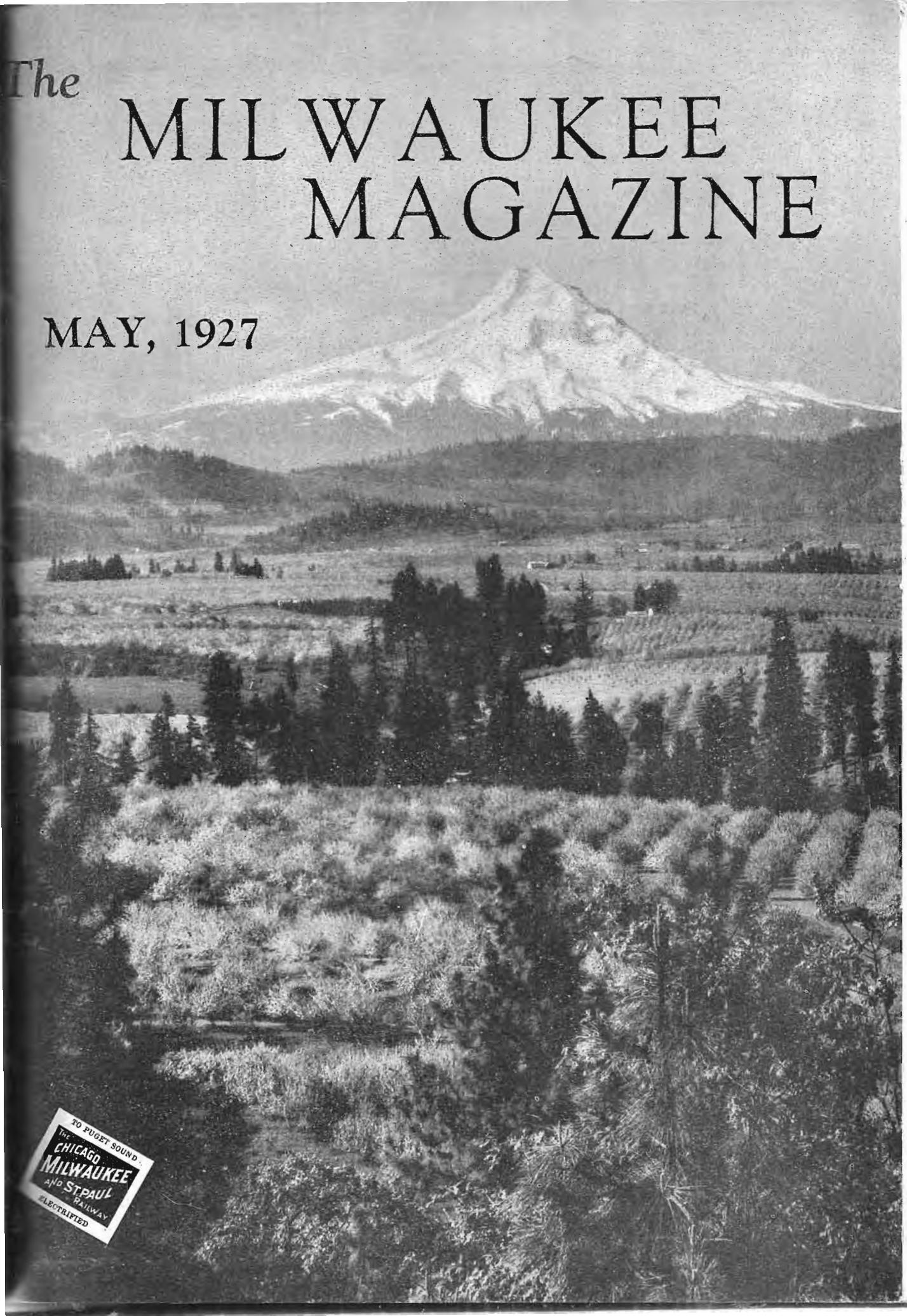


The  
MILWAUKEE  
MAGAZINE

MAY, 1927

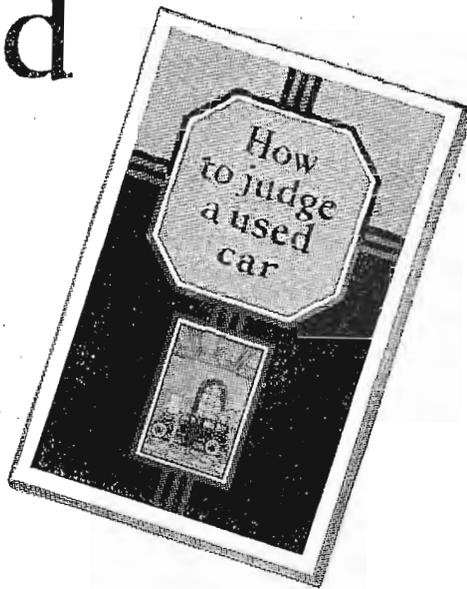


TO PUGET SOUND  
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CHICAGO  
MILWAUKEE  
AND ST. PAUL  
RAILWAY  
ELECTRIFIED

# How to avoid "orphans"

This new free book will tell you this and many other valuable things which are important to know in buying a used car—

*Send for it  
today!*



Do you know how to tell what year any used car was built? Do you know what is meant by an "orphan" car? Do you know why reputable dealers ordinarily turn the speedometer back to zero? Do you know what special points to check in examining a used car?

*How should you protect yourself in buying a used car from a friend?*

These and many other questions that any buyer of a used car should know are fully and clearly answered in this free book, "How to Judge a Used Car." It will give you valuable information based on the long experience of hundreds of experts in buying used cars for Studebaker dealers. They tell you what to look for and what to avoid—sound, practical advice that will save you time and money. Send for it now!

*If your dealer lives up to this PLEDGE you can safely buy a Used Car from him without reading the book. But before you start shopping around you had better send in the coupon for your copy of "How to Judge a Used Car."*

## Pledge to the Public on Used Car Sales

- 1 Every used car is conspicuously marked with its price in plain figures, and that price, just as the price of our new cars, is rigidly maintained.
- 2 All Studebaker automobiles which are sold as CERTIFIED CARS have been properly reconditioned, and carry a 30-day guarantee for replacement of defective parts and free service on adjustments.
- 3 Every purchaser of a used car may drive it for five days, and then, if not satisfied for any reason, turn it back and apply the money paid as a credit on the purchase of any other car in stock—new or used. (It is assumed that the car has not been damaged in the meantime.)

To the Public: We pledge adherence to the above policy in selling used cars.

*Your Studebaker Dealer*

THE STUDEBAKER CORPORATION OF AMERICA  
Department E-64, South Bend, Indiana  
Please send my copy of valuable free booklet, "How to Judge a Used Car."

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Town \_\_\_\_\_ State \_\_\_\_\_

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# \$1,000 for a Name for Lee

Union-Alls  
Overalls  
Play Suits

**\$1,000  
in Cash Prizes!**

First Prize . . . . \$250  
Second Prize . . . 125  
Third Prize . . . 75  
Fourth Prize . . . 50

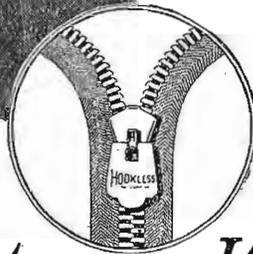
One Hundred Prizes of \$5 Each

Enter your names and best reasons for names NOW. Contest closes June 1. Get your entry blank from your dealer today and send it in.



## Rules—

- 1 These prizes will be given for the best names received for Lee Buttonless Work and Play Garments, together with best reasons for the name, written in not more than 25 words. Any number of names may be submitted but each name must be accompanied with reasons.
- 2 All names with accompanying reasons must be written on a Lee Official Entry Blank. Entry blanks can be secured from any dealer in your town handling Lee Union-Alls, Overalls or Play Suits. There are Lee dealers in nearly every city and town in the U. S.
- 3 You can get many valuable suggestions for a name by carefully inspecting the Lee Buttonless garments at any Lee store and by talking to any man or boy who wears Lee garments.
- 4 Send your entries to Prize Department 139 The H. D. Lee Merc. Company, Kansas City, Mo. No entries returned.
- 5 In the event of a tie for any prize offered, a prize identical in all respects with that tied for will be awarded to each tying contestant.
- 6 Contest opened March 1st and closes June 1st, 1927. Anyone may compete except Lee employees and their families.



**Presto . . . It's Open!**  
**Presto . . . It's Closed!**

**Q**UICK as a flash you can open or close the new Lee Buttonless Union-Alls, Overalls and Play Suits.

Quick as a flash the whole family recognizes the comfort and convenience of these remarkable new work and play garments.

The Hookless Fastener will not jam, rust or break and launders with perfect safety. It can be had on Lee Union-Alls, Overalls and Play Suits. Same garments available with buttons also.

Ask your dealer to show you the new Lee Buttonless garments. Inspect them . . . pull the Hookless Fastener up and down. Then enter the \$1,000 prize name contest.



**THE H. D. LEE MERC. COMPANY**  
Factories: Kansas City, Mo., Trenton, N. J., South Bend, Ind.,  
Minneapolis, Minn., San Francisco, Cal.

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Falk castings are made in a modern and completely equipped plant, under the supervision of a skilled and experienced personnel. The central location of the Falk Foundries insures prompt service on all work.

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**The Falk Corporation**  
Milwaukee :: Wisconsin

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## Don't Wait to Start "Big"

Many people think it is not worth while saving money, unless they can save large amounts.

But if they go on this theory, very often it's a long, long time before they can get started on the big savings account.

Don't wait to start "big." The main thing is to start and then keep on going.

**First Wisconsin National Bank**  
**Milwaukee**

*Capital and Surplus Ten Million Dollars*



## The City of Portland, Oregon and The Portland District

THE roses are budding in Portland, Oregon; and the Easter flowers have blossomed and are gone, as this is written, for Spring is full-fledged in early April, in that Northern city which neighbors with the 46th parallel. Portlanders are out-of-doors pruning up the rose bushes the first of March and getting them ready for the grand display at Portland's June Rose Festival—they are doing these things whilst the people in Chicago and Milwaukee and St. Paul and Minneapolis are still bending their backs against the wintry blasts. This is their privilege because they live under the influence of that great mysterious river of warm water, the Japan Current which flows through the ocean close to the North Pacific Coast. It's a strange and wonderful "freak of Nature" and its beneficence is manifest in the evergreen slopes and fertile valleys that bud anew in March and are not sere and brown even at Christmastide. Living in Portland is not difficult and happiness is not hard to attain. The city is surrounded with beauty—the foothills are near at hand, the mountain ranges tower on the horizon to north, east and south—the lordly Willamette River sweeps down the valley to join the great River of the West and flow with it, onward, one hundred miles, to the ocean. Above the serrated range stand in glittering splendor, the whitened crests of those "lone fire peaks" that constitute the crowning grandeur of the Cascade Range. On a sunny day, they may all be seen from a vantage point in Portland city—Mt. Rainier, the king of them all, away on the north; Mount Adams, Mt. St. Helens, Mount Hood, Mt. Jefferson, The Sisters, all mantled in perpetual snow, with only the tradition left of the smoking craters which built up their great height above the lofty range.

It was a marvelous site to choose for a city, chosen by the founders who, inured to the hardships of the overland trail and to the tempests of the high seas, on a day long ago came to rest at the mouth of the Willamette River and looked about them for an abiding place.

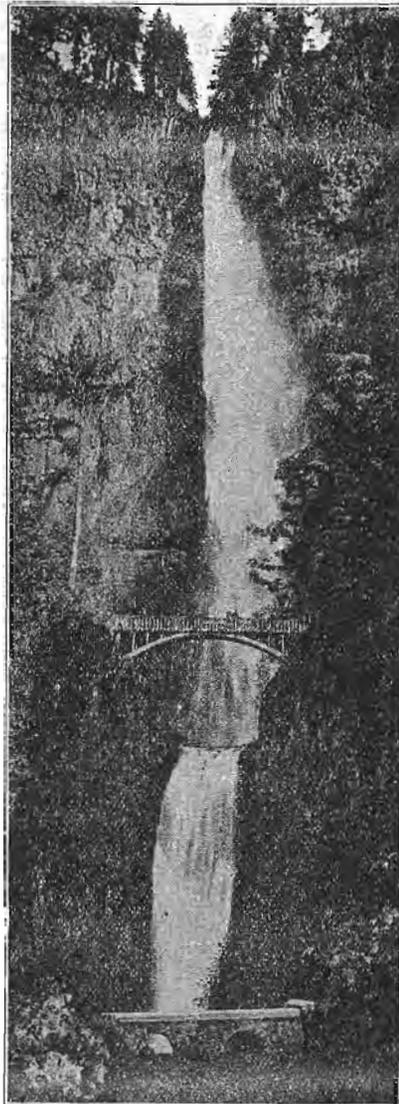
Portland was named by its New England founders for Portland, Maine and its beginning was back in 1845. It was a chartered city in 1851. But in the centuries preceding, when the Spanish Main was navigated by the explorers of uncharted waters, the

North Pacific country was visited, the North Pacific shores were touched by Spaniards and Englishmen, seeking the fabled Northwest Passage to the Indies. In 1579, Sir Francis Drake took possession of the country and called it New Albion. Came a few years later, more Spanish buccannereers planting the flag of Spain; then for a century or so, this land was visited by Russians, by Frenchmen and by the English, all claiming it in the names of their respective sovereigns. Captain

Vancouver of the English Navy charted the North Pacific waters, bestowing as he sailed, on mountains, rivers and bays, the names of his English friends. Rumors of a great river flowing out of the hinterland came through by way of the Indians, and the navigators, all searching the littoral for signs of the river mouth, still failed to see in the churning waters of a great bay, the outpouring of the fabled river. Captain James Cook, touring the coast in his English barkentine, in 1778, passed the mouth of the river and went on to the north, his mind bent toward finding the "Straits of Fuca," which the Spaniards had discovered and named. It remained for an American, Captain Robert Gray, in the good ship Columbia, to force his way through the turbid waters that pounded the bar, and sail into the mouth of the long-sought-for River of the West, which he promptly named the Columbia, in honor of his stout little ship.

The fur-traders found this country over the Indian trails; Lewis and Clarke led these expeditions, when in 1806, the first great overland trek came to an end at the mouth of the Columbia; and in the half-century following their arrival at the journey's end, the story of the pioneers picking their way through the forests and the deserts; navigating the wild mountain streams; fighting the Indians and starvation, to come at last (some of them) to the promised land at the mouth of the Columbia is a narrative of wild and hair-breadth adventure. The people who survived and came finally to settlement in the beautiful Oregon valleys, were the sturdy progenitors of the fine and splendid people who have inherited that corner of a real earthly Paradise.

The City of Portland was built by men who had known hardship, and who went about their task with devotion. The location they chose was nothing less than inspiration. The broad valley of the Willamette rolls magnificently away from the river banks, and on both sides the city, now covering more than forty-four square miles, is built and the stream is bridged in many places. Five great bridges in the business section join the two sides of the town, and give railroads and highways access to its heart. On the west side of the river, the ground rises gradually for a distance of three quarters to one and one-half miles and then suddenly it climbs five hundred to one

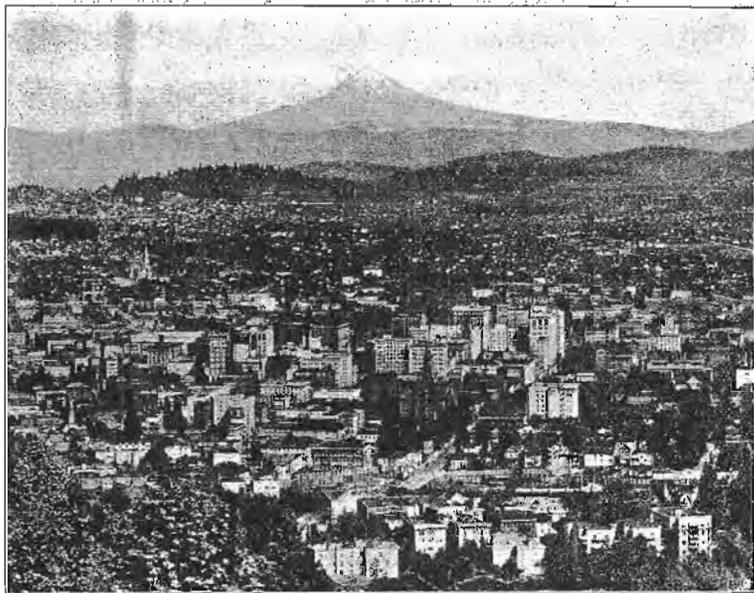


Multnomah Falls From Columbia River Highway; 600 Feet High

thousand feet to "Portland Heights" and "Council Crest," the two most slightly residence sections. Up these steep hills, are winding easy avenues, and sitting at ease on the soaring slopes, are Portland's beautiful homes and lovely rose-gardens, for every home is embowered in the favorite flower that blooms and nods and smiles throughout ten months of the year. Enclosing and protecting the beautiful valley and the wonderful city are the Coast Range on the west and the Cascades at the east.

Of course a great city,—and Portland has three hundred thousand people—is indebted to locality and commercial and industrial conditions for its being, and for its prosperity. Here on a great water highway that opens to south, north and east, come ships from all the seas of the world, bringing their cargoes and their wealth, to be distributed through Portland, all over this broad land. Here come trans-continental railroads to pick up the distribution, and the wealth of the city goes on and grows on because its shrewd Yankee founders foresaw the "strategic" location and built their city on the enduring combination of resource and opportunity.

The country west of the Cascade Mountains, from which its cities draw their industrial wealth, is a land of limitless possibilities. All the way from Oregon's southern boundaries as far North as the metes and bounds of the famous "Fifty-four-Forty or Fight," the climate is tempered by the warmth of the Japan Current, so that the vegetation in many secluded valleys takes on the character of the semi-tropic, while there is greenness and growth everywhere ten months in the year. The soil is as if it were made to order to fit the climatic conditions, and the water supply is boundless. Now those are the conditions which make for the wealth of any community fortunate enough to have been set up in their midst. One does not know, of course, but it is altogether probable that the soft winds and the mildness of "the weather" were the only factors appealing first and foremost to the weary pilgrims of the waste and the desert "over the mountains," and to those sailors of the north seas who cast anchor and stepped ashore to find welcoming warmth in the lee of the mountains, while the other factors in the making of riches from the soil may have been a gradual surprise as the land was cleared and the crops came up in more than bountiful yield. This is the country that has made Portland the rich and great city it is today. From the mountains and the meadows and the forests, and the sea to westward, have come the varied elements that have built up the city. The native resources and the call of the outside world for their products are the rounds of Portland's ladder to greatness and fame; and no more substantial ladder for a city's climb was ever made. Forests and mineral wealth are a passing quantity; but the wealth of the soil is permanent, and the mighty rivers of the Pacific Northwest are exhaustless; so Portland, a



Portland—Mount Hood in Distance

magnificent city of today faces a future no less splendid and a growing prosperity that nothing can permanently prevent.

With tremendous agricultural and kindred industries surrounding the city, it is not remarkable that Portland's leading enterprises number among them, those associated with the soil; and among these may be cited as first the great wool industry and the manufacture of woollen cloths.

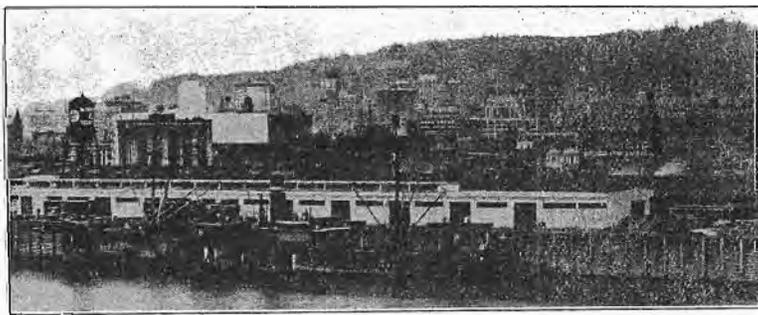
Portland is the market and the seaport for the nation's greatest wool producing area, and is accounted the second largest among the wool markets of the United States. Forty-five million pounds of wool are handled in Portland every year; ninety-six million pounds are grown in the Portland territory. Portland also imports at a saving in cost, because nearer the source of supply, large quantities of fine Australian wool; and this material is made in her factories into fine worsted yarn for knitting mills; wool fabrics for clothing and other raw materials for the wool trades. It is the leading textile manufacturing city in the West.

The above paragraph being but a bald statement of facts, let us see how these are arrived at and made possible. This, in the matter of wool, takes back to the soil and the climate and the sheep. Early in the history of the Northwest sheep-culture, as one might

say, took on importance. In 1811, the first sheep came into Oregon. The Hudson Bay Fur Company, pioneers of early development, brought in many flocks and a great industry grew from those first few experiments. In 1858 came the first blooded Australian Merinos which was the first important step in the development of the finer wools for which this region is now famous. While there is a large shipment of wools to Eastern markets, from Portland, the textile industries of the city, themselves are users of enormous quantities of the clip each year for this western industry has acquired a world-wide reputation and its manufactured products are sent to the uttermost parts of the earth.

The fineness of the woolen products, again, go back to the soil, the climate and the wonderful water supply, producing good sheep, good wool and chemically pure water to wash the wool free from grease and dirt without detriment to its quality. The all-year working climate is good for the animals and is good for the workers in the textile factories. It can be no matter for wonderment then, that Portland ranks with the great textile manufacturing centers of the East, and is the largest west of Cleveland, Ohio.

Goats are also contributing to the manufacturing wealth of Portland, and mohair textiles are an important product of the city's mills. The goat



A Portland Dockside



Jentzen Knitting Mills, Portland



Woolen Mills, Oregon City



New Linen Mills, Salem

ranges of the State of Oregon are producing a quality of mohair second to none in the United States, and manufacturers of that section are adding to their output every year, as the demand for mohair product increases. In the days of our grandmothers, a mohair dress was a pretty wonderful possession for a woman, almost as distinctive as silk: Since those days, mohair is woven into many qualities of fabric, furniture covering, drapery cloth, etc; and even "goats wool" for Oriental Rugs.

An industry of the Portland territory is developing to make Ould Ireland, and the bonnie hills o' Scotland sit up and take notice, for linen flax that has been growing on the Oregon hills and meadows for many years is now being utilized in home factories and linen thread is being spun, fine in quality as from any known locality, with the possible exception of the Belgian linen—but the Oregon growers of flax and the spinners of linen thread have nailed their flag to the masthead, and their product will ultimately beat the world. There are already large factories in Salem, Oregon and in Portland whose wheels are whirring night and day making linen textiles, linen thread, twine etc., and the industry is only in its beginnings. It is safe to forecast the future when the hill-sides will be spread with the bleaching linens, even as the green hills of the "Ould Sod" have done for centuries. It gives one a patriotic thrill to look forward to the day when the housewife will go to her favorite linen shop and demand "nothing but American linen" for her table damask, her very best towels and her guest room sheets and slips. Portland, Oregon to buy linens, instead of Belfast and London. Splendid.

Of course Portland has innumerable other industrial enterprises, manufacturing almost everything to contribute to the necessities and many of the luxuries of humankind.

It needs a wizard with words to



Fifth Street

undertake to tell of the picturesque and beautiful city that Portland is because the ordinary combination of adjectives seems a "mere damning with faint praise," although it be offered in the best possible faith. Flowers, colorful, beautiful blooming things of every genus and variety and running riot in every dooryard, be it small or great, is your



A Portland Residence Street

first impression of the home districts of the city; and everywhere, roses, roses, roses. In honor of this peerless flower, Portland puts on every year a great Rose Festival. A wonderful flower parade is the feature of the

great day; when floats of varied hue and every size and shape vie with each other in exhibiting the floral wealth of the city and its environs.

A city of Portland's size and wealth would, of course, have magnificent homes, and since it is also an old city, (as cities in this country go), many of these have already assumed the distinction of "fine old homes." They are embowered in flowers and greenery, and they embody the tradition of an ancestry. But by the number and beauty of its small homes, a city is accounted prosperous, so in this degree Portland is rich and crowned with happiness. Everywhere on its broad Avenues, the modest home, the tiny bungalow and the pretentious mansion speak of culture and appreciation.

