also pleased with your very good transportation.

Yours very truly

(signed) J. W. Floto, Vice President.

A Good Stock Movement with Good Service
A SPECIAL trainload of stock moved from the LaFarge (Wisconsin) Line the latter part of November, and the run was made from LaFarge to Union Stock Yards in 22 hours and 15 minutes, which was excellent time.

Good Service Earns a Stady Patron

SINCE the establishment of fast service over the Janesville Line by trains Nos. 11 and 22, between Chicago and Sioux Falls, some former patrons of competitive Lines in the vicinity of Walworth, Wisconsin, have been induced to transfer their patronage to the Milwaukee. One case, recently, is reported by Operator Jos. Binstock of Walworth. Mr. Binstock says that on Dec. 15th, he was able to secure a passenger for No. 22, a man who had always patronized the Northwestern from Harvard. The man reported himself much pleased with our service and said he will from now on, use our train, account of the good time, etc.

Beloit Chapter

Iva Miller, Historian

OUR regular business meeting was held at the Passenger station Dec. 3. An unusually large attendance due to the election of Officers for the coming year.

Officers were elected as follows:

President—Mrs. F. T. Black
1st Vice Pres.—Mrs. John Marsh
2nd Vice Pres.—Mrs. Telfer
Secretary—Mrs. Fred Artlip
Corresponding Sec.—Mrs. Gibson
Treasurer—Mary McDonald
Historian—Martha Smith

The subject of giving a Xmas party was brought up and all agreed to having one. The result is Santa Claus is coming to Beloit in his special train on the C. M. & St. P. R. R. Thursday Dec. 16th to see all the kiddies in Beloit. Later there will be a party for the Children of Club members.

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

Report of Welfare and Mutual Benefit Work January 1st to Oct. 31st, 1926, inclusive

General Governing Board—

The General Governing Board, upon receipt of a letter from Kansas City Chapter requesting a small donation from the General Governing Board toward a Scholarship Fund which that Chapter had established, contributed towards such fund an amount of \$25.00. In addition to this two or three cases reported to the General Governing Board were referred to the chapters concerned for attention.

Aberdeen Chapter—No report received.

Austin Chapter—Have had no cases of acute distress reported, and have had little call for financial aid, but have assisted a few families who were in temporary need. Loaned \$25.00 to a club member to complete expense of an operation on one of her children. Made a cash donation of \$5.00, also sent groceries, milk and meat to several families. During the months of April and May sent milk every day, also provided groceries, etc., to a "Milwaukee" employe who had been injured in the shops. This man had two children dependent upon him, and at the time he was injured his wife was waiting to be taken to the hospital for an appendicitis operation. The club assisted them as stated above, and in addition, many of the members took to them potatoes, eggs, fruit, jelly, etc. Austin Chapter also made many sick calls, and sent to every "Milwaukee" employe who was reported as having been ill for ten days, and to all members in trouble a letter of sympathy.

Beloit Chapter—Spent \$139.36 on welfare work—one case in particular which was reported was an expectant mother (the wife of one of the men on the railroad) who was living in a box car in which two other families lived. Her doctor was consulted and it was learned from him that the case was a difficult one. The club sent this woman to the hospital where she could have proper care, with the result that the mother and child got along nicely. Many sick calls were also made and 14 cards sent out. Two stork showers were also given.

Bensenville Chapter—Made 98 sick calls, sent nine gifts of food, clothing, etc., 22 gifts of fruit, eggs etc., sent 12 bouquets of flowers to the sick, and several cards and letters of sympathy, also many baby books. In one instance furnished clothing for a baby, whose father had been sent to New Mexico for his health. Has a library for its members, which was started with a donation of 25 books. Has taken magazines and flowers to "Milwaukee" employes in the Washington Boulevard Hospital, also to a conductor who was in Rest Haven Sanitarium at Elgin. Offered assistance to an employe whose son died; this was not needed, but one of the members accompanied family to Dubuque, Ia., for the burial. Had a member sick in a hospital in Iowa—sent him flowers and called on his wife several times. Sent flowers to the mother of a member who was ill in hospital at Oconomowoc. One of the club members helped take care of a member's family when there was sickness for five weeks, and when the mother was called away by death of her sis-

ter had absolute care of the family. Called on the wife of an employe and brought her flowers. This woman had been confined to her bed for sixteen weeks—she had never heard of the club before the women called on her, and appreciated a great deal their interest in her case. One case was that of an employe, a young man of nineteen years of age, whose father died suddenly. The boy had been the sole support of the father for more than three years—the mother had died a year and a half ago, but had been an invalid in an institution for nine years. The daughter of eleven years, had been in an Orphans' Home during that time, but returned home in June. The boy and his father had purchased a small piece of property near Bensenville three years ago, had built a small house on it, and were doing nicely, but it took all the boy could earn to pay bills and live. They were paying on the ground, on the lumber, on the furniture, and on the mother's funeral expenses, so that when the father died the boy had no ready money for the funeral. The club called, went to the undertaker to see what was being done about the funeral. He applied to the County for help, which he received, but as the women of the club did not want the father buried in the Potters Field, they made up the difference and had the man buried in the cemetery—then as money was furnished by the Oddfellows, the funeral expenses were taken care of without the help of the club. The daughter was attending school outside of Bensenville, but the women of the Bensenville Chapter succeeded in having her entered in the Seventh Grade of the Bensenville School and will pay the tuition fee of Four dollars per month required of those living outside of the village limits. They have also promised to do any sewing the girl needed and to look after her as far as they possibly can. The Orphans Home would take the girl back, but the brother and the girl were both heartbroken at the idea of this, so the Bensenville women have had a guardian appointed for the girl and she stays there—just a short distance from the brother's home.

Channing Chapter—Has spent \$10.00 on welfare work and \$5.00 on flowers.

Chicago Chapter—Out of the treasury of the Chicago Chapter proper a donation of \$75.00 was made to a young woman employe, so that she might take her furniture out of storage and move it into an apartment which was being furnished her, in order to make a home for her mother, who had been ill in a hospital for some time.

Chicago Chapter Fullerton Avenue Unit—Made donation of \$30.00 to a former employe who has suffered ill health for three years, to enable her to take a treatment—four or five donations of canned goods and other articles, loaned \$100.00 to a young woman employe to enable her to partially pay hospital expenses—sold between four and five hundred dolls for a former employe who is in ill health and unable to work, on which she realizes a small commission. Made five sick calls and sent one gift of flowers. In addition to this, the Unit has in its circulating library given out during the past ten months to its members 2,800 books and from the

proceeds of the charge books purchased many new books. They have also organized Comp-tometer, Sewing, English, and French Classes, which are held weekly.

Chicago Chapter—Union Station Unit—Advises it has had no calls for relief work, but has endeavored to create interest by forming tennis, hiking, swimming and other parties.

Council Bluffs Chapter—Reports that it has not had much call for assistance, but furnished help to one family to the extent of \$13.64, made several calls on the sick and sent out seven cards of cheer and sympathy.

Deer Lodge Chapter—Made a number of sick calls, sent a ton of coal to a deserving family, the father, a switchman, being badly burned, with the probable loss of an eye. Spent \$9.75 on relief work.

Des Moines Chapter—Reports that it had no "Milwaukee" family in need, but has made many sick calls, given gifts of flowers, also candy to the sick, and sent many cards of sympathy; furnished and drove cars in the case of death of an employe, and sent flowers and attended funeral of another employe.

Dubuque Chapter—Approximately \$500.00 has been spent by this chapter on relief work, \$90.00 of this being in cash donations, the remainder in clothing, groceries, coal, insurance premiums, drug bills, milk, wheel chair, etc. 198 calls were made and 203 cards and letters of sympathy sent. Several cash loans were also made. Assisted with the living expenses of two families by furnishing groceries, coal and milk, some clothing which had been donated for the small children of one of the families, and ready made clothing and material for clothes for the children of the other, the members of the Sunshine Committee getting together and sewing suits and blouses for the smaller children. The mother of this family had had a very serious illness and been in the hospital for a long time and the husband's earnings could not meet all the expenses. They were very grateful for the assistance given them, which helped give them a start, so that they could afterwards get along nicely. The Dubuque Chapter also furnished help to many other families, one case in particular being a man who had been an employe of the company and who in taking mud baths for rheumatism was badly burned. The Chapter has assisted this family ever since it was organized, and will continue to do so as long as help is needed. In addition to the benefit work, the club was instrumental in securing help for a woman who had been ill for nine months in a local hospital, and who, being ready to return home, could find no suitable help. They furnished a wheel chair to a man who was unable to walk, making it possible for him to get out and enjoy the sunshine. Amateur theatricals have been given by this chapter, and a trip was made to "Sunnycrest," a Dubuque County Tuberculosis Hospital, where a sketch which was given at one of their meetings was repeated, the entertainment being much enjoyed by the patients. Once a month the Board members get together for the purpose of discussing general relief work, and any food that is left after the lunch is served is given to a needy family. Money is loaned to trustworthy people who need

assistance and who do not feel that they wish to accept cash donations. No flowers are sent except at the time of death. All money used for this purpose is raised by penny marches. Cars have been donated for use at funerals by members of the club. Chain letters have been sent in certain cases by the Board members to members of the Board who were ill, and expected to undergo operations in other cities. Each day one letter was written by a member of the Board. Assistance was given to an employe who was obliged to undergo an operation, his finances at the time not permitting him to take care of this expense.

Green Bay Chapter—Reports many donations of food, clothing, coal, etc., made, baskets of fruit, also flowers sent at time of sickness and flowers at time of death, 54 calls made, and 16 letters and cards sent out. One case in particular is mentioned—that of an employe who had been in an auto accident and had to be sent to the hospital for an operation. This man had three small children and a mother 78 years of age dependent upon him for support. The man had been confined to his home for three months. During this time many visits were made by the club members and gifts of groceries, etc., brought to the family, and bedding and clothing also given to them. Upon one of the recent visits it was found that an operation was necessary and the chapter arranged for a bed in the hospital and took the man there, also arranged with the doctor to operate, and will pay the hospital bill. The bill for the operation will be made lenient. The man desires to pay back as much of this as possible when he is again able to work. The chapter also paid the dues for a member, who had been ill during the entire year, in order to keep her as an active member.

Harlowton Chapter—Just organized.

Janesville Chapter—Expended a total amount of \$87.90 on relief work, \$26.00 of this being in cash donations, and the remainder in groceries, clothing, etc. 31 baskets of fruit were sent to the sick, 27 gifts of flowers sent in case of sickness and three floral pieces at time of death, and eleven cards and letters of sympathy. Stockings and slips were sent to three new babies.

Jasonville, Ind. Chapter—No report rec'd.

Kansas City Chapter—Spent \$46.75 on relief work, floral pieces at time of death, and flowers and fruit for the sick, also made 81 sick calls and sent 16 cards of cheer. Established a Scholarship Fund, to be used for educational purposes for "Milwaukee" families as needed.

LaCrosse Chapter—No report received.

Lewistown Chapter—No report received.

Madison, Wis. Chapter—Cared for eighty needy families, one case being that of a woman who had tuberculosis, who was confined to the hospital with a new baby. Gave clothing for the baby, called on the mother, brought her flowers, and offered to assist in any way possible. Clothing, jelly, canned vegetables, etc., were given to six families, and bloomer dresses, aprons, and three quilts made by the members of the chapter and donated to needy families. A contribution was also made to the Community Union during its recent campaign. Calls are made at homes and hospitals in case of sickness, and flowers sent at time of bereavement, also in case of sickness.

Marion Chapter—Reports \$410.12 spent on relief work, \$381.43 of this being in connection with the Lyle Kindig case, on which the Marion Chapter has spent a total of \$1,523.00. The number of cases assisted was eleven. An old clothing drive was had and three families supplied with clothing through same. Another drive was held for new materials suitable for quilts to be made and sold

by needy railroad women. Through Commissioner of Poor coal was supplied three families. Through Commissioner of Poor groceries was supplied two families. Through Marion and Bensenville railway offices and County authorities a husband who had deserted his wife and seven children was obliged to support them. Through Board of Supervisors, Commissioner of the Poor, County Clerk and local Judge, effort was made to secure employment in the State School for the Blind for the blind son of a deceased railroad employe. Through Cedar Rapids physician and local judge of the District Court, a former railway employe, a switchman, who is a World War Veteran, was given an examination at Iowa State Hospital, and effort is being made to secure proper Government pension for him. Through local surgeon, tonsils were removed for a shop man, and through the head tubercular authority of state, immediate entrance was secured in State Tubercular Hospital for the wife of a railroad employe, local doctors having previously tried to gain entrance without success. Patient was given private room and many courtesies extended to her because of pressure brought to bear by our club. Paid dues of a widow who was unable to pay same, also paid for the advertisement for a woman wishing to sell quilts; paid freight charges on household goods of a woman moving from Marion, and in many other ways furnished assistance to those in need.

Marmarth Chapter—Spent on relief work a total of \$91.30, 76 cases being helped. This was most of it spent in food, clothing, etc., \$5.00 of this amount being a cash donation. In addition a very large number of donations of food, clothing, and other miscellaneous articles were made which did not require an expenditure from the treasury. 44 calls were made at time of sickness and death, seven gifts of flowers sent at time of sickness, and five floral pieces at time of death, and eleven cards and letters of sympathy.

(To be concluded)

Spokane Chapter

NEARLY 100 attended the second annual picnic which the Milwaukee Women's Club gave on July 19th at Natatorium Park.

Officials of the company here joined in the affair and dinner, speaking in fine praise of the women's organization. Dr. Arthur Clarke Johnson, company surgeon, also spoke.

The festivities included a ball game between two picked teams, women and men playing together on the nines. The captains were N. H. Fuller for the Blues and N. J.

Westermarck for the Reds. The game resulted in a tie. S. A. Skinuer was umpire.

Other sports contests included the following events and winners:

Fat men's race, N. H. Lombard; fat women's race, Mrs. C. H. Burt of St. Maries, Idaho; bald-headed men's race, W. T. O'Reilly; boys' sack race, Jane Strong; boys' foot race, (under 10 years) Gwen Janosky; boys' race (Under 10) Harold Sanford; girls' race (Over 10) Jane Strong; watermelon race for boys, Ward O'Reilly; women's free for all, Mrs. G. W. Lanning; men's free for all, Robert Burns; peanut race Mrs. Bervin; boys' three legged race, Bud Lanning and Frank Strong; girls' three legged race, Eleanor Woods and E. Allen.

W. T. O'Reilly, Chief Clerk, came with the largest family, the family group numbering eight. J. R. Powell, C. F. Allen and Charles Hankins each had a family group of six.

At 6 o'clock the "picnic-ers" sat down to an abundance of "eats," and later on in the evening dancing was engaged in.

The winning side of a membership drive put on during the month of June, was entertained by the losers with a picnic at Manito Park on September 14th. Also, new members acquired during this drive were introduced into the club.

Sixty ladies were present, several coming from St. Maries and Malden auxiliaries to share in the luncheon with the Spokane members.

All reported an enjoyable time.

A Hallaween dance was given by the Milwaukee Women's Club on October 29th in the K. of P. Hall.

A fortune-telling booth was installed in one corner of the hall, where Mrs. R. W. Beal and Mrs. C. R. Strong, alternately dispensed grief or joy to those seeking information regarding the future.

The dance committee was fortunate in securing a popular orchestra for the evening, and every one attending spent a very pleasant evening.

The Board members of the Milwaukee Women's Club were delightfully entertained at the home of Mrs. E. M. Grobel, President, on December 1st.

A delicious one o'clock luncheon was served, after which business matters pertaining to the club were discussed.

Bensenville Chapter No. 3

Mrs. Leslie Knowles, Historian

ON Wednesday October 6th, the members of Bensenville Chapter met for the regular



Members of Sioux Falls and General Officers of CM&STPrY. Women's Club at station Sioux Falls.

monthly meeting in the Club House. The Chairman of the Ways and Means Committee, Mrs. Marian Rands, reported \$180.38 cleared at the Bazaar given in the Club House October 2nd; with much yet to be sold; and \$50.54 cleared on the supper which was given at the same time.

Letters of thanks were written to Mr. L. Denx for the screens that were put up before the Bazaar; to Mr Wychoff for the sink drain board; to Frieden's Church for the use of their tables; to Oscar Franzen for the stove; to H. Geil & Sons for lumber, and to Mr. Clapper for the faucet.

Running water has been put into the Club House through the kindness of Superintendent Whiting.

The Purchasing Committee reported five dozen each silver spoons knives and forks were purchased for the Club.

Death has again entered this Club, this time taking Mrs. Minnie Vogt. She leaves her husband and four children, Alvena, Clara, Katherine and Minnie. The funeral took place from the Evangelical Church with burial in Elmhurst.

On Wednesday, Nov. 3rd, the regular monthly meeting was held in the Club House. The Benefit Committee reported six sick calls made to ailing employees; also that the tuition for an employee's sister is being paid, so she may go to the public school in town instead of the rural school.

The meeting opened with a silent prayer for our departed sister, Mrs. Robertson of Mont Clare who passed away on Monday, November 22.

It was voted to give a donation toward the Community Christmas Tree Fund. A Christmas party for the kiddies was discussed also a party in the evening for the members and families. Committees for both were appointed.

We are proud to acknowledge a dollar for contributing membership to our chapter received from Mr. G. T. Gullick. The election of officers followed the regular order of business. The officers elect are:

President—Mrs. J. Bodenberger
1st Vice President—Mrs. J. Valentine
2nd Vice President—Mrs. D. Lee
Rec. Secretary—Mrs. W. A. Rands
Corres. Secretary—Mrs. McKinsey
Treasurer—Mrs. Kate Sutherland
Historian—Mrs. L. Knowles

The program:

Pianologue "My Old Kentucky Home"—Mrs. F. Oakes; A short talk on a Library for our chapter—Mrs. McKinsey. The meeting adjourned for a social hour.

On Saturday evening December 4th the Third annual dance was held in the Social Hall under the auspices of the Ways and Means Committee. The hall was very artistically decorated in yellow and red. A hat was given with each ticket. These hats were yellow with a Milwaukee emblem—very novel and fitting for the occasion. A lunch was served in the basement dining room. The music was furnished by McCains Music Masters.

Aberdeen Chapter

Mrs. W. O. Hiddleston, Historian

THE regular meeting of Aberdeen Chapter was held on Thursday evening December 2nd in the Club Rooms. A goodly number of members attended for the reason that the annual election of Officers came up.

On opening the meeting Mrs. J. E. Hills President of the Chapter gave an interesting talk on the Banquet which was held at Chi-

cago the early part of November. Mrs. Hills attended the Banquet as a delegate of Aberdeen Chapter.

After the conclusion of the regular business, the annual election of Officers took place, the following Officers being elected for the ensuing year.

President Mrs. E. H. Soike
1st Vice-Pres. Mrs. J. E. Hills
2nd Vice-Pres. Mrs. J. J. Jackson
Treasurer Mrs. C. J. McCarthy
Recording Secy. Mrs. C. N. Williams
Corres. Secy. Mrs. R. P. Kauppi
Historian Mrs. W. O. Hiddleston

After the election of Officers, no further business appearing, the meeting was adjourned.

On Tuesday Nov. 9th an enjoyable card party was given in the Club Rooms. Approximately fifty members and their friends attended, prizes being awarded to Mrs. Larson and Mr. C. N. Williams. At the close of the card playing, a delightful lunch was served by the Committee.

The second annual dance given by the Chapter was held at the Roof Garden on Tuesday evening November 16th. Very good music was furnished and fifty odd couples departed from the hall about midnight after a very enjoyable evening.

The various members are now busy preparing for our Bazaar and Baked Food Sale which will be held on Saturday Dec. 18th. It is anticipated that this will be a successful affair which will materially add to our general fund.

On Tuesday Dec. 14th, the bi-weekly meeting of the Sewing Club will be held in the Club Rooms. These meetings mean that a good supply of wearing apparel will be available in ease of need.

Miles City Chapter

Helen Kirwan, Corres. Sec'y.

I AM sure every chapter will want to hear all about our Railway Girls' Club which was organized Sept. 28th by our president, Mrs. Edward Murray, who conceived the idea and after receiving permission from headquarters, called the girls together and organized the club. It has been a success from the very first and is one of the most enthusiastic groups in town. It is entirely self-supporting. Miss Elenore McGuire is secretary of this Club and she tells us that the girls have already begun to make tea towels for the Women's Club in return for the use of it. Their first entertainment was a whist party given by the Club's first committee and backed up by three members of the Womens' Club, Mrs. Edward Murry, Mrs. Geo. Berg and Mrs. E. A. Farr. Next on the program was a Halloween party staged by the girls themselves with chaperones from the older club. The Club House was charming with its decorations of orange and black and the party was a great success socially. They sang and danced and played games to their hearts content. The secretary has asked me to extend a cordial invitation to all the Milwaukee girls who have not yet come in to do so at once so that they may participate in the lively times in store for them this winter at the Club House. We hope that every chapter will organize a girls' club. A happy Christmas and glad New Year to all of the chapters.

Terre Haute Chapter

Mrs. Flossie Waggoner, Historian

The Terre Haute Chapter of the Chicago, Milwaukee & St. Paul Railway Women's Club, held its regular business meeting in the Club Rooms at the Anchor Hall, on December 9th.

The Secretary's minutes and Treasurer's

report were read and approved and other committees made their reports. The Ways and Means Committee, Mrs. H. F. King Chairman, brought to attention the Bazaar and Bake sale to be held on December 10th.

The minutes of the meeting of the General Governing Board, which was held in Chicago on November 6th, were read and our representative, Mrs. Kenney, gave a splendid talk in regard to the meeting, which made us all want to be present next year.

The following officers were elected for next year:

President, Mrs. E. L. Kinney; First Vice, Mrs. H. F. King; Second Vice, Mrs. W. W. Griffith; Treasurer, Mrs. F. F. B. Curtis; Recording Secretary, Mrs. Roberta Bair; Corresponding Secretary, Mrs. Alice Church; Historian, Mrs. Flossie Waggoner.

At the conclusion of the meeting a splendid Christmas program was given and refreshments of sandwiches, pickles, cake and coffee were served, after which Santa Claus appeared and presented each child with a box of candy and apples for the grown-ups.

This meeting was well attended, there being about sixty of the regular members, husbands and children present, and everyone had a good time.

Chicago Chapter Fullerton Avenue Unit

Cora A. Blodgett

ON Saturday, November 13th 1926, the regular monthly meeting of the Chicago, Milwaukee and St. Paul Railway Women's Club was held in the Fullerton Avenue Club Rooms. Luncheon was served at 1: P. M. followed shortly by the regular business meeting.

We were happy to have Mrs. Carpenter Kendall, our President, with us, as many important matters were brought before the members.

The following classes have been organized: Comptometry, English, French and Sewing, all of which are progressing.

Mrs. Sparrow, Chairman of House Purchasing Committee, also Miss Lindskog, Chairman of Membership Committee spent considerable time in procuring capable teachers for these classes and we do appreciate their co-operation in the matter and the interest they have manifested in assisting to make our Club a success. Two of the efficient teachers were chosen from the Northwestern University and the English teacher, Mrs. Grant Smith, has charge of all the English instruction at the Central Y. W. C. A. If any of the members still desire to join the English, French or Sewing Class, please telephone to or have a personal interview with Miss Etta Lindskog, she will be pleased to give you full details regarding this matter.