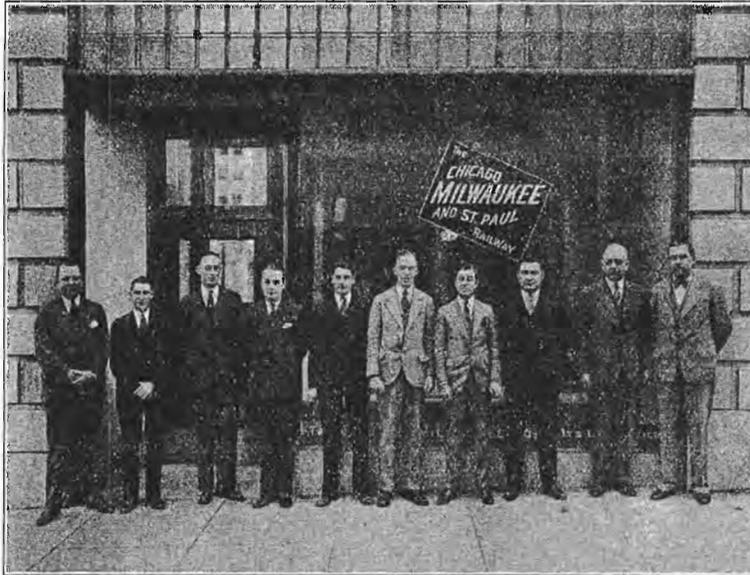
The business district of the city, too, demonstrates the firm foundations of this town. Its public buildings, store and office structures are the modern type, soaring into the heavens—often with an enticing roof garden where one may look across the teeming life of the city—the crowded shipping at the docks that line the Willamette River and the busy business of the railroad yards to the peaceful fields, and beyond to the towering heights of Mount Hood to eastward; and the glistening silver of the two great rivers which are the arteries of Portland's export and import trade, taking away to and bringing in from the sea the commodities of the world. In this connection, a statistic or two may not be tiresome. Portland has the only fresh water harbor on the Pacific Coast. It is 108 miles from the sea, with 29 miles of harbor frontage, six and one-half miles of docks, four modern municipal terminals, elevators, storage plants, etc., and scores of private docks. There is fast regular steamship service to all Pacific Coast Ports and overseas. Four trans-continental railroad systems serve this district and by means of these connecting lines, The Milwaukee handles a large tonnage yearly in and out of Portland; and enjoys very friendly relations with the Portland manufacturers and jobbers.



Columbia River From The Highway



View House, Columbia River Highway



E. Mathern and Staff: L. to R. Mr. Mathern; H. D. Collingwood, C. F. A.; E. Roman C. F. A.; J. M. McBean, Ass't. C. C.; M. Lyall, Steno.; C. H. McCrimmen, D. P. A.; G. C. Thomas, T. F. & P. A.; W. D. Severance, Ch. Clerk; H. R. Wahoske, T. F. & P. A.; C. A. Noyes, City Ticket Agent.

Of course no story of Portland is or could be complete without dwelling long and with rapture on the beauties of the great Columbia Highway,—a magnificent boulevard hundreds of miles in length reaching from the Pacific Ocean to the eastern borders of the State, and disappears away eastward as The Oregon Trail.

It winds about the hills, developing distance to make an easy grade, following the general route of the Old Oregon Trail, that famous path of the pioneers from the east, making its obeisance at the foot of towering Multnomah Falls and takes you wondering and breathless, through the marvelous Dalles of the Columbia and leaves you speechless in the presence of its Grandeur. West from Portland The Highway leads to Astoria, famous as the first settlement at the mouth of the Columbia River—the western end of the Oregon Trail.

In the midst of such a wealth of

beautiful scenes and in the gentle climate, life is lived much in the open. People may and do picnic the greater part of the year, with countless numbers of nature's beauty spots to choose from; and wonderful hard roads to reach them. The ubiquitous motor car, from the humble tin Lizzie up through the line to the finest and most expensive models skim over the roads in continuous streams of travel. Even in the pursuit of daily living, be it chased ever so hard, there is enjoyment and a happy and contented people.

The Milwaukee Road maintains an extensive traffic office in Portland which has recently moved into handsome and commodious new quarters in the New Pacific Building on the corner of 6th and Yamhill Street. There presides, General Agent E. Mathern, with his staff, as you see them above.

Illustrations in this story are from photographs by courtesy of Arthur M. Prentiss, Commercial Photographer; Cross & Dimmitt, Scenic Photographers, and Columbia Commercial Studio, Inc.; all of Portland.

### "Putting Pontoon Drawbridge Back Into Service After It Was Taken Out While Undergoing a General Overhauling

N. Gregory, Chief Carpenter,  
Madison, Wisc.

IN the March number of The Milwaukee Magazine we had an article describing the manner in which our pontoon draw bridge No. B-378, which spans the east channel of the Mississippi River at Prairie du Chien, Wisconsin was taken out of service and was replaced with a temporary pile trestle bridge to carry the traffic while the pontoon was undergoing repairs.

This article seems to have aroused considerable interest among the readers of the Milwaukee Magazine and as a consequence we are receiving numerous inquiries as to how the work was handled in removing the temporary pile trestle bridge and placing the pontoon back into service.

It will be recalled that in our former article we used the expression, "The

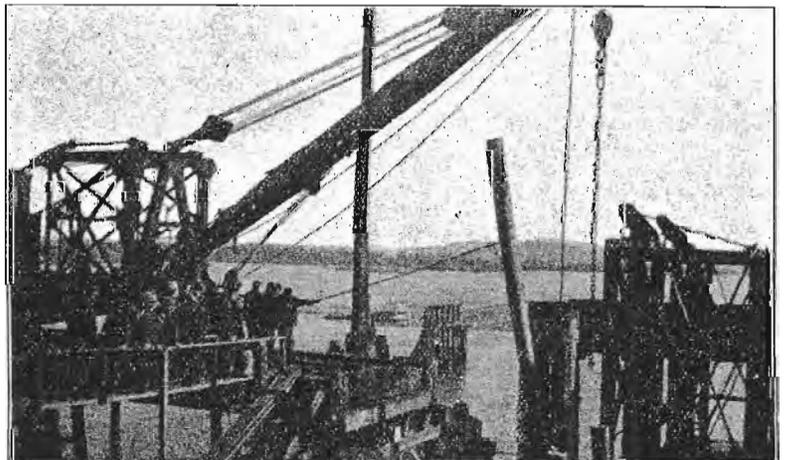
Worst is Yet to Come," I presume it is for this reason we have received so many inquiries. It was necessary to complete the repairs to the pontoon and place it back into service before the ice broke up and moved out of the river, as it was feared when the ice moved out, it would take our temporary pile trestle bridge along with it, therefore, as our time was limited we put on all the men that could work to an advantage so as to rush the job.

We adopted about the same program that was used in taking out the pontoon and putting in the temporary pile trestle bridge. That is, we started the work immediately after the big Soo Train No. 22 passed over the bridge at 1:15 A.M. We would have until 4:20 P.M. when we would have to be prepared to let Sunday Passenger Train No. 47 pass over.

Because of the fact that our time was limited we would have to work fast, therefore, we made every preparation in advance of the day set for making the change, that is, two line of stringers were removed from across the entire length of the temporary pile trestle every other tie was removed and one sway brace was removed from every pile bent.

To remove the piles, it was necessary to pull them out and as we anticipated, the piles would be hard to pull account of the penetration being about thirty feet and also passing through a clam shell bed, to facilitate the work, we rigged up two steam pumps to use as jets. Instead of using two pile drivers to do the pulling, we used one driver and one bridge derrick. Pile driver foreman Witz was in charge of handling the pile driver, starting from the middle and working toward the west, while Bridge Foreman Schultz handled the bridge derrick starting from the middle and working toward the east. Foreman Ingham remained below landing the material and looking after the jetting outfit.

The weather was ideal and consequently, the work progressed nicely without a mishap of any kind. We were all through at 5:00 P. M., it was necessary to hold train No. 47 for a short time. The work was not accomplished any to soon as the ice moved out of the river the following day.



Pulling Last Bent At East End

# The Olympian Train

By Edmond S. McConnell

## Conclusion of Chapter I

But we must get back to our imaginary journey on the *Olympian*. At Milwaukee, while you were fast asleep, the engine was changed, and car inspectors carefully went over the entire train feeling each journal to detect any evidence of heating and examining each bolt and screw to see that all was well. Meanwhile other men filled the ice bunkers of the dining car, renewed the supply of drinking water, and filled the water supply tanks of diner, sleepers, and observation car. In a few minutes the *Olympian* is again on its way and early morning finds the train at La Crosse where the same things are repeated. However, the locomotive is not changed unless the close inspection which it received discloses that necessity. So it is all along the way, for every few hours as the *Olympian* halts in its flight at division point or important terminal, inspectors and workmen are ready to replenish supplies of coal and water and ice, to examine the train and its locomotive, assuring that all is in perfect condition before the train is allowed to proceed.

From time to time the dining car steward may telegraph ahead for new delicacies for your breakfast, dinner, or lunch, and when the *Olympian* halts at important towns or cities, the dealer or commissary agent awaits its coming.

The railroad telegraph service is made use of by preparing bulletins containing market reports and the important news of the day. These bulletins are relayed to the *Olympian* once or more each day. You are no longer out of touch with the rest of the world as in times past.

Do you realize that about twenty-five men are required to man the normal ten-car *Olympian* on the road, exclusive of the scores of men who render special services of one kind and another whenever the train stops. The operating crew consists of six men—engineer, fireman, baggageman, brakeman, conductor, and flagman; the train news boy accounts for another; in the mail car are one or two of Uncle Sam's railway mail clerks; the dining car requires a staff of ten men; and under the sleeping car conductor are five or six porters. The engine and train crew and the mail clerks perform their duties over one or two divisions, and are then relieved by others who take their places. After a few hours rest they assume their duties on another train in the opposite direction which carries them back to their home terminal. However, the sleeping and dining car men go through with the train from end to end of its journey.

The men who are responsible for the operation of the train on the road are divided into two groups, enginemen and trainmen, and to a large extent they form the rank and file—the backbone—of the railroad organization, for every train either passenger or freight

of greater or less extent must have its complement of train and engine men. The standards of the service are high—mentally, morally, and physically—and the semi-military character of the discipline has bred a class of men who are brave, faithful and self-reliant, yet careful and obedient, for theirs is a high responsibility. Men are advanced according to seniority and ability, and according to their record for faithful, regular, and careful service. So it happens that the men of longest experience and the cleanest record hold the positions of highest responsibility.

A man entering the engine service serves an apprenticeship firing a switch engine, then is advanced to a freight engine, then to passenger service. During this time he acquires a thorough knowledge of the rules and the technique of railroad operation, and knowledge and skill in the operation of locomotives. In the course of time he takes an examination as to his knowledge of steam engines and air brakes, as to his familiarity with signals and operating rules, and as to his proficiency in handling a locomotive. If his physical condition, eye sight, and hearing meet the high standard required of an engineer he is given an engineer's rating, and awaits his opportunity to be assigned to a yard or freight engine. In the course of time he becomes a passenger engineer, and perhaps if his record has been of the best, he may handle the *Olympian* over his division.

Conductors, brakemen, flagmen, and baggagemen fill the ranks of the trainmen, and like engineers come up through the ranks after long training by reason of seniority and ability. The first step is the position of freight brakeman, then passenger brakeman, freight conductor, and eventually passenger train conductor. Sometime during the period some few men fill the position of baggagemen. The duties of each member of the train crew is almost too obvious to require comment. The conductor is captain of the "ship", though to some extent his responsibility is shared with the engineer who is nominally second in command. Orders concerning the movement of the train are addressed to them jointly and must be acknowledged by their signatures. The head-end brakeman assists the conductor in his work of collecting tickets, and assisting people on and off the train. The head-end brakeman protects the front end of the train by flagging ahead whenever necessary, as when an unexpected stop is made on single track. The rear-end brakeman, or flagman as he is commonly called, has his quarters in the last car of the train, and at each stop he protects the rear end of the train by going back far enough to flag any oncoming train.

Besides the men who actually man the train, there are many others con-

nected with the operating department. The division superintendent is nominally an operating officer, but he is chief executive for the division as well. The train master and chief dispatcher are his lieutenants actually in charge of train movements. By telegraph and telephone the dispatchers issue orders for meeting and passing other trains. The dispatchers office is the nerve center of the division. Out along the line there must be operators, station agents, signalmen and tower operators. Signalmen and switch tenders control and safeguard the movement of trains through yards and terminals, and to a certain extent out on the open road.

One might think that the railroad once constructed was builded for all time with only occasional repairs, but there is a constant battle against the disintegrating effects of the elements and of the passage of heavy trains. Ties and rails are constantly being replaced, bridges must be repaired and repainted, culverts and grades must be kept clean and in safe condition, and ballast must be periodically renewed. Often times major revisions in the line become necessary, grades are reduced, curves straightened, and heavier rails and ties are laid. All this work comes under the engineering, bridge and building, and maintenance of way departments. The division roadmaster is responsible for ordinary maintenance, and under him are the section foremen and their gangs each assigned to certain definite stretches of track. Twice or more each day the section foreman or a track walker inspect each foot of the right-of-way. During times of storm or flood, these men are assigned as watchmen at dangerous places, for the *Olympian* must be guarded against any delay which can be avoided at the price of eternal vigilance.

In addition to the coach yard and enginehouse forces necessary to cars for the daily work, immense car and locomotive repair shops are located at strategic points such as Milwaukee, Minneapolis, and Tacoma where the *Olympian's* equipment is periodically renewed and refurbished. The cars pass through the shops on a schedule of twenty months; one out of the nine sets of equipment for the *Olympian* is constantly in the car shops. Locomotives are repaired on a mileage basis and considerations of accumulated wear; perhaps 75,000 miles during a period of two years might be taken as an average figure for service before the engine is taken into the back shops to be thoroughly overhauled and repaired. Meanwhile it is taken out of service from time to time while light repairs are made in the enginehouse at which time it is repainted and revarnished.

At the shops every sort of craftsman is employed from blacksmiths and boilermakers to silverplaters and upholsterers. During busy seasons as many as 5,000 people including supervisors and clerical forces are employed at Milwaukee Shops alone.

Every few hours the *Olympian* passes huge time freights and local way freights patiently waiting on a siding:

(Continued on page 9)

# Milwaukee Employees Pension Association

## Annual Report

March 19, 1927.

To the Board of Directors,  
Milwaukee Employees Pension Ass'n  
Chicago, Ill.  
Gentlemen:

In submitting to you Gentlemen the Annual Report of the Milwaukee Employees Pension Association for the year 1926, I find there is very little that I can add to the full and detailed report submitted by our Secretary-Treasurer as per his letter of March 19th with reports mentioned therein attached.

You will note from the Balance Sheet that the Association at the end of the year 1926 had total Assets of \$889,263.90, and I feel that the results shown by the various reports submitted by our Secretary-Treasurer are gratifying indeed.

The increase in our membership during the year 1926, while showing a satisfactory growth, is not as great as we had hoped for at the beginning of the year. The principal objection to the Pension Plan offered by prospective members was that the By-Laws contained no provision for making a cash refund to a member should he leave the service of the Railway Company, but this feature of the Pension Plan has now been remedied by the resolution adopted January 5th last, and we have every reason to hope for a large increase in membership during the year 1927.

As shown by the report of the Secretary-Treasurer, Mr. C. W. Mitchell

and Mr. L. C. Boyle were elected in the March 1927 election, to succeed themselves as members of the Board of Directors to serve four years.

Respectfully submitted,  
W. D. Carrick  
President

Milwaukee Employees Pension Association

March 19, 1927.

Mr. W. D. Carrick,  
President,  
Milwaukee Employees Pension Ass'n,  
Milwaukee, Wis.  
Dear Sir:

Herewith please find attached, balance sheet showing financial condition of the Milwaukee Employees Pension Association as at December 31, 1926, certified to and verified by Messrs. Frazer & Torbet, Certified Public Accountants, who audited our books for the year ending December 1926.

The figures shown on this balance sheet vary somewhat from our preliminary report made and published as at December 31, 1926, for the reason that the figures as shown in that report were prepared before making annual adjustment entries between accounts prior to the final closing of our books for the year 1926.

In making adjustment entries, we have set up a "Refund Certificates Payable" account of \$4,476.00, reducing the "Pension Fund" account a like amount. The total Liabilities as shown on balance sheet are increased \$217.15

over preliminary report, but the total Assets are increased a like amount through these adjustment entries. The amount of \$217.15 is reflected in addition to Bank Account of \$214.50 on account of calling in and cancelling outstanding checks, and an amount of \$2.65 listed on balance sheet under item of "Other Assets," deducted in our preliminary report from item of "Miscellaneous Credits."

Our membership during the year in gross enrollment increased 1,320, making a total enrollment of 19,460 at the end of the year 1926, and our loss in members through deaths, leaving service, etc., during the year 1926, less reinstatements, was 874, making a net increase in members of 446 for the year, or a total net membership at the end of the year 1926 of 17,354.

We hope for a greatly increased membership during the year 1927 on account of having amended the By-Laws permitting cash refund to be made to members leaving the service of the Railway Company.

Your Executive Committee canvassed the votes cast in the March 1927 election for two members to the Board of Directors, and their report filed in this office shows that Mr. C. W. Mitchell and Mr. L. C. Boyle were elected to succeed themselves by a large plurality.

Respectfully submitted,  
C. W. Mitchell  
Secretary-Treasurer.

### MILWAUKEE EMPLOYEES PENSION ASSOCIATION BALANCE SHEET AS AT DECEMBER 31, 1926 ASSETS

<b>Current Assets</b>		
Cash in Bank		\$ 3,286.22
Accrued Interest		\$12,447.94
<b>Total Current Assets</b>		<u>\$ 15,734.16</u>
<b>Investments</b>		
State, County and Municipal Bonds		\$257,455.06
Real Estate Bonds		51,208.75
Railroad Bonds		86,312.50
Other Bonds		49,750.00
Mortgages		429,000.00
		<u>\$873,726.01</u>
Less: Amortization of Premiums		1,551.89
		<u>\$872,175.22</u>
Add: Amortization of Discounts		231.29
<b>Total Investments</b>		<u>\$872,406.51</u>
<b>Other Assets</b>		
Office Equipment		\$ 1,120.58
State Bank of Chicago—Due on Lost Check		2.65
<b>Total Other Assets</b>		<u>\$ 1,123.23</u>
		<u>\$889,263.90</u>

### LIABILITIES AND NET WORTH

<b>Current Liabilities</b>		
Advance Payments by Members		\$ 633.95
Miscellaneous Credits		24.95
Refund Certificates Payable		4,476.00
<b>Total Current Liabilities</b>		<u>\$ 5,134.90</u>
<b>Net Worth—Pension Fund</b>		
Balance, January 1, 1926		\$518,823.73
Total Monthly Payments less Refunds, 1926		278,071.35
		<u>\$796,895.08</u>

Less: Refunds to Beneficiaries of Deceased Members, 1926  
 Dire Need Payments, 1926  
 Balance, December 31, 1926

\$10,841.50  
 5,525.00      16,366.50

\$780,528.58

Balance December 31, 1926  
 Net Worth—General Fund

39,347.65

Net Worth—Income  
 Balance January 1, 1926  
 Income on Investments, 1926  
 Profit on Investments sold  
 Other Income

\$ 26,813.87  
 37,088.10  
 350.65  
 64,252.77

\$889,263.90

### CERTIFICATE

We have audited the accounts of the Milwaukee Employees' Pension Association, Inc., for the year ended December 31, 1926, and hereby CERTIFY that in our opinion, the Assets, Liabilities, Pension Fund receipts and disbursements, General Fund receipts less expenses, and Income from Pension and General Fund Investments as at December 31, 1926, are correctly stated in the above Balance Sheet.

Frazer and Torbet  
 Certified Public Accountants  
 Members, American Institute of Accountants

Chicago, Illinois  
 March 12, 1927

### MILWAUKEE EMPLOYEES PENSION ASSOCIATION MEMBERSHIP STATEMENT as of DECEMBER 31st, 1926

Total Number of Members Enrolled..... 19,460

#### LOSSES IN MEMBERSHIP

	Total 1925 Report	Year 1926	Total	
Deceased	201	194	485	
Resigned	218	149	367	
Left Service	682	522	1204	
Forfeited	7	8	15	
Duplicate Numbers	43	5	48	
Disqualified	4	---	4	
Total	1245	878	2123	
Less Reinstatements	13	4	17	
	1232	874	2106	2,106

Net Membership End of Year 1926..... 17,354

C. W. Mitchell  
 Secretary-Treasurer.

## The Olympian Train

(Concluded from page 7)

Although apparently relegated to second place, the movement of freight constitutes the greater portion of the railroad's business. The freight service employs thousands of men aside from train and enginemen. There must be all manner of terminal employees to load and unload freight at the great city terminals. There must be yardmasters, switchmen, yard enginemen and conductors, switchtenders, car checkers and many others who have to do with the breaking up and sorting of incoming trains and the making up of outgoing trains. There are literally thousands of clerks who do the "paper" work connected with the movement of freight.

The traffic department is maintained to obtain business for the railroad, and though it may seem unimportant, it corresponds to the sales department of many another business organization. As is only neutral it is divided into branches, freight and passenger traffic, and associated with the latter is the advertising department which performs the function of telling the outside world what the railroad is able to do for them.

The railroads are among the largest

buyers in the country. They use approximately 25 per cent of the iron and steel, 20 per cent of the lumber, and other things in proportion, which are produced each year. The work of purchasing and storing the thousands of different articles which the railroad uses is under the department of purchases and stores, and in this department hundreds of men are employed in various capacities.

The legal department is another important adjunct of the railroad, and in each community is found the local attorney for the railroad. Another profession represented all along the line are the railroad physicians whose duties are to attend to the physical ills of other railroad folk, and to stand ready at all times to aid and assist in time of disaster.

In order to protect its far flung property, and the persons and property of its patrons, the railroad maintains a carefully organized police department of its own. Operatives of this department are everywhere guarding the interests of the company and its patrons, often times wholly unbeknown to those they guard.

Interlocking all the activities of the railroad is the accounting department which keeps the records of income and expenditures, and determines the

source and disposition of all funds which the railroad receives. In addition the accounting department is called upon to gather detailed statistics upon various phases of operation in order that the higher officials may be in a position to direct the activities of each branch of the service.

In the hands of the higher officials, all lines of authority from every branch of the service converge, and there all activities of the company are coordinated in the interests of the three great divisions which must be served, the public, the employees, and the owners of railroad securities.

Truly the railroad is a tremendous organization!

#### Absent-Minded!

Absent-minded Prof. P. D. Smith had left his berth in the sleeper to find a drink of ice water and was hopelessly lost in the middle of the aisle. It was about midnight, and the train was speeding through the country. "Don't you remember the number of your berth?" asked the conductor.

"I'm—er—afraid not," was the reply.

"Well, haven't you any idea where it was?"

"Why, uh-oh, yes, to be sure!"

The professor brightened up perceptibly, "I did notice at one time this afternoon that the windows looked out upon a little lake!"

—Judge.

# THE MILWAUKEE MAGAZINE

Union Station Building  
Chicago

Published monthly, devoted to the interests of and for free distribution among the 65,000 employes of the Chicago, Milwaukee & St. Paul Railway System.

**CARPENTER KENDALL, Editor**  
Libertyville, Illinois

Single Copies, 10 Cents Each  
Outside Circulation, \$1.00 Per Year

Address Articles and Communications Relative to Editorial Matter to the Editor, Libertyville, Ill. Advertising Manager, Arthur E. Needham, Room 790, New Union Station Building, Chicago, Ill.

## 4000 Booked

Four thousand in organized parties, alone, already booked for the Gallatin Gateway and Yellowstone Park, the coming summer. Read that you Go-Getters and grin. "Read it out loud," says General Passenger Agent W. B. Dixon "and we are just getting nicely started." That's a splendid start and now we must all jump in and boost this Yellowstone Park Gateway of ours TO THE LIMIT, and the sky's the limit. We're going to have a grand new hotel—the INN, where the railroad meets the Motor Coach service, at Gallatin Gateway (Salesville); and we already have the best railroad service in the world, which with the splendid new trains we shall have in operation before the Park travel begins, we have good "Talking Points" for our route to Yellowstone.

The Women's Clubs all over the System have done their bit to bring The Gallatin Gateway before the public, and now every employe is getting ready to pass the word along to all his friends and his friends' friends. This is the kind of cooperation that spells "Milwaukee Spirit," and we all know what that can do.

## Rechristened

ON April 1st., this railroad, one of the oldest transportation systems in the country was rechristened at Madison, Wis., when articles of incorporation were filed there for the new Chicago, Milwaukee, St. Paul & Pacific Railroad.

An incident unique in the legislative annals of Wisconsin preceded the incorporation. Just before adjournment the previous week the state legislature passed a special bill substantially reducing the incorporation fees for the railroad. The bill also provided for issuance of no-par common stock by the new company. Both these actions were inspired entirely by public sentiment for the Chicago, Milwaukee & St. Paul, which was Wisconsin's first railroad.

Exactly 80 years ago a charter was granted by Wisconsin to the first of the many small railroads that now form the great system of the Chicago, Milwaukee, St. Paul & Pacific. Upon entering Wisconsin in 1847 the entire system was not as long as one of its present branches. It now comprises 11,000 miles of main trackage and be-

cause of its extension to Puget Sound, the incorporation papers added the word "Pacific" to the old name.

The Chicago, Milwaukee & St. Paul was purchased at public auction in Butte, Mont., last November by Kuhn, Loeb & Company and the National City Company of New York. With their bid the purchasers submitted a reorganization plan designed to correct the topheavy financial structure which forced the road into the hands of receivers in March 1925. This plan has been formally approved by the Federal courts. The re-incorporation, it is understood, will be followed shortly by a formal request from the bankers to the Interstate Commerce Commission for the issuance of new securities to complete the road's economic rehabilitation and its return to its former high position in the railroad financial field. When this permission is forthcoming, it is expected that the receivership shortly will be lifted.

The launching of the new Chicago, Milwaukee, St. Paul & Pacific Railroad will mark a new era in the history of a transportation system which played a romantic part in the opening of the great Northwest.

## Appointments

Effective April 1st.

Mr. D. V. Kelly was appointed General Superintendent of the Middle District, vice Mr. W. J. Thiele, deceased.

Mr. N. A. Ryan, Superintendent of the C. & M. and Milwaukee Terminal Divisions, vice Mr. D. W. Kelley, promoted.

Mr. A. J. Elder, Superintendent of the Terre Haute Division, vice Mr. N. A. Ryan, transferred.

Mr. F. T. Buechler, Superintendent of the S. C. & D. Division, vice Mr. A. J. Elder, transferred.

Mr. M. J. Gruber, Assistant Superintendent of Twin City Terminals, vice Mr. F. T. Buechler, promoted.

## I & M Veterans

THE 17th annual meeting of the Minnesota Central I & M and McGregor Western Veteran Railroad Men's Association will be held at the West Hotel, Minneapolis, Minn., on Thursday June 9th, 1927.

Those attending will please assemble at the desk in the Lobby at 11:00 o'clock A. M. for greeting and informal talk. At 12:00 we will adjourn to the Banquet Hall where dinner will served by the management under the direction of Miss Helen Wood, the daughter of our old time Companion Colonel Wood, and Miss Helen never spares any pains to make our meetings most enjoyable.

After dinner we will hold the annual meeting and election of Officers. All who can are requested to be in attendance at this meeting, our membership is decreasing at every roll call and ill health and infirmities, is bound to keep some away, so all who can please notify Secretary S. S. Johnston, of their intentions, so that he may be able to prepare the necessary accommodations and transportations.

ILLUSTRATED CIRCULAR NO. 50

### AMERICAN RAILWAY ASSOCIATION FREIGHT CLAIM DIVISION Chicago, Illinois



1927		MAY		1927	
1	2	3	4	5	6
1	2	3	4	5	6
8	9	10	11	13	14
15	16	18	19	20	21
22	23	25	26	27	28
29	30	31	0	0	0

1927		JUNE		1927	
1	2	3	4	5	6
0	0	5	6	10	11
12	13	15	16	17	18
19	20	22	23	24	25
26	27	29	30	0	0

1927		JULY		1927	
1	2	3	4	5	6
0	0	3	4	10	11
10	11	13	14	15	16
17	18	19	20	22	23
24	25	26	27	29	30

1927		AUGUST		1927	
1	2	3	4	5	6
0	1	2	3	5	6
7	8	9	10	11	12
14	15	16	17	18	19
21	22	23	24	25	26
28	29	31	0	0	0

**SUGGESTIONS**

#### Icing Shipments of Hogs to Prevent Loss in Hot Weather

To keep hogs from becoming overheated while in cars, in transit in hot weather is a matter that is occupying the earnest attention and study of shippers and carriers.

A simple and very successful method of reducing hog mortality is by keeping the car cool, and consists in suspending from the car ceiling six burlap bags, each containing from 50 to 75 pounds of ice as per illustration.

This quantity of ice will keep the air of a car cool during an ordinary trip, also the swaying motion of the bags causes the drip from the melting ice to be distributed throughout the car and keeps the floor damp and cool.

Records show that where cars are not equipped with ice bags the average hog mortality during summer months is about one hog to every four cars. Compared with this, during one summer, 184 shipments provided with ice bags had twelve dead hogs or one to every eleven cars and during another period 1127 cars had only sixty-six dead hogs or one to every seventeen cars. This average is being maintained.

#### Suggestions for the Handling of Hogs During Warm Weather

Bring your hogs into shipping station in ample time for them to become rested and cool before loading.

Load in a clean car, bedded preferably with sand.

Wet down the bedding and interior of the car before loading.

Give only a light grain feeding before shipping. Heavy feed means more body heat generated. Don't place corn in cars.

Load not more than one hour before train time.

Load slowly and carefully. Avoid excitement and do not beat or bruise the animals.

Do not overload. Your own good judgment will tell you when a car is loaded safely.

The ice bags suspended from the car roof whenever possible. Six bags in a car will suffice.

Report any inattention or neglect to the railroad company, as they are anxious to give satisfactory service and want to co-operate.



## Average Miles Per Car Per Day

IN our educational program, one of the principal Transportation problems is to improve the service progressively year by year. Increasing our average miles per car per day directly reflects the improved service and a further increase in the average miles per car per day will enable us to handle more business without increasing the number of freight cars on the line per day.

It is a pleasure to call attention to the record for the past three years which reflects the result of your activities in efficient car handling:

1926	1925	1924
30.4	29.3	26.8

Necessarily due to the large volume of local business and large terminals and switching districts on the Lines East, the average miles per car per day is less than that on the Lines West where they do not have as many large terminals and switching districts, nor as large a volume of local traffic as we do on the Lines East.

In view of the performance in the year 1926 and the improvement that has been brought about since 1924, we are confident that an average for the system of 40 miles per car per day is possible and should be our goal at the present time.

In order that everyone may have a clear picture as to the factors entering into the compilation of "Average Miles Per Car Per Day," the following is a brief outline of the method used in compiling these figures in accordance with the Interstate Commerce Commission requirements:

1. A check is made by the Car Accountant as of the 1st and 15th day of each month showing the total number of home, foreign and private line cars (but not including caboose cars or company service cars) on the line on those dates.
2. Car Accountant compiles the total miles each freight car is hauled as reported on Conductor's Wheel Reports, Form 105, each month.
3. The average cars on line for the month is obtained by dividing the aggregate of the number of cars shown by the count of cars on line as of the 1st and 15th of the month and the 1st of the succeeding month.
4. The total car miles loaded and empty are then divided by the average cars on line, the result thus obtained is divided by the number of calendar days in the month, which figure indicates the average miles per car per day.

Note particularly that every day a system (except X numbered cars) foreign or privately owned freight car is on our line is charged against us in the total car days regardless of whether the cars are in good order, bad order, in service, stored or held for prospective loading, and includes cars received from connecting lines in terminal switching service as well as road haul. However, to offset the car days we are only allowed the mileage loaded and empty that is made by the cars between terminals and stations. There is no allowance for mileage made within terminals, consequently if a car remains at a terminal two days it is charged in the car days with no mileage to offset, so that every day a car is standing in a terminal or at a

station is bringing about a reduction in the average miles per car per day.

A few of the items that will tend to improve our performance are mentioned below:

1. Excess cars should not be permitted to accumulate and any not required for prompt loading should be applied on existing orders and reported for disposition.
2. When cars are intended for delivery to connecting lines the delivery should be accomplished prior to midnight regardless of whether they are system or foreign railroad or privately owned cars. Privately owned cars enter into the average miles per car per day the same as railroad owned cars and every day they are on our railroad cuts down the average mileage.
3. Report foreign cars on FCD sheets for disposition promptly upon arrival under load so that disposition will be available before they are unloaded and ready for empty movement.
4. Empty cars should be moved on the first proper train after they are properly billed and ready to go.
5. Loaded cars should also be moved on the first proper train after loading is completed or they are received from connecting line. Often a few hours difference in forwarding means an additional day on the railroad. For example a car loaded at Chicago or received from connecting line here on Monday for a destination via some other railroad at Minnesota Transfer forwarded on No. 63 Monday night is due at St. Paul 7:45 PM Tuesday and delivery connecting lines at Minnesota Transfer is effected prior to midnight and on such a movement the car is in our possession one per diem day. If the car referred to was not forwarded on No. 63 and instead is sent forward on No. 263 at 1:00 AM Tuesday it is not due at St. Paul until 10:00 AM Wednesday and will be delivered to connecting line at Minnesota Transfer on Wednesday, thus being in our possession two per diem days.
6. Consignees should be urged to promptly unload cars when placed for unloading and also shippers urged to promptly load after empties are placed for loading.
7. Proper billing should be made and necessary action taken to see that the billing is available in ample time so it will not be necessary to delay any cars awaiting billing.
8. Bad order cars, whether loaded or empty, of course, giving preference to loaded cars, should be placed on repair tracks promptly and after repairs are completed should be removed and promptly forwarded on the first proper train.
9. Loaded cars refused by consignees should be promptly reported to the Freight Claim Agent and Superintendent by wire giving the full facts and the matter followed up vigorously until proper disposition is secured.

Suggestions from employes as to methods of improving car handling and increasing the average miles per car per day are solicited and each suggestion offered will receive careful consideration.

## QUESTION AND ANSWER COLUMN

Questions pertaining to Transportation subjects, involving Car Service or Per Diem rules, Proper Car Handling, etc., should be addressed to J. L. Brown, General Superintendent Transportation, Box 25, Union Depot, Chicago, Ill. and reply will be promptly sent to the individual making inquiry. Questions asked that are of general character or application, will, in addition, be answered through these columns for the information of all employees.

### Question No. 1

Is it permissible to load a C&NW car at Aberdeen, S. D. (junction point with owner) to Elroy, Wis., via CSTPM&O at Minnesota Transfer?

#### Answer to Aberdeen, S. D.

Yes, provided load originates within switching district at Aberdeen, S. D. and rates apply. See Car Service Rule 2 reading:

"If empty at junction with the home road and loading at that point via the home road is not available, etc."

However, the car cannot under this Rule be moved out of a junction point with the owner to secure such loading, unless current instructions issued by Transportation Department authorizes such handling.

### Question No. 2

Why is it necessary to report all foreign cars on FCD sheet for disposition? Could not per diem be saved by sending cars home direct to owner when we have a connection with owner?

#### Answer to Janesville, Wis.

By reporting all foreign cars (except those received in switching service or cars at junction point with owner) for disposition on FCD sheets upon arrival under load, experienced Home Route Clerks in the General Offices provide most economical disposition so far as per diem, empty car haul and intermediate switching expense is concerned and can give the proper disposition so it will be available by the time the cars are unloaded. This plan also gives car distributors the opportunity to apply such cars on loading to or in the direction of the junction point shown on FCD sheet or to a point on or via the owning line or in accord with special instructions.

If cars were not reported we might, for example, receive an AT&SF car from CGW at Dubuque, Ia., under load for Marquette, Ia. and when empty bill it to the AT&SF at Chicago, accumulating extra per diem, excess empty haul and an intermediate switching expense of \$4.15 per car, due to the fact that our connection with the owner at Chicago is through an intermediate Belt Line. By reporting on FCD sheets for disposition, Home Route Clerks would order car to the CGW at Dubuque which is proper under Car Service Rules and does not involve an

intermediate switching line thus avoiding the unnecessary per diem, switching and empty car haul expense.

### Question No. 3

Do we pay per diem on cars owned by private concerns?

#### Answer to Kansas City, Mo.

No. Mileage rate allowances apply. The rates per mile are named in American Railway Association, Mileage Tariff No. 7, showing mileage rates and rules governing the payment of mileage and equalization of mileage, the rates paid to the car owners being as follows:

Coal or coke cars	1c per mile
Heater cars	1c per mile
Live Poultry cars	1½c per mile
Palace Horse cars	1c per mile
Refrigerator cars (non-ice box)	17 mills per mile
Refrigerator cars (ice box)	2c per mile
Stock cars	1c per mile
Tank cars	1½c per mile
All other freight cars	6 mills per mile

covering the distance hauled loaded and empty.

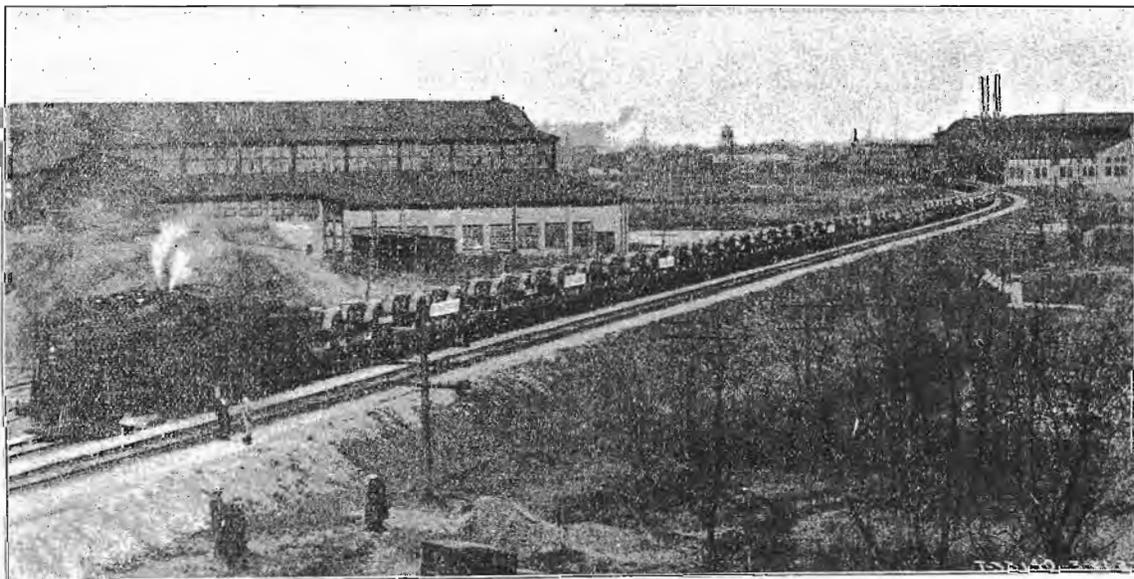
An article dealing more in detail with this subject will be published under "Help Wanted" column in a subsequent issue.

### Question No. 4

Are private cars disposed of in the same manner that railroad cars are handled?

#### Answer to Chicago, Ill.

No. Privately owned equipment is disposed of in accordance with instructions received from the car owner who under the tariffs is permitted to order the cars empty to any point they desire, with the proviso that the railroad handling will receive sufficient loaded mileage to offset the total empty miles. In actual practice, generally speaking, the owners dispose of tank cars through instructions to the railroad or to the consignee who unloads the car and then bills the empty in accord with the owners instructions. In connection with refrigerator cars, the owners generally provide blanket disposition for cars in certain series to be sent to certain points or railroads. In the absence of instructions from the owner, if the consignee does not provide billing instructions for the empty, the car should be reported on FCD sheet and Home Route Clerks will obtain disposition instructions from the owner.

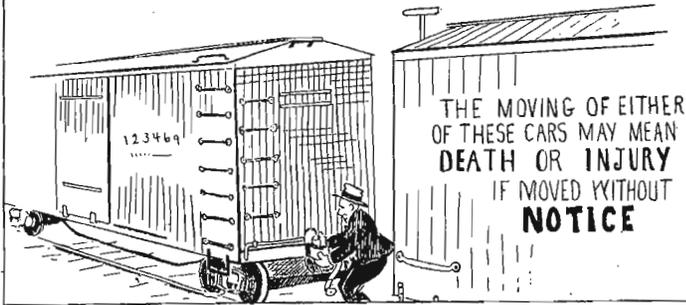


Trainload of International Harvester Company Tractors, moved from Milwaukee to Eastern and Southwestern Territory, via Terre Haute Division. Our Service was 100 Percent.

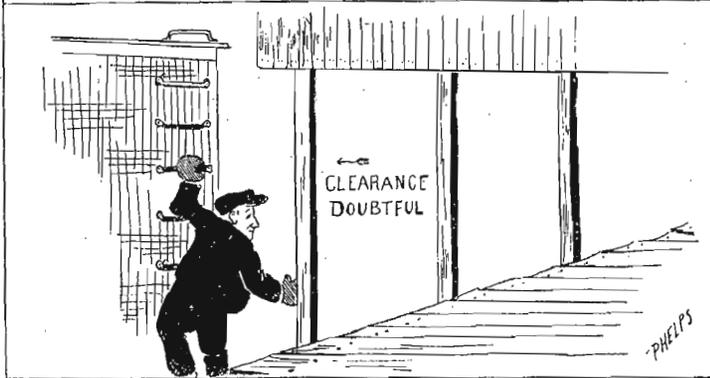


## SAFETY FIRST!

STANDING IN FRONT OF DRAWBARS IS DANGEROUS  
(SUGGESTED AFTER THE LOSS—BY DEATH OF  
TWO FELLOW WORKMEN)



WHEN IN DOUBT, AS TO CLEARANCE OF CARS,  
PLATFORMS ETC., THE SAFE COURSE IS—"GET OFF"



### Paper Written by W. F. Grant, Committeeman

**S**AFETY is a state of mind, and the results that are attained depend entirely upon the attitude we assume toward the job at which we are working.

When the Officials of the Milwaukee adopted and put into effect the Safety First movement they injected another humanizing element into the workings of our Railroad.

They have Safety Inspectors going from place to place to talk and plead with employees to be careful so as to avoid injury to themselves and to others.

Regular meetings are held and all employees that can do so are urged to attend. They are asked to give suggestions which are read at the meetings. All suggestions presented are fully discussed and any suggestions that will help to prevent an accident are put into effect. As Safety First is a question of great importance to all of us, we should attend these meet-

ings and take an active interest in them. They have an educational value that may well repay us for taking an active interest in them. Safety to ourselves is one of the by-products we receive in addition to our pay checks when we use the proper caution.

By becoming actively interested in this movement, and by attending meetings of this kind, we will hear of accidents to employees discussed and find out how they happened, which will help to put us on our guard so that we can anticipate danger and avoid it. Where accidents of any kind are brought to your attention, either from discussions or personal observation, look into it and find the cause. Why should we, by ignorance or carelessness, make the same fatal blunders some others have made? He is wise who will profit by others' mistakes.

Accidents are classed under two heads; Preventable Accidents, and Unavoidable Accidents. To eliminate entirely all of the Preventable Accidents is the goal the Safety First movement is trying to attain. Some of the ac-

cidents are caused from unsafe conditions, but by far the greater number of accidents are caused by unsafe practices. A great many of the accidents that have happened could have easily been avoided by using a little caution. After an investigation of some of the accidents that have taken place, I find that most of them are caused by the injured man's own carelessness; that is, by not doing his work in the proper manner.

An employee in one of the machine shops in our city had his arm torn off between the wrist and elbow in trying to replace a belt while the machinery was in motion. He had been employed at this plant a number of years and had replaced the belt many times before without getting hurt. Before this poor fellow was out of the hospital two of our men applied belts while the machinery was in motion. Both of our men knew this man had lost his arm that way, still they took a shot with old man CHANCE, by replacing the belt while machinery was in motion, they gave their enemy CARELESSNESS a chance to exact his toll. In talking to one of the men about it afterward he told me that he did not know why he replaced that belt, and told me he would never do it again.

Acting as a safety first committeeman I have had occasion at different times to call the attention of some of the men to the danger they were in while doing their work in an unsafe manner. Some will say that they had done it that way many times and never got hurt, but will finally admit it is not the proper way to do it. Others when told will thank you and go at it in the safe way. It is much better to look at this proposition in the right light, and do it of your own free will because if you do not, the Company, in order to cut out these Preventable Accidents will be making it compulsory to do it right. Two of our Foremen were standing in the middle of the track discussing the Safety First proposition, not knowing that an engine was moving toward and almost upon them. A very good place to be discussing such a lively subject.

I have seen men, both Foremen and Shopmen, in broad daylight, walk right into the boiler washers platform while it was being used in front of an engine, some of them getting a real hard bump on the head. If they had consulted with their mental faculties they would have been informed that there was "nobody home" at the time of the accident. Safety First calls for a man to use his head, but not in that manner.

When attention is called to unsafe conditions they should be taken care of right away and not put off for some other time. When suggestions are

(Continued on Page 16)

## Milwaukee Road Bowlers Seventh Annual Tournament Madison, Wis. 1928

AT this years tournament no vote was taken to select the tournament city for 1928 however the majority of Captains were asked to voice their opinion after explaining to them that Madison, Wis. desired to be considered and promised an entry from 100 to 150 teams. In view of the fact that Madison has supported our tournament since it originated in 1922 all felt that they were entitled to it as they have never had the pleasure of entertaining the Milwaukee Road Bowlers so lets all go to Madison next year.

### Notes of the Tournament

The tournament Committee wishes to thank each and every one of the Milwaukee Road Bowlers for being on time for all squads. It was a pleasure to handle the tournament under these conditions as it made it possible for each and every squad to complete their schedule on time. In this connection the committee wishes to thank the Romeo Recreation Rooms for the able assistance given in the handling of the tournament and we are sure that they will always treat you right should you desire to use their establishment at any future date.

The management of the Romeo Recreation Rooms have asked that we take this means of thanking the Milwaukee Road Bowlers and wishes the Milwaukee Bowlers success in their seventh annual bowling conflag at Madison in 1928.

Mr. Margraf of Green Bay is the proud possessor of the all events gold medal for 1927. Margraf collected a nice total of 1832 which is nice shooting for anyone. He no doubt is showing it to his friends and probably throwing out his chest, do not blame you Mar, so would I.

Al Schirp of Schillings All Stars has the distinction of throwing the old apple in the gutter. Lucky for you Al that they make gutters, guess that's one of the reasons why.

Mpls. and Madison were not so strong on the entrys this year but we hope that next year all of the boys will be able to make the trip.

Faus and Dale shot Behr and Engstrom of Mpls. a special match game (three games total pins) and the Chicago pair downed the boys from the Twin Cities by a score of 1157 to 1189.

Mason City, Iowa sent a team to this years tournament and we trust that the boys will repeat again next year and bring some of their neighbors. Every bowler should try to interest the employees to form leagues and then send the entire league to the tournament as a finis to the bowling season.

Millers Kids of Beloit have not missed a tournament and they say they will be on deck again next year. That's the spirit we like to see.

Our friend A. Epp of Milwaukee has been styled the "All Events Champion Almost." Well anyway Epp remember you and Gutfahr are doubling next year and you are young yet, so do not give up. 1795 however is not so worse.

The boys from Wausau could not get started for some reason however all seemed to have a good time and we hope to see them again next year. Whaley by the way sure is a whale when he shoves the pill down the alley, a second Walter Johnson we would say. The Milwaukee is short a rubber band also.

Honors were about divided this year Chicago took 1st place in the five men and doubles while Milwaukee copped the singles. Green Bay were on top in the all events.

Eddie Knoll after starting with a 115 game in the five men event pounded the maples for a 259 count in his last game which was good enough to win the Brunswick Balke Collender Bowling Ball. Hope the new ball will get a lotta wood, Ed.

We wish to impress upon all bowlers that the tournament committees are all working hard

to make our tournaments a success. There is no reason why we should not have at least 100 teams represented each year and we want each and every bowler that attended this year, to begin next September and start in boosting, get the boys together and tell them of the friends you make, the good times you have and of the feeling of good cheer that is created. This is your tournament so it is up to you to make it a real one. Pull together boys, "On to Madison 1928."