We will again distribute Christmas Baskets to the poor people and Mr. O. P. Barry has already offered his assistance in this matter. We trust, that as many members and friends, as possible, will come to our aid, as this is, indeed, a most worthy cause.

The General Governing Board at its meeting on November 6th voted to establish a "Lydia T. Byram Scholarship Fund" in every Chapter of the Club. The Fullerton Avenue Unit members felt that they could in no way better show their appreciation of Mrs. Byram's devotion and all she has done for us, than to have the honor of being the first contributors towards the Fullerton Avenue Unit "Lydia T. Byram Scholarship Fund" and voted to appropriate for same \$25.00 of the balance left in their Victorrola Fund, which was raised entirely by them.

The following Nomination Committee has been appointed: Miss Mary Lawler, Chairman; Mrs. Marie Mueller, Mrs. Van Wert, Miss Bessie Berger and Mrs. Neumann.

Well, ladies, our Club is growing rapidly, as we now have 557 members in the Fullerton Avenue Unit.

There have been several parties held in our Club Rooms and understand that the Car Accountant's office will use same on November 23rd.

Mrs. Hanscom, Chairman of Welfare Committee, reported that several calls have been made. To one family a loan of \$100.00 was given and donations of \$15.00 and \$30.00 to others. Thus far, total donations amounting to \$75.00 have been given, also canned goods and some clothing to the needy Milwaukee family. Mrs. Hanscom also reported that while Mrs. Whiting is unable to attend our meetings, owing to a recent illness, she is ever ready to plan or suggest something of benefit to assist us in this matter. Many thanks to Mrs. Whiting and hope that she will regain her strength and that ere long she will be with us again.

The Chicago Chapter will hold its mid-month meeting on the first Thursday afternoon of each month for the benefit of those who are unable to attend the Saturday meetings and also to get-together and sew clothes, etc. Some of the women have started to make a patch quilt which later on will be raffled. An appeal for old clothing has been made, as there is a demand for same. Please send clothes to Fullerton Avenue Club Rooms and thus make all concerned happy.

Then, too, some mention was made of having a Guest Night but no definite date set. That night will give the men folks an opportunity to visit our Club Rooms and to spend a most delightful evening with us.

We did so enjoy the Annual "Get-together" Banquet which was held in the Palmer House on November 6th. All those who didn't attend this function certainly missed a rare treat.

Let us show our interest by attending as many Club meetings as possible.

Union Station Unit

AT our regular monthly meeting November 2nd, through the courtesy of Mr. George Semmlow of our Advertising Department, we made a hurried trip to Seattle via the world's greatest railroad, "Along the Trail of the Olympian." Mr. Semmlow brought us back as far as the Gallatin Gateway where he left us to make our way back as we could, but I noticed we were all back in Chicago again round about 8:30 the next morning. You all know how glorious western scenery (particularly the Cascades) can be, especially when seen from the Olympian, and in Mr. Semmlow's pictures (which by the way are movies) it loses none of its glory.

And if a certain one of our contributing members had any doubts of his popularity with the girls, I am sure the outburst of applause that greeted his debut in the movies "on location" at Gallatin Gateway, would settle such doubts for all times.

Well, we all think the Big Get-Together party on Nov. 6th at the Palmer House a great success, so

Here's to our President

The best in the land

She can give parties

That are just simply grand;

A luncheon delicious

And music galore

And speeches by bosses

Whom we all adore.

To please so many ladies

You'll agree tis a fact
Requires an abundance
Of patience and tact;
Well, she has them both
And has other things too
That make us admire her
And want to help do
The things she is doing
For our C. M. & St. P.
To spread joy and kindness
Along the Mil—wau—kee
To you, Mrs. Byram
Our thanks most sincere
We hope you'll be with us
For many a year.

OUR last meeting of the year, which was held December 7th, might be called a triple-header in that it was sort of a combination business-Christmas-basket-birthday affair. Business first, of course; after reports by the various committees were read the nominating committee presented its selection of officers for the coming year, which selection was unanimously accepted and we therefore have the pleasure of introducing to you as our officers for the coming year:

President—Miss Gertrude Schoyer

First Vice-Pres.—Mrs. Dorothy Ellington

Second Vice-Pres.—Miss Florence Anderson

Secretary—Miss Nellie Steneck

Corresponding Sec'y.—Miss Grace Baldwin

Treasurer—Miss Grace Doyle

Historian—Mrs. Beatrice Morrison

Here's wishing success to our new officers and a prosperous new year to the club.

The meeting then developed into a card party, not only for members but for their friends also, the proceeds to be devoted to Christmas baskets for any of our C.M.&St.P. family that might need one. We think that quite a number of Christmas baskets are assured.

But the hit of the evening, we believe, was a delicious birthday cake kindly donated by one of our well-wishers who just happened to hear that December was our birthday month. And what went with it? Why punch, of course. Modesty forbids us to mention the decorations, but we do hope you noticed them.

And so the first year of our existence as a unit of the C.M.&St.P. Women's Club ends very satisfactorily to us all, I am sure. Cheer up girls, only ninety-nine more hard years.

Seattle Chapter

Marie E. Cleary

Well we have a Club Room and we're all so excited and it's just too nice to feel that at last after having been knocked about from place to place for the past two years, we have a place to call our own.

We have a lovely large room on the main floor of the Union Station that was originally designed for an immigration room, but there being no immigrants immigrating through the station, they have never used it, and now it's our new home.

No bride could be any busier furnishing her new home than the committee in charge of Miss Eulalie Lasnier is, looking up furnishings rugs, chairs, etc., etc., and it all sounds very comfy and homelike. We held our first meeting in the club room the 30th of November, and thanks to the efforts of Mrs. Bradshaw and a corps of willing workers, the place looked very attractive, and showed signs of great possibilities. Mr. Campbell very kindly loaned us some unclaimed freight articles to help furnish the room, and with various other little things, it looked very nice.

After the meeting an afternoon bridge was enjoyed, which is just a sample of the many

many bappy times to come in the new Club Room.

Our President, Mrs. C. O. Bradshaw was the delegate to the meeting and luncheon in Chicago the 6th of November and she was accompanied by Mrs. O. O. Mercer, Mrs. R. Beeuwkes and Miss Marie E. Cleary—who were all most enthused over the many interesting reports given by the various Chapters. The most urgent appeal made by Mrs. Byram was that each chapter have its own Club Rooms, and it bore fruit in Seattle, as witness the new Club Room already described.

We are asking Mr. Campbell to help us in fixing up a more attractive and comfortable rest room for the girls at the Local Freight, as they have no place at present to rest or read or while away a lunch-hour when it might be too disagreeable to go out. There are 18 girls employed at the Local Freight and we hope to have this new rest room worked out in the very near future.

Mrs. Hillman, Chairman of the Mutual Benefit Committee, is working with Dr. Allen who keeps her informed of Milwaukee employees in Providence Hospital, and in each case flowers are sent and in some cases magazines and personal calls made.

We helped a family this month who had recently suffered the loss of their home by fire. The man is on the reserve list of engineers of the Railway, and they have five little kiddies—the oldest 9 and the youngest 2 months.

We hope that all cases of illness or needy families are being reported—but at times the list seems so small compared to other Chapters that the thought occurs to us that there may be some of whom we are not hearing, who may be in need of assistance in some way. Everyone should consider themselves a member of the Mutual Benefit Committee in reporting any such cases to our Chairman—Mrs. Hillman.

Tacoma Chapter

Mrs. J. W. Stevenson, Historian

TACOMA Chapter held an informal card party for members and friends at the hall in Odd Fellows Temple, Friday evening, Oct. 19th. The attendance was rather small but all present reported a very pleasant time.

Mrs. Frank Buchanan wife of travelling engineer Buchanan passed away on the evening of Nov. 19th at St. Joseph's hospital. At the time of her death Mrs. Buchanan was chairman of the Benevolent Committee for which work she was especially well fitted. She was a charter member of the organization and her untimely death is deeply regretted by all.

On Friday Dec. 3rd the club met for the annual election of officers. There was a good attendance and the election passed off very pleasantly. The following officers were elected to serve for the ensuing year; President, Mrs. Chas. Negley; 1st Vice president, Mrs. H. McMahon; 2nd vice-president, Mrs. Gardiner, treasurer; Miss Rose Lindquist, Recording Secretary; Mrs. Loomis, Corresponding Secretary; Mrs. Harris; Historian, Mrs. Stevenson. A few remarks were made by both the outgoing and in-coming presidents, and after arranging for the packing of the usual Christmas baskets the club adjourned to meet again Jan. 7th, 1927.

Tomah Chapter

Mrs. Harvey Thom, Historian

THE Women's Club held a regular monthly meeting Wednesday evening, December 1st, at the Community rooms of the Tomah Library.

(Continued on Page 24)

AT HOME

HAZEL M. MERRILL, Editor



Kenneth Nelson Nebuling, Son of Mr. Kenneth Nebuling of Atkins, Iowa, R. H. Forces.

Aids to Shopping— After-Holiday Sales

WE all know how important it is to save time, money, and unnecessary footsteps when shopping. The hand bag plays an important part in a shopping expedition, and one should have a purse of good size exclusively for shopping. One with a clasp that opens the purse full width is convenient. It should contain check book, note book, pencil, and a card with full name, address, and telephone number. A few rubber bands to fasten small parcels together often come in handy. There are many neat, light, attractive shopping bags to be had nowadays which are a help when articles purchased are not to be delivered.

A very useful list which should be carried in the purse is a record of sizes, hosiery, shirts, collars, shoes, gloves, blouses, lingerie, sheets, pillow cases, etc. One should also have a list of articles needed.

Of course, the thrifty person reads the newspaper ads and watches the sales, and on her shopping list checks the articles on sale. It is also well to cut out the ads that interest you so you will know just where the articles are located in the store, floor, section, etc.

Even though you have a charge account, it is economy and sometimes well worth while to shop for cash in places where hats, gloves, hosiery, etc., are carried exclusively. It is real economy to buy necessary articles on sale instead of waiting until actually required. There are so many articles that are staple and may be purchased in anticipation of future requirements. The good housewife always watches the January Sales to replenish her stock of household linens, lingerie, handkerchiefs, etc. She is also author-



Florence Marie Cole, Daughter of K. C. Division conductor Ray Cole; and grand-daughter of Section Foreman C. W. Cole, Kittredge, Ia.

ity on bargains and takes pride in being a good shopper and able to save a dollar here and a few pennies there.

Fashiongrams

Dolman is the last word in sleeves, set into a deep, square armhole, tapering to clasp the wrist.

The dolman effect in capes and dresses has spread itself to the housedress, and wing sleeves make a comfortable as well as pretty housedress.

Jersey and crepe are favorites for Southern clothes.

One of fashion's latest whims is a fancy holdback cut for your curtains; crystal rosettes, small metal arms, bouquets cut from chintz, glass knobs, a plastic animal, cluster of beaded flowers, fancy ribbons, upholstery braids, etc.

Woolens and leather are the time-honored equipment for snow sports. Boleros are chic.

A new mode in millinery is height with becoming width. Felt is still the most prominent fabric.

Gowns are no longer severely simple, and there is much that flies and floats from the new ones; shaggy flowers; belts that end in bows and streamers; lace ruffles falling from the elbows; flounces on the skirts; bows at the wrist.

A charming evening gown has a voluminous skirt, long, fitted bodice, and a berth of fine lace.

A smart touch of red runs through our clothes this winter; red sleeves in dark frocks; red flowers; red hats.



Called For 15-On Time. John Jr., Son of Engineer John G. Kressel, Mobridge, S. D.

Skirts with double box-pleat at one side are new.

For the Flower Lovers, and who isn't one, there are the Winter Window Gardens. There are varied forms of cactus which, when placed in charming pottery containers, and grouped on a broad window sill, brighten and enliven a room during the dull winter days. They thrive in sunlight and dry air. Geraniums, Begonias, Christmas, Boston, Maiden Hair, and Asparagus Ferns; tulips, hyacinths, Christmas cherry, petunias, heliotrope, verbenas, and coleus, are charming window plants. A room should be selected with much sunlight, ventilated, but no strong drafts. Give them plenty of water and light and they will thrive.

Household Suggestions

You can make mint sauce quickly and easily by sprinkling mint with granulated sugar before chopping.

Add to the water in which bacon is boiled a teaspoon of vinegar, 2 cloves, and a nutmeg. You will be surprised how delicious it will be.

To keep a doorstep white in wet weather, use plaster of paris instead of whitening.

To keep milk from burning, sprinkle a very little sugar over the bottom of the pan before putting in the milk.

To stop cabbage from boiling over, put a piece of butter or dripping the size of a walnut into the water as soon as it comes to a boil.

To loosen glass stoppers, rusty screws, etc., pour on a little vinegar and then turn sharply.

Try sweeping the stairs with a painter's brush instead of an ordinary dusting brush.

New clotheslines will last longer if boiled before using.

Send 15c in silver or stamps for our
UP-TO-DATE FALL AND WINTER
1928-1927 BOOK OF FASHIONS. Address
Miss Hazel M. Merrill, 802 Union Station
Building, Chicago, Ill.

The Patterns

5660. Ladies' Dress—Cut in 7 Sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. A 38 inch size will require 4 yards of 40 inch material with $\frac{1}{4}$ yard of contrasting material for facing on the collar, and $\frac{3}{8}$ yard 9 inches wide for the vestee. The width of the dress at the foot with plaits extended is 1 $\frac{1}{4}$ yard. Price 12c.

5668. Misses' Dress—Cut in 3 Sizes: 16, 18 and 20 years. An 18 year size requires 2 $\frac{1}{2}$ yards of 40 inch material with $\frac{3}{4}$ yard of contrasting material. The width of the dress at the lower edge with plaits extended is 1 $\frac{1}{2}$ yard. Price 12c.

5686. Ladies' Dress—Cut in 6 Sizes: 34, 36, 38, 40, 42 and 44 inches bust measure. A 38 inch size requires 3 yards of 40 inch figured material with 2 $\frac{3}{4}$ yards of contrasting material for the slip, and facings on hip bands, collar and cuffs. The width of the slip at the lower edge is 1 $\frac{1}{4}$ yard. Price 12c.

5688. Ladies' Morning Frock—Cut in 8 Sizes: 38, 40, 42, 44, 46, 48, 50 and 52 inches bust measure. A 42 inch size requires 4 $\frac{1}{2}$ yards of 36 inch material with $\frac{3}{4}$ yard of contrasting material. The width of the dress at the lower edge is 2 $\frac{1}{2}$ yards, with plaits extended. Price 12c.

5671. Girls' Dress—Cut in 4 Sizes: 8, 10, 12 and 14 years. A 10 year size requires 2 $\frac{3}{4}$ yards of material 36 inches wide with $\frac{1}{4}$ yard of contrasting material. Price 12c.

5669. Dress for Junior and Miss—Cut in 4 Sizes: 14, 16, 18 and 20 years. A 16 year size requires 2 $\frac{1}{2}$ yards of 40 inch material with $\frac{3}{8}$ yard of contrasting material. The width of the dress at the lower edge is 1 $\frac{1}{2}$ yard. Price 12c.

5031. Infants' Set—Cut in One Size: If made as illustrated the Dress will require 1 $\frac{1}{2}$ yard of 36 inch lawn or nainsook, and 2 $\frac{1}{2}$ yards of edging 3 $\frac{1}{2}$ inches wide for the ruffle. The Gown will require 1 $\frac{1}{2}$ yard of 27 inch material. The Sack $\frac{3}{4}$ yard of 18 inch material. Price 12c.

5696. Ladies' Envelope Chemise—Cut in 6 Sizes: 14, 16, 18 and 20 years for Misses' and Juniors, and Medium (38-40) and Large, (42-44) inches bust measure, for Ladies. A Medium size requires 1 $\frac{1}{2}$ yard 36 inches wide. Price 12c.

5677. Child's Play Costume—Cut in 5 Sizes: 2, 3, 4, 5 and 6 years. A 4 year size requires 2 $\frac{1}{2}$ yards of 36 inch material, with $\frac{1}{4}$ yard of contrasting material. Price 12c.

5708. Child's Coat—Cut in 5 Sizes: 1, 2, 3, 4 and 5 years. A 4 year size requires 1 $\frac{1}{2}$ yard of 40 inch material. To trim as illustrated will require 1 $\frac{1}{2}$ yard of fur banding. Price 12c.

5673. Child's Dress—Cut in 4 Sizes: 4, 6, 8 and 10 years. A 10 year size requires 2 $\frac{3}{4}$ yards of 40 inch material with $\frac{1}{4}$ yard of contrasting material. Price 12c.

5675. Girls' Dress—Cut in 4 Sizes: 6, 8, 10 and 12 years. A 10 year size requires 2 $\frac{3}{4}$ yards of 40 inch material, with $\frac{1}{4}$ yard of contrasting material for facing on collar, cuffs and a straight belt 2 inches wide. Price 12c.

Good Things to Eat

Chocolate Butter Cream Icing. One-half cup butter, 3 cups powdered sugar, one egg yolk, two oz. (or 2 sq.) chocolate, one tablespoon boiling water, one teaspoon vanilla. Cream butter—add one-half cup powd. sugar and when well creamed, add yolk and remainder of sugar gradually beating constantly. Add boiling water and vanilla and lastly beat in melted chocolate.

Pineapple Cream Pie. One cup pineapple juice, one cup milk, three tablespoons flour, two tablespoons cornstarch, one teaspoon salt, one-half cup sugar, two eggs, one-half teaspoon vanilla, one cup strained grated pineapple. Crust—One—one-half cups flour, three-quarters teaspoon salt, one-half cup shortening, one-quarter cup water. Sift flour and salt—cut in shortening with two knives. Add water—cutting dough with knife—Toss on floured board—pat and roll out, cover outside of pie plate with dough and bake 25 min.

Heat milk in double boiler—blend flour, cornstarch and salt with one-quarter cup sugar. Add to milk and cook until it begins to thicken. Beat egg yolks, add remaining one-quarter cup sugar and blend with a little hot mixture before putting in double boiler—cook until thick.

Bananna Cream Pie. Crust—One—one-half cups flour, three-quarters teaspoon salt, one-half cup shortening, one-quarter cup water. Filling—Two cups milk, two tablespoons flour, one tablespoon cornstarch, one-quarter tablespoon salt, one-half cup sugar, two eggs, one-half teaspoon vanilla, two bananas. Heat milk in double boiler. Blend flour, cornstarch and salt with one-quarter cup sugar. Add to milk and cook until begins to thicken. Beat egg yolks—add remaining one-quarter cup sugar and blend with little hot mixture before putting in double boiler. Cook until thick—when cool add vanilla and pour over sliced bananas in baked pie shell. Cover with meringue.

Cranberry Pie. Two cupfuls cranberries, one cup chopped raisins, one-half cup nutmeats, three cups water, two-thirds cup sugar, two tablespoons butter, one tablespoon lemon juice. Mix nuts, raisins, and cranberries well; add water and sugar, and let mixture slowly simmer until it

thickens, when butter and lemon juice are added. Line a deep pie dish with rich crust, pour in mixture, and add a top crust, and bake in a moderate oven until crust is done. Decorate top with fluffs of whipped cream.

Fudge Cake. Cream together one cupful of granulated sugar, one unbeaten egg, and one-quarter cupful of melted butter. Add to it two squares of unsweetened Baker's chocolate that has been melted separately. Then add one-half cupful of flour, three-quarters cupful of broken nut-meats, and one-half teaspoon of vanilla.

Bake in a cake pan which has been covered with buttered light brown paper. Spread the cake mixture, thinly in the pan and bake in a very slow oven. Careful, slow baking is most important with this kind of cake. When done, remove the paper at once and while the cake is still hot cut it into squares.



CONFERENCES

WAS YOU ?
GIVING SIGNS,
I THOUGHT, YOU
WAS DOING YOUR
SETTUP-UP
EXERCISES

HEY! DID YOU EVER
TRY STICKING YOUR
HEAD OUT TO LOOK
FOR A SIGN - I'VE
BEEN WAIVING MY
ARMS AT YOU FOR
AN HOUR.

IS THAT A
STATIONARY
ENGINE?

BELIEVE ME
OR NOT BILL, I'VE
BEEN LOOKING
ALL OVER FOR
YOU TO GET
SOME MORE
WORK

CONFERENCE
BETWEEN A
YARDMASTER
AND A SWITCHMAN

LOOK
AT THAT
BLACK SNAKE

THERE'S TWO
BAD ORDERS SIXTY-
THREE DEEP AND
SIXTY-SEVEN AND
THE SIXTY-NINTH
CAR HAS TO
BE WEIGHED

A GEN-YARDMASTER
TUNING IN ON A CON-
FERENCE ABOUT TIME-
FREIGHTS.

COULD
SUPERVISOR
ON THE WAY
TO HOLD CONFER-
ENCE WITH A
TRAINMAN

NOW WHERE
D-YOU SPOSE
THAT WASTE
GOES

CONFERENCE
IN THE MAKING

Page Twenty-two



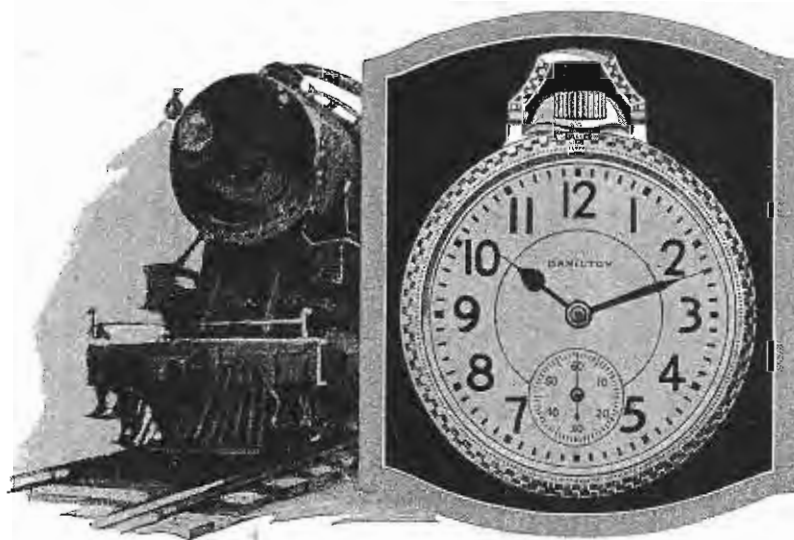
No. 801 of the Frisco Lines Comes in on Hamilton Time

A FEW weeks ago Engineer Davis and Fireman Hausman, of the Frisco Lines, stepped down from the cab of their engine—on time as usual. They compared watches with a smile. "On the dot," said Engineer Davis; "Right she is," answered Fireman Hausman; and why not?—they both carried Hamiltons.

Railroad men who want accuracy, dependability and freedom from annoyance turn naturally to the Hamilton when

choosing a watch. They know the reputation of the Hamilton has been earned through years of service on the railroads of America, and they know that a reputation like Hamilton's can be built only on performance.

Perhaps this year you will be wanting a new watch. Let it be a Hamilton—the favorite watch of your craft who move the traffic of our nation on scheduled time.