### OFFICIAL PRIZE LIST MILWAUKEE ROAD BOWLERS SIXTH ANNUAL TOURNAMENT Chicago, Ill., April 2 to 10, 1927

#### Five Men Event

Name	Location	Score	Amount
1 Pacific Limited	Chicago, Ill.	2779	\$50.00
2 Callahan Car Records	Milwaukee, Wis.	2740	40.00
3 Pioneer Limited	Minneapolis, Minn.	2742	30.00
4 Southwest Limited	Chicago, Ill.	2717	25.00
5 Arrows	Chicago, Ill.	2710	22.00
6 Cross Town Tires	Milwaukee, Wis.	2708	19.00
7 Car Department	Milwaukee, Wis.	2702	17.00
8 General Freight No. 1	Chicago, Ill.	2680	14.00
9 Schillings	Chicago, Ill.	2677	12.00
10 Prasecki Car Builders	Milwaukee, Wis.	2666	10.00
11 Millers Klds	Beloit, Wis.	2662	8.00
12 Richard Wood Tipplers	Milwaukee, Wis.	2623	7.00
13 Green Bay Shops No. 3	Green Bay, Wis.	2615	7.00
14 Green Bay Shops No. 2	Green Bay, Wis.	2607	6.00
15 W. C. Bush Boosters	Chicago, Ill.	2602	6.00
16 Terminals	Minneapolis, Minn.	2574	5.00
17 Galewood Yard No. 1	Chicago, Ill.	2572	5.00
18 Machine Shops	Milwaukee, Wis.	2561	2.00

#### Two Men Event

1 Dale-Faus	Chicago, Ill.	1211	\$35.00
2 Hoffman-Johnson	Milwaukee, Wis.	1180	30.00
3 Margraf-Hart	Green Bay, Wis.	1168	24.00
4 Ciesinski-Heyn	Chicago, Ill.	1162	20.00
5 Scheibel-Klug	Milwaukee, Wis.	1154	19.00
6 Lippert-Burke	Chicago, Ill.	1137	18.00
7 Esser-Hogan	Milwaukee, Wis.	1133	15.00
8 Pollnow-Kuether	Milwaukee, Wis.	1129	12.00
9 Gutfahr-Dietze	Chicago, Ill.	1127	10.00
10 Buboski-Wolentfarg	Milwaukee, Wis.	1126	9.00
11 Langer-Schwab	Milwaukee, Wis.	1122	8.00
12 Schweer-McLaughlin	Mason City, Ia.	1120	6.50
13 Lenter-Schilling	Chicago, Ill.	1120	6.50
14 Kulton-Votava	Chicago, Ill.	1111	5.00
15 Gavin-Dale	Chicago, Ill.	1110	5.00
16 Shannon-Waldock	Chicago, Ill.	1110	4.00
17 Stowell-May	Chicago, Ill.	1107	4.00
18 Pluck-Mokatz	Milwaukee, Wis.	1106	4.00
19 Gehrke-Maierle	Green Bay, Wis.	1101	3.00
20 Glaser-Wroblewski	Milwaukee, Wis.	1099	2.00
21 Epp-Erickson	Milwaukee, Wis.	1097	2.00
22 Kuth-Hoerl	Milwaukee, Wis.	1093	2.00

#### Individual Event

1 Pluck	Milwaukee, Wis.	646	\$25.00
2 Margraf	Green Bay, Wis.	640	23.00
3 Johnson J.	Minneapolis, Minn.	638	21.00
4 Epp	Milwaukee, Wis.	625	18.00
5 Radke	Milwaukee, Wis.	619	15.00
6 Peterson A.	Chicago, Ill.	614	13.00
7 Siegler	Minneapolis, Minn.	602	11.00
8 Blohm	Chicago, Ill.	597	10.00
9 Brock	Milwaukee, Wis.	596	9.00
10 Diebel	Wausau, Wis.	594	8.00
11 Timmike	Beloit, Wis.	594	8.00
12 Zunker	Milwaukee, Wis.	593	7.00
13 Peters L.	Chicago, Ill.	591	6.00
14 Thekan	Milwaukee, Wis.	590	5.00
15 Lannon	Chicago, Ill.	590	5.00
16 Selissen	Milwaukee, Wis.	589	4.00
17 Hynes	Green Bay, Wis.	588	3.50
18 Kulton	Chicago, Ill.	588	3.50
19 Buckholz	Milwaukee, Wis.	582	3.00
20 Nolte	Milwaukee, Wis.	581	3.00
21 Hegardt	Chicago, Ill.	576	2.00
22 Lenter	Chicago, Ill.	576	2.00
23 Powers	Indianapolis, Ind.	576	2.00
24 Steinberg	Chicago, Ill.	575	2.00
25 Schweer	Mason City, Ia.	574	1.00
26 Meier	Chicago, Ill.	573	1.00
27 Schell	Chicago, Ill.	572	1.00
28 Earl	Chicago, Ill.	572	1.00
29 Dale	Chicago, Ill.	571	1.00
30 Johnson W.	Minneapolis, Minn.	571	1.00

#### High Team Game

1 Arrows	Chicago, Ill.	1003	\$7.50
2 W. C. Bush Boosters	Chicago, Ill.	982	5.00

# Current Railroad Topics

## Hoover Finds Service "Completely Adequate"

### Result of Efficient Management and Cooperation of the Shippers

"THE work of our railway managers, and the results of your cooperation, have brought about an industrial accomplishment such as I do not believe we have ever seen in our country in so short a period of time," Secretary of Commerce Hoover stated in his address before the Washington meeting of the Atlantic States Shippers' Advisory Board. Details of this meeting are given in the article printed below.

"The railways," Secretary Hoover said, "came out from the war thoroughly demoralized. Transportation had been subject to periodic car shortages for years before that; and in so short a time as five years we find the country equipped perhaps for the first time with completely adequate transportation.

#### What Car Shortage Cost Business

"The importance of an adequate supply of transportation has never been sufficiently estimated either to the shipper or to the country as a whole. Under the old regime of periodic car shortages we had a total disorganization of business and industry in the country. Stricture in transportation at once creates a price reaction in the form of lower prices to the producer and higher prices to the consumer, and imposes an enormous charge upon the public. My impression was, and the estimates we made at the time were, that the shortages in 1921 and 1919 were probably costing the business and industry of the country half the total railway rates that were collected from them.

"It is worth remembering that in 1921 our railways had loaded some forty-two millions of cars as against fifty-two millions last year, and that in 1921 they required 1,800,000 men in their personnel, whereas last year they worked under 1,750,000—an increase of ten million cars of freight, with an actual decrease in the personnel of the railroads.

#### Results Under Private Management

"That has been brought about in some measure, at least, by the co-operation of these advisory boards; and it is a result in which every shipper participates, as well as transportation. It is rather an interesting commentary on government ownership of railroads that at the time the railways came out from government operation they were employing somewhere near 1,900,000

#### High Two Man Game

Peterson-Krizek Chicago, Ill. 436 \$5.00

#### High Single Game—Any Event

Knoll Chicago, Ill. 259 Brunswick Balke Bowling Ball

#### Low Team Scores

1 Madison No. 3	Madison, Wis.	2022	\$5.00
2 General Frt. No. 2	Chicago, Ill.	2038	5.00
3 Master Car Builders	Chicago, Ill.	2094	2.50

#### Lowest Score—Team Traveling Greatest Distance

Car Department Minneapolis, Minn. 2310 \$10.00

#### All Events

1 Margraf	Green Bay, Wis.	1832	\$10.00
		Gold Medal—Value	\$25.00
2 Epp	Milwaukee, Wis.	1795	8.00
3 Thekau	Milwaukee, Wis.	1777	6.00
4 Burke	Chicago, Ill.	1774	5.00
5 Walch	Chicago, Ill.	1756	4.00

men; that they have increased the traffic which they handled at that time by something over twenty per cent, and that they are handling it with 200,000 less of personnel.

"If any one wants to argue the question of government ownership of railways in the United States, he has to get over this concrete demonstration of the capacity of private ownership to solve its own problems.

"The importance of this ample and expeditious transportation warrants one more remark in emphasis.

#### Savings to Lumber Industry

"Recently we had a partial canvass made of the wholesale and retail lumber trades; and we found that the retail lumber dealers were able to carry on their business with approximately four billion less board feet in stocks than six years ago, estimated to result in a saving of over \$600,000,000 of capital in that one industry.

"One of the reasons for the abundant capital in our country today has been the enormous decrease in the inventories, not alone in lumber, but in dry goods and every commodity in the country, because of the complete confidence of business and industry that they can receive supplies on demand.

#### Valuable Demonstration of Cooperation

"As our country grows in population and increases in the application of science and invention, and our economic life speeds up in its complexity, either we must depend upon the government to settle and solve the problems and quarrels between our industries, or we must depend upon cooperation within industry itself. In the installation of these boards, the proof that it is possible for people of opposite interests to get together and arrange their own problems and settle their own troubles, you are making a demonstration that has a far greater and more far-reaching importance than perhaps the actual acts that you perform at these meetings, because you are demonstrating that it is possible that we can carry on this enormous commerce by cooperative action within our organization itself, and outside of the government.

"Self-government is not solely a question of the election of representative officials. It is a question of self-government by the individual and by the industry outside of the government. True self-government is the minimum of government; and you gentlemen are making a contribution to a fundamental thing in our whole social and economic system today in conferences of this type and in organizations of this sort."

#### Huge Loss of Railway Passenger Earnings

"THE complete passenger statistics of the Interstate Commerce Commission for 1926 show more strikingly than ever before the losses of passenger business that the railways have sustained and are still sustaining, owing to the increasing use of the private automobile and the motor bus,"

says the Railway Age. "Passenger business on the railways reached its maximum in 1920. The number of passengers carried by rail has declined since then from as little as 15 per cent in the Great Lakes region to as much as 68 per cent in the Southwestern region. The railways in the southwest in 1920 carried about 67,500,000 passengers, and in 1926 only about 21,550,000, a decline of more than two-thirds. The decline in the number of passengers carried in the entire eastern district has been 22 per cent; in the southern district, 42 per cent, and in the western district, 47 per cent, or almost one-half.

"Of course, the losses have been mainly in short haul business, and, therefore, the declines in the number of passengers carried one mile have been smaller. The decline in passengers carried one mile in eastern territory has been 15 per cent, in southern territory, 21 per cent, and in western territory, 38 per cent. In the entire country it has been 25 per cent. Computed on the basis of the average rates received in 1926, these losses of passenger business caused the following losses in earnings last year to the railways of the three large groups: Eastern, \$91,400,000; Southern, \$46,400,000; Western, \$207,000,000, a total of about \$345,000,000. Meantime competition and the attitude of the public and public authorities have prevented compensating reductions in train service, the reduction in train service in the country as a whole having been less than 10 per cent and even in the western district less than 4 per cent."

#### 60,000 Compete in Rail Efficiency

A system of competitive ratings among the various divisions of its line—each division striving to make the best showing each month—is maintained by the MILWAUKEE ROAD.

Among the factors on which the ratings are based are—passenger train and freight train performance; mileage made per freight car per day; safety results; unit cost of certain operations, etc.

Kansas City Division, operating the line between the Tri-Cities, Cedar Rapids and Kansas City headed the list of "Class A" divisions last year (as it did the preceding year) having held first place in six months of the twelve.

Hastings and Dakota Division, operating the line between the Twin Cities and Aberdeen, S. D., ranked second, with four months; and the Aberdeen Division, in Eastern South Dakota, third, with high place in two months.

"Local officers and employees take a keen interest in the performance of their respective divisions" says Mr. H. E. Byram, "and find much satisfaction, as they should, in heading the list.

"There is no 'flunking' in these 'classes' and marks of 98, 99 and 100% for monthly results are common.

"This competition for highest place in safe and effective service is of great benefit to travelers and shippers."

## Safety First

(Continued from Page 13)

handed in let us attend to them in such a way that it will not be necessary to hand them in the second time. At the last Safety Meeting I called your attention to wire being used to tie up cab curtains, my contention then was that it was an unsafe practice and should be stopped. As far as I know, no action was taken on this suggestion, and since that meeting one of our men, while climbing up in the cab was caught in the ear by two sharp prongs of rusty barbed wire that was used to tie up the cab curtains, making two ugly looking scratches, both scratches bleeding. Now, if that wire had caught him in the eye the sight would have probably been torn out. This close call should call for action of some kind. I am sure the men would never put wire on an engine if they thought someone would be injured. Wire is taken off engines whenever we find it. There should be a place for everything and everything in its place. Pathways in roundhouse should never be obstructed. Floors should be kept free from objects that men are liable to stumble over, or that men may step on, causing their ankle to turn, throwing them. We can all help to keep the floor clean by removing our scrap or any other material to the place where it belongs. When men using pits are through with them, the boards should be put back in their proper place.

Just try and recall to mind some of the many times you were cautioned by your parents to keep away from danger, and of their pleading for you to keep good company. Those of us who are parents do not want our children to get hurt and we do want them to keep in good company so that they will become good men and women. Are we consistent? Do we practice what we preach? Are WE keeping good company ourselves? What worse company is there than carelessness! It is cruel, and respects no one. It is a tempter and is always watching its chance to destroy an eye, tear off a limb or an arm, or take life itself. In fact its mission is to cause terrible suffering. In this Court Room, the Judge after hearing the evidence gives his decision. The defendant may ask for a new trial and if refused may appeal to a higher court. When carelessness punishes its victim, there is no chance to appeal, because it is deaf, dumb, blind, and is devoid of feeling. What benefits does it offer to a person who takes a chance? None whatever.

A great many people have lost the independence they once had, and are dependent on the charity of others, just because they took a chance. When a man runs a chance of being injured, he is not fair to himself, to his family or to the company for whom he works. Sometimes after an accident you hear the question asked—How did he get hurt? After being told how it happened the reply is sometimes heard—I thought he had better sense than to do that—or—He should have known better. It is simply adding insult to injury when the injured man is told he

was careless. To be frank about it, it is almost an attack on a persons intelligence to tell him that if he had been more careful he would never have been injured. So—let us all resolve that we will assert our intelligence by having nothing more to do with Carelessness. Gentlemen, this Safety First Movement must and WILL succeed, because the principles back of it are all for our best interests. Let each and every one of us lend our best efforts to make it a success. Always remember that where there is a WILL, there is a WAY, so let us preach and practice and boost for SAFETY FIRST.

### Carelessness

CARELESSNESS annually claims a toll of millions of dollars in property loss, as well as thousands of lives over the United States. A carelessly tossed match sets fire to a great factory and it burns to the ground, entailing much property loss and throwing hundreds of persons out of employment. An automobile driver fails to look both ways before crossing a railroad and a train hits the machine, killing or injuring the occupants. A trainman reads his orders carelessly, confusing them, and a disastrous wreck occurs. Careless workmanship can ruin the greatest business house or industrial plant.

Carelessness affects everything we do. A careless word, thoughtlessly spoken, can ruin a lifelong friendship. A thought carelessly discarded may mean closing the door to opportunity for fame or fortune. The most worthy cause, if the persons who are fostering it are careless, will be a failure.

Carelessness in doing any task usually results in much work afterwards to correct errors, or in doing the work all over again.

To guard against carelessness requires constant watchfulness and careful thought. Yet the result is worth the effort involved. The man who is always careful will usually avoid accidents, will probably live longer, and has a better chance of advancement in life than the slipshod, careless person for whom anything "good enough" is sufficient. The lesson of carefulness is one that every person should strive to master.

Teachers should make an earnest effort to promote the cause of CAREFULNESS in the schools, as habits of Carefulness may stand the pupils in stead in after life.

A Special Safety First and Courtesy Meeting was held in Bensenville Women's Club, which was attended by 91. In looking over the crowd it was encouraging to note that several of the wives were also present.

Talks were given by Messrs. C. L. Whiting, Superintendent Terminals, J. H. Valentine, Assistant Superintendent of Terminals, A. H. Scharenberg, Agent Division Street, C. L. Emerson, Division Master Mechanic, George Hogan, Local Yardmaster, and Robert Hayes, Yard Foreman, which were very interesting and contained many good suggestions in regard to Safety First, which was followed by the

following program which was enjoyed by all:

Solo—"Kiss Me Again" by Miss Laura Franzen, member of the Bensenville Women's Club and employed in Mr. J. L. Brown's office.

Reading—"Lady in the Pullman" and a dialect recitation "My Wife" by Miss Helen Williams, daughter of Wade Williams, Illinois Division Engineer.

Solo—"The Slave Song" and a "Little Bit of Honey" by Mrs. Clarence Elliott, accompanied by Mr. Elliott.

We feel that the concerted efforts of the various committees of the Bensenville Women's Club are largely responsible for the success of the Meeting, and we want to take this means of thanking them for the efforts that were put forth to provide entertainment and refreshments for the folks that attended the meeting.



J. A. Chandler

The above very good looking man is J. A. Chandler, City Ticket Agent in Minneapolis. Mr. Chandler is a veteran in the service, and though his hair is white, he is still a young man. He knows the railroad game from experience all the way up the line. He began service with the company in 1886, in the freight office under Mr. H. B. Dutcher, who was Agent at St. Paul at the time. In 1887, he went to Minnesota Transfer in the same line of work and in 1888 transferred to the Passenger Department work, where he has since remained. He became Assistant Ticket Agent in Minneapolis that year,—then successively, traveling passenger agent and city ticket agent at St. Paul, until he went to Minneapolis to hold the same position there.

He is the son of J. A. Chandler, familiarly known in bygone days as "Judge Chandler", who was General Agent of the company in St. Paul for more than thirty years, and who "died in the harness" after forty-nine years of service with the company.

### Suspense!

Motorman: "Alright, back there?"  
Conductor: "No, hold on a minute. Wait 'till this woman gets her clothes on."

The entire carful of passengers turned and craned their necks expectantly as a colored mammy came into the car with a basket of laundry.

Teacher: "Now, Robert, what is a niche in a church?"

Bobby: "Why it's just the same as an itch anywhere else, only you can't scratch it as well."

—O-B

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

## Mobridge Chapter

*Louise McComb, Historian*

THE regular meeting of the Mobridge Chapter was held Monday February 7th, there being about one hundred women in attendance.

The meeting was called to order by Mrs. H. M. Gillick, President, at 8:00 PM. The Club changed its date of meeting from the first Monday of each month to the fourth Monday for the convenience of those belonging to other clubs and lodges and for this reason our Club will have another meeting Monday, February 28th.

Reports were read indicating some of the benefits derived from the service of this Club and showed us in exceedingly good financial circumstances.

A very enjoyable musical program was rendered by some of the talented members which was followed by a reading.

A beautiful hand-made bed spread was displayed, being donated by Trainmaster and Mrs. J. P. Rothman, to be disposed of for the financial benefit of the Club.

Refreshments were served at the close of the meeting and were enjoyed by all.

Our last meeting was held on Monday, February 28th, with a large membership in attendance. The minutes of the previous meeting were read which was followed by a juvenile musical program consisting of piano, saxophone and vocal solos. A business meeting was then held after which refreshments were served by one of the committees.

A kitchenette has been installed and very conveniently arranged for the purpose of preparing refreshments.

A card party was given February 23rd, there being sixteen tables of bridge and grand-nola and was a great success. The club room was decorated, lending charm to the occasion, and everyone enjoyed it to the fullest extent.

For lack of space, we cannot go into details regarding our club, but in a few words, our slogan is: "Help Us Help Others," and we have the people of Mobridge with us.

The following splendid letter written to Mrs. H. M. Gillick, President of Mobridge Chapter tells its own story of the good work and spreading influence of the Women's Club.

Mobridge, S. D.

January 22, 1927.

My Dear Mrs. Gillick:

I have been noting for some time, through the Mobridge Tribune and among friends of the really good work you are doing for the men and women of the railroad—especially among the women of our railroad, wives of our railroad men, and women employees, and I just cannot let another day go by without telling you that there is one person, lowly though he be, who appreciates what you are doing for others.

There are always some people who are ready to knock and criticize what one tries to do, and no doubt you get your share of this. I get it myself and I hear it of others, but if my commendation counts for anything, as a servant of God in this our town of Mobridge, I want to let you know that you not only have my approval of what you are doing, but that you have my moral support whenever I have an opportunity to say a word. We have a fine bunch of railroad people. None of us are "saints," we have our faults, but we try to follow life the best we know how, and our "railroad crowd," as I know and

meet them, are a bunch I'm willing to cast my lot with any time. The more I am associated with them, the more I want to live in Mobridge.

I have heard too, on the side, of things you have done to help others, things that are not published or generally made known, and this is the best of all.

While I heartily approve of dances, cards, etc., put on in good order, not being an employee, I cannot actually take part and am really too busy most of the time to do so anyway, but to show my sincerity, in addition to these few lines, I enclose a dollar bill to help pay some social expense or to help you to help others in some way. I would send more if I possibly could.

May you continue your fine spirit for the good and happiness of others.

Sincerely,

(signed) Samuel H. Sayre,

Priest in Charge of St. James Episcopal Mission

We have been very busy for the past month making sick calls and trying to care for as many of the needy as possible, and are now planning another depot dance which will be given April 23rd., in the Depot. Are also planning two card parties for the end of the month.

We have purchased our piano and will partially pay for same with the proceeds of our dance, and also on a raffle of the spread donated by Mrs. J. P. Rothman and also a silk pillow donated by Mrs. Jesse Kort. These will be taken care of at the dance April 23rd. We will realize \$75.00 on the raffle alone.

Invitations were issued to 500 people in Mobridge this month for an Open House and Silver Tea, at the Club House. The club room was stripped of all meeting equipment, and with donations made temporarily by the ladies, it was converted into a large reception room. Quantities of ferns, pictures, rugs, lamps and large furniture made the room a bower of beauty. An enjoyable program was furnished during the afternoon by Miss Ray McCaulcy and Gladys McFarlane and Mrs. W. E. Harville. Refreshments were served from a tea table lovely in its silver appointments and centerpiece of pink roses and presided over by Mrs. H. M. Gillick, Mrs. J. P. Rothman and Mrs. Thos. McFarlane. About 300 people responded to the invitation of the club and were graciously greeted by members of the Club who mingled informally with the guests.

Will report further next month on our dance and card parties. Our meeting nite has been changed to the Fourth Monday in the month and we are taking up several important matters with all members.

## Mason City Chapter

*Mrs. G. W. Stevens, Historian*

THE Mason City Chapter held its regular March meeting at the club rooms and listened to the reports of the different committees. Each chairman and her helpers are doing remarkably well in carrying out their work. New members are coming to us and old members are responding to every call.

Mrs. Guy Davis and her workers are doing many worth while deeds for those in need and the sick are remembered in many ways. A loan of \$50 from the club to a railway family has been arranged to be used for medical attention for a crippled girl. The program committee with Mrs. W. E. Atkinson as

chairman have been untiring in their efforts to organize an orchestra. This group gave a dance in the club rooms Feb. 23 and the new orchestra furnished the music. Everyone had a happy time and are anxious for another.

After the business hour the office clerks took charge of the social features and eight of them gave a keen darky song and dance sketch, entitled The Milwaukee Porters and Waiters. The hearty round of applause brought them back and they sang "Honey Deed I Do." They were real burnt cork artists and even carried the porters and waiters badge of office "the whisk brooms and trays."

Claude Faber, clerk, presented a clever comedy dance number and was greeted with rounds of applause and laughter at his comic appearance. Cards were enjoyed and a delicious lunch served by the "Porter and Waiter" clerks, capped the evenings entertainment. We are all cheering for the clerks.

## Deer Lodge Chapter

*Mrs. Arthur J. Buchen, Historian*

DEER Lodge Chapter meets the first Monday evening of each month. We now boast a membership of one hundred and thirty, and new names are being added at each meeting. At our last meeting, every member was urged to bring a visitor or prospective member to the May meeting. Ten women act as hostesses, the names being taken in alphabetical order. Light refreshments are served during a social hour. The eleventh name appearing automatically serves as chairman of the entertainment, which consists of music, review of a book or play, readings, etc.

We are placing the cart before the horse in as much as we are furnishing a club-house before we have it. However we have visions of it in the near future. Our gracious President presented us with an electric plate. Three very kind and generous men at the Shops made a kitchenette, which is not only ornamental, but highly useful. We are negotiating at present for dishes, spoons, bridge covers and various articles and utensils with which to start housekeeping in our permanent home.

Our Sunshine Committee, which is rightly named, brings cheer with personal calls, fragrant blooms and delicacies to those who are shut in and lonely.

Our Welfare Committee has reported many beautiful acts of kindness to those who are passing through a Valley of Shadow.

Our first card party was held in March—not a large attendance, but a genuinely good time was reported.

Our Chapter shows a splendid spirit of co-operation, which is an ever increasing pleasure. Each month finds us with larger activities and many new duties.