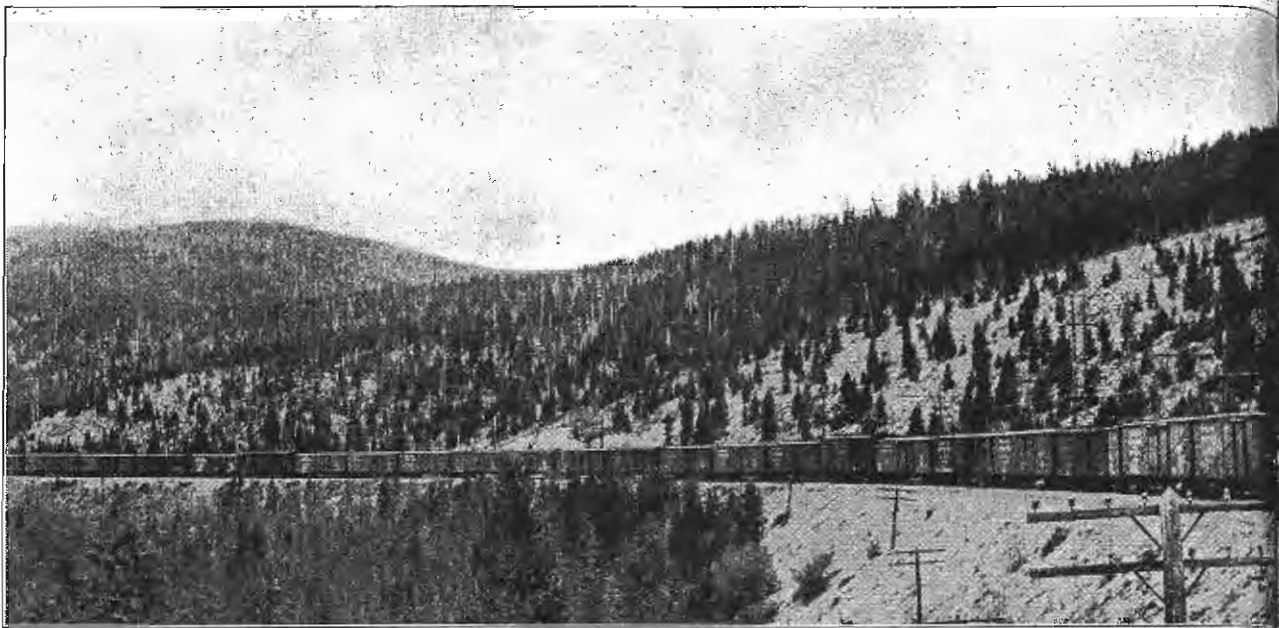


Ask your jeweler to show you the Hamilton 992 movement in railroad model cases. Here is a combination of Hamilton accuracy and dependability with sturdy case construction of special design. As you look upon these Hamilton models remember they are the watches that have helped make railroad history—and will be doing the same thing a generation from now.

Hamilton Watch

"The Watch of Railroad Accuracy"

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



Above you see a trainload of Maytag Washing Machines on their way over the Continental Divide, drawn by a giant electric locomotive. If stacked one on top of another would make a pile higher than Mt. Rainier. This shipment moved over the Great Northern.

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

(Continued from page 19)

The nominating committee presented a list of names of the officers for the coming year and those elected were as follows: President, Mrs. Archie Harris; 1st Vice-president, Mrs. A. Hanchel; 2nd Vice-president, Mrs. Hugh Johnson; Treasurer, Mrs. Fred Kohl; Recording Secretary, Mrs. Merle Hill; Corresponding Secretary, Miss Ada Last.

Plans were made and decided upon to have a Christmas tree and program for the children of the club members.

The musical program given at this meeting was enjoyed by all being present.

Savanna Chapter

Minnie Seitzberg, Historian Pro Tem.

SAVANNA Chapter held its regular meeting in R. N. Hall, on Wednesday evening, Dec. 1st, with 60 members present. The annual reports of the Chairmen of the Various Committees were given, showing that our membership has increased to 214, each meeting bringing in several new ones.

The members voted unanimously to make Savanna Chapter strictly a railroad Club.

The election of officers resulted in the following:

President—Mrs. W. M. Thurber
1st Vice Pres.—Mrs. Chas. Seitzberg
2nd Vice Pres.—Mrs. John Reagan
Rec. Secy.—Mrs. R. G. Heck
Corr. Secy.—Miss Eunice Stevens
Treasurer—Mrs. Wallace Wolf
Chairmen: Ways and Means, Mrs. Wm. Sheetz; Cheerful, Mrs. Smola; Social, Mrs. Chas. Langley; Program, Mrs. Hardcastle; House, Mrs. Geo. Phillips; Membership, Mrs. Ed Shaffer; Reception, Mrs. Oscar Daley; Auditing, Mrs. Fred Cole.

Savanna Chapter has finished a very successful year and with Mrs. Thurber as our leader, we are looking forward to great things in the coming year. Our new Club House is almost assured and much interest is being taken in the furnishing. When finished, it will surely be very attractive.

Deer Lodge Chapter

THE last regular meeting of Deer Lodge Chapter for 1926, was held December 6th. Many interesting reports from the various committees were given. Much good work has been accomplished. Seven families have been aided in various ways, with food, clothing, fuel, etc.

The officers were hostesses to the Membership on October 29th at the home of the President, Mrs. Phelan. Cards and refreshments were enjoyed during the evening, with a goodly number in attendance.

The first annual Ball given by the Club, sponsored by the House and Purchasing Committee on December 2nd, was a splendid success, with a large attendance and a neat sum realized for the Treasury.

The four members, Mrs. J. P. Phelan, Mrs. Wm. Cosgrove, Mrs. J. Guinotte and Mrs. F. Tavenner, who attended the meeting in Chicago returned with glowing reports and renewed inspiration. Our membership is steadily increasing and a splendid spirit of cooperation exists. Baskets of cheer will be sent out at Christmas time.

We are looking forward to "owning our own home" in the form of a Club House, for once promised anything, women are prone to keep "barping" until the promise is fulfilled.

Officers elected for the ensuing year are President—Mrs. Ed. Sears

1st Vice Pres.—Mrs. John Guinotte

2nd Vice Pres.—Mrs. Dan Winn

Rec. Secy.—Miss Sybil Hobart

Corr. Secy.—Mrs. Roy Whaley

Treasurer—Mrs. Early Medley

Historian—Mrs. A. J. Buchen

Milwaukee Chapter

Gladys M. Horn, Historian

THE regular monthly meeting of this chapter was called to order at 7:00 P. M. Monday November 15th by the president. The meeting was held in the clubrooms in the Union Depot.

The minutes of the previous meeting were read and accepted as were also the reports of treasurer and various committee chairmen.

Among the suggestions voted upon and carried was one that a Hundred Dollars of the club funds be used to purchase books for the library which is to be started. It was also voted to invest Five Hundred Dollars in a bond, the class of bond to be purchased to be decided upon by the officers of the chapter.

A very instructive and interesting talk on Bonds in general was given by Miss Jacobs of the Bond Department of the Marshall & Hesley Bank of Milwaukee. The officers and members of the club extend to Miss Jacobs their thanks and assure her that her talk was appreciated.

Miss Mabel Chambers was appointed chairman of the nominee committee, and the committee was asked to have the names of all the nominees ready for the next meeting.

Quite a large delegation was present at the General Meeting at Chicago on Nov. 6th at the Palmer House. All those attending certainly enjoyed it very much and those not able to attend missed a very good time.

Two very successful card parties were held one on Nov. 15th and the other on Dec. 6th.

You are again reminded of the Third Annual dance and card party which is to be held at the Milwaukee Auditorium, Saturday Feb. 19th, 1927. Miss Mabel Chambers is general chairman.

Dubuque Chapter

DUBUQUE Chapter had so much going on during the latter part of October and early November that it was necessary to make the meeting of November 19th a strictly business meeting. Mrs. F. Fernstrom, Treasurer, read a brief report of the financial standing of the Chapter. Mrs. T. P. Jones of the Ways and Means Committee gave a partial report on the Minstrel Show, also on the dance of October 29th. Mrs. E. Johnson of the Sunshine Committee reported relief work since the last meeting, of \$34.35, including milk, insurance and cash donation of \$20.00. The Sunshine Committee also sent out fourteen cards and made fifteen sick calls. Report was also made of a family in need of help, in which there are eight children ranging in age from three months to fifteen



The shipment was made in solid trainload from Newton, Iowa to Maytag Agencies in Portland and Seattle. A trainload of
e and the service given was so satisfactory that another one is to go forward in the near future over our line.

years. Members of the Chapter immediately volunteered clothing and bedding and other assistance as the case might demand. On December 8th a number of ladies met at the home of Mrs. J. E. Grice and put in the entire day making up clothing to be used in relief work.

At the conclusion of the regular business Mrs. Meyer called upon various ladies for a report of the trip to Chicago on November 6th to attend the Grand Chapter luncheon. Mrs. McIntosh even included a joke upon herself. Mrs. Eddy of Des Moines who was our guest of the evening, responded to her introduction with a short talk.

On November 23rd Dubuque Chapter's "Swanee Minstrel" put their show on in Marquette going in on an even basis with Marquette Chapter. We have heard all along the line that the show was enjoyed by all who saw it. We are sure our Dubuque girls enjoyed putting it on and the dance after the show which enabled them to meet more of our Marquette friends.

Owing to the fact that the Christmas Party is to be held on our regular meeting night in December, Mrs. E. A. Meyer, President of Dubuque Chapter called a special meeting on December 9th for the election of officers, so it might be possible to install at next meeting.

Officers for the coming year are Mrs. E. A. Meyer, Pres., Mrs. Walter Keck, First V. Pres., Mrs. R. H. Kearney, Second V. Pres., Mrs. F. Fernstrom, Treas., Miss Olive Romig, Sec'y., Miss Marie Clifford, Corresponding Secretary and Mrs. Allen Bock, Historian.

With the appointment of Committees made prior to the first of the year, Dubuque Chapter will be ready to handle the relief work for the remainder of the season and to continue social activities as well.

The Membership Committee is going to be a particularly active one. With the showing that has been made by Dubuque Chapter during the past two years, in relief work as well as social features, it is hoped to greatly increase the membership during the approaching year so more and better work will be possible.

The regular meeting night of Dubuque Chapter will continue to be held the third Friday evening of each month, at eight

o'clock, in Eagles Hall and all members of the Club visiting in the city are cordially invited to attend.

Council Bluffs Chapter Mrs. Ed Lee, Historian

OUR November meeting was held on the 19th with 30 members present. The meeting opened with a prayer, followed by singing our Club song, Mrs. Hollingsworth at the piano.

Mrs. Colburn, chairman Ways and Means Committee reported the amounts realized on the Bake Sale and Card Party held the previous month.

Mrs. Cochran of the Sunshine Committee reported Mrs. McDermott on the sick list. Flowers were sent.

Much new business was discussed followed by an account at the Chicago Get-together meeting given by Mrs. Urie.

We are all glad to report that Mrs. Theo. Schmitz, Chairman of the Membership Committee, is doing most excellent work, having secured 60 new members in the last two months. Continue the good work, Mrs. Schmitz.

The nominating Committee handed in the names of the new officers for 1927, a report of which will be given next month.

Refreshments were served by Mesdames Jensen, Learning, Cochran, Schultz and Hollingsworth.

Des Moines Chapter

THE regular meeting of the Des Moines Chapter of the C. M. & St. P. Ry. Co. Women's Club was held at the home of Mrs. Kent Hamilton on the evening of November 26, 1926.

The meeting was called to order by the president Mrs. C. Pound.

Minutes of the last meeting read and approved. Treasurers report read and approved. Report from the chairman of the Welfare Committee on Relief Work done during the month.

A letter from Mr. Gillick regarding contributing Membership was read by the Secretary.

A motion was made and seconded and carried that the men be allowed to aid in solicit-

ing the membership of the men employees of the division.

A report of the General Board Meeting held in Chicago, Nov. 6, 1926 was given by the President.

Upon presentation of the bill of expense incurred by our President while attending the General Meeting in Chicago a motion was made and carried that the bill be paid from the treasury.

At the General Board Meeting it was decided by those present to allow each Chapter to determine the advisability of allowing other than C. M. & St. P. Ry. people to become contributing members of the Club.

A motion was made, seconded and carried that all members of the Des Moines Chapter of the C. M. & St. P. Ry. Women's Club, paid and contributing, be C. M. & St. P. Ry. people.

A motion was made, seconded and carried that the Club hold no meeting in December and that the election of officers be held at the regular meeting on the evening of the last Friday of January 1927. The place of meeting to be decided later.

Sanborn Chapter

THE C. M. & St. P. Ry. Women's Club resumed meetings after a summer vacation, with a meeting at the home of the President Mrs. M. M. Burns on Oct. 15th. There was a good attendance and at the close of the business session the evening was spent in playing rook. Preceding the serving of refreshments by the hostess, Mrs. Earl W. Mayne sang two beautiful solos.

The only meeting in September was a picnic on Labor Day to which all the Milwaukee employees in Sanborn and their families and friends were invited. It was held in Statemas Grove and was well attended.

The Sanborn Chapter held a special meeting Oct. 26th at the I. O. O. F. Hall to meet with Mrs. H. E. Byram and her party who were Miss Etta Lindskog, Mrs. Robert N. Scott and Mrs. W. F. Ingraham. Mrs. Burns met the guests, took them for a drive around town and vicinity and entertained them at 1 o'clock luncheon.

SPECIAL COMMENDATION

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

Terre Haute Division brakeman Geo. M. Spencer discovered a broken arch bar on car in train 1st 74, near Webster, November 23rd.

Extra Gang foreman Aug. Schultz, Watertown, Wisc. while coming in from work on November 8th, discovered a piece of iron plate from a draft iron wedged in between plank and rail on westbound track in the crossing west of Richwood, and with great difficulty removed same, thus averting what might have been a serious derailment.

Section laborer Gust Ziegler, Brownsville, Wisc. discovered a dragging brake beam on car in No. 1, 433, November 10th and called the conductor's attention to the defect so that repairs could be made before extra damage had occurred.

Superior Division engineer M. J. Clarey train No. 6, Nov. 25th, discovered and promptly reported a broken rail one mile west of Wausaukee.

Sup. Division brakeman W. H. Miller on November 11th, discovered and promptly reported broken rail just east of Hilbert.

Sup. Division train baggageman W. J. Westbury, No. 2 Nov. 21st reported a broken rail west of Stiles Junction.

Sup. Division conductor A. A. Melville discovered and reported a broken rail in track east of Hilbert Junction, Nov. 11th.

Operator H. L. Weihl, Northfield, Minn. discovered fire in mail sacks on truck in baggage room at station and took prompt action to extinguish the flames so that no damage was done to the contents of the sacks.

Section foreman R. E. McMahon, Wyocena Wisconsin discovered a broken truck on No. 65, Nov. 18th, which if it had not been promptly reported might have caused a serious derailment.

Illinois Division brakeman Stephen Dominick on Nov. 2nd, discovered a broken arch bar on car in train No. 1st—70, which was promptly reported.

C. & M. Division conductor Henry Schommer, while conductor on Extra 8397, East, Nov. 21st, discovered broken arch bar and had car set out at Sturtevant.

Mr. J. R. Perrigo, Dunbarton, Wisconsin discovered a broken rail in our track near Dunbarton and took extra pains to promptly report same to the agent. Cooperation between patrons and the railway company is valuable and greatly appreciated.

Sup. Division brakeman John Centen, No. 69, Nov. 18th, while passing through Plymouth, discovered an arch bar hanging rather low under car in train and promptly wired conductor at Elkhart Lake, thus averting a possible serious derailment.

Agent O. J. Peters, Wyocena, Wisc. discovered a broken truck on No. 65, Nov. 18th, as train was passing the station, and signalled the crew to stop.

Yardmaster E. G. Kieseles discovered dragging brake beam on car in train No. 67, Nov. 8th and promptly reported the defect.

Wis. Valley Division engineer W. J. Plunkett, train No. 91, August 23rd, discovered a fire that started from a chimney on a house near the tracks at Port Edwards; and

by vigorously sounding the whistle, attracted the attention of the occupants, who had not yet discovered the fire. This also called the attention of a neighbor who telephoned to Port Edwards and fire engines were sent out. Good work.

Dubuque Division conductor F. V. Wells discovered about eight inches of tread gone on wheel, car of revenue coal from Fari-bault, Minn. morning of Nov. 24th.

LaCrosse Division conductor Art Levens, on Nov. 28th, discovered a car loaded with a concrete mixer in his train, which would not clear the tunnel and promptly reported same.

Terre Haute Division conductor H. Spaulding and brakeman C. G. Ditte on December 8th, observed a rough spot in track about one and one half miles south of Darrow, while on train 3-62, Dec. 8th. Train was stopped and about 14 inches of rail was found broken out. Section foreman at Darrow was notified and he with the assistance of the train crew immediately repaired the break.

Operator Clarence C. VanBoven, Chilton, Wisc. as Extra 8048 was passing through Chilton December 1st, discovered brake rigging down under one of the cars and promptly notified the conductor so that prompt repairs could be made.

Superior Division brakeman Fred Monahan and Bert Shields, train No. 31, Dec. 1st, discovered and promptly reported a broken rail west of Crivitz.

Superior Division engineer Harold Goodell, train No. 74, Dec. 1st, discovered and promptly reported a broken rail just east of Middle Inlet.

Section foreman F. W. Voight, New Goshen, Ind. discovered a broken rail on first curve south of Bradshaw just ahead of the branch train coming south and immediately flagged them. He further made the track safe to pass over by moving two ties together and double spiking both ends of the broken rail.

The Little Things That Count

The following letter illustrates the value of the little things which make for friendly feeling for our company:

Mr. O. E. Bowman, conductor, Minneapolis: "For your information I am quoting below a letter received from Agent Langdon, on December 11th:

In connection with the Courtesy Meeting next Monday, I think it is well that you should know of one of the small things that help to make friends for us. One night this week conductor Bowman on train No. 2 returned an inexpensive glove which was left by a lady on his train the day before. Without being asked to look for it, he remembered the lady and where she got off. His thoughtfulness pleased the lady very much as she never expected to see the glove again. It is courteous acts of this kind that make our service popular.

(signed) L. T. Johnston, Supt.

Dubuque Division conductor V. R. Lucas, in looking over his train at Green Island, Dec. 13th, found 15 inches of flange broken out of wheel, and set out the car. "Good work should be advertised."

The following refers to River Division

conductor P. Ganten and brakeman N. A. Bjork and was addressed by the writer to Superintendent L. T. Johnston: "Mrs. Garvin and I used your train 55, Winona to Minneapolis on Nov. 22nd; and starting from Winona, the coaches in use were pretty well filled, but the conductor P. Ganten and brakeman N. A. Bjork were very courteous and gave us the second invitation to make use of an extra coach on the rear of the train; so that we really had private accommodations.

I am writing you that you may know that these two men should be numbered amongst your many other courteous employees, and to assure you that their attentions were greatly appreciated. Please make Mr. J. H. Foster acquainted with the above, as it is a case in evidence of his policy of long standing, which admirable policy, I am sure permeates the entire Northern District."

(signed) H. C. Garvin,
Bay State Milling Company

An Appreciation

Div. Supt. of Milwaukee R. R.
Minneapolis, Minn.

This note is written to get something off my mind. It doesn't happen however, to be a confession of a guilty conscience or a complaint, but an appreciation that I can't leave unsaid.

I've gone both east, and to the west coast on the Milwaukee, and enjoyed both trips and service immensely. This summer I had the same experience as last. I thought, just for a change, I would take another route. Both times when I went to inquire about a schedule from competitors of yours, my inquiries were treated with such indifference, that I failed to buy tickets there. Instead, being one of those old fashioned people who value courtesy even above speed or convenience, though the Milwaukee certainly ranks with the best roads in the country in those also, I returned to your office. After being shown every consideration possible, I again bought my ticket over your road. I have never known that delightful consideration to fail with the Milwaukee.

What I wanted especially to bring to your attention was the splendid service and exquisite courtesy shown by a rather young Scotch brakeman who had the run from Minneapolis to La Crosse, Thursday, August 19th, leaving Minneapolis at 8:10 A. M. I regret exceedingly that I didn't think to ask his name, but I understood him to say he had had that run for over ten years. Through the negligence of a Yellow Cab driver, I was having all sorts of difficulty about my baggage. This brakeman of yours moved heaven and earth almost till he straightened it out for me. When I wanted to give him a small tip, he said he would rather not take it for he had done only his duty in trying to make my journey comfortable and pleasant, besides I would need it before I returned from New York. I well know, however, that not many would have expended the persistent effort that he did, and not one man in a hundred, even on the Milwaukee would have acted as if doing so were a privilege. There is nothing about my personality to call out such devoted attention. I am not especially young and good looking. I've observed enough human nature to know that what he did was the result of breeding and habitual interest in other people. That is what makes it worth while reporting for I abominate special favoritism even when I am the recipient. Such gentleness and courtesy would do credit to the finest train and the best paid run on the Milwaukee.

Adelaide Mason,
This brakeman was August Linstad.

How

the same engine crew handles *heavier* and *faster* trains

A train of 16 loaded ore cars used to be the maximum which one locomotive and a single engine crew could handle on the Smelter Hill lines of the B. A. & P. The up-grade run was made in 45 minutes with 6 round trips and a total delivery of 96 cars in every locomotive shift.

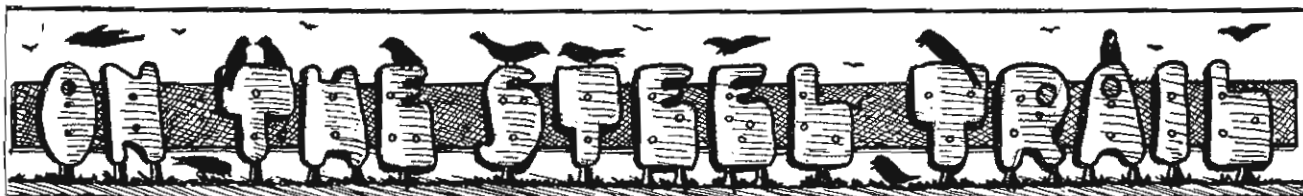
Now 25 loaded cars are hauled by a two-unit electric locomotive. The up-grade run is made in 26 minutes, with 8 round trips and a delivery of 200 cars per shift—an increase of 108% in the number of cars handled by the same engine crew in the same period of time.

One of a series depicting actual operating experience on well-known electrified railroads.

Actual operation is proving the economy of electrification.

AMERICAN LOCOMOTIVE
GENERAL ELECTRIC

350-11



La Crosse Division News

J. H. Pike

FIREMAN Alvin Nitz who was seriously injured at Columbus recently has improved sufficiently to be moved to his home at Portage.

Conductor Tim O'Neal took a trip recently to Chicago but did not see much of the city as his time was taken up examining the new Union Depot.

Machinist and Mrs. Frank Galvin have moved from Portage to Milwaukee where Frank has a job in the shops.

We were all sorry to hear of the death of R. R. Detective Herman Block which occurred at Watertown on November 18th. We wish to extend our deepest sympathy at this time to his bereaved wife and family.