## Marion Chapter

THE Milwaukee Women's club gave a reception for old and new members, Thursday evening, March 10th at the Memorial Hall at Marion, Ia., in connection with its monthly meeting. Mrs. M. J. Flanigan presided. The club membership committee, of which Mrs. L. A. Turner is chairman, has just completed a successful campaign, having obtained 156 new members since the last meeting on Feb. 16th. This brings the total membership to 250.

Reports by the chairmen of the other committees were given. Mrs. Louis Peckosh of the sunshine committee reported aid had been given to an employe at Morley who is ill, as well as aid to a number of local folk. Mrs. Roy Blackledge of the sick committee reported having made twenty-five calls, sent two cards

of sympathy and one letter of condolence.

A group of folk under the direction of Mrs. Robert Cessford gave a two-act comedy entitled "Mrs. Deacon Spriggs," which they presented recently before the White Shrine of Cedar Rapids. The cast is as follows: Frank Keith, Mesdames F. E. Wilbur, John C. Smith, Walter Kennedy, Robert Cessford, L. K. Owen, Agnes Griffin, Harlan Knight, Leslie Snyder, James A. Pringle, H. M. Davis and Leon Blinks. A vocal solo was given by Mrs. Kenneth Nebelung with Mrs. Harold Ballard at the piano; Supt. M. J. Flanigan gave a talk on the "Pension Fund and Safety First"; a piano duet was given by Linden Hall and Kenneth Nebelung; and songs by Kenneth Nebelung, Theodore Davis and Linden Hall, with Mrs. Ballard at the piano.

During the social hour refreshments were served by the entertainment committee to one hundred and seventy-six guests which included a large delegation of Milwaukee Railroad folk from Cedar Rapids. Mrs. Carl Oxley was chairman, assisted by Mesdames W. K. Lothian Leonard Hewitt, George Struck, William Grassfield, Chester Cornelius, E. E. Edwards, George Fullerton, and the Misses Zita Mc Guire, Irene Levassuer, Clarabelle Murphy, Nora Lacke, Blanche and Carol Remington, Alice McGuire, Kathlyn Farrell and Idelle Fullerton.

### Wausau Chapter

*Edna C. Larsen, Historian*

THE February meeting of the local chapter was held the afternoon of the fifteenth at the Business and Professional Club Parlors. There was a large attendance of members present.

The following standing committees for the coming year were announced by the President:

Mutual Benefit, Mrs. Lillian Atkinson, Mrs. W. R. Billington, Mrs. D. O. Daniels, Mesdames Frank Duvic, Chas. Harbaugh and James O'Brien. House Purchasing: Mesdames Jake Held, Leo Ziebell, and John Schultz. Programme: Miss Edna Larsen, Miss Mildred Conklin and Mrs. Joe Schira. Constitution and By Laws: Mesdames Bert Nelson, M. E. Millard and C. H. Conklin, Sr. Ways and Means: Mrs. J. E. Dexter, Mrs. M. E. Donovan, Mrs. Wm. McCarthy, and Miss Ella Goddard. Membership: Mesdames Wm. Bernard, Phillip Leonard, Chas. Lattimer, and R. P. Rawson. Social: Mrs. Dan Wells and Mrs. F. R. Lehrbas. Auditing: Mrs. Reuben Linder, Mrs. J. L. Brown and Mrs. Chas. Schleif. Telephone: Mrs. M. M. Harrington.

Some important welfare work was discussed, and the Ways and Means Committee was appointed to assist Mrs. D. O. Daniels, who will "extract" money from the club members through the sale of extracts to them.

Cards followed the business session at which Mrs. H. L. Vachreau and Mrs. Joe Schira won the honors in bridge and Mrs. Leo Ziebell and Mrs. Jule Manhart in Five Hundred.

Little Miss Dorothy Winetzi captivated the club women with her interpretations of Mother Goose rhymes in song and dance. She was accompanied on the piano by Miss Irene Gramsey.

Lunch was served from a long table prettily decorated with Valentine suggestions. The hostesses were Mrs. F. L. Lehrbas, Mrs. Louis Lawless, Mrs. Isadore Livernash, Mrs. Frank Hanosek and Mrs. Phillip Leonard. Out of town guests were Mrs. August Krueger, Mrs. Louis Schultz and Mrs. J. P. Smith of Tomahawk.

### Tomah Chapter

*Mrs. Henry Thom, Historian*

TOMAH Chapter held a regular meeting at the Community Room of the Library, Wednesday evening, March 2nd.

The program given by Ann Steinmetz, consisted of two solos, a male sextette, and a reading. This program was greatly enjoyed by the members present at this meeting.

The ladies of this Chapter entertained their husbands and families at a six o'clock dinner, February 14th. It was a success and about two hundred guests were served.

The dance held February 21st was also a success, because of a large attendance. Everyone reported a good time.

The members of this Chapter mourn the death of a dear member, Mrs. Mary Brown. The next meeting will be held April 6.

### Aberdeen Chapter

*Mrs. W. O. Hiddleston, Historian*

THE regular monthly meeting was called to order in our Club Rooms at 8:00 PM by our President Mrs. E. H. Soike.

It is planned to have a baked food sale on Sat. March 19th, the proceeds to be used for the purchase of chairs for the Club Rooms.

Mrs. Charles Pearce, one of our members died suddenly on Feb. 16th and was buried Feb. 19th. Mrs. Pearce was the wife of Section Foreman Charles Pearce of Ashton, S. D. Our sympathy is extended to the bereaved family. Mrs. Soike, Mrs. Hills, Mrs. Richards, Mrs. Williams and Mrs. Hiddleston attended the funeral at Ashton.

The Membership Committee reports the addition of twenty-six new contributing members.

The afternoon sewing club will meet at the Club Rooms Tuesday March 15th. Effective with the month of April the sewing club will meet the first and third Tuesdays of each month.

It was decided to purchase new chairs for the Club Rooms. Several of the merchants have agreed to take the present chairs in trade for the new ones.

The men folks were invited to attend the program after the regular meeting and all were served with refreshments. A very enjoyable program was rendered, Mrs. J. S. Reed playing several piano selections, little Miss Haycraft entertained with a dance and Owen King Jr., two readings.

### Beloit Chapter

*Martha Smith, Historian*

A COLONIAL dancing party was enjoyed by forty couples, members and guests of the C. M. & St. P. Women's Club at the passenger station on February 22nd. Refreshments were served during the evening. Mrs. Archie Morrissey was social chairman. In addition to our party, under the direction of Mrs. George W. Blackford, about seventy glasses of jelly and preserves, also about sixty dozen cookies were collected from the club members and delivered to the National Soldier's Hospital in Milwaukee, gladdening the hearts of about three hundred disabled war veterans.

The club held its monthly meeting in the passenger station on Wednesday, March 3rd. We have purchased a number of magic flour sifters to be sold as a means of raising money. Plans for the St. Patrick's party were discussed. Mrs. Dan Burdick was appointed social chairman.

We are all glad to know that the Sniveleys in Rockford are all well again.

Members of the club met at the home of

Mrs. George W. Blackford on Wednesday March 9th. A picnic dinner was enjoyed. The afternoon was spent in sewing carpet rags, to be sent in to the National Soldier's Hospital in Milwaukee for use in their workrooms.

At the meeting of the governing board held March 8th at the home of Mrs. F. T. Black, President, the organizing of joint chapters of the club in Racine, Wisconsin, and Freeport, Illinois, was discussed. Some action will be taken regarding this in the near future.

### Green Bay Chapter

*Julia Johnson*

A LARGE attendance was present at our March Meeting, which was opened by singing one of our Club songs, "Boost the Milwaukee."

The Treasurer, Mrs. Chas. B. Cheaney read a very fine report on the financial standing of the Chapter.

Mrs. Edw. T. Redline, Chairman of the Welfare Committee gave a very interesting report on her work in looking after one of our needy families.

Mrs. A. L. Jeffers, Chairman, gave a splendid report of the card party held Feb. 3rd, which was for the benefit of the Shop Basket Ball Team, and a nice sum of \$70.01 was realized which practically paid for their uniforms.

Mrs. James M. Hanahan, Chairman of the Social Committee, reported on the third annual dancing party held Feb. 15th in the Moose Hall, which was a big success. Everyone present reported having an enjoyable time. Music was furnished by Rialto Orchestra.

The Club voted a rising vote of thanks to Mrs. Jeffers and Mrs. Hanahan, and their Committees for efforts in making both parties a success.

In line with an action taken in November by the General Governing Board, the Green Bay Chapter established a foundation for The Lydia T. Byram Scholarship Fund. A sum was set aside to be added to regularly to assist a worthy boy or girl from among the railroad families to secure an education.

Mrs. Chas. J. Heyrman, Chairman of the Membership Committee reported twenty-two new members, who have come in to the meeting since the first of January.

Our Chapter has again taken up the sale of vanilla extract with Mrs. W. H. Turney, Chairman.

Meeting closed with our Flower March.

### Kansas City Chapter

*Dorothy Jackson, Historian*

THE second anniversary banquet of the C. M. & St. P. Women's Club was held Feb. 21, at the Odd Fellows Hall, 5606 Independence Ave. The ladies of the Rebecca Lodge served a very lovely chicken dinner. There were ninety-five present and all expressed their enjoyment of the evening—it was a grand time.

The decoration of the banquet room was carried out in the Washington idea—flag and bunting of red, white and blue and little hatchet place cards designed in the same color scheme. In the center of the table there was the very attractive birthday cake—it had a white icing and "C. M. & St. P. Women's Club" 1925-27 in red lettering. Two red candles tied with bows of red tulle stood at each end of the table. The menu was a very delightful one—Fruit Cocktail, Combination Salad, Roast Chicken with Dressing, Mashed Potatoes and peas, olives and celery, rolls Orange Sherbet and white cake and coffee. A

little American flag which was placed in each serving of sherbet, added to the attractive appearance of the table.

The three club presidents sat at the head of the table. Mrs. G. B. Woodward, the first president, cut the first piece of cake, and Mrs. E. C. Van Beiskirk, the second president, cut the second piece of cake, and Mrs. L. P. Gibson, the third and acting president, cut the third piece of cake. Mrs. Harry Burns, chairman of the program committee and acting as the official toastmistress, arranged a very delightful program of speeches, toasts and community singing.

The program consisted of the following interesting numbers: Mr. J. F. Anderson, Assistant Superintendent, gave a very lovely talk on the noble and charitable work of the club, his subject being "Faith, Hope, and Charity." The talk pictured a review of the wonderful growth in the work of the club and also the character of the work the club is now doing. Mr. Anderson, one of our finest and most sincere workers, gave his talk in his usual sincere way. Mr. J. F. Adsit, General Southwest Freight Agent, gave a talk on Washington. Mr. E. G. Woodward, General Southwest Passenger Agent, responded with a toast to the ladies, praising them for their untiring efforts and success. Mr. W. H. Fesler, General Freight Agent, responded with a "short but sweet toast." The following gave short talks: Mr. Frank Etter, Traveling Passenger Agent, Mr. Harry Burns, Freight House Foreman, Mr. J. H. Lord, Round House Foreman, Mr. L. P. Gillison, District Adjuster, and John Bammer, Engineer, Mr. E. J. Sweeney, Engineer, responded with this very beautiful toast.

Here's to the ladies—God bless them. Daughters of our mothers, sisters of our brothers and mothers of our children.

They who by their example lead us to the path of virtue.

And they who by their sweet home influence bind and cement us to our homes and firesides. May their influence ever lead us.

The following assisted in the singing: Miss Gene Lord, Mr. J. H. Lord, Mrs. Rossback, Mr. and Mrs. Otto Lipp, Mrs. Frank Biesecker, Mr. Edwin Biesecker, Roger Leaton, Mrs. Bammer, Mrs. Harry McKinley and Mr. L. P. Gibson. The peppy program of community singing, with a musical accompaniment furnished by everyone beating on their glasses with their forks, followed with these songs: "Pack up Your troubles in Your Old Kit Bag", "Boast Milwaukee", "Dixie", "Hot Time in the Old Town Tonight," and "America."

Mrs. H. E. Byram, President General, sent a telegram regretting her inability to attend. Mrs. Elizabeth Hackett was introduced as the oldest club member. She is 76 years old and a most faithful and loyal member, always ready to respond and play the part of a "true sport." Mrs. John Bammer, in behalf of the club, presented Mrs. L. A. Gibson, our president, with a beautiful corsage in appreciation of her past services which have been so sincerely given, of her ever willing spirit, to do her best, and of her profound interests in the club and its beautiful work. Mrs. Gibson wishes to express her appreciation for the lovely corsage and thank each and every one.

The program chairman, Mrs. Harry Burns, deserves a world of credit and thanks for the way in which she planned such an interesting event. Following the banquet there was dancing and card playing. The evening was thoroughly enjoyed by all and acclaimed a huge success.

## Council Bluffs Chapter

*Mrs. Ed Lee, Historian*

ON Feb. 24, Council Bluffs Chapter held its regular meeting at the Eagles Hall. Due to the severe cold our president, Mrs. Gallagher requested Mrs. Frank Colburn to preside. Mrs. McLean, chairman of the Mutual Benefit Committee reported all sick members on the road to recovery. The different committees gave their reports, after which a social hour was enjoyed. There was no program, but a committee composed of Mrs. Frank Colburn, Mrs. Anderson, Mrs. LaHeste, Mrs. Butler and Mrs. Whitsall, served light refreshments.

Our President Mrs. Gallagher, is so very anxious to have more of the new members attend our meetings. We are doing quite a little benevolent work, which is something we should all be interested in. Our entertainments and social hours are always enjoyed, so we hope all of our new members will arrange to come to the meetings.

Mr. and Mrs. Gallagher invited the members of the Club to their home on the evening of March 10th. Following are the winners in the games that were played: Clothes pin Contest: Irving Lee, W. E. Hollingsworth, Mrs. Howard Rooney and Mrs. John Schonberg. Advertising Contest: Carl Schonberg, S. E. Hollingsworth, Miss Georgia Kelley and Mrs. Carl Schonberg.

Bean Contest: John Schonberg, E. E. Smith, Mrs. B. A. Olson and Mrs. Harry Wycoff.

Weight Guessing Contest: Mrs. S. E. Hollingsworth. Light refreshments were served, and at a late hour the guests departed, having thoroughly enjoyed the hospitality of Mr. and Mrs. Gallagher.

## Dubuque Chapter

*Myrtle Bock, Historian*

DUBUQUE Chapter has had the usual busy February and March. The dance given February 24th in Parkside Hall was one of the most successful affairs sponsored by the Chapter.

Friday evening, February 18th, the Chapter held a Potluck Supper for members and their families. These suppers are especially well liked by Dubuque Chapter because of the sociability they promote. Music during the meal was furnished by Miss Gladys Hartley, pianist and Sumner Hartley, violinist. Many of the gentlemen present gave short talks regarding the Chapter and its work. After supper a very brief business session was held, the remainder of the evening being turned over to "fun" which the Indoor Field Meet supplied. Dubuque Chapter can produce talent for anything they undertake.

Plans are under way for a card party on the 18th and judging from the number of tables that have been reserved it will be well attended.

We regret losing our First Vice President, Mrs. R. H. Kearney who has moved to La Crosse. The good wishes of Dubuque Chapter go to Mrs. Kearney in her new home.

During the past two months there has been quite a lot of sickness so the Sunshine Committee will have an unusually big report. The Ways and Means Committee is busy with various plans and the Membership Committee is doing the usual good work.

Until our Club House is completed Dubuque Chapter will continue to hold the regular meeting the third Friday evening of each month in Eagles Hall, where we will be pleased to meet visiting members of the C. M. & St. P. Women's Club.

## Terre Haute Chapter

*Mrs. Flossie Waggoner, Historian*

THE members of Terre Haute Chapter entertained with an elaborate banquet for members and their families at the Montrose Church on March 27th. A delicious menu was served and guests numbering nearly 100 were seated at four long tables, attractively appointed and decorated with zenias. The honor guests from the Chicago general chapter, including Mrs. H. E. Byram, President General of the organization, who is also the wife of the President of the railroad; Miss Etta Lindskog, Corresponding Secretary General, and Mrs. Dixon, General Chairman of the Mutual Benefit committee, and officers of the local chapter were seated at the center table.

During the banquet the following program was greatly enjoyed: James Knuckey of the Freight House clerical force gave two vocal selections. Miss Stitch of Seventeenth Street entertained with two interesting readings. Miss Lucile Curtis, daughter of Engineer F. B. Curtis, sang two vocal selections. Miss Eleanor Faris, of the Master Mechanic's office, entertained with a couple of piano numbers.

At the close of the dinner Mrs. Byram was called upon to explain the cause and effect of this wonderful organization and said in part:

"Two and one-half years ago 27 women in President H. E. Byram's office in Chicago organized a chapter which has grown to date such that there now are 46 units, located at division points along the entire railroad. At the close of the year 1926 there were 7,000 women enrolled in this organization."

Mrs. Byram gave a comparative statement of the women's organization of the Pennsylvania and Milwaukee railroads.

Mrs. Byram explained ways and means of raising funds and urged the women to establish a scholarship fund.

Miss Lindskog, Corresponding Secretary General, who is a member of the Fullerton Avenue unit in Chicago, explained ways and means of raising funds as demonstrated by various units.

Mrs. Dixon, Chairman of Mutual Benefit of the General Chapter also gave a short talk and by request sang two songs which were highly enjoyed. Mrs. Dixon is a native of Scotland and one of a family of 13 girls. Her songs were "Coming Through the Rye" and "The High Road and the Low Road." These were songs which she and her sisters used to sing together as girls in Scotland.

A number of talks from both men and women employes were made.

The Club is very much pleased by the interest shown by the different departments and their promised co-operation in all future efforts for success of the Club.

Mrs. E. L. Kenney of the local Chapter introduced the honor guests."

## Butte Chapter

*Mrs. M. G. Murray, Historian*

IN October, 1926, sixteen of the Butte ladies journeyed to Three Forks to join the Milwaukee Women's Club there. They were entertained most royally with a splendid dinner and specially prepared program, followed by a short business session—the Butte party returning home on an evening train and voting the day spent in an unusually pleasant manner.

On January 12th, 1927, a special meeting was called for all eligible members of Butte, the meeting to be held in the Milwaukee Station at this point. It was announced at this

time that owing to a change in the general by-laws a club could now be established in Butte, which seemed most satisfactory and resulted in a unanimous vote being given in its favor by all present.

Upon notifying the Three Forks Club of the decision made in regard to the change they immediately responded with every expression of good will and wishes and insisted upon returning the membership dues which had been paid into their treasury.

The Three Forks Club, as you all probably know, has the distinction and honor of being a 100% organization, so they will not regret our withdrawal so greatly, understanding, as they do, how much more convenient it will be for all members here in Butte to have a club on our own home ground, thereby making it easier and more conducive to a full membership here also.

On February 3rd, a charter having been granted us, a meeting for election of officers was held, with the following members elected to office:

President	Mrs. E. A. Tamm
1st Vice President	Mrs. E. F. Rummel
2nd Vice President	Mrs. E. H. Barrett
Recording Sec'y.	Miss Beatrice Rodgers
Corresponding Sec'y.	Miss Alice Lyden
Treasurer	Miss Mable Price
Historian	Mrs. M. G. Murray

Committees for the different departments of the club were also appointed at this time. We now have a charter membership of thirty and hope to increase that number rapidly when it is clearly understood just what the club stands for.

On the evening of February 8th, Mrs. H. E. Byram addressed the new club in their rooms at the Milwaukee station. Unfortunately the weather was very cold and disagreeable, thus preventing a full attendance of the members. Mrs. Byram is a delightful speaker—she is giving her whole heart and time to this work and it is clearly reflected in the earnest and sincere manner she conveys her ideas to her listeners.

She offered many helpful hints and ingenious ways and means whereby our little club can become self supporting and in time be of help to those in need, which is really the primal and ultimate goal of the entire organization over the CM&STP system.

Butte can never be a big club in point of numbers, but what we lack in quantity we will strive to offset in quality.

At a regular meeting of the club held March 12th it was voted that we launch forth on our first "party"—which was given in the club rooms on the evening of March 30th. Prizes and delicious refreshments were offered as the 'piece de resistance,' a splendid time was enjoyed by the large number of ladies in attendance, and these social affairs will soon become an established custom if they continue to gain in popularity.

The Traffic Department is opening an up-town office on or about May 1st and we have the promise of very desirable quarters to be vacated by them at the station. These rooms are large, light and airy and, with hearty and congenial cooperation among the members, can soon be transformed into lovely, homelike apartments, where all visiting Milwaukee Club women will be welcome.

We hope in the near future to be able to give a most favorable accounting of our club and its activities.

### Sioux Falls Chapter

THE Sioux Falls Chapter of the Milwaukee Railway Women's Club will entertain

their members and friends on Tuesday evening, April 19th, at which time they will hold their annual ball. This year it is going to be called the Gallatin Gateway Ball, and having the best dancing place in the city, the Arkota Ball Room will be all trimmed up for the occasion. Just inside the hall the entrance to the Gallatin Gateway will be erected. Our old reliable, not old but always reliable Herman Olson is in charge of this erection of the gateway assisted by Bobbie Smith. This dance is going to be the drawing card for the club for 1927. Tickets are being disposed of rapidly, and the active members are out boosting. The Arkota news carried a large item about the dance and the glories of the Gallatin Gateway and its history, which through the courtesy of the manager Mr. Thomas Archer, seems to have helped us as well as advertise the railroad.

An invitation is extended to all chapters, and a good time is promised to all.

On March 17th, St. Patrick's Day, the club gave a party for the members in the club house. The hall was trimmed with white and green streamers, while large shamrocks were pinned to the curtains making a very pretty decoration. About twenty-five persons were there. Cards were played and prizes awarded to the winners. Candy favors entertained the children, and after a bounteous picnic lunch which was laid out on a long table, two large green candles were lit to remind the members of the club's second birthday. The members having children brought them all along, and it was indeed a happy railroad family party. Many asked why these parties could not be held oftener as they create the sociability part of the club, and thus co-operation is the harvest. This was our first Free Party.

### Savanna Chapter

*Anna M. Bahne, Historian*

THE formal opening of the Chicago, Milwaukee and St. Paul Railway Women's Club house was held Monday evening, April 11, in the way of an open meeting, and was attended by about 200 employees and their families.

Minutes of the last regular meeting were read and approved, and reports of the various committees were given.

The Mutual benefit committee reported 48 cards sent during the month of March, a number of sick calls made, also made a report of the relief work being done. Savanna club is 7th on list for relief work.

Mrs. Sheetz, chairman of the Ways and Means Committee, reported several activities for the new club house in the near future. A dance April 20th, card party May 3rd and a Safety First dinner for May 6th. Mrs. Sheetz also reported having made \$57.50 in a bake sale held March 24th, and \$30.00 commission received for sale of "Frigidares." Mrs. Schaeffer, chairman of the membership committee reported eight new members—Savanna club is 5th on membership list.

Mrs. Thurber spoke of the accomplishment of the new club house, the kindness of the division officers in making the house possible, and thanked different ones for donations toward its furnishings.

Miss Etta N. Lindskog, corresponding secretary general of Chicago was present as Mrs. Byram's representative. She gave a personal message of regret from Mrs. Byram and her best wishes for the clubs continued success. Short talks were also given by Mrs. O. P. Barry of Chicago. Mr. D. Bagnell of Dubuque, Ia., Mrs. N. P. Thurber, Pres. of the Wausau Women's Club, D. Bagnell, Trainmas-

ter of Dubuque, Ia. and F. Shoulty, Gen. Car foreman of Dubuque. Local men also were called upon and gave short talks.

Olaf Hansen of the Machinist Dept. gave a short talk praising the club for its work, and presented a beautiful floor lamp, as recognition from his depot. This was followed by a short talk by J. Jackowitz, who presented the club with a beautiful silk flag as a gift from the carmen. John Dyer then presented the club with a check for \$15, a gift from the Brotherhood American Railway Employees of Savanna.

R. G. Fuller presented the club with a beautiful tapestry picture, and a half dozen card tables. Marth's Variety store gave two large vases. Beautiful cut flowers were donated for the opening by the Savanna green house. The Merchants were very kind and in most every case gave the club wholesale prices on things purchased.