Brakeman Art Bentsen expects to get out of the hospital in a few days and says he sure will be able to stay awake for at least a week after spending ten weeks in bed.

We notice that Conductor F. L. Williams has returned from a two weeks hunting trip in Montana. If you have any game to spare Frank, you might invite us in.

Brakeman Ervin Reader is laid up at his home in Portage with an injured knee which has caused him lots of trouble but is getting along nicely at present.

High Line Topics—C. & M. Divn.

WINTER is with us once more, and the gravel business has fallen off considerably.

Fireman Beyers, on returning from a recent visit to Milwaukee after taking in the sights and the lake said, "I would like to know what makes the lake move." Page Engineer Geary, he will give you a decision on that, Emil.

Engineer Otten has returned to the bright lights of Milwaukee, for he says they cannot get along without him.

Fireman S. Bowman says, he thinks the Nash is one of the best cars made. Will you agree with him Mr. Heagney.

Conductors Williams and Schooner made a trip over the J. Line recently.

Conductor Emery has at last found the lost main spring so the Overland is running smoothly again.

Brakeman J. J. Wilkey has welcomed winter with a new pair of high overshoes. You're taking no chances of getting cold feet, are you, Johnnie?

Brakeman Dusold says, "Oh give me back the 'Good Old Days'." We have them ordered, Clarence.

It seems to be necessary for Brakeman Madole to be at Bensenville at least one night a week. We're wondering what the idea is.

Brakeman J. J. Haddock believes Walworth is a very poor place to stop.

Brakeman Harry Johnson, is at this writing a very good cook; and has appointed Condr. Scholten second-mate.

We are all glad to see Engineers R. Clark and J. Gillespie back on the job again.

Agent Voltz at Avalon wants some arrangement made so that he can at least make Janesville on Saturday night.

Sec. Foreman Cole of Avalon reports rabbit hunting very good in that vicinity.

Anyone wanting a good 1920 Buick is advised to get in touch with George Simpson.

Engr. Hanley is the only Engr. on the division who can boast of owning a Cadillac.

Engr. Wm. Stenberg thinks no home is complete without at least one Radio.

Brakeman Davenport, Bohan and Jones will now sing "Take me down South where the Bluebirds Sing."

Jas. Barrett, lampman at Bardwell says, "All eggs sold here are fresh, if you don't believe it step to the telephone and hear the hens cackle."

We have real drinking water at Bardwell once more, and Operators Jewett and Hamilton say they will soon regain their lost weight.

Condr. Dalee has displaced Condr. Cudaby on No. 193 and 194, back on the old job again, 'eh Jack?

Musselshell Minutes

Helen Kirwan

LOTS of things to be thankful for besides turkey and dressing and cranberry sauce and a holiday—for one thing I've found my last year's overshoes and rubbers and haven't had to wear them yet—that's two things. Four carloads of reindeer went thru the other day and so—we are sure of Santa Claus and have nothing left to worry about this year. Providing we find our mittens.

Dr. Koyl of Chicago paid us a visit recently. He is out looking over the new section house wells being drilled on this division.

Mr. Custer Green has been transferred to Marion, Iowa and Mr. C. F. Carlson succeeds him as chief of police here. Hope you like the cornfields, Mr. Greer.

Mr. E. D. Mattheisen has transferred to the Rocky Mountain Division with headquarters at Three Forks. He and Mrs. Mattheisen drove their car up last week. We are sorry to lose Mr. and Mrs. Ed and wish them all sorts of good luck in their new location. Mr. Nels Hamre is the new roadmaster on the Middle Division.

Mr. C. D. Gillen will have his headquarters in Miles City and will move here soon.

Mrs. Thos. Brown, vice-president of the C. M. & St. P. Railway Women's Club attended the general meeting of the club in Chicago this month.

Miss Gertrude Ederle passed thru Miles recently on her way to the coast. Sorry we missed seeing her, the first woman to swim the English Channel.

Mr. A. L. Kolhase, former chief dispatcher here, paid us a call recently while on a business trip. He is now trainmaster at Three Forks. Glad to see you Al, come and visit us again.

Mrs. A. C. Bowen is on the sick list. We hope she will soon be up and around again.

I. & D. Items

Marie

MRS. Louis Allen of Chicago, formerly Mabel Byrd, Comptometer Operator in the Superintendent's Office at Mason City, has been confined to Ravenswood Hospital for several weeks following an operation.

Her old friends are sorry to hear of her illness and hope that she enjoys a speedy recovery.

Condr. L. D. Mather had the misfortune to sprain his wrist on the first of November and has been laid up ever since.

S. Otto Secory, who is undergoing treatment at Oakdale Sanatorium, writes that he is very much pleased with his progress and the care and attention that he is receiving.

We understand that Marie Randall, Superintendent's Stenographer had the misfortune to lose her voice while she was visiting in Denver, but sorry to say that she has regained same.

Real winter weather hit the I&D Division on December 13th, 6 below zero, with a strong Northwest wind.

Mrs. R. B. Hopkins, was a visitor in the Superintendent's Office at Mason City on December 12th. Mrs. Hopkins is wife of the Agent at Wesley and was formerly Miss Lucille Elson, Agent at Hutchins, Iowa.

W. H. Ross, Conductor, is spending some time at Excelsior Springs for his health.

The I&D Division has been fully equipped with kerosene burning lanterns.

Mrs. Lou Hendrickson, wife of I&D Conductor, has returned from Chicago, where she spent two months in a hospital there, having lost the use of her left arm. She is feeling some better, but it will be some little time before she is entirely well. She has the best wishes of all.

We note that Mrs. C. S. Christoffer, wife of General Superintendent of the Northern District, has been elected President of the Minneapolis Chapter of the Women's Club. Mrs. Christoffer was the first President of the Mason City Chapter and we wish to congratulate her upon her new appointment.

Carl Donovan played the part of Santa Claus at a Christmas Party given by the CM&StP Women's Club on the night of December 18th. Carl played the part well as he is a natural born Santa Claus.

J. L. Delaney, Yard Conductor in Mason City Yards, is planning a trip to California. We understand that he is going to attend the Swimming Contest.

Anyone wishing to purchase a poodle dog, call Henry Trocning, Yard Conductor, Mason City.

Condr. J. E. Dennis attended the funeral of an uncle in Spencer, the first part of December, who was killed by a Great Northern train in Washington.

E. J. Sullivan, Traveling Inspector on the I&D Division, worked in Chicago the first part of December.

Miss Emma Reyner, formerly Bill Clerk at Mitchell, has accepted the position of Track and B&B Timekeeper in the I&D Division Superintendent's Office at Mason City.

Nina Trevett, Clerk at the Roundhouse enjoyed a week's vacation in December.

D. W. Kelly, Supt. at Milwaukee and G. P. Hodges, Division Master Mechanic, Mason City, toured the East in the month of November, visiting Buffalo, N. Y. New York, Philadelphia and Washington, D. C.

A. N. Anderson, Agent at Clear Lake, Iowa, should be commended in securing two round trip passengers to California recently, routing

them via our line to Omaha through Spencer and Herndon.

Mrs. Frank Ulrick, wife of Conductor Ulrick, is the 1927 President of the Milwaukee Women's Club at Mason City. Mrs. Ulrick has been a very faithful worker with the Mason City Unit and we know will have the support of the entire organization in its activities the coming year. The year of 1926 was a very successful one with Mrs. H. G. Grow, wife of Asst. Divn. Engr. as President and everyone enjoyed working with her for the interest of all.

J. M. Kinney, Condr. is confined to his home account illness. John Iaman is taking his run. We hope that Mr. Kinney will soon be in our midst again.

We have a new Operator at Emmetsburg, Iowa, in the person of P. A. Gram.

M. A. Budack, Operator at Spencer, is spending a two weeks vacation in Sioux City, Rapid City, Chicago and points in Wisconsin.

L. R. Meuwissen, Chief Dispatcher, at Mason City, was a caller at Aberdeen the latter part of November.

W. E. Losey, Agent at Emmetsburg, has been granted a three months leave of absence, commencing January 1st, account illness of Mrs. Losey. We trust that a vacation will be of benefit to both Mr. and Mrs. Losey.

Geo. Smith, Condr. of Mason City, has taken the passenger run, Chamberlain to Rapid City.

Everyone was sorry to learn of the death of Mr. J. M. Morse at Elkader, Iowa. Mr. Morse is a Veteran Conductor and the oldest man on the seniority list. He had been down town and was returning home when he fell and died a few minutes later. The employees of the I&D wish to extend their sincerest sympathy to Mrs. Morse and family.

Joe M. Trayer, Dispatcher at Mason City, announced the arrival of a baby girl on December 2nd. Congratulations Joe.

Wisconsin Valley Division News

Lillian

MRS. Aug. Morin of Tomahawk had the misfortune of spilling hot water over herself recently, she was quite badly scalded and has been suffering from the effects of the burns.

Margaret McGinley spent the week end at Milwaukee.

Mrs. R. E. Randow left for Bend, Oregon where she will spend the winter visiting with her sister.

Mrs. A. I. Lathrop, and mother Mrs. Graves, who is visiting at the Lathrop home, have been laid up with influenza for the past two weeks, but are now on the road to recovery.

Miss Lulu Wagner visited with relatives at Minneapolis.

Mr. and Mrs. Louis Lawless were called to Waterloo, Iowa on account of the serious illness of Mrs. Lawless' Mother.

Gust Olson, for many years janitor, who has been laid up on account of illness for about a year, has resumed work and it seems like olden times to see him around and about the office again. George Kaines, who acted as janitor during Mr. Olson's absence is guarding the Jackson Street Crossing.

Mrs. Philip Lennert is visiting with her mother at Tomahawk.

Mrs. H. Norenberg of Tomahawk visited with friends at Chicago.

The Passenger Stations at Merrill and Wausau have been redecorated and now give the appearance of every comfort as well as being attractive.

Nile took Louis up to Tomahawk with him on Sunday, Louis said he saw a deer, but we are not aware of the fact that either one of the boys expected to go hunting.

Mrs. A. W. Warner visited at Zion City.

Mr. and Mrs. P. H. Nee of Montevideo, spent Thanksgiving day at Wausau visiting with Mrs. S. A. Gorman. Their time was so short it seemed impossible to get around and say "Howdy." We hope their next visit will mean a longer stay.

Little Miss Jane Rasmussen, daughter of Conductor Bert Rasmussen has been taking treatments at Mount View Sanitorium. We hope the treatments will be very beneficial and that she will soon be able to enjoy perfect health.

There are few who are not familiar with Karl Hoffman's paintings as he is very generous about putting them on display. His work is all free hand movement and his pictures are worth seeing.

Mrs. M. M. Harrington has been at Green Bay for the past two weeks, on account of the illness of her mother.

Gaylord Carpenter, O. S. & D. Clerk in the freight department is planning a long trip about the first of January. We have permission to tell about this in our next issue, but he is not going to make the trip alone, and he said their might be candy and cigars.

Our hunter left for the northern woods with the same enthusiasm, and confidence as usual, Erie Gehrke, came all the way from Green Bay, and Mr. Skacel from Milwaukee, with high hopes of getting a deer. Horace Wheelock was one of the fortunate ones among the first set of hunters who got one all by himself, some of them claim good shooting and a delightful time thrown in, the evening parties must have been interesting. Understand Frank Voelske was quite a magician, entertaining with clever tricks etc. Some of the party are still in camp and surely will come down with plenty of venison for everyone.

Mrs. Lillian G. Atkinson and daughters Norma and Carmen spent Thanksgiving day at the home of A. Atkinson at Joliet, Ill.

A HAPPY NEW YEAR to ALL Employees and readers of the magazine.

S. M. East

R. G. E.

TO give full particulars of the Claim Prevention Meeting at Minneapolis on November 30th would be very interesting reading, but it is the opinion of the writer that Trainmaster Holmes or Chief Clerk Wunderlich can tell it in a much more pleasing manner than I could, should I attempt to describe it, and I suggest that anyone interested ask the above mentioned gentlemen to give their full description of what transpired. We might mention that H. A. W. brought a very interesting little pamphlet home with him.

Ray Hoffman took a trip to his old stamping grounds on November 20th and reports conditions at Madison on the up-grade.

The following attended the Minnesota-Michigan game at Minneapolis on November 20th. Mrs. V. L. Cullen, Ted Jorgenson, Bert Elefson and wife, Kermit Meyer and Ronald Evenson. Not much mention is made about the return trip. I will say that we enjoyed a wonderful game of 500 on the way to Minneapolis.

Miss Marcella McShane spent the week end of November 27th visiting "Relatives" in St. Paul.

Engineer and Mrs. S. E. Pettingill are contemplating a trip to California, where

they expect to remain during the rest of the winter months. Everyone hopes this will be an enjoyable trip for Sam and his wife.

Engineer J. T. Ryel is preparing for his annual trip to the Sunny South. This year he will be accompanied by Engineer William Anderson. These gentlemen will be missed from their duties on the S. M. Division and we all hope that when the birds return in the spring they will bring with them John and Billy.

On Wednesday evening, December 8th, the station building at Hollandale was discovered burning. Conditions at Hollandale are not such that fires are easily extinguished, and as a result the building was completely destroyed. However, all records were saved—including the "Banjo" which is so popular among the Hollandale Employees. This station building was owned by the Rock Island Lines, but was used as a joint station with the CM&StP. The Milwaukee freight house is at the present time temporarily located in a bunk car at Hollandale.

The position of Perishable Freight Inspector at Hollandale was discontinued about two weeks after the appointment of H. B. Williams. Blake is now back to his old position in the Austin Freight Office.

Assistant Baggage Man Munson contemplates a trip to his home, near Sparta, Wis., after the holidays. He gives as the reason for this trip—"Let the folks see my spats."

Mrs. V. J. Williams and children Dick and Deane will leave on January 1st for Los Angeles, where they will visit with Mrs. Williams' sister for two months.

Puzzle: Who is the New Chief Dispatcher on the S. M. Division? All answers should be mailed to Ray Hoffman, Roadmaster's Clerk, Austin, Minn.

Cliff Oeschger spent Saturday, November 27th in Chicago. He hasn't made a complete report of proceedings, but we think it was his intention to see the Army-Navy Game. We thought of Cliff sitting in the Stadium on that very cold day watching the interesting game, while we were sitting at home by the fire hearing the game via Radio—with coffee between halves.

Miss Violet Beatty spent Thursday, December 9th in Minneapolis.

"M.C.B. Gossip"

"Lee"

CARL Jaeger had one more reason for being thankful on Thanksgiving Day for his little son arrived the day before. Congratulations Carl.

John Freiman thanks the Sunshine Club for the plant sent him at Thanksgiving.

If you want a lot of information on how much it should cost a newly married couple for food, just ask Frank Skola about it. He isn't married but he knows all about how much a man should eat, and he insists it does not mean thimble-size cups of coffee either.

From the looks of Gene Kleiner's shoes he got more paint on them than he did on the walls.

The campaign against cock-roaches seems to have been a success, but oh what a lot of tobacco and cock-roach powder it took. Some financially inclined cock-roaches located in the cabinet housing the safe, and were seen protruding out of the key-hole one fine morning. That was the first time Fern Hawkins could see any use for chewing tobacco, no it didn't drive her to chewing, it drove the cock-roaches from the safe.

We heard that the home of Lee Murray, a former MCB'ite, has been brightened by

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the arrival of Mary Lee Murray. Congratulations, Lee.

Now that Helen Horan has a green slicker don't you think it would look nice for her to go walking with the owner of that other famous green slicker?

Charles Kreil had us thinking it was St. Patrick's Day when he first showed up with that new tie, that had all the car-marks of coming from Dublin.

Julia Barrows' little dog Buddy had a birthday and received a card from someone. Irving Clouse still claims Buddy isn't a dog but an animated mop. But that doesn't answer the question of who sent the card.

The MCB athletes are very restless these days as the grounds and the weather do not permit of any outdoor play.

Twin City Mechanical Department Happenings N. A. H.

MR. Joe Clarkin, Roundhouse Clerk at the New St. Paul Terminal, is again the proud father—this time a baby girl. Congratulations.

Mr. J. T. Kelly of Milwaukee pleasantly surprised us with a visit at Minneapolis Shops December 1st.

Mr. J. J. Crowley of Milwaukee was also a visitor at Minneapolis Shops same day.

During deer hunting season, many of the boys around South Minneapolis participated in the sport and they brought back with them proof of same and were very generous with the game meat.

The C. M. & St. P. Ry. Employes Band gave a very interesting entertainment December 2nd at the Lyceum Theatre following with a dance which included an old time quadrille in which many participated and enjoyed every move—the onlookers enjoying as much as the participants, especially the roundhouse quadrill. There will be more good times in connection with this Band before the season is over and the band is very well organized even though just started.

Obituary

Mr. Neils Anderson, an employee of the Car Department for many years, passed away November 17th.

Mr. E. B. Curry's father passed away November 23rd after a lingering illness.

The wife of Mr. Thos. Conroy of Minneapolis Shops and Mother of Engineer Thos. Conroy passed away November 12th.

Mr. Dave Allan's father passed away during the month of November, Mr. Allan, Sr. being an old employee of the Company until of recent years when he retired.

Illinois Division M. J. S.

RAIL MIL GOSSIP:

JOE has returned from his vacation and reports a lovely time. Yeah! His wife kept him busy, I'll betcha!

James J. is so good at remembering to do things, he forgot to remember to turn the light in the basement off when he went to the Storekeepers meeting at Milwaukee. He was gone for a week. Best part of it is, he also forgot to remember to turn the Radio off.

L. J. Hartmann has given up driving Henry to work for a while. Why not get a good car L. J?

If you love the girl John Pazolde, why not marry her? Women are dangerous Johnnie, so you'd better watch out, they might cop on to your "dough."

Mrs. Nick Stimitz has taken a little girl into her home. The little girl's name is

Tillie Yakovitch, daughter of the late Mr. and Mrs. Steve Yakovitch."

Frank Goins has made arrangements to spend the Christmas Holidays with his parents at their home in Ardmore, Oklahoma.

Wally Clark, formerly of the Rail Mill, had the misfortune to be severely burned Monday the 29th, when the car in which he was riding caught fire and burned him badly before he could get out."

Those in favor of Riley Hanna buying a new tire, say "aye." The "Ayes" have it Riley, you've either gotta buy a new tire or pump the one you have on the flivver up a little bit faster.

Better stay away from Dubuque, Mr. Tack, if every time you go up there, something happens to you. I'd suggest getting yourself a girl from your own home town.

I say fellows, what's the attraction in the bolt house every noon and morning? I will be curious even if curiosity did kill the cat!

Don't you believe Joe Delp, he tells fibs just like all the rest of the boys.

Florans, our (Swift) Steno, has blossomed out with some nice red hair acquired overnight and all the boys have been trying to steal a strand of it, for reason's of their own.

The year 1926 has been the Greatest of any for the Rail Mill but all indications show that 1927 will be greater.

Why is it, I ask you, that Florans always sports a nice Shiner on her lower lip every Monday morning? Can anyone suggest a reason?

Never mind Millard, better days are coming. If you can't write so American people can read it, quit writing and try printing for a while. I can read some of it and what I can't read, I guess at.

Florans has taken the Agency for cleaning P. Hepfer's sheepskin coat so his face will always be clean. Today he dont look like himself.

Arthur has the sweetest curl on his forehead. But never call him Arthur cause it makes him peeved. Call him Art or as Florans says—"Sunshine."

Aromas from the Cereal City Ray

IF you do not believe that our ideas concur with those of President Coolidge along advertising lines, just feast your eyes on our new sign erected at the south end of the depot platform advertising the Milwaukee. The sign carries our familiar trade-mark "TO PUGET SOUND ELECTRIFIED."

Congratulations are extended to Cashier and Mrs. Richard P. Jaso on the birth of a daughter. Thanks for the cigars Bunny.

Congratulations are also extended to Yard Brakeman and Mrs. Carl Powers on the birth of a daughter Dec. 4th.

Yard Conductor Simon O'Toole suffered a torn ligament in his foot and was otherwise bruised when he was thrown from a car while releasing a brake Dec. 3rd.

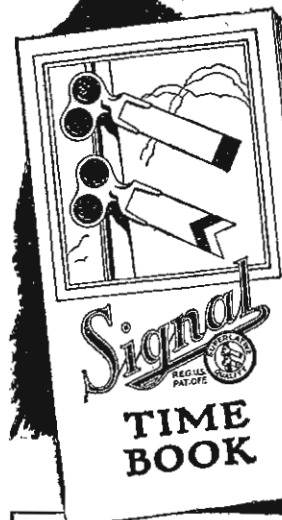
Yard Conductor George Kerns is spending some time at Excelsior Springs, Mo. due to illness.

GYM Dimock and wife and daughter visited relatives in Cincinnati, Ohio recently.

Engine 1531 may rightly be termed the miracle engine. On one recent day it was used by six different crews (on paper.) The climax was reached on the following morning when Condr. Francik made a trip to Marion for stock and reported Engine 1531.

The passenger station is being remodeled on the inside. A new cement floor is being laid and it will present the appearance of a

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regular place when finished. Have patience. It can't all be done at once. They may start in on the yard office next.

Yardmaster Henry McNabb and wife are planning on spending the Christmas holidays at Oakland, Calif. visiting their daughter. Taking into consideration our present sub-

zero temperatures, the balmy southern climate would seem quite enticing.

Yard Condr. E. M. March made a trip to Omaha recently to visit his son.

Des Moines Division Items

Frenchy

MR. H. Berman and daughter Ruth are in Rochester where the latter has undergone an operation. Miss Ruth is improving very nicely and hopes to be able to come home soon.

Mr. and Mrs. I. E. Knodel or Cooper are the proud parents of a new daughter born November 23rd. Suppose he hasn't something to be thankful for.

Mr. and Mrs. W. E. Cramer have returned to their summer (?) home near Dent, Minn. (Guess the climate was too mild here for them, has only been 7 below so far this season.)

After Christmas we may have some interesting news to report about one or two young ladies in the Superintendent's office. Here's hoping we will not be disappointed.

Condr. Finnicum this noon says comparing Spirit Lake and Des Moines today would be like Alaska and Florida. How's that.

Condr. Gifford off a trip last week but is up now and trying to make an honest dollar. Brakeman Hartshorn off a couple days last week sick but now making as much noise as ever.

How's that—Andy back on the "ding ding" relieving Conductor Hayden who has been off about two weeks pretty sick but thinks he will be ready for work some time this week.

The eskimos up around Nemaha and Spirit Lake this A. M. say its only 20 below. Joe says he'll take his blow considerably warmer than that.

Agent Myers at Waukegan off a week relieved by Relief Agent V. C. McGee who went to Clive relieving agent E. O. Watts for a few days.

Agent A. E. Brown, Milford, off couple of weeks account serious illness of his wife, with us again now and says the wife is doing nicely. Relief agent McGee relieved at Milford also. Agent Houghtaling of Webb in Ft. Dodge now having his tonsils removed, Relief Agent Dawson doing the heavy until he recuperates.

Harry Berman thinks he is having a little more than his share of trouble. While his daughter was ill at Rochester his brother-in-law was run over and quite seriously injured. The water pipes also took this particular time to burst. Guess he pretty nearly knows how Job felt.