Wm. Thurber, Supt of Ill. Div. complimented the ladies on the furnishings of the club house, and expressed his appreciation of the co-operation and service rendered by the different departments making the club house possible. The business meeting being closed, a program of local talent was given under the direction of Mrs. Wm. Hardcastle. Piano Solo, Betty Jane Heek, (5 years old); Duet, Misses Harriet Correll and Irma Lambert; Piano Solo, Miss Lois Colby; Reading, Mrs. B. E. Fuller; Vocal Solo, Miss Mabel West; Accordion Solo, Olaf Hansen.

During the program Mrs. Thurber was presented with a beautiful basket of flowers, a gift from the club as a mark of appreciation of her untiring efforts in bringing about this event. A social time was then indulged in and dainty refreshments were served.

The club house is to be known as "The Lydia T. Byram Community House." The building is 20 by 56 feet and is located in the pretty lawn just north of the depot. It consists of an auditorium, a kitchen, cloak room and rest room. The piano, folding chairs, draperies and many other things that make up the comfort of the place were purchased by the club.

Last but not least is the electric sign on top of the building. This was presented to the ladies through the efforts of J. R. Slater, General Roundhouse foreman and was donated by the shop men through his efforts.

### Milwaukee Chapter

THE regular monthly meeting of the Milwaukee Chapter was held in the club rooms Union Depot at 8:00 PM Feb. 21st 1927.

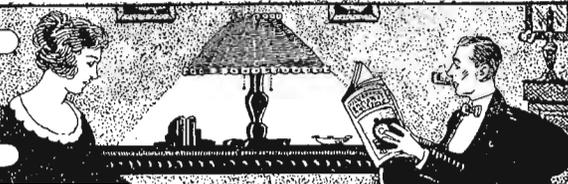
The Dance and Card Party that was held in the Auditorium on Feb. 19th was a huge success. Due to the wonderful work and co-operation of the various committees and several of the men who helped in so many ways. So you see we can't get along without the men after all.

A Card Party was announced for March 7th at 8:00 P.M. which proved to be very successful as there were about thirty tables. Another Card Party was announced for March 28th at 2:00 P.M.

After the meeting we had a very delightful program, arranged by Mrs. Wightman the program chairman; and according to report, we are to have many more. Following the program a lunch was served.

Mrs. Ida Zimmerman entertained the members of the board at her home on Wed. afternoon, March 9th.

# AT HOME



HAZEL M. MERRILL, Editor



Robert Wagner, 8 Months Old, Virginia's Brother

## Fashions

GIRLS of today, demand frocks that will give a lot of service, even for graduation and the wedding. She has learned that clothes-money is too precious to spend for just one short occasion. Nowadays, when accessories play so important a part, she must have pearls, bracelets, a flower; in fact the smart, appropriate shoes, sheer hose, dress is just the beginning, or a foundation on which to begin work. If you are going on to school and will have plenty of opportunity to wear an evening dress, you will probably wish to have a charming evening frock for graduation.

Simplicity must be the keynote; the color, white; and satin is the vogue for evening. If you are not going on to school in the fall, and desire to get the most service out of your graduation frock during the summer, white crepe de chine sports model will be just the thing. After graduation, there are so many ways that a simple white, crepe de chine dress may be varied to make an attractive summer outfit; bright yellow hat, tie, sweater; bright red hat, belt, tie, and red flannel box jacket; or black and white combination. Then there is the graduation frock of dainty voile, smocked in pastel shades, which is always in good taste. There is a rumor that long white gloves are coming back into fashion, but this is just a rumor and gloves are decidedly not necessary.

It has been quite some time since clothes have been so suitable, so sort of fluffy and feminine, for the bride. A long-sleeved, simply-fashioned white satin dress with flat pearl ornaments, makes a charming wedding gown; veil of white tulle with lace coronet and small strings of pearls; white satin opera pumps, and sheer, white hose. The bride's trousseau should include a pretty afternoon frock, perhaps of georgette and lace with georgette shoulder flower and sash that ties in a large bow; deep lace yoke and deep lace cuffs. A going-away costume of



Virginia Wagner, 6 Years Old, Granddaughter of the late Arthur P. Cordes, C. & M. Division Conductor

georgette; dress with V neck, accordean flounce, long sleeves; perfectly straight coat; sleeves wide at the cuffs; flat collar to be worn up or down. Then with one or two pretty sports outfits, appropriate shoes and accessories, suitable luggage, and milady is all set.

### Style-Grams

The new sweater and divided-skirt effect is popular.

A colorful tie lends a dash of attractiveness to a sports costume.

The frock composed of two different fabrics and colors is doubly smart this season.

The sleeveless frock promises to be very popular this summer.

The new square neckline, side button-trimming, and girdle-like belt are the last word from Paris.

No costume is complete without a scarf.

A two-piece sleeveless frock with pleated skirt and middy-like blouse, is the regulation tennis costume.

The new bow pump, to go with the smart spring frock that wears bows, is very chic. Footwear must either emphasize or complement the costume.

For the warm day, select a washable silk frock.

The tailored mode is smart and youthful.

Flowers of felt and leather in all the fashionable shades comprise the smartest boutonniere effects.

A smart outfit for travel wear consists of modish short coat, pleated skirt, and tailored crepe blouse.

Masculine effects have vanished from milady's wardrobe and the tendency is toward more feminine lines, achieved by the introduction of boleros, tiers, and other details; higher waistlines and fuller skirts; panels, tucks, bows of ribbon; girdles, belts; flowers and feathers on rounded, less severe hats.

The slim simplicity of the silhouette remains unbroken by any new details.



Jane McQueeney, Granddaughter of La-Crosse Division Conductor M. McQueeney

Front fulness, gypsy girdles, flying panels distinguish the new mode.

The sports mode rules the fashions for daytime costumes, and there are many flexible fabrics and delightful soft colors for the sports costumes.

Trimming appears in abundance; fringe on everything, evening gowns, evening wraps, daytime dresses, everywhere but for sports. Huge fabric flowers at the shoulders and massed at the waistline are being used.

### Household Suggestions

Put a kettle of water over the pilot light of gas range every evening, and in the morning, have hot water ready for dishwashing.

Paper drink cups make handy receptacles for bits of cooking fat. When ready to use, cut a slice the desired size right through the cup, or peel off the paper. No fat is wasted and there are no greasy dishes to wash.

When making dumplings, cover the kettle with a glass pie plate so you can see whether the water is boiling properly without removing cover and letting cold air in.

You can make a delicious conserve and use odds and ends of different jellies, preserves, and sauces by mixing them all together, adding lemon or orange juice and nut meats, and cooking them again.

When you find your stock of home pickles running low, cut sour or dill pickles up in quarters and let them stand a few days in syrup left from pickled pears and peaches.

### The Patterns

Send 15c in silver or stamps for our UP-TO-DATE SPRING AND SUMMER 1927 BOOK OF FASHIONS.

5784. Ladies' Dress—Cut in 7 Sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. A 38 inch size requires 1 1/4 yard of 36 inch lining, 1 1/4 yard of 40 inch figured material and 2 3/4 yards of plain material 40 inches wide. The width at the lower edge of the dress is 1 1/2 yard. Price 12c.

5777. Ladies' Dress—Cut in 6 Sizes: 34, 36, 38, 40, 42, and 44 inches bust measure. A 38 inch size requires 4 yards of 40 inch material together with 1/4 yard of contrasting material. For underback of lin-

ing  $\frac{3}{4}$  yard of 36 inches wide is required. The width of the Dress at the lower edge with plaits extended is  $1\frac{1}{2}$  yard. Price 12c.

5817. Girls' Dress—Cut in 4 Sizes: 8, 10, 12 and 14 years. A 10 year size requires  $2\frac{1}{2}$  yards of 32 inch material for the Dress and  $1\frac{1}{2}$  yard for the Gimppe. Price 12c.

5818. Child's Dress—Cut in 4 Sizes: 4, 6, 8 and 10 years. To make the Dress with long sleeves, for an 8 year size, will require  $2\frac{1}{2}$  yards of 40 inch material together with  $\frac{1}{4}$  yard of contrasting material. If the Dress is made with short sleeves it will require  $1\frac{1}{2}$  yard together with  $\frac{1}{4}$  yard of contrasting material. Price 12c.

5780. Ladies' Morning Frock—Cut in 7 Sizes: 36, 38, 40, 42, 44, 46 and 48 inches bust measure. A 40 inch size requires  $4\frac{1}{2}$  yards of 36 inch material if made with long sleeves and of one material. If made as illustrated in the large view, it requires  $3\frac{1}{2}$  yards of 36 inch material together with  $\frac{1}{2}$  yard of contrasting material. The width of the dress at the lower edge is  $1\frac{1}{4}$  yard. Price 12c.

5813. Dress for Junior and Miss—Cut in 4 Sizes: 14, 16, 18 and 20 years. A 16 year size requires  $3\frac{1}{2}$  yards of 40 inch material together with  $1\frac{1}{4}$  yard of 36 inch lining, for the underbody. The width of the dress at the lower edge with plaits extended is  $2\frac{3}{4}$  yards. Price 12c.

5775. Ladies' Dress—Cut in 6 Sizes: 34, 36, 38, 40, 42 and 44 inches bust measure. A 38 inch size, will require 2 yards of 32 inch material for the waist, girdle and tie sash, and 4 yards for bolero and skirt of contrasting material. If bolero is made with long sleeve portions  $4\frac{1}{2}$  yards will be required. The width of the Dress at the lower edge is  $1\frac{1}{4}$  yard. Price 12c.

5795. Girls' Dress—Cut in 4 Sizes: 6, 8, 10 and 12 years. A 10 year size requires 2 yards of 40 inch material. Price 12c.

5779. Child's Dress—Cut in 5 Sizes: 1, 2, 3, 4 and 5 years. A 3 year size requires  $1\frac{1}{2}$  yard of 27 inch material together with  $\frac{3}{8}$  yard of contrasting material. Price 12c.

5779. Ladies' Apron—Cut in 4 Sizes: Small, Medium, Large and Extra Large. A Medium size requires  $2\frac{1}{2}$  yards of 32 inch material together with  $\frac{1}{4}$  yard of contrasting material for the pockets. Price 12c.

5819. Ladies' Blouse—Cut in 7 Sizes: 34, 36, 38, 40, 42 44 and 46 inches bust measure. A 38 inch size requires  $1\frac{1}{2}$  yard of 40 inch material together with  $\frac{3}{8}$  yard of contrasting material. Price 12c.

5785. Ladies' Dress—Cut in 7 Sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. A 38 inch size requires  $1\frac{1}{2}$  yard of 32 inch material for the Blouse it made with short sleeves or  $2\frac{3}{8}$  yards if made with long sleeves and  $\frac{7}{8}$  yard of 36 inch lining and  $1\frac{1}{2}$  yard of 40 inch material for the skirt. The width of the skirt at the lower edge with plaits extended is  $1\frac{1}{4}$  yard. Price 12c.

### Good Things to Eat

**Boston Brown Bread.** Sift together two cups graham flour and one cup corn meal. Add one cup N. O. molasses; two cups sour milk, two teaspoons soda and one half teaspoons salt. Steam three hours and bake one half hour.

**Boston Baked Beans.** Soak one quart of white beans in cold water over night. In the morning, pour off water and put into fresh cold water. Simmer until soft enough to pierce with a pin—but they must not boil hard enough to break the skin. When soft, drain in colander and pour cold water through them. Place in a bean pot. Pour boiling water over a quarter to half a pound piece of salt pork; scrape the rind until white, and score. Bury the pork in the beans, leaving only the rind exposed. Mix one teaspoon of salt, one teaspoon of Colman's mustard (dry) and one quarter cup of molasses. Pull the cup with hot water and when well mixed, pour over the beans. Add enough more water to cover. Keep them covered with water until the last hour; then lift the pork to the surface and let it crisp. Bake all day in a moderate oven.

**Old Fashioned Bean Porridge.** Five pounds of corn beef, one pint of white beans; four tablespoons of corn meal, pepper and salt to taste. One pint of hulled corn. Soak the beans over night. In the morning, parboil in fresh water, with a pinch of soda, until soft. Put the corn beef into cold water, skin as it heats, and simmer until tender. Remove from

kettle and cut into two inch pieces, removing the bone and gristle. Let liquor stand until cool enough to remove fat from the top. Put the meat and the beans into the liquor and simmer slowly three or four hours, or till most of the beans are broken. Half an hour before serving, stir in the corn meal, first wetting it in cold water and rubbing to a smooth paste. The meal should thicken the mixture to about the consistency of porridge. Season to taste with salt and pepper. Add one pint of cooked hulled corn, and when hot, serve with brown bread.

This is the old-fashioned and nourishing dish which the forefathers of the "granite hills" used to take with them to the "wood lot" when they went out to chop the year's supply of the timber. The porridge, made in a great iron kettle, was ladled into smaller dishes in which a clean white string had been laid with the ends over the side. These were then set out in the wood house or in the cold pantry until frozen solid. They were then hung out in the cold and kept frozen. When Father and the boys were ready to start out with the horses

and bob sleds for the day's chopping, several of the porridges were put into the camp kettle, loaves of brown bread and several mince pies were placed in the dinner basket and the caravan was ready to start. At noonday, a fire was built, the porridge kettle hung over the fire and the pies placed where they would warm. Soon, there was a hot and hearty meal. Bean porridge is good as long as it lasts if it is kept cold, and this is the origin of the rhyme:

Bean porridge hot, bean porridge cold  
Bean porridge in the pot, nine days old.

**Indian Meal Pudding.** Rub a tablespoon of butter round the sides and bottom of a kettle or saucepan and add half a cup of boiling water. Add one quart of milk and let boil up, then sift in one pint of yellow corn meal. Stir constantly. This makes a corn meal porridge, which should be set away until cold. Then add one quart of cold milk, one cup of molasses and ground ginger to taste. Place in a slow oven and let bake for two hours. Serve with hard sauce.





## SPECIAL COMMENDATION

### Those Of Us Who Do

By G. P. F.

**F**REIGHT House Foreman, William McCall at Cedar Rapids, secured five carloads of Kentucky coal going to an industry located on the rail of a competing line at Cedar Rapids. Mr. McCall is a salesman, 100% plus.

We have a young fellow at Liberty Street Freight House, Kansas City, who is coming ahead,—Revising Clerk Harry Williams, who entered the service in the year 1921. Recently he secured routing on five carloads of hay out of Kansas City destined to competitive points. Superintendent Hoehn has some nice things to say about Mr. Williams, and we hope he is going to give Mr. Hoehn a chance to talk about him some more.

The following item recently appeared in an Excelsior Springs Daily: "Col. Ira Morgan, clerk at Hotel Snapp, reports today that through the cooperation of Harry F. Owens, Milwaukee Agent, many valuable articles have been returned to guests at the Snapp, which had been lost or forgotten while passengers on the Southwest Limited. Among those returned the past few days, according to Col. Morgan, is a diamond set Eastern Star brooch to Mrs. Joseph Danziger of Cedar Rapids, Ia., a birthstone graduation ring worn for 43 years to Mrs. S. G. Taylor of Chicago, an ivory toilet set and pack of valuable letters to Mrs. A. R. Olney of Clinton, Ia., and a billfold containing \$80.00 in currency and checks to P. C. Norleigh of Milwaukee." Mr. Owens entered the service in 1902. He is married, and lives in the station at Excelsior Springs, and both Mr. and Mrs. Owens take personal pride in the appearance of their station and its grounds; and they have made the place a real credit to the Milwaukee railroad.

In the month of March, Dubuque Division Conductor "Walt" Graham secured a passenger from Dubuque to Chicago. Mr. Graham has been in the service 34 years, and Superintendent Meyer speaks of him as a reliable and loyal employe, with an absolutely clear record over the period of his employment. We know that we are going to hear more of Mr. Graham in this column.

Veteran Yard Clerk Frank Wallace at Milwaukee continues to secure freight business for the railroad. Recently he turned in a carload shipment to Chippewa Falls after it had been routed via connecting line.

Freight House Foreman L. A. Mostrom at Sioux Falls is still at it, and we now hear about a carload of matches which he took away from a competing line. He doesn't overlook any opportunity to add to our revenues.

Want to tell you about a real active employe at Ottumwa, Rate Clerk A. J. O'Malley, who entered the service in the year 1913. So far this year he has turned in the following:

1 car emigrants and two tickets to Minnesota Transfer.

2 cars household goods and five tickets to Kansas City.

All of this business was secured against the solicitation of other lines. Mr. O'Malley is a "home" man, and a substantial citizen at Ottumwa.

Mr. K. M. Hamilton, Des Moines Division Brakeman secured two Chicago passengers who had made all arrangements to travel via competing line. Mr. Hamilton has been in the service 21 years, and Superintendent Van Vliet speaks of him as one of his most faithful employes.

We have another report on Stevedore Herman Stebens at Davenport. He secured routing orders on five shipments from Chicago. We are glad to hear that Mr. Stebens continues the good work. When you coming in to the ball game, "Hank"?

We have another report from Davenport. Rate Clerk Frank E. Carthey secured routing on a car of lubricating oil from Chicago. Frank E. has been with the Road a number of years, and in his capacity of rate clerk comes in frequent contact with patrons of the company, among whom he has a reputation of being an accommodating and efficient railroad man. One of Mr. Carthey's boys is named Wilbur Oliver Carthey, after the Davenport broadcasting station "W.O.C.," so you can appreciate the whole family are radio fans.

William Benson, age 20, employed as a stower in the freight house at Sioux City, recently turned in a tip which sold three tickets from Sioux City to Rapid City, S. Dak. Good work, "Bill."

Mr. Wm. A. French, General Yardmaster at Milwaukee recently turned in the following traffic:

3 carloads per week for Buffalo, N. Y. via Cheneyville.

5 carloads autos from the East via T. H. Division.

The promise of 35 carloads autos from the East via the T. H. Division.

Mr. French has been in the service of the company for 19 years, and I should say from the above reports that he is an exceptional employe. We hope to see you around for a long time, Mr. French.

Our old friend C. F. Holbrook now employed as Yardmaster in Fordson Yard at St. Paul, is active in securing business. We are confident that nothing gets by him, and he is giving industries in his territory such good service that they show their appreciation by giving us more business.

Mr. Edward Stanley, Yardmaster in the Twin City Terminals, turns in a lot of business, much of which we get because Mr. Stanley is so active in his efforts to give his industries the best of service and attention at all times.

We have been looking over your personal record, Mr. Stanley, and find that you have been with the Milwaukee since the year 1910, and that your record is absolutely clear.

W. E. Johnson, Assistant Chief Clerk at the Liberty Street Freight House, Kansas City, is securing a bunch of business for the Railroad. He entered the service in the year 1892, and Agent Fesler tells us something about Mr. Johnson's methods, as follows: "Mr. Johnson makes it his business on service requests to give same his active personal attention, keeping in constant touch with the patron; and generally creates the impression that the business of the particular patron inquiring is considered by the Railroad just

about the most important business it has." We find that in the month of April Mr. Johnson secured routing for the balance of this year on about 1 carload a week from a point in Indiana, and another carload a week originating at Chicago. Mr. Fesler tells us that Mr. Johnson is going to get a lot more business for the Milwaukee Road.

Agent Bush at Galewood has many of nice things to say about J. P. Dickey, who we understand is recognized in the City of Chicago as one of the best rate clerks working today. Mr. Dickey has been with the Company since 1900, and every month he turns in a list of a dozen or more consignments on which he secured routing over the Milwaukee road.

We have another high-class rate clerk at Galewood, John "Duke" Connolly, who has been in the service since the year 1905 "Duke" is also a fellow who secures a lot of business for the Railroad, and who is well spoken of by patrons of the Company account of his courtesy and attention to their interests. Mr. Connolly is married and the father of three children. Mrs. Connolly was formerly employed at Galewood, and we understand that the life helpmates of many of our other good men now at Galewood were chosen from among their daily working associates.

We have a lot of highclass men on the Kansas City Division. Engineer Thomas Kemp secured a passenger from Ottumwa to Chicago. Brakeman Al Snow secured a passenger from North English to Chicago. Brakeman R. B. Smith secured two passengers from Ottumwa to Kansas City, and took the trouble to make reservations for them. Superintendent Hoehn speaks highly of these three men, and says that we can expect more business from them.

We have a number of Receiving Clerks at Union Street Station, Chicago, who are going out of their way to add to the revenues; and in the month of March the following secured diversions in business which had originally been routed via competing lines: Messrs. J. A. Wagner, R. Norcross, A. Browder, L. Murphy, R. Detuno, F. S. Smith, R. Reiner, Gus Priebe. You can't overdo it, fellows.

Yard Clerk Ray Sheehan in the Macalester District of the Twin Cities turned in a car load of fire brick from Chicago account a new industry on our line. Mr. Sheehan was after them for business just about as soon as they were settled in their new quarters. It was a car that had been routed via a competing line, and Ray got them to use the wires to change the routing. He is a real "business getter."

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

Superior Division, for reporting broken rails—conductors W. S. Robbins, January 5th, E. Smith, Jan. 5th; John Parker, Dec. 28th; F. B. Beach, Jan. 7th; W. S. Robbins, Jan. 10th; Herman Huth, Dec. 26th; W. S. Robbins, Jan. 3rd; Frank O'Malley, Jan. 17th; Wm. Heitka, Jan. 19th; engineers, E. Lepscier, Jan. 5th; Albert Schaefer, Jan. 6th; Fred Shink, Jan. 10th; brakemen, L. Bordeleau, Jan. 7th; Otto Beck, Jan. 3rd. During

February, conductors, Bert Lenz, A. L. Bennett, J. W. Krause, Herman Schroeder, Edw. Coughlin, two letters; Edw. Whipple and E. Smith. Engineers Ebbs Johnson; M. J. Clafey, two letters; John Fowles; Wm. Karn, two letters; Carl Fogle, two letters, Train baggageman, Chas. Schroeter; Signal Maintainer Frank Zion, and S. Jubin.

Madison Division conductor Walter E. Wilson, discovering a broken truck under car loaded with crushed stone in his train about two miles east of Palmyra, January 27th, and getting train stopped before car was derailed or any further damage done.

R. & S.W. Division conductor D. Gillen, Racine, Wis., while waiting for another train to pull around wye at Sturtevant, discovered a broken arch bar under a car in the train and signalled the crew to stop.

Illinois Division conductor J. C. Sophy discovered broken arch bar under car in train No. 64, Nov. 20th, at Itasca. Train was stopped and car set out.

R. & S.W. Division brakeman W. E. Bates discovered loose trailer tire on engine 8327, train No. 92, January 29th, as train was passing him at Lyons.

Operator L. W. DeLormier while going from Prairie du Chien to Wauzeka on his bike, discovered a broken rail four miles west of Wauzeka, Feb. 8th; and on arrival at Wauzeka got in touch with the dispatcher so information could be sent to conductor of train No. 11 and then notified the section foreman. Repairs were made without causing any delay to the Chicago-Sioux Falls train.

Section foreman A. Majoski discovered a broken wheel on a car in train 264 and got train stopped at St. Croix Crossing, Feb. 5th.

I. & M. Division brakeman W. Bouthilet discovered a broken rail about four miles west of Farmington on Feb. 1st and made a prompt report so that repairs were made without further damage.

R. J. Coleman, Agent Sumter, Minn. discovered brake rigging down on car in train No. 92, Feb. 4th and notified conductor so that train was stopped and defect removed.

Feb. 7th, agent A. J. Hasse, Elberton, Iowa discovered brake beam down on a car in CB extra A. as train passed his station; and took immediate action to get advice to the train crew.

Coast Division brakeman, Samuel Stanley, on September 21st, 1926, saw an automobile about to hit his train, promptly applied the air, and extended aid to the driver who was under his overturned car.

Walter Jordan, Waterloo, Wis. on Jan. 10th, as train 410 was pulling out of Waterloo, discovered a broken pilot on the engine and immediately reported same. Temporary repairs were thus made.

W. V. Div. conductor O. H. Olson Jan. 21st, discovered a broken piece out of rail, as he was flagging train No. 91 at Junction City; and took the trouble to go back to 91 and get the roadmaster to come out and protect the service.

Illinois Division operator H. A. Maarsingh, Kittredge, Ill. discovered as train Ex. 8356 was moving over the plant at Kittredge, brake beam down and immediately stopped the train.

Section foreman, H. Warren, Waupun, Wis. repaired broken train line on box car to be loaded with merchandise at Waupun, Feb. 2nd; and saved serious delay. The broken train line was discovered by conductor L. Nungesen.

Agent, J. J. Malek, Medford, Minn. was complimented by two women patrons who appreciated the service rendered by Mr. Malek

in arranging their transportation from Medford to St. Petersburg, Fla.