At the Cross Roads of the World on the Terre Haute Division

Roberta Bair

THE Rea building office force extend a welcome to R. E. Fallowfield, recently employed as stenographer in the Division Freight & Passenger Agent's office and also to Miss Ruby Curry, new messenger in the Superintendent's office.

Mr. P. M. Eldredge, Agent at Chicago Heights, has been appointed Special Coal Agent at Terre Haute. His territory will be the State of Indiana, soliciting coal originating at mines on other railroads in Indiana. His headquarters will be in Mr. Fagan's office Terre Haute. We extend our very best wishes to Mr. Eldredge for success in his new work.

A. L. Burt and R. M. Burns of the Division Engineer's force who were injured in a motor car accident, are getting along nicely. Mr. Burt is on the job every day struggling with a bad left arm but hoping soon to be in first class condition. Mr. Burns, account

of an infection in his wrist, was forced to submit to an operation in a local hospital, but is now getting along as well as could be expected.

The Rea Bldg. gang wonder what will be the hobby of the Noble Division Accountant for the year 1927.

E. G. Boyd, Traveling Auditor, has been promoted to take position of Agent at Chicago Heights vice P. M. Eldredge appointed Special Coal Agent Terre Haute.

The office forces of Terre Haute are planning a get-together meeting soon to talk over the merits of their respective radios.

REMINISCENCES OF 1926—REA BUILDING—TERRE HAUTE

J. H. Stewart—Get that calendar.

M. Miller—I'm going to a Bridge party to-night.

P. Jackson—I wish Santa Claus would bring me a pencil sharpener.

R. Curry—Be still, you'll wake Knucky up.

E. Knucky—That stationary ought to be here on No. 4.

L. Armour—Columbus saved that nickel for me.

T. Walters—Bootlegging business good this

A. M. Shoe strings didn't go so good.

M. Tuemler—Coming over tonight, Tom?

E. Morgan—Burl don't care.

F. Pearce—Gosh, there goes another tooth.

Cy. Mancourt—Oh you California Kid.

L. Huberti—Goodbye hair.

M. Stwalley—That was a heavy date last night.

H. Stewart—I'm thru with women.

H. Denzler—You bet. I'm going to bed to-night.

R. Cole—Anybody lookin for me.

H. Bragdon—Give me a cigarette.

R. Bair—That's a good one.

E. H. Pfafflin—Oh—sugar.

V. E. Engman—Bring that letter to the P.O.

W. Osmer—Who got that light bulb.

E. Pfeiffer—I'm all alone today.

A. L. Burt—Gee that toy motor car treats a fellow rough.

R. M. Burns—Ah, Al, (Have a heart. Quit that now.)

W. Dunn—Which way today, north or south?

P. M. Fagan—Eddie, spot that ear-d.

E. Hollis—Guess I'll drive up and see Cole.

T. Colwell—Busy, can't go at 12 today Eddie. Got to work till 1.

C. H. Averitt—Here's a good one on "Ikic."

H. A. Smith—Get a light from the engineers' office.

J. Ogden—Lay off George. How many do you think I can give orders at once.

E. Heller—I think I'm in love.

B. Lorton—Hit the Derby again.

G. Schaal—I think I'll run my car another year.

H. Longcar—I've got a Ford coupe.

Pat. Bailey—Who said there isn't a Santa Claus.

B. Turner—Drive a Nash—and then decide.

W. Allen—Give me a chew Pearce.

R. Hunt—What will I do with my check.

D. Harris—Just go right on, now.

REMINISCENCES OF 1926—WEST CLINTON

C. E. Armstrong—Reluctant to admit he is no longer authority on correct numbers.

C. S. Silkwood—Mum's the word.

I. H. Guinup—One of the best RED BALL conductors on the road.

J. H. McDonall—Tell your trouble to me.

M. H. McCandless—Work first—talk later.

G. F. Lundwall—The GRANGE of West Clinton.

G. Kelly—That wouldn't have happened if I'd been here.

J. M. Wright—I won't raise any more turkeys.

J. McBride—Promises to equip yard clerks with a speedometer if they want to keep up with him.

Fred Church—Those Sunday trips to Terre Haute.

H. C. Spaulding—Conductor on 'Pork Chop' run.

Walter Schaaf—Whistling Rufus.

L. E. Summers—No more blocked crossings. Lewis, again—Bootleg your conversation.

Figures reveal that the CM&STP Ry. lead the other railroads in coal tonnage for December. Below is a report for the week ending December 4th.

CM&STP. Ry.—Clinton Dis.	108,508	Tons
PENN. Ry.—Vincennes	102,843	Tons
EL&TH Ry.—Clay City	101,378	Tons
CM&STP. Ry.—Linton	93,885	Tons
C&E Ry.—Clinton	63,675	Tons

Coal loading in this district has been at the highest peak for the last several weeks and we desire especially to mention the following persons who are employed by the different mines and who have been very patient, courteous and efficient in assisting us to get the billing into our office each day—Miss Harris and Otto Bond of Fayette—Messrs. Edward Dinkel and Cloer, Talleydale and Bardyke—R. A. Church, Crown Hill 5 and 6—H. M. All, Binkley—R. Miles, Interstate—T. M. Rausch, W. Bledsoe & Co.—C. Webster, Pine-ridge—Curtis Grounds, Twin States—J. Foltz, Shirkie—P. Flood, Tighe—and C. Short, Jackson Hill. The cooperation of the above mentions is certainly appreciated.

Conductor Zack Elliott is the proud father of a son, born last month, another railroader and ball player.

Sparks from the East End of the Electrification

Adolph C. Knudson

GOODBYE 1926, hello 1927. With each dawning of a new year comes the inclination to form, and make an honest effort to carry out, new resolutions. If by chance we make a dozen or more perfectly good resolutions and, after making an honest effort, we fail to carry out most of them, then we have bettered ourselves by making that effort. Chief among our resolutions for this year is one to record the comings and goings of Harlowton railroad folks. Our Harlowton readers can help along this line by submitting any railroad items of interest, or jokes on the other fellow (that are not too rank) to the writer. Yes, sir, yours for more interesting "Sparks."

Coaldock Foreman, F. J. Buckley, who has been off on furlough for several weeks returned to work December 1. Carl Bysom, who was the "Big Chief" at the Coaldock during Buckley's absence is back on the job in the Round House again.

November 16, is the day and 8 A. M. the hour, that Harlowton Yards took its place among that small number of 100% electrified switching yards in the world. To Engineer, Dan Drake and Fireman, John Bartlett, fall the honors of being the first Musselshell division Enginemen to pull the throttle and shovel white coal on one of the big electrics in regular service. The Switchmen to win undying fame by being on the foot-board of Switch Motor 1020A that memorable day, were, James Dougherty, Scot Lewis and Charles Wallace. Lou Gallaher and Tom Sullivan, just didn't get any of this fame at all because they were still busy a-herding the work train.

Four cars of Reindeer passed through this terminal on Number 18, one morning the latter part of November, enroute to large

eastern cities where we understand they were a real life like aid to "Old Santa." The shipment originated at Nome, Alaska, coming to Seattle by water, and over our lines to Chicago where they were turned over to a connecting line. These pretty animals, over a hundred in all, were accompanied by some of "Old Santa's" Eskimo hired men.

It is said that a laugh a day will keep the doctors and the wrinkles away. So, why not chase Old Man Worry off to the tall timber somewhere, and laugh while we may?

November 11, is famous throughout the world as the day on which that great document to end the war, to end all wars, was signed, the Armistice. It is celebrated at Harlow now also as the date of the first annual battle between the High School Lads and their Dads on the gridiron. Before the battle there was much sincere cautioning of the "Old Timers," by their wives, now don't play rough and hurt those boys. Then through the chill November air was heard the toot of the referee's whistle starting the parade, and some parade it was. First section, High School receiving kickoff and making an 85 yard run for a touchdown, failing to make the extra point. Second Section, subs going in for injured and worn out Old Timers. Third Section, Dads making a touchdown and Doc Campbell fudging the ball along three quarters of an inch in order to score the extra point. Fourth section, subs going in for Dads, same as above. Fifth and final section, all the doctors in the county helping one of the Old Boys to recover eight cents worth of Climax that he had swallowed during the heat of battle, and helping all the Dads out of bed the following morning. Score, Lads 6, Dads 7.

Four or five Dads managed to play the whole game through, right among them was Dr. S. K. Campbell. We can only figure out two reasons for Doc's performance, first to show sons Robert and Sam Kelly, Jr., just how it was done in the good old days at the U. of Mo., second, his competitor, Dr. Ross, was seated in an auto on the side lines just waiting for a chance to rush "Doc" off to some nice hospital. The papers had Line-man, Jim Beaton, slated to play center for the Dads and we understand that he intended to until his feet got a chill, due we fear to his foster son, Evert Nelson, telling him just what he would look like after the dust of battle had cleared away.

A well attended Safety First meeting was held here November 15, the meeting being called to order at 7:20 P.M., by Trainmaster, D. J. Haggerty who was in the chair.

Those eastern divisions will have to take off their hats to the Northern Montana divisions now, being as it is some up and coming so to speak. Just think of it placing first in the "Keep the passengers on time" campaign, having the proud record of having its passenger trains on time 100% for five months of this period, and 97.6% the remaining month. Mr. Byram's bulletin No. 78, which brought us the good news, was surely welcomed on the N. M. with loud hand clapping. To the Engine and Trainmen, in passenger service on the division, and the Round House and Car Department forces at Great Falls, Lewistown and Harlowton belong a good deal of the credit for bringing home the "Bacon."

W. F. Coors, Electrical Instructor of Deer Lodge, spent several weeks here during November instructing the Musselshell Enginemen how to operate the Electric Motors. It is said that it is hard for the boys to break

Adelphi Theatre

At the Adelphi Theatre, Chicago, on Saturday night, December 25th, A. H. Woods will present Florence Reed in "The Shanghai Gesture," the play in four acts by John Colton, co-author of "Rain," which has startled the Gothamites for a solid year, during its New York run.

In "The Shanghai Gesture" Mr. Colton has achieved what many have called the modern masterpiece of melodrama. All its action takes place in Shanghai, in the house of a strange and magnificent woman whose fame is as wide as the Orient, and whose power is felt and dreaded through all the great secret that is China. Mr. Colton has lived a great deal in the Orient and worked on this play constantly for more than two years. The central role, that of Mother Goddam, promises to become the most memorable portrait in Miss Reed's glittering career. The play will have an excellent supporting company, including Frederic Worlock, Cyril Keightley, Mary Duncan, C. Henry Gordon, Marguerita Orlova, Henry Warwick, C. Haviland Chappell and others. "The Shanghai Gesture" will remain at the Adelphi indefinitely.

Modern Locomotives

are self-propelled power plants, designed and built to deliver a maximum ton-mileage per hour in proportion to fuel and water consumed. To produce such a machine requires ample experience, together with the highest type of plant and organization.

We are ready to work with you in solving your motive problems.

THE
Baldwin Locomotive Works
PHILADELPHIA

away from their steam engine habits, the engineers always want to get down off the seat box to throw the reverse lever when it is only a little jigger thats right handy to reach out and grab. As for the firemen, well, their fingers seemingly can't get over the scoop shovel itch.

Milwaukee Shops

H. W. G.

THE sanitary sewer diggings over the entire shop plant is progressing right along, considerable rough ground to get over with the trucks and mail wagon.

Mr. Brautigan formerly in the NCB Dept. here was a recent caller and looking fine as usual.

The Dynamometer car and crew started out Nov. 20th for an extended cruise. K. C. Div. at present.

Miss Evelyn Krause is a new comer in the steno ranks of the upper floor.

The sympathies of the M. E. Dept. go out to Mr. Geo. Koesmer whose aged Father died Nov. 18th buried the 22nd.

Mr. Nick Schneider one of the oldest boilermakers in the service died Dec. 7th after a lingering illness of over a year. Mr. Schneider started with the company in 1879 and had been right on the job ever since. He was born in Oshkosh Oct. 7th 1850, and was 76 years and two months old at the time of his death. His was some record.

The Veteran's dues are about all collected for 1927 making a pretty good cleanup with the close of the old year.

Twin City Terminals

Mac

The CM&STP. Band

FOR a long time it has been the hope and the desire of the C. M. & St. P. organization in the Northern District to have a band composed of our own employees and the matter was given impetus by a meeting of the local officers called by General Superintendent Christoffer on September 30th.

After calling to the attention of those present the fact that nearly all the other railroads entering the Twin Cities were represented by a musical organization of some character and explaining the advantages of such an organization, to all of which he had the unanimous assent of those present, a band organization committee was appointed by Mr. Christoffer which was composed of the following:

J. P. Fahey, Agent Twin City Transfer
G. Lamberg, Shop Supt., Minn. Shops
J. J. Osie, City Passenger Agent
G. T. Richards, District Storekeeper
John Turney, Division Master Mechanic

The committee conferred with Mr. Michael Jalma organizer and director of the famous 151st Field Artillery Band, and present director of the University of Minnesota Band, who agreed to take up the burden of organization and perfection of the "Milwaukee" Band. The several departments were then canvassed and an invitation extended to all employees having musical talent to meet with Mr. Jalma and from the employees attending this meeting a nucleus of about twenty-five musicians was selected from which a band could be whipped into condition in a short space of time in order that they might participate in a musical program which had been scheduled at the Lyceum Theater in Minneapolis for December 2nd.

That the efforts of the committee were successful is best judged by the very generous applause given by the great number of employees who attended the presentation of our program and marveled at the accomplishments of the band and the ability of its leader.

The committee expects to increase the band personnel to sixty or more members and are now bending their efforts to provide the or-

ganization with snappy uniforms which, with the fine brand of music they will be able to render, will make us all point to "Our Own Band" with great pride.

The program on December 2nd was as follows:

Pipe Organ
Piano SolosMiss Jennie Goss
Soprano SoloMiss Alice Westlin
Irish SelectionsKatherine Wright
University Trio

Violinist

Cellist

Pianist

Quartette "Milwaukee's Own"

Roy Lindvall, 1st tenor

Louis Romaine, 2nd tenor

Charles Lovely, 1st base

Harry Jones, 2nd base

Collingwood Growthers at the piano.

TrafioahteAccordian

Songs, Dance and WhistlingMaxine

Morken and Audrey Nelson; Bob Morken at the piano.

Band, "Milwaukee's Own"

Mr. Michael Jalma, Director.

The majority of the numbers put on were Milwaukee employees.

The newly elected officers of the Women's Club of the Chicago, Milwaukee & St. Paul Railway were chosen at the annual meeting Monday, December 5th to serve the coming year. Mrs. Christoffer is the new President, Mrs. Gallivan second Vice President, and Mrs. Sainsbury, Treasurer.

The Railway Business Women's Association of Chicago held their first annual banquet at the Palmer House, Chicago on November 20th. The girls from the Milwaukee Railway to attend were Miss Georgia Perry and Genevieve Farver of the Accounting Department, Miss Elizabeth Hessberg and May McAndrews of the Local Freight office and Miss Emma Murphy City Ticket Office. They report a very enjoyable time.

Ray Koloff has accepted a position in the Commercial Office made vacant by the resigning of Octave Sayther. His co-workers in the Local Freight Office wish him success in his new position.

The big game laurels of the Local Freight in fact the entire terminals should justly be bestowed upon Charles McClusky of the Reclaim Desk. Mac returned from Granite Falls with two lovely "Big" Quail. The rabbits Mac says jump too much to shoot them. We suggest to carry a packet full of salt on the next trip.

Chicago Terminals

Guy E. Sampson

Nineteen Twenty Six has passed

As has passed all the rest

Only those have made the best of life

Who tried to do their best.

Nineteen Twenty Seven is here

It came like all the rest

At its close may we truly say

"We tried to do our best."

HAPPY New Year, everybody.

The old year closes with the Chicago Terminals doing a record business. And all employees are happy to know that our company is enjoying its share of the business done by rail roads in the territory. Our "Ontime Record" has been kept as near perfect as could be expected and this was brought about by every member of the Milwaukee family being on the job. The faithful house wife had breakfast "Ontime." This allowed the employee to arrive at work "Ontime." This made it possible for our power to be ready

"Ontime" which in turn made it easy to keep Milwaukee trains "Ontime." But that is history. Lets do it over again this year.

Mr. James Burke returned to his old position as train director November 18th. Louis Groen relieving him as yard master at Galewood. Mr. Burke got back into the office in time to miss all the cold weather out in the yards.

The sympathy of all employees is extended to foreman John Wolf of the Bensenville round house force, who returned to his home after a nights work to find his three year old daughter crying beside her mother who had quietly passed to the Great Beyond. Mrs. Wolf had been in excellent health and bad, the day before she passed away, been to practice a song which she was to have sung at the funeral of a friend. Heart failure was the cause of her death. Besides her sorrow stricken husband and family she leaves a host of friends who mourn her early demise.

General yard master and switchman Donald Smethurst enjoyed a week end hunting in the "Kickapoo Valley" one week last month. Lots of sport but not much game.

Mr. Butler, Bensenvilles station agent resigned Dec. 18th and will embark in the hotel business in Kenyon, Minn. We all wish you success Butt.

Mr. Floyd Sullivan who has been operator at Tower B. for several years has been appointed agent to fill the vacancy. Floyd who has worked nights so long says he is going to work days now for a few nights.

Switchman Floyd Owens recently took three long deep breaths. The first when he was presented with two tickets for the "Army and Navy Football Game" the second when he was offered one hundred bucks for them and the third when he said, "Not on your life, I'm going myself." And he did go to the game. Can any one imagine a switchman going to a hundred dollar foot ball game. But why not, we only live once. Floyd says he sure enjoyed the game. Now that it is over he is breathing regularly again.

Born last month to switchmen Luepking and wife a bouncing baby girl. And she is a great favorite in the family being the only daughter. Congratulations. The cigars were fine.

The C. M. & St. P. Women's Club Chapter No. 3 held its second annual dance at Bensenville Dec 4th. About 400 dancers enjoyed a wonderful evening. McCains Music Masters furnished the music and they were complimented many times that night on the quality and quantity of the music they rendered. Supt. Whiting, Asst. Supt. Valentine, all train masters and many officials of the mechanical department attended and voiced the opinion that no place in the world had anything on Chapter No. 3 when it comes to putting on a party of this kind. Paper hats were worn by all and on the side of each hat was the C. M. & St. P. monogram. It sure had its effect and they made a beautiful sight as the dancers sailed around the large smooth floor. Next year? Sure. Annual Affair.

On Nov. 17th machinist Robert Oswald and Miss Duntemann, daughter of our Bensenville florist were united in marriage. The wedding day was so set that it took place at the time and place the brides parents were celebrating their Silver Wedding. The following day the newly weds departed for a honey moon trip on the Pacific Coast. All join in wishing them a long and successful life together.

Yard master Lee Smith was forced to remain home a part of last month on account of sickness.

Seattle General Offices

Marie

When you read this it will be too late to wish you all a Merry Christmas at least for 1926 Christmas, but it isn't too late to wish you a most happy and enjoyable New Year for 1927.

Among the late vacationists this year are Miss Gladys Kelly and Miss Ruth Hammerslough who just returned from vacations in and about Seattle. This is the "second section of Miss Hammerslough's vacation.

Another late vacationist is J. O. McIllyar who is on his way east to spend the Christmas Holidays with his parents at Cambridge, Ohio.

The Building Company have moved the offices of Dr. Bouffleur and the Hospital Association to 1135 Henry Building—as the General Insurance Company have taken the suite of offices on the 12th floor (or roof) of the White Building formerly occupied by Skinner & Eddy, and wanted all of the offices on the 11th floor of the White Building so that their offices would all be together.

Rainier National Park report a great many reservations already for the winter sports at Paradise during the Holidays, and the roads are in excellent condition as far as Longmire. There is considerable snow in the Park between Longmire and the Inn so that winter sports will be at their height.

We welcome Mr. Paul Pearson to the City Ticket Office, who comes from the City Ticket Office in Chicago, to take the place of Mr. Bryan Nelson who has returned to Miles City.

New additions to the "Milwaukee Family" include a boy at the home of Passenger Representative D. T. Peck on the 10th of November, and a granddaughter (the first grandchild by the way) at the home of Mr. U. G. Moore, Advertising Agent in the Passenger Department, on November 22nd.

Mr. H. R. Keller, due to the results of the recent Hospital Association Board election, has been initiated into that ever-increasing fraternity, "The Defeated Candidates Club"—while his erstwhile campaign manager, R. S. Hurd was last reported boarding a steamer bound for Siberia.

The Passenger Department report the following celebrities arriving in Seattle over the "Milwaukee" just recently:—Miss Gertrude Ederle, James J. Corbett, "Babe" Ruth, Walter Hagen, Vilhjalmr Stefansson (although the Northern Pacific claimed the honor) and the party of the Hon. Hugh C. Wallace, Ambassador to France who is spending the Christmas Holidays at his home in Tacoma.

Our readers should let their minds revert back to childhood days and recall the many pictures both painted and told of Old St. Nicholas, or more familiarly referred to as "Santa Claus" with his sleigh drawn by reindeer over bouse-tops and snowy hills, laden with innumerable presents for both young and old. Can we ever forget the thrill of his arrival down the chimney when all was still? A realization of this picture will be found on the streets of many of our eastern cities at this Christmas period.

In recent years in the far frozen Northland, near the Artic Circle, the natives have engaged most actively in herding of reindeer and taming them so they can be driven in teams of 2, 4 and 6.

During the month of November the Alaska Steamship Company's Steamer "Tanana" arrived in Seattle from Nome, Alaska with a large shipment of these reindeer, comprising about 200 head. It was a most interesting sight to see all of these animals in the hold of the ship with their winter coats of fur and



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A REGULAR BARGAIN JUST IMPORTED FROM ENGLAND

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SATISFACTION GUARANTEED

I am so confident you will like these goggles, that I will send them on approval, **YOU ARE TO BE THE JUDGE**, if you don't like them return them and I will refund your money.

I also carry a large stock of high grade jewelry, diamonds and watches. All goods sold under my strict Money Back Guarantee. **SPECIAL PRICES ON R. R. WATCHES**

Come in and compare my prices and quality. An ideal place to get your Christmas presents.

Authorized watch inspector. for C. M. & St. P. Railway.

COUPON

MR. MILTON PENCE
29 E. Madison St., CHICAGO.

Dear Sir:—

Please send by return mail the goggles you advertise. I am enclosing \$2.30 and you are to return my money if I am not satisfied in every way.

NAME _____

ADDRESS _____

PLEASE PRINT your name and address or use typewriter.

antlers—some of which measured six feet across. The deer were lifted in crates from the hold of the boat and transferred to four C.M.&St.P. baggage cars especially fitted to meet the requirements of the shipment, and were shipped to points all over the East where they will play their part in making Santa Claus more real for the kiddies. The shipment of deer was accompanied by a party of eskimos to take care of them. This is the second year that deer have been shipped out from Alaska and the venture will doubtless enlarge from year to year.

Mr. E. C. Gibbs of Chicago is in town on business for the Milwaukee Land Company.

Mrs. O. O. Mercer has been spending the past month visiting friends and relatives in Minnesota and Dakotas—after having attended the Womens Club meeting and luncheon in Chicago November 6th.

The Safety First Committees might be interested in a statement seen recently in one of the daily papers that it was fortunate that the locomotive engineers had no one in their cabs but the fireman, therefore didn't try to drive with one hand.