Switchman Earl Smith, Council Bluffs secured one passenger from Co. Bluffs to Columbus, Iowa.

About 3 AM, Jan. 30th, operator Lindmeier, Oxford Junction discovered a high tension wire broken and hanging on our telegraph wires just east of station, which he removed while the current was on, clearing the trouble on our telegraph wires. He then had the live wire taken care of by the Light Company's lineman before anyone was injured.

Foreman Theo Pearce, Store Dept., Terre Haute, discovered a broken rail in No. 10 yard at Hulman St., and made immediate report to the Yardmaster. Rail was replaced before an accident occurred.

Section Foreman O. G. Mudd, Illinois Division, on Feb. 3rd, while in charge of track men south of Albany, Ill. discovered a broken arch bar on car in train No. 65 and notified the crew. On Feb. 10th, he discovered dragging brake beam on No. 65 while train was moving through Port Byron and notified conductor of train. Rigging caught in the frog and derailed one pair of trucks of caboose. On Feb. 14th, he discovered brake rigging down on two cars in middle of train No. 65 at Abner and notified the crew.

On Feb. 14th, Albert Rohrich, section laborer, New Hampton, Iowa, discovered broken truck car in extra 8025, west, as train was moving through New Hampton, and flagged the crew. Car was set out.

T. M. Division conductor, G. A. Robinson discovered broken arch bar on car in train No. 264, Feb. 10th, at Scranton, N. D.

I. & D. Division train baggageman Kluss discovered a broken rail while on train No. 22, Feb. 1st, three miles east of New Hampton, Iowa.

Section foreman, Dan Cutler, Russell, Ill., on Feb. 26th, noticed fire flying from underneath a car on train 74. He immediately signalled the train to stop and found the car had a bent journal.

T. H. Division car inspector Grover Fowler reported a broken rail just south of south end of Dick passing track, at 10:15 PM, Feb. 21st.

While extra 8370 was passing Almora, Ill. station, Feb. 21st, Mrs. Pearl Morris, custodian discovered defective hopper on car in train and got signal to the rear of train so that car was disposed of without accident.

Lax Division brakeman W. R. Edmonds, on Feb. 12th discovered broken arch bar on car of coal in No. 263. Car was set out at Kilbourn before any damage was done.

Operator A. W. Rea, Camp Douglas, Wis. discovered brake beam down on car in No. 263 and got signal to rear end thus stopping the train for inspection.

Crossing flagman Emil Dummer, Beaver Dam, Wis. discovered piece of flange broken out from the tender of engine on No. 566, Feb. 14th, while passing over the crossing at Park Ave., Beaver Dam.

Lax Division conductor working as brakeman discovered a badly broken truck in train before leaving Portage, Feb. 21st, and reported same immediately.

Feb. 21st, Operator R. A. Ross, Tunnel City, Wis. discovered brakes set on car in train No. 263, and notified the train crew.

### SERVICE ALWAYS

The two following letters were received from patrons appreciative of little attentions rendered them by our employes:

Missouri Farmers Association, Inc.  
New York Office  
446 West 14th Street

March 1, 1927.

General Passenger Agent,  
Chicago, Milwaukee & St. Paul R. R. Co.,  
Union Station,  
Chicago, Ill.

Dear Sir:

It was both my privilege and pleasure in the month of January to ride over your line from Chicago to Chillicothe, Mo.

During the past ten years I have traveled rather extensively, but never in my life have I met with such courtesy and such attention and at that a very inoffensive attention, as was received over your line. I was surprised to find in the Dining Car a service the equal of which I have never found elsewhere.

On my return trip the Agent at Chillicothe showed me every courtesy possible and did for me things that very greatly surprised me. That is, he went out of his regular line of duty, without any infraction of your rules, and accommodated me in the matter of taking my baggage and such other things as are certainly uncommon in the ordinary service of the railroads over which it has been my custom to travel.

I sincerely hope that you may enjoy every prosperity and that this service will continue as an example and model for other railroads to follow.

Yours very truly,  
(signed) Trevor Sanks,  
New York Manager.

McLaughlin Textile Corporation  
Sales Office  
366 Broadway  
New York City

March 3rd, 1927.

Chicago, Milwaukee & St. Paul Railroad,  
Gentlemen:

Attention of General Passenger Agent

The traveling public have been accustomed to expect courteous and intelligent service from the employes of your road, but a recent incident was so unusual as to be worthy of note.

I was coming from Milwaukee on Friday, February 18th. I left on the 10:30 train to make connections for New York to keep an appointment Saturday morning, expecting to have a half hour in Chicago to obtain money for transportation. Through an accident we were delayed so that it became evident that I would not only have no time to secure money for transportation, but might possibly be unable to make connection with the Broadway.

The chair car porter, Turner, learning of my predicament, offered to provide me with any additional money I needed to proceed to New York, and without knowing me he cashed a check for \$20.00. With only a minute or two at the most to cross the station and make the Broadway, Turner relayed a message from a stop a few minutes outside of the station so that a section of the Broadway was held up two or three minutes to make my connection complete.

It is a pleasure to know that in spite of any temporary difficulties, the employes of the Milwaukee Road are maintaining the high standard of service for which they have always been so favorably known.

Very truly yours,  
(signed) Wm. P. McGrath

A Letter of Thanks to Dr. Lounsbury  
Perry, Iowa, Jan. 8th, 1927.

The following letter to Dr. Lounsbury is sent by the writer for publication in The Magazine.

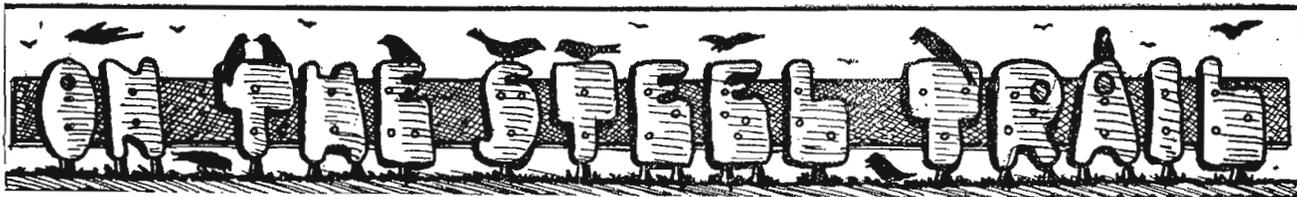
Dear Sir:

I desire in this way to express to you my sincere appreciation of your kindness and interest in my behalf while I was a patient at the Washington Boulevard Hospital. I am satisfied that I not only owe my restoration to health, but my life to your skill and watchfulness in my case.

I have no personal knowledge of any other institution of its kind that manifests the friendly and personal interest that is shown to its patients at the Washington Boulevard.

May you and your staff of splendid physicians and surgeons have many years of usefulness. With sincere good wishes, I am,

Very sincerely yours,  
(signed) Wm. Simpson  
2018 Willis Ave.,  
Perry, Iowa.



## Idaho Division

**C**ONDUCTOR N. H. Lombard has returned from Tomah, Wisconsin, having been called there on account of the serious illness of his mother. He reported her condition much improved.

We regret to report the death of Engineer Charles A. Davis, which occurred at Spokane 8:30 am, Monday, March 4th. Mr. Davis was one of the oldest engineers in point of service on the Idaho Division and was very popular. He is survived by his wife to whom every sympathy is extended.

Mrs. F. B. Beal has returned from an extended visit in the east.

Miss Olive Hudson, daughter of Agent Kelly Hudson, Ione, is Chief Carpenter Lanning's clerk in the Union Station, Spokane.

J. S. Cole, formerly clerk in Chief Dispatcher's office at Spokane, has transferred to Malden as Clerk for Agent-Yardmaster C. E. Potter.

Brakeman Harvey Gill, while unloading logs on the Blackwell Lumber Company's dock at Ramsdell was struck by falling log March 4th, his death resulting.

Station Clerk Harold McGarvey at St. Maries was off two weeks due to knee injury sustained when he fell on ice.

Conductor Charles H. Lewis was called to Portland on account of the death of his son-in-law, W. W. O'Dell of St. Maries. He had gone to Portland for treatment and death occurred on March 9th. Mr. O'Dell was Past Commander of the American Legion and was recently elected Exalted Ruler of the Elks Lodge at St. Maries. He is survived by his wife, Vera.

Agent C. H. Burt of St. Maries has been laid up for a few days with a severe cold caused by exposure. Charley recently purchased a yellow hat with blue band and went to Spokane to show it off. Standing on street all day in the cold almost got the best of him. The hat has been discarded.

Car Foreman Strand of St. Maries recently spent a day and a night in Spokane. He did not intend staying over night but went to Pantages Theatre early in the afternoon and after seeing the show three times, fell asleep and failed to wake up in time to catch No. 16.

Bill Cullen, Switchman of St. Maries, laid off to attend the St. Patrick Day dance. This was the first time that Bill has laid off since March 17th, last year.

Conductor M. E. Shaughnessey took suddenly ill when his train pulled into St. Maries recently and was taken to the hospital and treated for two or three days. Mike is on the job again however.

## Othello

**T**HE Everglade Official car is now known as the Cummins car. Jack Wickland now repainting the name on the door.

The steel gang under supervision of Messrs. Guenther and Anderson has about completed the relaying of the steel between Othello and Corfu.

Condr. Hildebrand, Brakeman Shafer are handling the work train working with steel gang near Confu.

Engr. Noble was laid up a short time with the flu, too sick to play around with radios, so you can see how sick he was.

Understand Signal Maintainer Jeffries was sneaking in about 3 A.M. when a voice said: "Watts the matter? Wire you insulate?"

Charles Thomson was gazing out the cupola window while running alongside of the N. P. when Condr. Davis heard him say, "The N. P., sweetheart of my childhood days."

Since the second helper has been put on at Kittitas, Condr. Gene Wright has been the pilot. Condr. Davis now regularly assigned.

Fireman Cottingham is hightoning us, for since he has moved to Othello when on short time comes to work in the Chivy.

Brakeman House from Malden did about two weeks yard work at Othello was just about acclimated in this time and sure hated to leave the banana belt and go back to Malden.

Clerk Pessiern has been worried as to the date of Clerk Webers wedding, now has it doped out that it will be April 1st so as to April fool the girl.

Clerk Baumont has moved his family to Othello, we now can hear the roar of the Chivey when Pat starts out to call the crews.

Spring is here, you sure can tell it if you listen to Engr. Stull and Yard Condr. talking about their next fishing trip.

## S. M. West Notes

L. H. Palmer

**I**T has been rumored around the S. M. West that M. C. Bloom, relief agent-operator, is seriously contemplating entering into a new line of business—that of manager and chief counselor of a "bureau of advice to the love-lorn." Maynard has had considerable practice along this line as an amateur, and will no doubt meet with marked success professionally.

Fireman Al Halter has been appearing as a "woman impersonator" recently. He has not decided to follow up the profession, but would consider any reasonable offer. All correspondence should be addressed to his business manager, Cy Willard.

I have been asked to announce that Wayne Goudy was the only one at Madison to receive a valentine. I did not see it, but it seems that it was a slam at his ability as a saxophone player.

Claude Messmore recently visited in Detroit. It is needless to say that he also had business that took him to Windsor, Canada.

Roy Jones, Agent at Wessington Springs is taking a three months leave of absence, which he is spending on the coast. A. C. Andersen is filling the vacancy at Wessington Springs, while L. N. Loesch has bid in the relief job at Erwin, during Mr. Andersen's stay out in the Pony Hills.

Al. Johnson returned to Madison from a weeks vacation at St. Paul.

Mr. Carnarius is receiving credit for being a wizard at rereiling cars. He recently rereiled a loaded car of coal under very difficult conditions.

Chris Thompson has returned from California, but is still on the sick list.

Sam Johnson, of the Madison Roundhouse recently had a very serious accident. While taking sand, he slipped from the top of an engine, falling to the bottom of the cinder pit. He sustained a compound fracture of the pelvis.

Frank Edwards is our new painter at Madison Roundhouse, coming here from Austin.

George McKinney, Brakeman, slipped while working on way freight at Wentworth. He suffered a broken leg, which has kept him from his work for some time.

George Turner has returned from a trip to the coast. He expects to resume his duties at Fulda in the near future.

A. M. Martinson, our new Master Mechanic, visited Madison with his chief clerk, F. E. Falkingham.

## Dubuque Division

E. L. S.

**W**E'D say Mr. F. A. Shoulty, General Car Foreman, Dubuque Shops is some Manager. The famous Dubuque Shops CM&St. P. Employes Minstrel show under his management, from all reports, was one grand success. They fulfilled a three-day engagement at the Majestic Theatre the latter part of February, all performances being greeted with a well filled house.

Mr. M. P. Hannon, Division Master Mechanic on the Dubuque Division for the past 6 years was transferred to Kansas City Division effective March 1st. Mr. R. C. Hempstead, formerly of Kansas City, was transferred to Dubuque as his successor.

The R. H. Kearney family moved to La Crosse during the fore part of March. The Dubuque Chapter of the CM&St. P. Women's Club loses a good, enthusiastic worker and will surely miss this willing helper. Dubuque's loss is LaCrosse's gain.

Mr. C. E. Kinney, Chief Clerk, attended the Railway Appliance Show at Chicago, March 9th.

To show their appreciation to the CM&St.P. Railway Company for what they have done for their community, the Marquette Commercial Club gave a banquet in honor of this Company in the gymnasium of Marquette High School at Marquette, March 10th. They invited all Dubuque Division officials, and other officials of the road to attend. Among those present were Mr. E. W. Lollis, General Superintendent, and C. T. Jackson, District Engineer, Chicago.

Mr. Skacel of the Ass't. General Manager's office was on the Dubuque Divn. during March checking upon the probable consolidation of all clerical forces at Dubuque and Dubuque Shops.

Victor McCurdy, Night Chief Dispatcher, met with an accident the morning of March 11th. In company with Section Foreman Clarence Schweikert on motor car looking for a fire on R/W near Wilkins, ran into a rock that came down on the tracks. We are glad that he is getting along nicely and will soon be back at his post.

W. J. Jellihan is working 2d track Operator's position at Gordons Ferry, relieving Miss Verna Nelson who is on a 3 months leave of absence.

Mrs. J. P. Whelan and son Edward, family of J. P. Whelan, Freight Agent are visiting in California and expect to be gone 3 weeks.

J. H. Robertson is working as 2d Trick Operator at Lansing, displacing J. T. Gerky.

Way Freights No. 93 and No. 94 are now running on a tri-weekly schedule instead of daily.

Miss Marie Clifford, Stenographer in Superintendent's office was a Rockford visitor during April, and Earl Eckstein, Trainmen's time-keeper made a trip to Chicago for a few days.

Sympathy is extended to Geo. P. Finkenauer and J. J. Duggan who were injured recently. Mr. Finkenauer received injuries to his back account being caught between 2 cars while switching in Bellevue yards during April. Mr. Duggan was hit by an automobile and was absent from work for a few days on this account. It is reported Mr. Finkenauer is getting along nicely, and Mr. Duggan has already recovered.

## Tacoma Shop Notes *Andy*

AS a lover of nature, especially the wild and wooly, Martin McHugh has proved himself a hero, when he found a beautiful Mallard duck that had been injured in some manner, and gave it first aid treatment, nursed it back to radiant health and then turned it loose to join its comrades. Atta boy, Mac.

Bill Roberts, that handsome chap that juggles the juice at Tacoma Junction substation, is building a multiple tube (8 and up) radio, that has all the ear marks of being a monarch of the air, and being capable of picking anything up, that is down, and pulling down anything that is picked up. We do not have the slightest doubt that when this set is completed, but that it will be a humdinger, for when it comes to matters electrical, magnetical, or any other etical, Bill sure knows his groceries. Hope we get an invite to listen in sometime.

Anybody desiring some first hand information and cold facts, in the matter of how to maintain your equilibrium, while gravitating down an almost perpendicular incline, sometimes referred to as a mountain side, on the top of several feet of snow, having a crust of thin ice, with your feet securely fastened to a pair of Norwegian slippers, commonly known as skiis, we respectfully refer such parties to his nibbs Ben. Farenwald. Ben recently journeyed up to Mt. Tacoma to partake of the winter sports. While there, he was fastened to a pair of skiis, taken to the top of the slide, given some advice to the effect that there was nothing to it, and started on the ride down, down, then down some more, and the further down he went, the greater the momentum and velocity, until he had reached a speed of approximately 200 miles per. Not being equipped with speed recorders we are only able to approximate, however, at that rate, Ben appeared to be unable to keep up with himself, and his feet showed slight tendency of lagging, which produced sufficient force on the fore end of skiis to cause them to rise to a point about right angles to aforementioned incline. The crisis had arrived, "Camera" and the result was a terrific rear end collision with the earth. Since then Ben has stood a lot.

John Baker, Boilermaker in the Roundhouse has bought a New Chevrolet coupe, and to-

gether with his daughter, some very pleasant trips are no doubt being planned for the coming summer.

We have heard that Otto Johnson, is building a beautiful cottage by the Lake St. Clair. No doubt invitations will soon be forthcoming for the grand opening and house warming.

They tell me that Fred Lowert is becoming an ardent follower of cow pasture pool, or golf. Anybody having any land they want cleared or plowed up, can get in touch with Fred.

Mr. W. E. Smith, General Foreman, Spirit Lake, was a recent visitor at the shops.

Our heartfelt sympathies are extended to Frank Butts, whose father passed away recently.

Con Thrasher, Machinist, has been called for jury duty.

Gus Rhuloff, is back on the job following an illness.

Eugene Luebbe, is one of the latest entries in the ever increasing ranks of radio fans. Gene has a five tube wonder that picks up everything in or out of the country.

Bill Smith, Typewriter in District Accountant's office has put his car in the shop. Probably needs a little spring tonic.

Don't know if there is any truth or not to the assertion that Leonard Johnson has placed a tremendous order for choked herring.

### Timely Tidings from the Tacoma Tide Flats *Hazel Browning, Correspondent*

MR. Long, AFE wizard of the Dist. Acct. Office, wizzed over to Olympia with his family for the week end. He arrived too late to see the whirlwind adjournment of the legislature.

Some of the office fellows have been heard talking garden and chickens. It does not necessarily follow that seasonal topics were referred to in each case, even though it is spring. Mr. Trout seemed especially interested in chickens—well in fact they are all broad minded.

The Car Department has been enjoying a few days visit from Mr. Juneau, Master Car Builder of Milwaukee.

Miss Ann Johnson is enjoying three months vacation in California. Ann Harris has been assigned to position of comptometer operator in Miss Johnson's absence.

Miss Olga Grothe from Marmarth, N. D. has been successful in bidding in a permanent position in the District Accountant's Office.

The unit of the Milwaukee Women's Club composed of clerks in the various departments in Tacoma met at a third of a series of noon teas at the office of the Dist. Accountant, Monday March 7th. Mrs. C. F. Negley, Club president and Mrs. Carpenter Kendall were guests.

The social columns revealed the fact that Miss Howland, of car dept. acted the part of the Doctor's young wife in a popular play recently. We are wondering why she would choose such a part when she will soon be thusly acting in reality.

Mr. and Mrs. A. P. Smith spent the week end motoring on the Harbor.

## Kansas City Terminals *S. M. C.*

OUR business through this terminal continues to grow. February 1920 we had a total of 23,210 cars handled through our Coburg yard while in February 1927 we had 33,172 cars: an increase of 9,962 cars for one month. A good deal of this is oil. February 1920 we had 887 cars of oil out of here

while in February 1927 we had 2891 cars, an increase of 2004 cars in this commodity alone. May we continue to grow.

Mr. Adsit has added three new solicitors to his force. If our hopes materialize we will, before the end of the next seven years, double our present business, instead of increasing one third as we did the past seven years. Mr. Preston was promoted to Traveling Freight and Passenger Agent with headquarters in Tulsa. Mr. Harding and Mr. Draver from our local office were promoted to city solicitors.

We are also hoping for the new yard.

On account of the new positions in Mr. Adsit's office there has been much shifting about on positions, many different faces seen at the various desks but few new members of our Milwaukee family.

Spring must be here when you hear Paul Draver, Bus Reem and Jim Talbott talking about making a hole in one. Remember we are from Missouri and have to be shown.

Congratulations are extended to Mr. and Mrs. Harold Harding, on the birth of an eight pound boy. The smokes and candy were fine Harold.

The present prospects are that our flower growers at the local, Mr. Wright and Mr. Talbott, are to have some competition this year. Mr. Carpenter is trying to sprout a little of everything in his cellar and if half of it grows there will be oodles of flowers for the office bunch.

The Milwaukee employees at Kansas City have had their share of sickness this winter. Miss Parrott, stenographer for Mr. Fesler is again on duty after having had quite a siege of appendicitis. Katie Schutte also had an attack of appendicitis but fortunately escaped an operation. Miss Andrews was out of the office quite a while on account of having the flu, and Mr. Scannel telegrapher operator at Liberty Street was off for the same reason. Mrs. Charles Wright wife of our claim clerk spent several weeks in the hospital, but is now again at home.

It is reported that Dean Berry and his intended, had a very enjoyable trip to St. Joseph last month. St. Joe is all right Dean, but beware of Olathe.

Elmer Smith must not have liked the trade in overcoats. It is quite noticeable that he always eats with his overcoat on now days.

## Dubuque Freight Office News

JOHN McKenna our congenial bill clerk has it all over the radio. Someone reported hearing him clear down at Bellevue without any car phones.

Ed. Doran is now taking his week end vacations in Chicago. Must be a reason.

We are sorry to hear of the illness of Mrs. Myron Newman, wife of our car clerk, and hope she has a speedy recovery.

Old bald head Jaeger had a birthday recently and claims he feels as young as he did 30 years ago.

We understand John Ames check clerk has a new addition to his family. Congratulations John!

Bowly Ickes does not like spring as well now as when he was single. Said there is no such thing as the spring fever any more.

Pop McNeill has a new recipe for home brew. Pop says it is the best ever.

The bald spot on Luke Jaeger's head is getting larger. Martial worries may be the cause Luke.

Long Legs Brady is getting closer to town. Saw a policeman out his way the other night.

Ed Doran has resigned his position as mail

# He times the "American" with a Hamilton

LAST summer a special agent of the Pennsylvania lines was out "shooting scenery" between Terre Haute and St. Louis. Among the pictures secured was one of Engineer I. B. Flenner, who handles the throttle of the "American" on the Terre Haute-St. Louis run.

"What kind of a watch do you carry?" asked the agent.

And Mr. Flenner instantly replied, "A Hamilton—I own two of 'em."

Most of the engineers and conductors on America's fast trains will answer "Hamilton" to the question, "What kind of a watch do you carry?" These men realize that in the Hamilton is found that much-desired combination of accuracy and dependability that should be a part of every railroad watch.

And Hamilton's enviable reputation in the railroad field has been built upon performance involving these two important points. No matter how high the phenomenal accuracy of a Hamilton may be regarded there is also the afterthought—"and they are so dependable."

Ask your jeweler to show you the Hamilton railroad models.



You will be interested particularly in the 992, twenty-one jewel model that is adjusted to *all* necessary positions. These Hamiltons are built by workmen who have spent years in building railroad watches of accuracy—fitted in cases that are designed especially to withstand the rigors of railroad service.

The new Hamilton Time Book for 1927 is now available for distribution and your copy is ready for you. Just send us your name and a Time Book will be in the mail addressed to you within twenty-four hours.



This model to be had in cases of 14K filled green or white gold, or 10K yellow gold. Notice the special pendant construction with the connecting bar over the low set winding crown.

## Hamilton Watch

"The Railroad Timekeeper of America"

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

carrier in favor of Pudgy Pregler. Hurrah for Pudgy.

Nibs Whelan our rate clerk is looking for material for a baseball team, basketball season being over.

Frank Duffy wishes he was single these nights with his new Ford.

Oscar Ralston is going to enter the Black Bottom contest with his new 30 inch trousers.

John Trassel, our fighting check clerk, now has a family of three.

### Tidings from the Tide Flats HEB

THE following is copy of a letter of praise to our efficient timekeeper:

"Mr. G. S. Bell, Chief Timekeeper, Tacoma Many thanks to you, G.S.B.

For so promptly forwarding that C.G. I sure needed those eighty bones

To help pay taxes on real estate loans The first of March is always fraught

With worries over taxes on things you've bought,

Such as your new home and shiney sedan, Or maybe on your wife's new frying pan.