Mrs. James H. Currie was called east because of the illness of her son in Chicago, and is returning home via New Orleans, Texas points and California. Her son accompanied her to California where he will remain while convalescing.

A recent addition to the Western Representative's office is Mr. Chas. Goodman who was formerly Chief Clerk to General Supt. Rummel at Butte.

Don't believe it's been mentioned in this column before, and thinking you might not have heard the news—we want to announce that Bill Nelson of the Traffic Department has taken up golf—and in earnest too.

S. M. West Notes

L. H. Palmer

SINCE Ray Hoffman transferred to Austin last spring, the S. M. West has had no news in the Magazine. In the future, any news will be sent in by the Roadmasters' Clerk at Madison. Any one having any scandal to publish, should send it to him.

Ray Hoffman spent the week end at Madison recently, visiting railroad and other friends at that place. However, his railroad friends saw very little of him while he was in the city. There must be some other attraction drew him out of the busy offices at Anstin. He also spent part of his vacation during the summer, at Madison.

Roy Wood and Wayne Goudy went duck hunting recently, taking Wayne's pet duck out for a decoy. They anchored the duck out in a corn field and let him do his stuff. From the little that can be determined about the facts in the case, the duck did his best. They didn't come back skunked either—Roy shot the decoy off the end of the string.

Oscar Granflaten, one of our freight conductors, passed away at a Minneapolis hospital the first part of November. The sympathy of the West end of the division is extended to the bereaved family.

Mrs. Dan Lawler spent Sunday at Woonsocket recently, visiting her son and grandchildren at that point.

Albert Martin, engineer, is laying off for the winter months.

Felix Vidal is confined to the hospital in LaCrosse. He is getting better slowly.

A Safety First meeting was held in the passenger station at Madison, December 14th. There was a good attendance, but not so large as at the previous meeting, when Mr. Van

Dyke promised to hire a hall to take care of the crowd.

Chris Thompson, Boilermaker, is spending the winter months in California. He writes that he is picking roses, instead of playing with the snowballs. Alfred Fuller is taking his place at the Madison Roundhouse.

Engine 2362 will be turned out with a new snow plow to fight the South Dakota blizzards. From present indications, it will be needed.

Mike Perry, Boilermaker at the Madison Roundhouse, has a new Crofley radio. It is supposed that he will be found home evenings, instead of running around town so much.

Mrs. Emma McCaughey, of Dubuque, Iowa, spent the month of November with her son, H. L. McCaughey at Madison. From there she continued her trip to Spokane, where she spent several weeks with her other son.

The Veteran passes have been received on the West end of the division.

Mr. F. A. M. Frost resumed his duties as agent at Wirock, Minn. December 15th.

Ed Lucas worked his first trick as Dispatcher at Madison, December 15th. Mr. Lucas is night operator, but R. E. W. occasionally needs a good relief dispatcher.

Missoula Division News

M. S.

MRS. LeRoy Whaley, Timekeeper in the Superintendent's office, is in the Tacoma General Hospital at Tacoma where she recently underwent an operation. It is hoped she will be able to return home in the near future.

Miss Gertrude Hill of the Superintendent's office might be classed among the homeless the last week her home being under quarantine. Miss Florence Hill, her sister, has scarlet fever but is getting along nicely and should be able to be out soon.

At a meeting of the Milwaukee Women's Club the evening of December 6th, the following officers were elected for the ensuing year: Mrs. Edward Sears, President; Mrs. John Guinotte, First Vice-president; Mrs. Samuel Winn, Second Vice-president; Mrs. LeRoy Whaley, Recording Secretary; Sybel Hobart, Corresponding Secretary; Mrs. Earl Medley, Treasurer and Mrs. A. J. Buchen, Historian. Until such time as they have their club house, meetings will be held in the City Hall the first Monday in every month at 7:30 P. M.

The partition has been taken out of the Superintendent's office and with new paper and paint it presents a very nice appearance.

Mr. B. Farenwald of Tacoma who was formerly employed at Deer Lodge paid us a visit recently.

Mr. Earl Walters, former Roundhouse Foreman at Avery, has been transferred to Harlowtown. Mr. A. E. Kellum is the new Roundhouse Foreman at Avery.

Miss Betty Horning the little daughter of Engineer and Mrs. C. F. Horning has had scarlet fever, but will be able to be out again in a few days.

Mr. James O'Dore is the new Signal Supervisor for the Rocky Mountain and Missoula Divisions. We are pleased to hear of his promotion.

The dance given by the Milwaukee Women's Club was a success in every way—large crowd, good time and a tidy sum was realized toward the new club house.

Miss Margaret Burns of the Superintendent's office is still enjoying an extended visit in California and in her absence Miss Frances Hale is filling the File Clerk's position.

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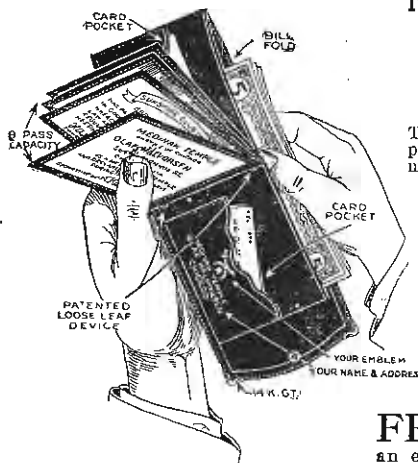
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A meeting of officers, agents and other employees, was called by Mr. J. P. Phelan, Supt., to meet at Missoula 7 P. M. Nov. 29th, for the purpose of discussing prevention of claims presented by owners of freight shipments carried by rail, for loss and damage alleged by owner to occur through mishandling in different ways during transit.

The meeting was conducted by Mr. Phelan. Mr. Doyle from the Claim Dept. and Mr. Hagerty Asst. Supt. were present and instructed all present on the rules regarding handling of freight shipments. Rules applying to refrigeration, ventilation, heating, etc., are compiled in pamphlet form and are on file at all stations for ready reference. Agents E. A. Tamm, Butte, M. J. Emmert, Missoula, H. W. Boulter, Deer Lodge, B. E. McElhiney, Alberton gave instructive talks on the subject.

Those present at the meeting were Messrs. J. P. Phelan, Supt., D. J. Hagerty, Asst. Supt. E. J. Doyle from Claim Dept, M. H. Murtha from the Transportation Dept., Seattle, G. A. J. Carr, Storekeeper, M. J. Emmert, E. A. Tamm, H. W. Boulter, B. E. McElhiney, P. Zuelke, P. Bogard, A. D. Bryan, P. J. Cummins, Chas. Coburn, R. Harkness, F. Hoar, W. H. Harper, J. P. Irving, and Mrs. C. Tyndal.

Mr. and Mrs. Sy Larrick at Drummond are the proud parents of a fine boy. We all know Mrs. Larrick as Vivien, second trick telegrapher at Drummond.

J. J. Hogan, Passenger Agent, and H. L. Porter travelling freight and passenger Agent with headquarters at Butte, spent a good deal of time at Missoula during the Foot Ball season, organizing large parties moving to Butte, Spokane, California and other points. This is highly competitive business and hard to get, and these gentlemen are to be congratulated for securing this business.

Mr. T. J. Hamilton former Asst. Supt. of the Missoula Division, now located at Tacoma passed over the Division on No. 17 recently. Those of us who saw him were glad to shake hands with him again.

Daily train service on the Blackfoot was established Nov. 30th. A log train to handle empty cars and loads of logs between the ACM Camps at Sunset and Bonner Jet., was put on, with C. H. Wilson Condr. in charge, John Poirer and W. P. Stott, Brakemen, George Wykoff, Engineer and Joseph Herrin, Fireman.

Mr. P. J. Cummins foreman of section Missoula and east had the misfortune to fall and sprain his wrist on an icy pavement during the cold spell and was off work for few days. B. Griswold foreman of section west was also indisposed for a few days. Glad to have them back to work again as we missed their congeniality.

We are sorry to hear the news of the death of daughter Margaret of S. C. Ray Ticket Agent Missoula at Chicago and our sincere sympathy goes out to Mr. Ray and family in their bereavement.

**Splinters from the Wooden Shoe
Brownie**

AFTER many months vacation we are again going to try and come to the top and get in the Magazine.

Conductor John Graham has left Hilbert and has a steam heated flat in Milwaukee for the winter months and will work on the main line runs. Pretty soft for these short line boys.

Conductor Frank O'Malley has broke away from the Michigan District and is in the ring service on the East end. We suppose the

Ex-Yardmaster wants to get away from using the snow shoes.

We are all glad to see brother Bink Alberts back on the job again after being on a lengthy vacation.

Assistant Superintendent Peterson was away for a few days on a short trip West and Trainmaster Sullivan had to help out in riding the time freights on the East end to get the cause of the delay.

All Trainmen are looking forward to a big time at the Northland Hotel on December 19th when their 1926 banquet will be held.

Conductor J. J. Smith is on the way freight for the winter between Green Bay and Elkhart Lake, as Melville has taken the short line passenger on the Appleton Branch.

They claim there has been a lot of deer killed around Channing this year by the rails.

Several of our boys are feeling pretty envious of Car Foreman H. R. Jones. Mr. Jones is one of the best boosters of the Women's Club parties. Naturally all we women have good words for H. R. J. Better get busy fellows.

Just now we want everyone to do his bit for the basket ball team. We have a fine team so lets show them we appreciate their efforts.

Our sympathy is extended to the relatives of Peter Bursinger, Martin Synnes, Jules Schulowski and Henry Jaegers, who have passed away within the last three weeks.

Caller "Jap" DeLaurelle received a rabbit through the mail. He is a regular hunter. Surely gets the game.

Carmichael, Nelson and Burgison resigned from Bowling Team No. 6 for the good of the team. We understand these boys fell victim to the green eyed monster account of Sullivan's high score.

R. Downs and L. C. Emerson are thinking seriously of purchasing bicycles for use around the Shops. These Foremen have a good deal of walking to do every day.

Mr. Brown, Mechanical Inspector and Mr. Wayndberg, District Boilermaker Inspector, are visitors at the Shops today.

We also have for our visitors today C. H. Mitchell, T. W. Proctor, R. C. Sanders, and E. A. Lalk.

A dirty trick has been played on our Detectives, Bode and McMahon. After many efforts they finally located the Box Car Robbers and got them safely in jail. The day before the trial one of the robbers, Duete, hung himself in the County Jail.

We are all anxiously waiting the day when we will be in our new office building at Green Bay Shops. We will all admit that it is going to be a long walk for the most of us as we are all East siders, but, of course, having a nice new office building ought to set off the hardship of walking across the bridge.

On Sunday December 5th, our Chief Clerk Mr. H. C. Ballard, was cranking his Chevrolet and it naturally kicked back and broke his right wrist. Mr. Ballard is now walking around with his arm in a sling.

We had a very serious derailment at Republic, Mich. on November 16th, when No. 3 hit a broken rail and derailed the engine, baggage car and smoker. Engineer Peterson Train Baggageman Chas. Schroeder, Mail Clerk Latham and U. S. Marine Guard, Clarke E. Sojourner were all slightly injured.

Sympathy is extended to the family of John Ennis. Mr. Ennis was crossing Flagman at Green Bay for a number of years. On November 27th he was found in his flagman's shanty on the floor in a cramped position. He was brought to Freight Office and pulmotor used in an effort to revive him but it was impossible. Coal gas poisoning was

caped from his stove which caused his death.

Our Division Accountant, E. B. Gehrke, was hunting for a few days, but did not bring back anything to prove that was what he was doing. Of course, the excuse is that the snow was too deep.

Assistant Roadmaster Schumaker was also hunting but he brought back the goods to show us. Neil got a nice deer.

We are all glad to see Roadmaster C. J. Schweikert back on the job after about a month's leave of absence due to sickness.

Carlton Matthews, Trainmen's Timekeeper, is the proud daddy of a baby boy. Congratulations Carl.

Ira Kurth, Dispatcher, was also on the hunting list from Green Bay and he did not bring back anything. We understand he never even fired one shot.

Cold weather now in full season Chief Timekeeper H. K. Matthews is again threatening us with raising a mustache. We hope it is only a threat as it is pitiful to see what he raises.

It is reported that Engineer Jos. DeLoye has forgot to hibernate this winter and is still working.

Promptly at 9:30 this AM the "Scoot" arrived from Iron Mountain for the first time and which will continue during the winter months between Iron Mountain and Green Bay.

The ore season is now closed down and the docks are undergoing extensive repairs getting them ready for next year's business. We now have about sixty-five carpenters and carpenter helpers working on the Docks.

August Morack, Roadmaster's Clerk, was off for a week account sickness. Glad to see him back on the job.

It is reported that Joe Bernstein, of the Store Department, had his hair cut by order of the Storekeeper.

Iowa (Middle and West) Division

Ruby Eckman

AGENT W. D. Magee of the Perry office went to Appleton, Minnesota the fore part of November on account of the sickness of his brother. Mrs. Magee accompanied him.

The local officials in the mechanical department felt pretty well satisfied with themselves the fore part of December when two round house foremen from another division came to the Iowa division to see how the round house foremen at Perry, Atkins and Council Bluffs kept things going so smoothly. Co-operation of the employees and officials on the Iowa division seemed to be the secret.

Machinist Ivan Peterson of the Perry round house force is out of the running now, he having deserted the other bachelors on the force. Ivan was married the fore part of December to Edna Thornburg of Bouton, Iowa and they are housekeeping in Perry. 'Ole' has a lot of friends on the Iowa division who extend their congratulations.

About one hundred thousand tons of coal will be unloaded at Perry for storage purposes. The clam shell started the work of unloading the first week of December.

Conductor George Havill made a trip to California in December expecting to bring home his daughter who has been sick for some time. The doctors however advised against making the change at this time of the year, as she seems to be improving in the west.

The steam heat instruction car was on the Iowa division in December and train and enginemen in passenger service had a chance to get posted.

Friends of former Train Dispatcher T. C. Peterman of the Perry office will be grieved to learn of the tragic death of his widow Mrs. Olga Peterman-Forbes. Mrs. Peterman was married in June to Charles Forbes of Bagley. Immediately thereafter Mrs. Forbes and her daughter Ezma went to California to live After spending several months in the west she had returned to Iowa to resume her position in the State House in Des Moines which she had held for seven years. An unsuccessful effort on the part of Mr. Forbes to get his wife to live with him resulted in him shooting her and killing himself. Mrs. Forbes was buried in the family plot beside her first husband who had passed away eight years ago. The funeral was largely attended by old friends as Mrs. Forbes was held in high esteem by many who regretted her unsuccessful marriage.

Francis Kelley who at one time worked an operator's job on the Iowa division and whose father is now on the operator's seniority list was recently made chief dispatcher on the Union Pacific at Omaha.

A number of changes have been made among the agents and operators on the Iowa division. H. C. Gustafson who has been agent at Portsmouth took a trick at Manning. Operator McGuire who was on one trick at Manilla and W. W. Stahl who was holding the third trick at Manning took the Portsmouth agency. O. J. Atkins coming from Weston second to take his place.

Louis Anfinson of the round house force has been having more than his share of hard luck. Louis had a hand badly injured several



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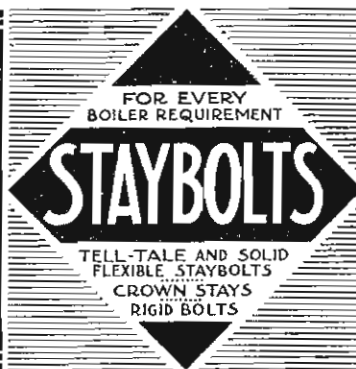
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years ago and it is again giving him some trouble so that he has been in the hospital at Chicago taking treatment. During his absence some thieves got into his chicken house and stole nearly his entire flock of fine chickens, and about the same time one of his aunts passed away. His brothers Louis and Anfin attended the funeral but he was unable to do so.

Announcement was made recently of the marriage of Fred Apple, Jr., son of Conductor Fred Apple of Perry to Miss Shirley Ingle of Chicago. Fred is now an insurance inspector and lives in Chicago. He formerly worked as a caller for the Milwaukee when stock was being fed at Perry.

Carpenters have been busy for some time adding several new pens to the stock yards on the company ground at Perry. Twelve more cars of stock can be handled now. There were formerly twenty-one pens and they have on a number of occasions proven insufficient, when stock was being fed at Perry.

Miss Edna Trine the oldest daughter of Engineer S. A. Trine and Leslie M. Burrell of Perry were married in Boone on Thanksgiving day. They will make their home on a farm about ten miles from Perry.

The re-examination on standard rules which all employees have to take at certain intervals has started on the Iowa division and assistant superintendent Schmitz has already had a goodly share of the train-engine and yard men in the classes. The attendance at some has been more than the coach would accommodate.

Wilbur Swanson and family are back to Perry to live after a several months residence in Newhall while Wilbur had charge of that section as foreman. He was displaced by an older man and returned to his old job at Perry.

Mrs. Richard Barker, whose husband is one of the oldest employees at the Perry round house had her hip and wrist broken when she fell. Mrs. Barker was standing on one foot while she removed the shoe from the other foot before retiring and lost her balance. Such a fall would ordinarily not injure one but Mrs. Barker's age, she being eighty-two perhaps made the bones more easily snapped.

Friends of Clyde Whitney the operator at Omaha who has been so seriously sick for a number of weeks will be glad to know that he is now on the mend.

Engineer Billie Nelson of Malden, Washington was in Perry and at other points on the Iowa division in November renewing acquaintances. Billie left the Iowa division to go west a number of years ago. He had the pleasure of seeing many old time friends.

River Division News

M. M.

ONCE more Father Time has checked out another year. "Has it been a successful year?" is the question that most of us put to ourselves. In some ways it must have been for each one of us. We put more into our work and quite naturally received the compensation due us. And as the new year enters into our curriculum of life we wonder what our aim or ambition in life really is.

Live for something, have a purpose,

And that purpose keep in view;

Drifting like a helpless vessel,

Thou canst ne'er to life be true,

Half the wrecks that strew life's ocean,

If some start had been their guide,

Might have long been riding safely,—

But they drifted with the tide.

The Milwaukee railroad boys have organized a Bowling Team at Wabasha and have been doing some fine work, defeating all the other teams and really making quite a record. The team consists of Captain Waterbury, Lee Cater, H. D. Witte, W. W. Dinnels, T. Klas, and Bartron. Waiting for them to carry off the prize at the end of the season.

Again a sub-division of the railroad has been brought into lime-light through Roadmaster McClellan's effort. Only the smaller power has been used on the Wabasha Division but recently during the heavy snow storms a superheater was used on the Division with much success.

Engr. Dickinson has been contemplating on going to sunny climes of California during this severe winter. Mr. Dickinson and wife planned to leave the first of the year and their many friends wish that they will enjoy themselves but not to forget their Minnesota friends.

General Car Foreman G. Larson made his regular trip of inspection over the Division and it was noted that owing to the fact that the mercury had dropped very low it became necessary for Mr. Larson to don that famous coat—the one that doesn't allow Jack Frost or any of his adversaries to molest Mr. Larson.

During the heavy fall of snow and the cold weather many of the patrons of the busses had some very trying experiences and finally resorted to the old reliable way of traveling.

By the time the magazine reaches the readers' hands Christmas and New Years will have passed and it is the writer's sincere wish that the Editor and all the employees on the Division have a happy New Year and that the New Year holds the best for each and every one.

The Roundhouse Office at Wabasha has certainly been improved. To appreciate it one must visit the office. It has been enlarged, new filing cabinets, etc., and with varnish and paint it has been converted into a most livable and workable office.

Idaho Division Notes

R. C. P.

E. S. McDaniels, Machinist, Othello, died at St. Luke's Hospital Saturday, November 20th after undergoing an operation for appendicitis.

On November 28th Mrs. C. M. Biggs, Malden sustained a broken arm.

Operator, C. W. Coburn of Spokane Telegraph Office changed off with Agent W. C. Ashton of St. Joe. Mr. Ashton and family are now in Spokane where his "kids" can get the benefit of our wonderful schools.

Agent and Mrs. J. H. Vassey of Manito have taken a trip to Arizona where they expect to remain for three months. In the meantime their new Willys Knight Six Sedan will be parked in a heated garage in Spokane.

"Pigs is Pigs," but radios aren't always radios. Agent Ellis Walden, Ewan, with a small table set was able to give us the return on the World's Series and the big football game, while Agent Fred Hart, Rathdrum, couldn't get a thing on his "Big Super Heat Wave Dodger."

Dispatcher G. A. Rossbach recently placed a Crystal Set in his home and he says when he wants an evening of music he adjusts the "Cats Whisker," turns on the juice, then plays the Victrola.

Blueslide station was closed recently and Agent Pat Murname is doing relief work at Manito.

Main line passenger engine crews are changing off at Spokane in each direction now in

stead of running through west bound. This gives them a 24 hour lay-over at Spokane each trip. The crews going into Avery on 18 come back on 17 same day. Crew in on 16 back on 15 and double back likewise at Othello. The change made on request of the enginemmen, they all agreeing to it, except Engineer Ralston, who gave up his run and took the night logger on the St. Maries branch. Engineer Grice of the Missoula Division has taken one of these runs.

Christmas is only one week away and a lot of us are still paying for last Christmas. Engineer and Mrs. F. O. Putnam were called to Los Angeles December 1st on account of the death of Mr. Putnam's mother.

Superintendent N. H. Fuller made a business trip to Seattle December 13th, returning the 17th.

The children of Mrs. and Chief Clerk W. T. O'Reilly are fighting a seige of whooping cough. Billy says he hasn't slept for two weeks and don't expect to get any for another two.

The Idaho Division got its first snow December 15th and the loaders on the P & R line are planning on a heavy loading if the roads get good for hauling.

Roadmaster O. Bakke of Spirit Lake is again furnishing Christmas trees to employees of the Spokane Union station and also the big tree for the station. We all thank you very much Mr. Bakke.

Miss Perry finally got up enough courage to go to Spokane to the hospital and have her tonsils out and when she came back here she raved so about how easy it was that Machinist Helper Robt. Culbert went in and had his out, too, and he hardly speaks to her since, but he caught cold and had complications which could hardly be blamed on her.

The last part of November, we lost one of our fellow workers, Machinist McDaniel, after a short illness with appendicitis. His death was very unexpected and we wish to extend our sympathy to his family.

I can't tell you all the changes in the road men the last month without having a magazine all my own for they keep bumping around too fast, for instance, we had four hostlers on one shift during the first half of December. Guess that is a good record.

Engineer Ralston is no longer on the passenger run but has bid in a log run out of St. Maries, since the runs were changed the passenger crews work from Spokane to Avery and back to Spokane with a 24 hour lay over in Spokane, and that routine does not make it possible for him to keep up his farm work. Machinist Andru Gray is the

caretaker of his Othello farm during Ralston's absence.

Engineer Quade has shaved off his mustache, I saw him myself, and you have to look twice to know who he is. In fact, I had to wait until I heard him laugh.

The Hanford Line appeared in Othello for their monthly visit this month without Engineer Burrill, who, I understand, is just sick over the fact that he will have to work Christmas day and his wife will be in Seattle. Tis a hard life, this railroading. This little Hanford Line is only working four days a week again, but they still have 150 cars of apples in the storehouse at White Bluffs.

Harry Sheridan is demonstrating a new kind of shaving cream especially smooth. They do say he rubs his chin every five minutes to see if it is still in condition.

Also, Duke Weber has raised a mustache, or at least six hairs which he calls a mustache. He goes to the marcell shgp every evening and lately has started carrying an eyebrow pencil, perhaps in time, the rest of us won't have to stand him between us and the light in order to see what he is talking about.

That seems to be all of it. I could think of more except for the fact that Joe Greer and Joe Barrett keep going past my window and all I can think of is the cure little stocking caps they wear.

OTHELLO ROUNDHOUSE OFFICE AT 2:00 P. M.

Well, here I am again, Slat's Whalen just called up to ask for donations for the magazine and wanted the Roundhouse and the Store Department to combine their efforts and see what the result would be. He should have known better for who ever heard of the Roundhouse and the Store Department working together on anything? It is heredity to quarrel with them and a mater of principle with us. Just the same we will unite this once how to show our manners we will list the Store Department news first.

The entire Store room is having a nice new roof lining of tin, to keep the place warm in the winter and cool in the summer. Most tin roofs keep a place warm in the summer, but this one will work the other way. John Morgan and George Finney are the master carpenters and Geo. Ellis stays in the office, and runs errands and all that sort of thing. You know the store force is cut right down to these three men now.

Storekeeper Geo. Ellis attended the annual convention in Milwaukee, returning safely with a new set of stories which are not even related to storekeeping. Yes, he learned a

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MILWAUKEE, WIS.

few new things about the Store Department, too, and is now trying to educate the rest of us.

John Morgan, who is working here again, says his vacation at North Bend, Washington, surely cured the hay fever for him but he nearly drowned in all the water. People who have lived in the Banana Belt very long get so that very little water goes a long ways, but at that I don't think he has so much to crow about for all the rest of us are thru having hay fever now the season is over.

Bert Bell and Happy Evans, who used to work for the Store Department are working for the Roundhouse, Happy in the Supply house and Bert firing stationary boilers. Ed Blom, at one time one of our beloved bunch, visited with us once this fall and must have been much shocked for we have not heard of him since. Anyone knowing his whereabouts please notify some of us.

As for the Roundhouse the news is all tame. The air room, one of the relics of the days when Jim Brady was here and painted everything red and green, has been torn out and Tom Malone and John Kelly are out in the public gaze, just the same as the rest of us.

Night Foreman Wiklund stays around here pretty close and does not visit any place except Lewistown and all Day Foreman Waterstrat has done so far is to attend Safety First and Fuel Meetings so we have no new scandal on them. Yes I have, too. Mr. Waterstrat has been bit by the GOLF BUG, and only for the weather he and Geo. Ellis would be down on the green (if you can call our sandy country a green) every morning, bright and early. Have not seen them in action yet but they tell good stories of their prowess and each one sticks up for the other. Lead Boilermaker John Lent has it, too, and some others of us would have come down with it too, if it had not snowed.

Othello

ON account of Condr. Linehan transferring to Spokane, we have been absent from the magazine the past few months.

Because Engineers Slightman, Quinn and Niemuler could not decide who should have motor 10231 in preference, understand Jack Wright called a conference, conference disclosed that Slightman was not qualified due to the fact that he was made on the Prairie du Chien Division and his motor could not cross the pontoon bridge between Prairie and North McGregor. Jack Quinn was off the CCB Iowa Division straight track and nothing to worry about only that Condr. was on. Niemuller had worked into Nahant and used to stay at Louy and the Chinks. Enough said. So decision was that Callahan due to his experience on Dubuque Division could handle any kind of power and should handle this motor.

Clerk McGarvey from St. Maries visited a few days in the banana belt.

Clerk Jaeger upon coming back from Spokane tried to teach a few of the boys the new dance he saw pulled at the Washington hall, too slow to take hold at Othello.

General Office Items Vila

BEST Wishes for Health, Wealth, and Happiness in the New Year, Folks.

George Moller, Chief Clerk in the General Freight department slipped on the ice and fell, the other day, and was confined indoors for a few days. How was the trip George? Apparently you are none the worse for your scrimmage with the sidewalk. Glad to see you back.

When do we eat? Miss Jessie Kaufhold has quite a healthy appetite, and an occasional bite now and then (mostly now) certainly appeases one's appetite. How about it Jess? I wonder if that Military Dress you are wearing is the outcome of the Army and Navy Ball.

The fellow employees of the General Freight Traffic Department wish to extend their sincere sympathy to Mr. Fred Lippert in the loss of his father, and to Mr. Harry Hudd in the loss of his son.

Mr. George Jacobs of the Mechanical Department is to spend the holidays in that eastern town called—Pennsylvania.

Congratulations to Mr. and Mrs. Geil. Bill is wearing a broad smile these days, little "Gordon Arthur" having arrived Sunday, December 5th to brighten their home. We enjoyed the candy and cigars Bill.

Roy Dougherty and his better half took in the latest in little Ol' New York last week, sort of mixing business with pleasure, Roy having represented our Road in an important Claim Prevention meeting in Philadelphia on his way East. Since Roy's appointment as Chief Clerk to Mr. Wicke he has not been doing any travelling the last few years and we imagine it was rather hard on him, especially being off the Milwaukee, the most comfortable road to travel on.

Our sympathy is extended to Miss Crystal Malone of the Comptroller's office in the loss of her father and also to Mr. I. H. Roeder whose father passed away recently.

Mr. William Molitor, Engineering Department, has been listed among the absent on account of receiving an injury to his arm. Bill was endeavoring to repair a door that had a window in it and the glass fell out severing the artery in his left arm. He was getting along nicely when the stitches broke open and since then has had to keep pretty quiet so there would not be a recurrence of breaking stitches. George Schreiber has been acting as valet to Bill and is very adapt and right on the job.

Miss Hazel Merrill leaves Chicago in a few days to spend the holidays with her sister Mrs. Don C. Walter at Miami, Fla. There is a two-fold pleasure in her trip this Christmas the first being Don C. Junior who arrived November 29th, and our "At Home" Editor has had to hang on to herself to keep from flying down to Miami before Christmas. We don't blame her for being over anxious to see her new nephew.

LADIES and GENTLEMEN: ATTENTION. Just as soon as possible after the issue of this magazine please assemble in the Drafting Room of the Engr. Department as Mr. Scoffern (who has been full of pep since his release from the hospital) is going to put on an osculatory stunt provided, of course, we can find a nice fat pig with a long snoot. He made a wager that he would "kiss a pig" and having lost the bet the other party insists that the "porkie" be brought forth and Mr. Scoffern fulfill his part of the wager.

Arrangements are nearly completed for a farewell party to be given Jan. 8th to Mr. Granger Smith of the General Superintendent of Transportation Office who is leaving us and will become affiliated with the Orpheum Circuit. "Granger" will be greatly missed by his fellow employees but we are always happy when one has a chance to advance and our sincere wishes go with him for much success.

THE EVENT OF THE SEASON

On Saturday evening December 4th, Mr. and Mrs. Harry Sohn entertained the employees of the Transportation Department at

their new home in Elgin, Ill., and from all indications the affair was a howling success.

Music furnished by Emil Gregg.
The Hostess was presented a Martha Washington sewing table.

An Ode to a Hazel Nut
Harry and Hazel most had a fit
When they discovered their Martha Washington kit

We hope Hazel won't think it's all hers by right

But let Harry have a place for his tobacco and pipe

With many happy returns from all of the hunch

We all think it's time to serve the lunch.

WANTED—A DRINK

Whoever would think that Emil Gregg
Was a musician of such renown
He played his concertina, without a drink
From Elgin clear to town
It's all right to play like that
With jazz stuff and everything
But we were very lucky that
He didn't start to sing
Some can play some better tunes
And some can play much worse
But the only complaint that Emil had
Was about his awful thirst.

—By Hub Smith.

Thank you Contributors. Hope you will be as generous next month.

Kansas City Division

C. M. Gohmann

THE work of remodeling the Superintendent's office building at Ottumwa Jct. is progressing rapidly, and when completed will be a modern Passenger Station, with a com-

fortable and attractive Waiting Room, Ticket Office, Baggage Room and Mail Room. The upper story is being extended to take care of the consolidation of offices. All of the local officers will be in this building, on the second floor, with the exception of the Train Dispatchers, who will occupy an office on the first floor.

In endeavoring to locate temporary quarters for the employees in the office of the Superintendent, the Box Car Loader Company advised they had a vacant office room just above their office two blocks away from Ottumwa Junction, which might be used as a temporary office. Their kind offer was accepted and we have the use of a space in their building without any charge. Mr. Henry Phillips, of the Ottumwa Box Car Loader Company, is an old friend of the Milwaukee Railroad and furnished the first coal to the first locomotive operated from Rutledge to the Ottumwa Junction.

The members of the Women's Club offered the use of their Club House to the Train Dispatchers and the Trainmaster, and same is being used as a temporary office building. Train Dispatchers are becoming accustomed to having so many comforts that they will not like to move when their new quarters are completed.

This has been a busy Fall on the Kansas City Division. Just completed sixteen passing tracks, at stations where they were badly needed, to take care of the longer trains. Train Dispatchers, as well as Train and Enginemen, very much appreciate these improvements, as it is a great help in the movement of business and also brings about considerable saving in fuel.

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National Creosoted Pine Poles have full sapwood penetration, clean surface and do not bleed.

TREATING PLANTS AT

Texarkana

Houston

Kansas City

Finney, Ohio

Miss Elizabeth Evans, Comptometer Operator in the Superintendent's Office is on a three months' leave of absence, which she is spending with relatives in Portland, Oregon, Los Angeles, Calif and Dallas, Texas.

David McFarland and Herman Frank, electricians from Milwaukee, arrived this week to start wiring of the new building at Ottumwa Junction. Mr. N. H. LaFontain of Chicago also spent some time in the city in connection with the work on the new building.

The coal business on the Division is increasing and we expect to do quite a heavy business along this line during this Winter. We recently hauled a triple load steel cylinder, measuring 120 feet long, from The Allis Chalmers Company, Milwaukee to Mexico City, Mexico, moving over our Railroad to Kansas City.

Miss Ilce Sowder, Comptometer Operator, Superintendent's Office, who was off duty for three months account ill health has returned to work. Miss Bessie Bermond of St. Joe, Mo., is at present employed as Comptometer Operator in the Superintendent's Office, relieving Miss Elizabeth Evans.

On September 22nd, Miss Cecelia Thorne, Stenographer in the office of the Division Master Mechanic, was married to Mr. Merle Dunham. Their honeymoon was spent motoring through several of Northern States and visiting with friends. Co-workers of Mrs. Dunham presented them with a set of beautiful Haviland china dishes.

F. M. Barnoske, Roadmaster, is spending his vacation on his farm in Minnesota. Mr. Barnoske has ascended a step in the world, as he now bears the title of 'Grandfather' to Betty Gene, a new arrival at the home of Mr. and Mrs. Wade Smith. Mrs. Smith is the daughter of Mr. Barnoske. Mr. Smith is employed as an electrician at the West Yard.

Another new addition to our Milwaukee Family is little Marilyn Ruth, who recently arrived at the home of Mr. and Mrs. Harry Vaughn. Mr. Vaughn is our popular Roundhouse clerk. She is a 'real little fairy' we are told.

We have heard much favorable comment on the new Cedar Rapids-Kansas City sleeping car service. No. 104 was discontinued and new train No. 126 put on. This gives us a connection from Chicago with No. 19 at Marion and also a Chicago connection with No. 20. People along the line seem very much pleased with the service and it is being well patronized.

Frank Vaughn, Machinist at West Yard, is still confined to his home account injuring his foot while on duty. It is reported that he is recovering and we hope he will be able to resume his duties.

The Safety First Meeting held on November 19th in the Women's Club House was exceptionally well attended, 126 being present. Plans for the next meeting are to hold it in the Court House where 400 can be accommodated. Much credit is due to Mr. Hempstead, Mr. Neary and other Roundhouse employees for the wonderful attendance.

We have received the news of the recent marriage of Mr. Jno. Brown, Agent at Harris, Mo.

L. C. Benson, Section Foreman, Chulsi, Missouri, recently discovered brake beam of MXR 5824 dragging on the rail and called the attention of train crew so that repairs could be made, thus avoiding a possible derailment.

Dubuque Division

E. L. S.

WE folks wish all you folks the Compliments of the Season!

Our genial Roadmaster, Mr. N. F. Kelsey, is back to work again after an illness of about 4 weeks duration.

Trainmaster D. T. Bagnell made a hurried trip to Los Angeles during this month, on account of the illness of his father.

District Accountant J. E. O'Brien is on the sick list for the past few weeks. We hope that he will soon be on his feet again.

The Passenger Agent at Dubuque Passenger Station will be taken off effective January 1st, 1927, position to be abolished, and Mr. J. P. Whelen, Freight Agent will also have charge of the passenger station.

Mr. Tornes, Chief Carpenter is busy making plans for forces and material to take care of the coming bridge program which promises to be "bigger and better than ever" which we are sure his trustworthy Bridge Foreman, M. Galvan, A. McGinness, F. Meyer and J. Leonard will help him carry out.

There was a Safety First meeting at Marquette Dec. 10th at which there was a good attendance, and a splendid paper read which was written by Mr. A. R. Ferris, Engineer, Marquette Yard. This paper will no doubt be in one of the issues of this magazine and should be read by all for the good points brought out in it.

Wm. Teague, an extra operator working on the Division for a good many years, is visiting his sister at Houston, Texas. (He says it is his sister.)

Agent G. A. Childe of Mabel, Minn., is spending the winter at Los Angeles.

We are looking forward to a Christmas Party sponsored by the Dubuque Chapter of the C. M. & St. P. Women's Club the 17th of the month, which will be a pot luck supper. Expect to have as our guests the husbands, brothers, etc. of the lady members, who are now sustaining members of the Chapter. We will exchange wonderful gifts valued at 10c each.

Fullerton Avenue Building

J. T. Griffin

A VERY sad thing was noticed by the clerks in the K. Bureau on Monday November 29th. During the lunch hour, we beheld Mr. Jacobs partaking of a box lunch. When questioned he replied he had lost his lunch. It is doubtful this being a Monday morning and herefore sounds shallow. Tell us Jacobs, who got the lunch. A Brunette, Blond or Red Head. Maybe the mice eh?

Anyone wishing to spend a joyous evening at that well known rendezvous for tired business men known as "Hollywood Barn" should consult Herr Rottman better known as "Herpicide Hank." Hank has a reputation as an arranger for "Hot Parties" and his unlimited number of passes for this particular haunt should be of interest to the pleasure loving hard working railroaders.

Marie Kennedy, Auditor of Expenditure's Office was married to John Lloyd Dunn on Saturday December 11. Her gift from her co-workers was a Banquet Cloth. Best Wishes.

Janet Sutherland, Statistician's Office has resigned and is taking up household work, she having joined the newly weds.

Catherine Boisselle, Auditor of Expenditure's Office who had recently been married was presented with a Banquet Cloth, a gift of her co-workers. Best Wishes.

What's come over W. J. Gillis, Freight Auditor's Office lately. Seems to be getting

forgetful riding past his station seems to be a common practice.

On November 25th, Miss Josephine Fotte, an employee in the Ticket Auditor's Office died after a short illness. Miss Fotte had been a loyal and faithful employee of the Milwaukee for the last 36 years. Pneumonia was the cause of death.

Miss Harriet Haase of the Typing Bureau is wearing a very pretty diamond engagement ring. We hope Mr. Slodoway will let us know when congratulations will be in order.

What seems to be the matter with "Chuck" Woolffer, Freight Auditor's Office. He seems so nervous lately—afraid some one will know?

The first Christmas engagement ring has appeared in the Ticket Auditor's Office. Florence Camies is the happy recipient.

LaVerne Hall is now the proud father of a baby girl who arrived on December 4, 1926. Congratulations.

A. Gentzke is having a wonderful time picking roses with a shovel on his vacation in December.

What we would like to know is when Charlie Monske, Freight Auditor's Office is going to Lincoln Park to shoot those pheasants he promised us.

Parnell Kelly our "Harold Teen" of the Ticket Auditor's Office while driving a certain party home claims that his car "froze" while under way. We are unable to understand how this could have happened while the car was in motion, but perhaps Kelly has that kind of a car.

The Officers and Employees extend sympathy to

Lucia Martin, Car Accountants Office
Death of Brother

Violet Krause Freight Auditor's Office
Death of Brother.

Margaret and Rose Zuchola, Car Accountant's Office, Death of Mother.

Emma Fiddler, Car Accountant's Office, Death of Father.

Laura Linke, Ticket Auditor's Office, Death of Father.

Grant Miller, Freight Auditor's Office, Death of Sister.

Notes from the Traffic Department, Local Office, and Docks,

Tacoma

R. R. T.

IT is with genuine sorrow that we record the untimely death of Mr. Christian Soren Ebbesen, formerly Chief Clerk at Docks One and Two and of recent years Chief Accountant in the Oriental Department at the Local Office, who passed away on Nov. 6th after a protracted illness, which had kept him from his duties for a number of months. He is survived only by his faithful wife, Mrs. Mattie A. Ebbesen. He was born in Denmark on Sept. 16, 1871, and began railroading away back in 1889 when he started as a telegraph operator on the I & M division of this line. He worked as operator and later as agent at a number of stations in Iowa and many will remember him there. Later he came to the Coast and went to work on the Tacoma Eastern; when that line was purchased by the Milwaukee road, he was agent at Bismark, now known as Hillsdale, near the southern limits of Tacoma. He then came on the staff of Tacoma station as a clerk and was number two on the seniority roster, dating August 1, 1909. Numerous friends in railroad circles and elsewhere will cherish his memory as that of a faithful, pleasant and obliging fellow-worker and will sincerely

mourn his departure. Our profound sympathy is extended to his bereaved widow.

Mr. Harvey Coffman, for years one of our warehousemen at Docks One and Two and also for several years past relief watchman at the docks, died on November 30th of pneumonia, after a brief illness. He was born in Pennsylvania on June 7, 1857, spending most of his life in Minnesota, and came to Tacoma in 1916, his wife dying here in November 1919. He is survived by one son, Bennie, at Aberdeen, Washington, and other relatives at Port Orchard, Wash., Portland, and in Minnesota and Montana. The funeral took place Dec. 2 under the auspices of the Longshoremen's Union and of the Odd Fellows, of whom he was a member at Spokane. "Dad" Harvey, as he was affectionately known along the Tacoma waterfront, will be sincerely missed by many friends, who held him in high esteem as a genuine gentleman of kindly and considerate nature.

Mr. Charles Devine, formerly a machinist at Tacoma Shops and for several years past watchman at the docks, died on December 3rd at St. Joseph's Hospital, of this city, after a long and painful illness. He left no relatives in this vicinity and the remains were sent east for burial at the request of relatives. He was about sixty years of age; we regret that we were unable to learn other particulars of his life. He was a faithful employe and of a very pleasant and obliging disposition.

Ed. Gerow, of the local office warehouse staff, elected to become a watchman and took the job at Dock Three, relieving George Decker, who had been watching there since Charles Devine fell sick. It is a lonely place at night, but Brother Gerow seems to enjoy the solitude.

Noah Waldron, Assistant Foreman at Dock Two, and Mrs. Waldron gave their pass an airing by going to Roslyn, near Cle Elum, to visit over the week end of November 14th, but the visit was somewhat disarranged by Noah becoming sick while there.

Wm. J. ("Scotty") Kear, Assistant Foreman at Dock Two, and Mrs. Kear feel justly proud of the fact that their daughter, Mrs. Margaret Harland, on November 12th won a twenty-five dollar first prize in a competition held by the Chandler people at Tacoma for Women's Safety Driving, passing through some very exciting tests, arranged by the Traffic Division of the Police Department, with flying colors. Mr. and Mrs. Kear's son Norman always considered himself the champion driver of the family, but he will now play second fiddle to his prize-winning sister.

Kenneth Alleman of our Local Office force recently rode from the freight house down to the Coach Yard with a switch engine handling a number of passenger coaches. Coming back to the station Kennie was sitting in one of the coaches and as the train approached the crossing at the freight office he calmly pressed the little clip provided next to each seat for conductor's train slips, being under the impression that he was in a street car and pushing the stop-button. Needless to say that the engine did not stop at the crossing and Kennie had to walk back from the passenger station. 'Tis terrible how absent-minded love makes a young man.

Recently there was a mild outbreak of small-pox in the family of Mrs. Lindsley, the mother of Miss Willa Lindsley, Assistant Bill Clerk at the Local Office; as everybody at the office had been more or less exposed nearly everybody got vaccinated as a precautionary measure. Billy Woodward, the Assistant Oriental Expert, is something of an

amateur medical student and confides to us that he is unable to solve the problem why vaccination should effect different people so differently; for instance, in this case, all the men who were vaccinated complained loudly about sore arms, while all the vaccinated girls were limping around and using an extra soft cushion on their office chairs. We hope in the interests of the medical science that this curious difference may be satisfactorily explained.

There is an epidemic of parties among the staff of the City Office of late. On December 3rd, Mr. Cummings gave a stag party at his home on Steilacoom Lake for the men of the office. Far be it from us to insinuate anything about the amusements at the party, but Roy Kidd, the handsome Chief Clerk, is still sore about it; he intimates that it is a blooming shame to hold only one good hand all evening and then find that there were six cards in it.

Evidently the party proved successful, for on December 6th, Mr. Griffin, Assistant Ticket Agent, gave a similar one at his home in the North End, where everybody also had a good time. What we do not understand, however, is how these gentlemen succeed in sidetracking their better halves on these evenings.

Sioux City and Dakota Division H. B. Olsen

WE greet you all on Christmas day and to wish you happiness for the New Year.

Conductor Charles Alexander has joined the "35" year veterans class and is now wearing the little emblem of his continued service.

Mrs. C. E. Kemp, wife of Roadmaster Kemp is visiting relatives in St. Paul.

Condr. Art. Moore has returned from California after a sojourn through that state. Looking fine Art.

Condr. Avery Lowrie is the proud owner of a fine new Studebaker sedan but Avery does not possess the qualifications of the "whys" and "wheres" as yet for operating it. Art Moore offered his services as chauffeur but Avery says, no, no, Art, I rode with you once, but never again.

Fay Ness has been confined to her home for the past few weeks, as a result of an appendix operation. We hope to have her back with us again by the first of the year. Miss Elsie Johnson has been filling the vacancy.

Mr. Osthoff, chief clerk, has at last joined the organization of the "Radio Bugs." He isn't quite as enthusiastic yet as he should be, but we give him a few more weeks of the radio and then watch the results.

Dispatcher Emil Gilbertson who was away from his work for a few weeks on account of an attack of the flu, is again back at his desk. We missed you Emil.

Alice Hacker and Lydia Hagler spent the Thanksgiving week end in Chicago, as guests of Mr. and Mrs. Clyde Downing, formerly of the Superintendent's office at Sioux City? Charlotte Parrell also spent a few days in Milwaukee.

Dispatcher Jimmie Shoemaker literally "went up in smoke" not long ago? He had several matches in his vest pocket, and went to the show before coming to work. We do not know what the picture was about, or what caused the blaze, but the first thing Jimmie knew, there was a nice little blaze going up from his pocket. Jimmie made a hasty exit from the theatre and extinguished the fire.

The first snow storm of the season, which struck Sioux City on December 12th brought the office force at the Sup't office out in full winter attire. Looked like Santa Claus' assistants most of them. No casualties, however.



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Steam Turbo-Generators 500 Watts to 7½ K. W.

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Makers of the Famous "Nonglare" Glass
Reflectors for Locomotive Headlights

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INCREASE SAFETY AND PRODUCTION
Better Illumination With Fewer Units With
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The Pioneers and Largest Manufacturers of
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CHICAGO, ILL.

Tie Plates :: Derailers

Highway Crossing Signals and Accessories

THE RAILROAD SUPPLY COMPANY
BEDFORD BUILDING CHICAGO, ILLINOIS

The Women's Club of Sioux City are going to have a Christmas tree for the children of the Milwaukee employees Sunday, December 19th, in the Passenger depot. The Sup't's office is going to have a regular Christmas tree—inidentally we wish you all a Merry, Merry, Christmas.

Andy Peterson has been transferred from the water plant at Hawarden to the plant at Ethan.

Gust. Wagstad our capable janitor at Sioux Falls and who also assists with the baggage is now the proud "granddaddy" of a new baby girl.

Baggage Agent John Bell, Sionx Falls, has joined the Radio Bug family and any information desired regarding foot ball games will gladly be revealed.

During the Teacher's Convention at Sioux Falls last month, Traveling Passenger Agent, Henry Stuben stayed right on the job very faithfully assisting in routing the teachers back to their respective destinations.

Burbank, S. D. station has been closed and is now in the "Prepaid" list. Agent George Feauto therefore goes on the "extra" list.

1st telegrapher, E. E. Lovejoy, Sioux Falls went on a forced vacation and was compelled to submit to a very serious operation. However, "Gene" is improving rapidly and we trust he will be able to return to his work soon.

Section foreman, M. Dooley, East Yards, Sioux Falls has taken a three weeks leave of absence and is visiting relatives in the southern part of Iowa and various points in Missouri.

The new office-car for Roadmaster Wcan and Assistant Engineer Christianson is all completed and is sure some classy affair.

Give it to the Passenger Department, they secured two big shows, "George White's Scandals" and "Oh, Oh Annetta" Sioux City to Des Moines after routing had bee made otherwise. These show kroups required special equipment and its needless to say record time and excellent service was afforded them as is the "Milwaukeees way" of serving its patrons.

Mr. Joe Mallett, freight house foreman, Yankton, passed away after a long illness. "Joe" (as he was better known) was liked by every one and we deeply regret his loss. We extend our sincere sympathy to the family. "Bill" Pounders, who is switching in Chicago, spent a few days in Sioux City last week. Bill says he is very much enthused with the new location.

We regret very much to learn that Mrs. J. Feeley, mother of Conductor Frank Feeley had the misfortune to fall and break her right wrist. Slippery ice caused the accident. We hope for speedy recovery Mrs. Feeley.

We extend our sympathy to Engineer and Mrs. Jim Hubbs in the death of their daughter.

Passenger brakeman, Penrod better known as "Abe" is quite a genius and mechanic but he fell down when it come to handling a kerosene lamp.

Conductor J. E. Crews is confined to the hospital at Yankton on account of illness. Last reports convey the information he is now able to be about a little. Condr. Ed. Six is relieving Condr. Crews on the Platte line.

Conductor, "Buck" Jenkins has resumed work after being on forced vacation with a sore foot. "Buck" we are sorry to hear of this and trust you will make a trip up on the north end occasionally that we might hear some good stories.

Mountains of Company coal totaling some eighty thousand tons, are now in storage in West Yard with 3 clam shells working daily unloading cars. The one hundred thousand ton figure will soon be reached.

Leave it to Conductor Pete Smith when it comes to getting business. Pete recently secured two passengers, Sioux Falls to Wyandott, Mich. via America's most popular route, viz "The Milwaukee" Mighty good work Pete.

Iowa (East) Division and Calmar Line

J. T. Raymond

THE Milwaukee Women's Club Marion entertained the members of the Milwaukee families at Memorial Hall Monday evening Nov. 29th, Mrs. W. E. Cooper Chairman of ways and means committee was in charge and a fine program of music and readings was given also a number of speeches. There was a large attendance and the proceeds of the free will offering of the guests was used for a Christmas tree and party for the children of the Milwaukee families given the evening of Dec. 16th.

Mr. and Mrs. L. R. Curtis have gone to Huntington Park, Calif. for an extended visit with their sons.

Condr. John Higgins who runs on 31 and 32 between Monticello and Davenport was absent several days. Condr. F. S. Craig relieving.

Agent L. J. Miller of Springville was off on a three weeks vacation, part of which was spent in Minnesota. W. D. Schesser relieved him during his absence.

H. E. Ramsey of Arlington worked third trick Train Dispatching at Marion for two weeks. F. E. Sorg acted as Agent at Arlington during Mr. Ramseys absence.

Mr. and Mrs. J. T. Gallivan left Marion Dec. 23rd spending Christmas with their daughter, Mrs. Stuart Rodgers and family at Green Bay, Wis.

Mr. and Mrs. George Engstrom and family of Chicago spent Thanksgiving and week end with Mr. Engstrom's parents at Marion

Condr. Wm. Reep of Marion is recovering nicely from the injury to his foot, and we hope he will be able to get back on the job again before long.

Engr. Wm. R. Barber has resumed work on the Cedar Rapids—Monicello Way Frt. Mr. Barber had been absent a couple of months soliciting membership in the Milwaukee Pension Association, by his efforts there has been added five or six hundred new names to the organization roll. We think that is a fine piece of work. "Billy" had a fine proposition to put before the "nons" and that, together with his fine persuasive powers made him somewhat irresistible.

Frank Webber of Marion a veteran in the Car Department at Atkins suffered a slight stroke of paralysis Friday Dec. 10th while at work. He is reported improving and expects to recover soon.

Passenger Brakeman H. R. Perrin is confined to the hospital at Iowa City where he is taking treatments, Ray's friends on the Division hope for his speedy recovery and to see him back on the job again soon.

Brakeman L. Mulroy has moved his family from Milwaukee to Co. Bluffs and has taken one of the braking jobs on 3 and 4 between Omaha and Marion.

Passenger Brakeman M. L. Peterson has taken the Braking job on the Davenport-Milwaukee run with Condr. Hyde.

Brakeman Frank Barger who was displaced on Trains 3 and 4 by Mulroy has bid in the Braking job on Trains 107 and 108 between Manilla and Madrid.

Passenger Wm. Brubaker was off duty for one round trip account of sickness. Condr. Abe Hann relieved him.

Dynamo Baggage E. M. Taylor has taken an extended leave of absence and has gone to Arizona where he will spend the winter with his daughter.

Tacoma Shop Notes

"Andy"

BEFORE we start to rave and roar And write things that may make you sore But promise we won't do it anymore Extend New Year's Greetings Galore.

The radio bug has been very busy around here of late, it has even penetrated the hide of Jim Norris. This is just a little advance dope of a brief nature, more elaborate details will be furnished later when our famous sleuth has completed his survey.

There once was a man named Cecil DeGuire Who was oh so wonderful wise

While looking for a nickel in a bramble bush He scratched out both his eyes.

And when he found his eyes were out

Which no doubt gave him pain

But he would suffer a whole lot more

If he didn't find that nickel again.

Al. Pentecost our congenial General Foreman has been spending his vacation in Hollywood, Los Angeles and other points in Southern California. He advises that while there he attended a very famous church and was very much impressed. He is now back on the job however, a thoroughly rejuvenated man and as good as new, as the rest and recreation from the daily grind did him a world of good.

Matt Cline, our Special Apprentice has been appointed official escort for ladies, either single, married or in' groups, who visit Tacoma Shops. Rare judgment was shown in making this appointment; no doubt his handsome appearance, suave manner, fascinating personality, and his great knowledge of etiquette, had a great deal to do with him receiving this appointment.

Hear Ye! Hear Ye! breathern of the Milwaukee Railroad, it is with great joy that we chronicle the happiness of our dear friend and co-worker Mr. Brewster, by the arrival of a bouncing baby boy. Some of the best candy that we have tasted for many a moon was served by Mr. Brewster in honor of this great event. Congratulations Brewster, and best wishes, may your sleepless nights be few in number and your worries small, and may junior grow to a strong and healthy manhood, and be a beacon light on lifes stormy seas to his mother and father.

Here is another, the stork has sure been a busy bird around here. Lee Murray, everybody knows who he is, but in case there are a few who don't, will say that he is the fellow who handles the lighting of trains on the West end. Well folks, he is the proud papa of a bouncing baby girl. When we say proud, we are putting it very mild, in fact he has swelled all out of shape. Congratulations and best wishes, Lee.

Don't sign off yet, here is another. Geo. Mitchell our Meter Man will also have to do a little midnight floor walking and lullaby yodeling, for a baby daughter has come to his home. Congratulations and Best Wishes.

"Martin McHugh"

If he is short and stout
And a-roaming about
Inspecting hoiler both in and out
That's Martin McHugh
If he's chuck full of cheers
Like a few good old beers
And is young for his years,
That's Martin McHugh
If he's of Irish descent
Wears a hat thats all bent

And will bet his last cent
That's Martin McHugh
But take it all in all
He's a big man though he's small
And he is always hitting the ball
That's Martin McHugh

Rail Rumbblings from St. Paul By Allen

ARTHUR Peterson and his wrecking crew wrecked the hopes of Frank Schiesel and his crew on the bowling alleys the other Sunday morning. At the end of the second game Peterson's team was 99 pins in the rear, but during the last game that was made up and they won with 36 to spare. A return game will be played in the near future. We might also mention that Art won a little side bet from Frank.

The new messenger boy wants to see his name in the next magazine. Alright here it is, "Ralph Touchette." That is too long, altogether, we will have to get busy with a nick name very soon.

Mr. Fahey's slogan these days is, "Get on the band wagon."

Oh what a laugh Denny Sullivan has.

Francis Garvey must have a pretty big heart beating under his bosom. Just take a look at his car any night after work and you will see it piled to the roof with all the boys who live up his way on their way home, from the freight house and office.

When speaking of an all around man think of E. M. Hennen of the traffic department of the Cudahy Plant at St. Paul. Mr. Hennen is assistant to Mr. Beecham traffic manager. When emergency calls Mr. Hennen is on this job or that job and at all hours of the day and night.

Yes Ed. I smoke the Henry George.

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

WELL as I forgot as usual to wish you a Merry Christmas I will now hope that you all had one and a Happy New Year too.

Engr. Tom Lefever and his family will no doubt have one as they are driving around a fine new Hupmobile and his young son Dick don't let any grass grow under either of the four wheels of said car either. He is going to take me for a ride some day he said so.

Operator Shepard from second trick Lombard who was so badly burned with gasoline some time ago is out of the hospital again and he and Mrs. Shepard are in Missoula visiting friends over the holidays.

Mr. and Mrs. Matt Zellar who have been in Arizona for some time where Mr. Zellar is working for the Southern Pacific are visiting friends around the RM division for a few days enroute home from a visit with relatives in the east.

We regret to announce the illness of the father of Brakeman Tom Young. He has been ailing for some time and was taken to a hospital in Butte for an operation for gall stones. He is at this writing quite sick and his many friends hope for his speedy improvement. The small daughter of Tom Young was just brought home from there after an operation for appendicitis and is on the high road to recovery now.

Condr. Earl Wilson who has been in the local hospital for about six weeks and who has been a very sick man is now greatly improved and we hope he will soon be out and around again. He has had a second operation

on his left arm where he was accidentally shot while duck hunting and the second operation has been, we understand very successful.

Mrs. George Spaulding of Deer Lodge has as a guest, her Mother over the Christmas holidays. The lady visited Mrs. Spaulding's sister Mrs. Van Hosen of this city before leaving for Deer Lodge.

Fireman Jack Burnes is back again from the Nor Montana where he has been on the Great Falls switch engine for a few months. He is again on passenger on this division. Fireman Bales is again on passenger also. The Bales family will soon leave for California to get away from about two months of the cold Montana weather, a sample of which we have just had.

Engr. Echard and wife have left for a few weeks visit in the south where they hope the change will benefit Mrs. Echard's health, she has been quite sick for some time and we hope to soon see her well again.

Fireman Al Wegner has gone to Paradise, Calif. where Mrs. Wegner has been for some time. He expects to stay till the weather warms up at least.

Mrs. D. P. Elliott who has been in Denver for some time is here for the winter. She and Mr. Elliott have rented their nice home and are living at the hotel for the present.

We are glad to say that Mr. James O'Dore has been promoted to the position of Signal supervisor of this territory. He is an old and well known employee, (years of service not age) and we are surely glad to see him get this position. Mr. Hart who was formerly supervisor has been assigned to other duties.

Mr. and Mrs. McHale who have been to Chicago, where they accompanied the remains of Mrs. McHale's mother, have returned to their home here. Miss Lucille Warden, Mrs. McHale's niece, has returned with them and will stay thru the winter. The infant son of Mrs. Pent, who was Miss Regina McHale before her marriage, died Dec. 17th at the local hospital here. We offer our sympathy to this family.

Fireman Leveque has gone and left us for South America too. He has a nice position with the Bethlehem Steel Company and will be stationed where our old friends Sam and Dave Haffner are now working. Best of good luck to him and may success be his in this new undertaking.

We regret to announce the sudden death of the Mother at her home in Missoula, of Engr. Martin. Mr. Martin left for that point Dec. 12th.

The Mother of Mrs. Jack Hamilton died at Trident near here Nov. 28th. While Mrs. Azeltine had been ill about four years her death came suddenly to the family. She leaves besides Mrs. Hamilton, six daughters and one son, all of whom were here at the time. We offer our deepest sympathy to both these families in their grief.

Mrs. Mark Hite and small son of Superior spent Thanksgiving with the family of C. E. Baker here. Mrs. Hite is Mrs. Baker's daughter.

Mr. James Toy and Miss Viola Chamberlain of Great Falls were married November 24th in that city. Mrs. Toy is a sister of Mrs. Mamie Tibbs our local telephone manager and we all know Mr. Toy. The Rocky Mountain division offer their very best wishes for a long and happy life to Mr. and Mrs. Toy.

Mr. and Mrs. Walter Shector of Harlowton are the proud parents of a fine son born in November at the Three Forks hospital.

Mr. and Mrs. J. W. Parker are also smiling because of a fine son born at the same place and about the same time. We offer our congratulations to these friends and won-

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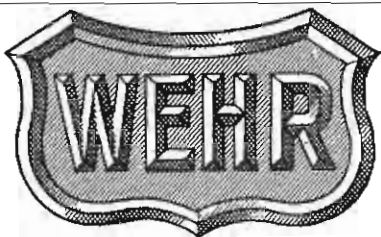
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Do this consistently, and watch your commissions grow!

Ticket Department

The TRAVELERS
INSURANCE COMPANY
HARTFORD :: CONNECTICUT

der if all the cigars and candy is gone by now, never thought of it before or we probably would have spoken of it sooner.

Boardman Lane had to make a trip braking on account of no men or else tie up the railroad and understand he tried to move the whole railroad setting out a car at Sappington, didn't know the darn switch lock had to have a key to unlock it, he says.

Aberdeen Division Notes

N. M. R.

WINTER is with us. We have had several days in a row with the temperature fifteen below zero.

Word received today indicates that M. C. Wing formerly a brakeman on the Aberdeen Division was killed. Details of the accident

which occurred in Northern Minnesota are not available.

Dispatcher Richards wants to know where he can get a good radio. Every body tell him at once.

The marriage of Clara Beigler and John Faeth took place November 24th at Saint Mary's Church. Johnnie has many friends who extend best wishes to him and his bride. John used to be our messenger boy, he is now employed at the Local Freight Office.

Mrs. C. Capon formerly of Aberdeen spent a few days in Aberdeen enroute to her home at Deer Lodge. While here she was a guest of Mr. and Mrs. A. W. Bonnell.

The CM&St.P. Women's Club gave a dance at the Roof Gaarden Tuesday Nov. 16th, an enjoyable time was reported by all that attended.

C. L. Boland is our new Roadmaster, vice L. Hansen transferred. Welcome to the Aberdeen Division, Mr. Boland. Hope you will like it here.

The Cribbage Championship which was held by Operator Williams, was won by his father-in-law, Mr. Fox last week. In the next Tournament it was won by W. O. Hiddleston who in turn lost it to his son Eugene. Williams wants another chance at the title but will have to get a reputation before he can be accommodated. Hurry Claude, the tournament closes Dec. 23rd.

Don Owens and Joe Johann haven't found their razors yet.

Harry T. Porter has accepted the position of Water Inspector, territory Mobridge, Aberdeen, Bird Island. Good luck Harry. Hope you'll like your new job.

W. H. Joyce who was injured in a hunting accident some time ago is able to be around again. Glad to see you Mr. Joyce.

W.O.H. spent a few days in Minneapolis recently.

Jack Seiler reports a wild time on a recent visit to Fargo. Look out for the big cities Jack.

Louis Faeth is back working at the Freight Office.

The CM&St.P. Women's Club will hold a Bazaar Sat. Dec. 18th.

Emma Quinn and Helen Warner are buying out size stockings to hang up for Christmas. Good luck Girls.

Dispatcher Keenan has purchased a new home on North First St. Let's put on a house warming party, Jim.

Coast Division

C. C. C.

VENI, Vidi, Vici—just like Caesar did, if you remember Latin. Who did all

this? Just ask our Trainmaster William E. Cummins about William Jr. who arrived Nov. 20th.

The above is the most exciting event, but is closely followed by the "blood shedding" of Dick Wendt. Dick said Jim Eccles (Asst. Trainmaster) can be proud of the "Royal" blood he now has in his veins. But jokes aside, it shows a fine spirit of friendship when a fellow gives you a pint of his blood. Mr. Eccles has been very ill, and when it was found that a blood transfusion operation was the only thing which would save his life Dick offered the required pint, since which time Mr. Eccles has been slowly improving.

We are glad to be able to report Mr. Eccles was able to be moved from the hospital to his home where he spent a quiet Christmas.

Mr. Charles Negley, of the Superintendent's force, has been in St. Joseph's hospital for several weeks, suffering from a misplaced hip bone. Mr. Negley was able to resume work January 1st, after having been away from the office since the early part of October.

Mr. and Mrs. Harry McMahon, who have been building a new home in Tacoma, are moving in and hope to be settled in time for the Holidays.

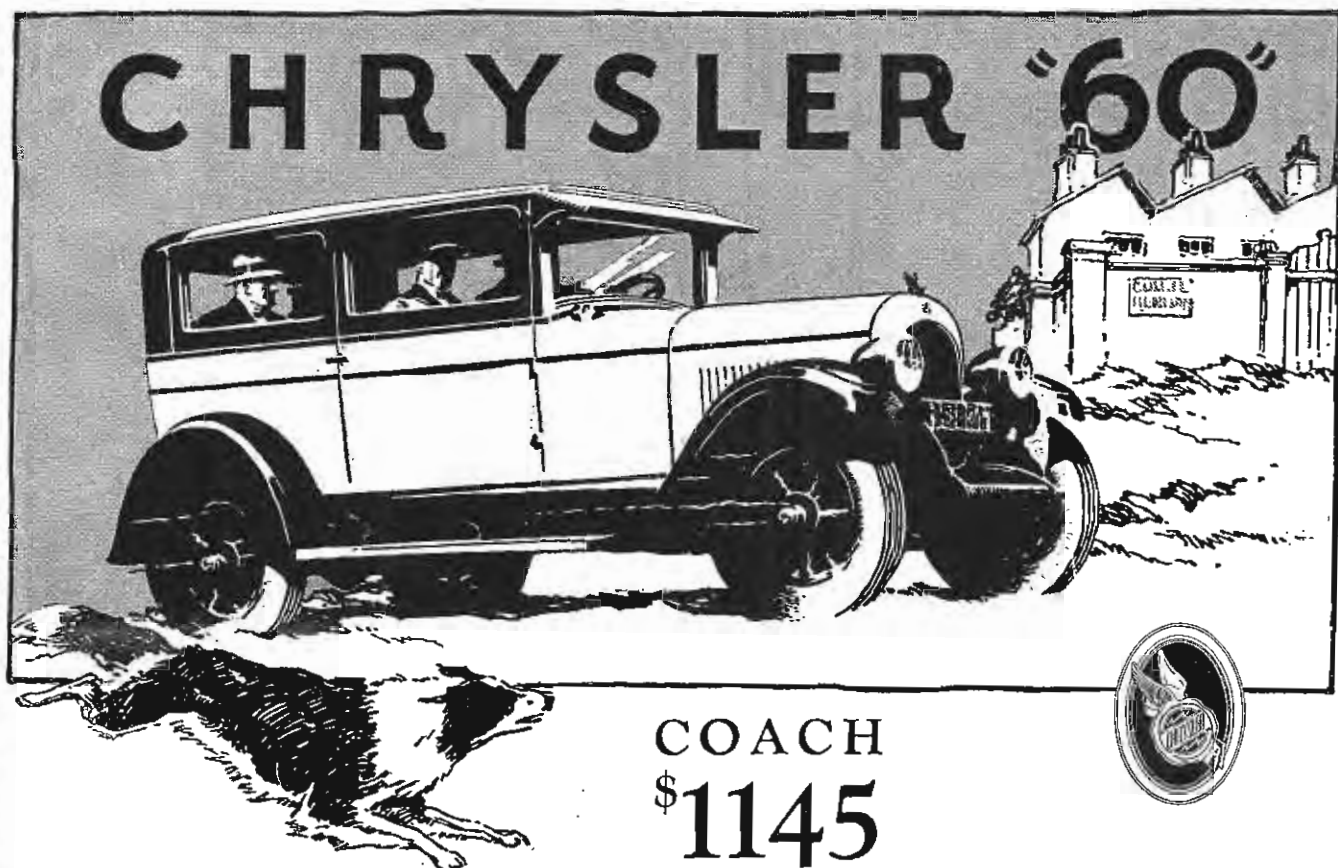
We are happy to report Mrs. Rehbock, wife of General Yardmaster Rehbock, is well on the road to recovery after having been confined to the hospital the greater part of the time since October. Also the recovery of Mrs. T. J. Hamilton, who has been ill in a Seattle hospital, was able to spend Christmas at her new home in Tacoma.

Sympathy is being extended to Mr. Frank Buchanan, Traveling Engineer on the Coast Division, in the death of Mrs. Buchanan, which occurred November 19th, after a long illness. The funeral services were held from the Christian Church in Tacoma November 22nd, in which church Mr. Buchanan was an untiring worker. She was a charter member of the Milwaukee Women's Club, and also a member of the Womens Auxiliary of the Brotherhood of Locomotive Engineers, in both of which organizations she held offices, and in which she will be keenly missed.

Mr. T. J. Hamilton, Asst. Superintendent, has recently traded his Seattle home for one in Tacoma and has moved his family to Tacoma to reside.

The Train Dispatchers Office, also Mr. Evans, the Load Dispatcher's Office have been repainted, revarnished and the floors covered with linoleum, which has greatly improved the appearance of those two offices.

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