For with whatever wordly goods we're blessed

The gosh blamed things must be assessed. So those eighty bucks came in mighty nice

To pay the county it's little slice. Trusting the wife and kiddies, if any, are well,

Again, I thank you, G. S. Bell."

(Signed) Earl Tallmadge,  
Fireman

We regret to report that Mr. M. L. Johnson's home was saddened last week by the loss of his mother. Mr. and Mrs. Johnson accompanied the body to White Fish, Mont., for burial. Sympathy of the Car Department is extended to Mr. Johnson and family.

Mr. B. W. Ganz is the proud possessor of a new Ford sedan. The coupe evidently was too crowded.

Car Inspector, Joseph Murphy reported for work at the dock this week after an absence of about two months due to illness.

Carman Axel Jacobson will sail this month on the new ship Grips Holm for Sweden.

Miss Grothe accompanied the Brownings to a Camp Lewis Chapter dinner recently. At least one of the party agreed that some of the bachelor officers were very interesting, especially in escorting the party thru some of the interesting places of the Camp.

P. A. Garrison is the cause of much envy due to the misplaced eyebrow he has been wearing.

### West End H & D (formerly Aberdeen Divn.) N. M. R.

A farewell party in the form of a handkerchief shower was given in honor of Mrs. J. E. Hills, Wed. Feb. 23rd at the CM&St P. Women's Club rooms. Mrs. Hills received about seventy-five fine handkerchiefs. Mrs. Hills has a host of friends who will miss her lovely smile and pleasing personality. Hope you will not forget your Aberdeen friends and that we will receive a visit from you now and then.

H. C. Pearce, G. C. F. was laid up with a badly wrenched back during February.

The Aberdeen Division is now equipped with kerosene burning lanterns.

We wish to congratulate Chief Clerk W. O. Hiddleston. His son Eugene has recently received an appointment to West Point. This is indeed an honor, as only those of the highest scholarship are eligible.

During the last days of Supt. J. E. Hills, as Supt. of the Aberdeen Division, a number of events significant of the high esteem in which he was held have been transpiring. With the change of the division terminals, he will move to Montevideo.

Mr. Hills has been one of the most estimable men of the many who have held the division post and in his leaving many friends will hear the news of the change with regret.

The men and employes of the Aberdeen Division sent a delegation to him with a surprise gift of a beautiful platinum and diamond Scottish Rite, 32 degree emblem ring, to signify their high esteem and friendship. Mr. and Mrs. Hills will continue ownership of their residence, it having been leased by an Aberdeen business man. The Aberdeen Division as a whole extend best wishes to Mr. and Mrs. Hills.

We wish to congratulate Otto, chief clerk of the Car Dept. for his recent promotion to Milwaukee. Sorry to say goodbye Otto but our best wishes go with you in your new position. You will like Milwaukee especially in the summer Otto. You know what made Milwaukee famous.

### Drippings from the Ice Bunkers Spud Bar

Yes, that was certainly some vacation we had, wasn't it? I suppose everyone thought that was what we were having anyway, but do you know that we have had so much to do that we haven't had time for business. However we are back in the ranks again and ready for business and we will sincerely try to stay with you this time.

Miss Lee Ora Wahl has been on the sick list so much that she has been forced to leave our midst and now we have a shiek from Mr. Proctor's office.

Miss Mac Callahan has been sick quite a bit but some how she sticks to us as long as she can. We even had to get her some cough medicine in order to make her stop barking at us so much.

Since you last heard from us we have lost Miss Mayme Ryan, who has gone to Mr. Wick's office and Miss Myrtle Hoffman who has gone to work for the Pennsylvania Railway. However, in their place, we have Miss Rose Caro, sister of our Bernice who left us last August to try out matrimony, and also Miss Harriet Schuster, who, by the way, is certainly some poet or maybe an author, artist or something or other like that. We have a little characterization of hers which we are quoting farther on in our item and we would like to have you tell us what you think of it.

Oh Yes! I must certainly not forget our charming young man, Mr. Ray Melzer, who has taken our Bill's place when he was pushed up the ladder of success.

Mr. Wheeler has been going around here for the past few weeks with such a gloomy expression on his countenance that we didn't know whether someone was making him sleep in the wrong bed or just trying to, but when we inquired into the matter we find that Mrs. Wheeler is not exactly in the condition we would like to see her and what makes it worse is that she doesn't seem to be getting any better. Our sympathy goes out to Mr. Wheeler and we sincerely hope and pray for the return of Mrs. Wheeler's health so that we might be able to see that big smile on Mr. Wheeler's face once more. We really didn't know how important that smile was until it was absent.

Below is our little sketch for our author, artist and poet:

ALL THE WORLD'S A STAGE!  
Draw back the curtain of the Ice Bunker and note some of the characters.

Enter:

MAY—"Our Heroine" vivacious, effervescent—yes, sparkling just like bubbly (champagne), isn't she tho, just!

BILL—"The Shiek" don't rush so girls, he will hear you one and all; not a bit uppish—most gallant, u-huh even blushes, what?

ROSIE—"Our Little Vamp" possessing that disturbing charm described by Madam Glyn as "IT"; ask Claude he *should* know.

TONY—"Antonio" Ah! the very name spells romance, and isn't he just the very personification of romance—married SO young and SO happy.

CARMEN—"Our Character Woman" is all that her name portends (just try and get ahead of her) and possessing that beautiful ivory pallor and dark snappy eyes that Poets Laureate do laureate.

RAY—"Innocence" but with a fetish for most beautiful girls; my what a villain he would make—beware Bill.

MILDRED—"The Invincible" one of those rare characters *that can say no* in a tight corner—how gifted.

CLAUDE—"Beau Brummel" no?—yes! his style and demeanor denote another Beau Brummel. Minute detail him or ask Rosie.

STELLA—"Ze Blonde" Can't you just hear the voluble Frenchman's AH!!! when such a one as "Our Stella" crosses life's stage, with the queenly carriage and air of a lady of quality, not to say also that, "Gentlemen DO Prefer Blondes."

HARRIET—?—scribbler of the above. Speaking about favorite indoor sports, this department entertains the best. There is nothing more joyful than waiting for the elevator at noon when we only have thirty minutes for lunch and our stomachs think our throats are cut. But that isn't so bad, we only have to wait about twenty-five minutes before some elevator boy decides to take us down. Every evening at 5:00 P.M. the members of our elevator club meet opposite the elevators and watch them go up and down—and we're all there without fail. The meeting is called to an end promptly at 5:15 P.M. when, again, to our great misfortune, the elevator boy takes us down.

By the way, we almost forgot the most important item of this month's review: Miss Fairhurst is going around the office with a dreamy, far-away look in her eyes. Glance at her third finger on her left hand if you would know the reason why. Lucky Ralph! One of the members of our office has been seen riding home quite often with a certain good looking clerk from upstairs. Of course we have heard nothing definite, but there is a breath of romance in the air. How about it June? Don't keep us in darkness that way! You know we will find out sooner or later.

What is the matter with our boys along the line? I believe they have hibernated for the winter, however, they should be coming out of their shells real soon now as spring is coming. Maybe we can get a word from them now and then when they do. Come on boys and lets go.

### Echos from the Sound Tacoma District Accounting Bureau Web Foot

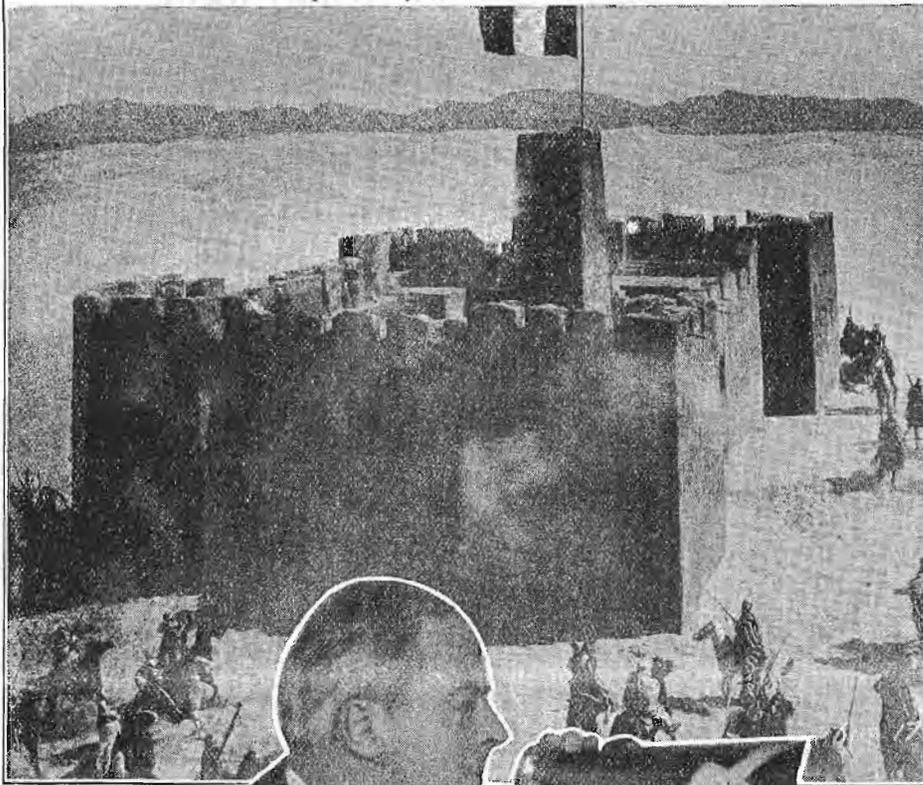
L. Bay: The answer to a Maiden's prayer. He keeps a baseball bat for protection.

A. E. Long: Dodge Expert. Dodges every thing except the fair sex. He has a way with the women.

**" TIME "**

**No. 4—The Value of "Time" in the Motion Picture Industry**

Scene from *BEAU GESTE* showing the Arabs attacking the French Legionnaires who defend their fort until all but one are killed.



**\$833  
a Minute!**

By Herbert Brenon

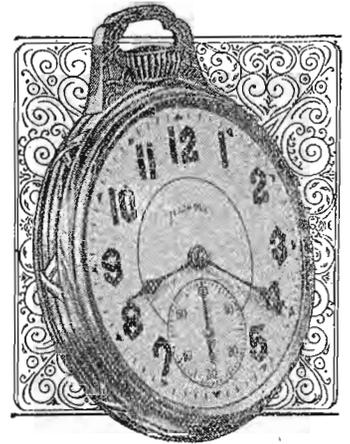
In no business in the world is time more valuable than in the making of motion pictures.

In 1925 a total of \$93,636,348 was spent in making American photoplays.

Allowing a six hour day, six days a week, this means that \$50,019 an hour was spent in motion picture studios and on location throughout America.

Or an item of \$833 a minute!

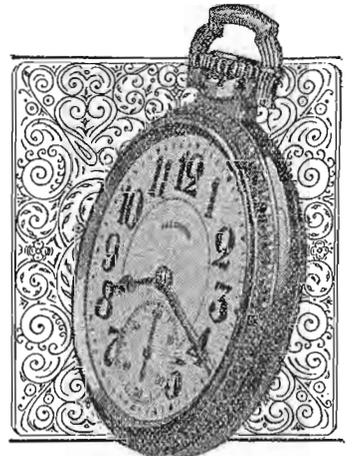
*Herbert Brenon  
Director of BEAU  
GESTE one of the cost-  
liest films ever made.*



The 60 Hour 6 Position  
**SANGAMO  
SPECIAL**

America's Finest Railroad Watch.

23 Jewel, 16 Size  
14K filled green, white or yellow gold . . . . \$ 90.00  
14K solid green, white or yellow gold . . . . 150.00



The 60 Hour 6 Position  
**New BUNN  
SPECIAL**

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W. E. Smith: A left turn means nothing to him. They haven't that kind of a signal in Puyallup—anything is right.

C. J. Turner: Another Dodge expert. Dodges around the stationery room checking supplies.

F. C. Mason: The Principal of a strange Cult called "Chevroleting." His life is full of ups and downs.

M. J. Anderson: One of Mason's followers—She also has a bouncing good time.

O. Dahl: Another follower of Mason. We call him "Ballast" for short—he sits in the back seat.

W. M. Eshelman: Sardine eater DeLuxe. He never eats them more than six days per week at the office.

H. E. Hatch: The only man in the office with protection for his upper lip. But it isn't one of those things.

A. O. Cultum: A hound for abuse. He rides to work in Opie's well ventilated Ford. Open car, you know.

H. Reynolds: He loves peanuts. No, he don't crawl on the desk to eat them.

F. Opie: Mayor of Lutefisk Knob. Tommy Milton of the Accounting Bureau.

R. L. Lindquist: I think she has some one on the string to run the prune ranch.

A. L. Boyd: Just because he lives on a farm, that don't mean he's fresh.

G. S. Bell: Ding Dong—I toll you so.

L. Johnson: He and Yulia both have short hair.

O. Grothe: Understand the U.S.A. put another clerk in the P.O. at Marmarth since Olga came to "God's Country." She is doing well out here though two girls are watching their beaux.

R. Rundle: She wants to know how to choke a herring. She wants to cook a meal for her sweetie.

A. Harris: I don't think it was speeding, but the Cop got her just the same. She said "I Do."

G. Armitage: It takes her three hours to come to work from her Country home—Man-E-Miles. She don't belong to this Chevroleting Cult.

C. J. Peterson: The Wit King of the office. Also chief printer, decorator, and what have you.

A. C. Beinert: Ballast for Mason on Homeward trip. Also official Bouncer.

F. B. Trout: No—He wasn't born in a hatchery—your error.

R. G. Baughn: A traveler of Note—all on paper.

G. Pyette: Chief of the Sixes. His favorite Pontiac.

## Musselshell Minutes

Helen Kirwan

I think the time is ripe to suggest that the reporting staff of the Employee's Magazine be sent on a tour of inspection of Gallatin Gateway this season. Now, dear Editor Kendall, have a heart and wave your magic wand in the prescribed directions. I could sit on top of the band-wagon with the megaphone and describe the places of interest, once we entered the park, and Nora B. could be right beside me as she would want to pilot us thru the Gateway—it being her own particular playground. Of course, if she wanted to be self-ish, she could keep it for the whole trip, the megaphone, I mean.

I'm divided between the urge to go thru Gallatin Gateway with the reporters and the desire to accompany Mr. and Mrs. Ed. Moran to the Emerald Isle. Haven't been asked to

go either place as yet, but my mind is open to conviction.

Mr. and Mrs. Moran and little daughter Eileen expect to spend the summer in Ireland, visiting Mr. Moran's people. They start from New York about the 18th of April. Bon Voyage, folks! And, bring me back a sham-rock or two and a tiny piece off the Blarney stone. I want some of these folks who imagine they've kissed it to see the real thing.

Mrs. Hilda Lappan of Deer Lodge visited home folks last month.

Mrs. W. N. Ross is visiting friends and relatives in the east and it is said that she expects to visit Florida before returning home.

Miss Spears is the new clerk in the trainmaster's office, vice Tony Price is back at his old job with the Refining Co. Arthur Hamre is the new file clerk in the Supt's. office.

Roadmaster Geelhart is in Chicago for a couple of months and Wm. J. Olson is acting roadmaster of the western sub. A. H. Olson is out on the coast division bossing the relaying job and Mons Lee is taking his place as roadmaster of the easterly sub-division. Mr. Olson must be pretty busy for we haven't had a word from him. How do you like it, Mr. O.?

Miss Bessie Kittenger, daughter of J. F. Kittenger, is spending a few days with home folks. We read in the paper recently that Miss Bessie was selected queen of the carnival at Dillon Normal, where she is attending school. Rah for our side!

Miss Delores Wagner is working in the freight house for a few days.

All those interested in getting expert advice on permanent waves—see Jim Brady, clerk to chief dispatcher. (paid advertisement.)

Mrs. J. Raynor has just returned to the city after spending some time in Spokane. I have begun to believe that what Mrs. Strickland said about that place must be partly true at least, because Mrs. Raynor says: "It's a regular heaven on earth out there." How's that, Spokaneites? Is there room for one more?

Edward Bowen, son of Supt. A. C. Bowen, took part in the local musical contest recently, and while it was his first public appearance as a soloist, it is said that Edward acquitted himself very creditably and gives promise of developing into a real Caruso Jr.

Division Engineer Edw. Murray is transferring to Lines East and will be succeeded by C. J. Swane of Milwaukee. Friends of Mr. Murray regret very much to see him leave the Musselshell Division where he has been located for the past twenty years or more, and has made a host of friends both in and out of railway circles. We wish him every success on Lines East.

Glad to see Mr. Fairchild able to be about after his accident on a work train recently.

Mr. Byram addressed a gathering of local citizens recently at a luncheon sponsored by the local Commercial Club. Moving pictures of the crowd leaving the building were taken by a local photographer and later displayed at one of the theatres.

Somebody started the rumor that John Casey has been taking mud packs. How's the clay, Mr. Casey?

Well, we're signing off without a bedtime story this trip. Somebody else take the Mike.

## Popularity Contest Closes— Miss Nelle A. Hiddellston Chosen "Miss Milwaukee"

HISTORY is a record of past important events and so the Popularity Contest has gone down in red letters on the pages of his-

tory. The contest which was one of the most interesting ever held on the Milwaukee Railroad closed March 17th with a dance and the crowning of "Miss Milwaukee" at Calhoun Terrace, Minneapolis. A number of young ladies from the various departments entered the contest and each one had the loyal support of their friends and their department. And judging from the list of candidates it was a thrill from start to finish to say the least. But Miss Nelle A. Hiddellston of the Master Mechanic's Office at Minneapolis was victorious in securing the most number of votes.

There is a wonderful musical organization at Minneapolis known as the "Milwaukee Band" and to see our Milwaukee boys-dressed in a neat attire and uniform was the height of our ambition. So Mr. J. L. Fahey, Chairman of the Band Committee conceived an idea to start a Popularity Contest which would be interesting and profitable. And also in order to give the candidates encouragement, prizes would be awarded the winners and a radio would be given to the patron holding the lucky ticket. Thus with these plans in view the campaign was launched.

It has been customary from time immemorial that when any victory was won that a celebration be staged. And the one that was staged March 17th at Minneapolis celebrating the close of the contest would cast a shadow on the ones the Romans participated in. A record crowd was gathered for the event and the band boys were dressed in their gorgeous attire, reminding one of Solomon in all his glory. They gave several selections and the rendition of these numbers gave evidence that there is an unusual amount of talent in this fast growing organization and that perfection is not far away. Then the radio was drawn and this went to Lester J. Comeau of Minneapolis.

But the most exciting hour had been reached when the prizes were to be given to the candidates having high score or the most number of votes. When it was announced that Miss Nelle A. Hiddellston had received the greatest number of votes and was to be crowned "Miss Milwaukee" and receive the diamond studded wrist watch, she having received first place with a majority of over 40,000 votes, the applause was long and loud. In naming Miss Hiddellston "Miss Milwaukee" it was no misnomer either for she is truly one of the most popular girls on the railroad. Her genial character and expert knowledge of the work with her ever accommodating way has proven to all of the employees that she is a real live asset and her victory in the contest gives evidence of her friends who measure her by their daily communications with her. Miss Nelle is a sister of Miss Emily Hiddellston who is chief clerk for Master Mechanic at Minneapolis. Great credit is due to Mr. Turney, District Master Mechanic who was Miss Hiddellston's campaign manager. That wonderful spirit that Mr. Turney possesses—when he undertakes a piece of work he is sure to put his undivided attention to it and that vim and energy of which he has an abundant supply are in evidence—was strongly manifested in this contest. Heartiest congratulations to Miss Hiddellston and also her manager, Mr. Turney.

Miss Elizabeth Hessberg of the Twin City Terminals was awarded second prize and received a Diamond ring.

Miss Georgia Perry of the time-keeper's office River and I & M Divisions received third prize and a cash prize of \$50.00.

Miss Ella Siegler of the Car Department

received fourth place and a cash prize of \$45.00.

Miss Florence McCurdy received fifth place and a cash prize of \$40.00.

Miss Emma Zinn of the Store Department received sixth place and a cash prize of \$35.00.

Miss Mary Gen Braheny from the I & D Division received seventh place and a cash prize of \$30.00.

Miss Margaret Dunbar from the S M Division received eighth place and a cash prize of \$25.00.

Miss Margaret Cummings from the Aberdeen Division received ninth place and a cash prize of \$15.00.

Miss Elva Johnson from the H & D Division received 10th place and a cash prize of \$15.00.

Congratulations are extended these young ladies for the effort they put forth and the prizes received.

The contest was a most successful affair, both financially and socially. Credit is due the management of the contest and congratulations to the band and their leader. It is our wish that this organization will be numbered among the best in the United States in the near future.

## LaCrosse Division News

AMONG the other various accomplishments possessed by the talented Eric, the piscatorial art is indeed not the least. Eric admits this and in moments of expansion he holds forth in discourse upon the vagaries of the finny tribe. The line, bait or lures, poles or other artificial inducements face into more or less insignificance when the human element enters, according to Eric, taking for granted, of course, that the human involved possesses uncanny skill in manipulating the artificial means at hand; at this point Eric gracefully refrains from further comment.

It was our fortune recently to have conversation with a resident of Oshkosh and as usual conversation at this time of the year will turn to fish. The gentleman related a little incident that he perceived while upon a fishing excursion near Oshkosh. It seems that a young man was fishing at about the same point and while preparing his tackle gave vent to various schemes in the matter of getting a full reel and after unreeling about two hundred feet of line proceeded to cast hither and thither, sometimes upon the water but more often upon the other fisherman and strange to relate fisherman's luck was with him for in almost no time he had eight hats, four pieces of a fellows' coat and about a yard of epidermis which he impartially took from all concerned—including himself.

He then improved his aim and from the placid lake fished out three old shoes, eight old cans, two dead cats and a bundle of wire. Having thus completed the days fishing in about fifteen minutes after he started and with the splendid catch enumerated, started home.

It would seem that he was not as proficient at driving as he was at casting and in attempting to back his car up he became confused and drove the vehicle into the lake. Nobody seemed to be surprised and after an exhibition of plain and fancy diving the fisherman retired to the shore for further strategic thought. After spending the balance of the day gurgling and swearing, swimming and dancing about, a truck came to his rescue and hauled the errant sedan from its resting place and as the procession wended its way home in the fast lengthening shadows, the gentleman heard someone say, "Eric, you sure are the berries" and it makes us wonder.

Speculation runs rife. Agnes Mattke has again taken a trip to Milwaukee. This makes four trips in as many consecutive weeks. It has been said that she has mastered the Black Bottom thoroughly and is now engaged upon the more difficult steps encountered in the new "Sugar Foot." It is also possible that a new shiek has appeared. In any event, Agnes skips hither and yon dressed up like a sore thumb and you may draw your own conclusions.

C. W. Capron, king of the roamers, contemplates joining with the next Gypsy band that passes through Portage. In this way, his abode will always be on wheels and it will not be necessary to pack when the monthly urge to migrate possesses him. Seven times in one year.

It is with regret that we hear we are to lose "Babe" not Ruth the mighty king of Swat, but Hayes great exponent of the mighty pen. His wonderful success as correspondent for the Employees Magazine and special articles written for that publication has gained for him well merited promotion; he is to be special correspondent for the Klan Courier. We will now get news as is.

We hear that Miss Marjorie Pope is contemplating taking a fling in the sea of matrimony with Harold as a life-guard. We have heard that Marj. has become proficient in the culinary art, particularly a la delicatessen.

The spring election at LaCrosse proved that among our friends on the railroad we have those who aspire to become statesmen and believe that the proper way to start is at the bottom. At the primaries some were defeated and at the regular election we are glad to state that switchman John Brinkman was elected to the high and honorable position of Alderman in the City of LaCrosse.

At this time we are very sorry to state that Chief Clerk Pat Keavney at North LaCrosse passed away and the employees of the yard and division unite in sending word of sympathy to the bereaved family.

R. E. Hiler, better known as "Dewey" succeeds Pat Keavney in the duties of Chief Clerk and P. K. Mahoney is holding down the record clerks position formerly held by Mr. Hiler.

The first trick operator at Grand Crossing has just returned from an extended trip west. No cigars yet. Operator Mack relieved him and finds that a very good place to reduce. Barney Larson was the man who made a trip to the far west so the story goes, to find himself a partner to take with him through life, but since the cigars are not in evidence, we think that about one more trip will fix it so we all get one.

Philip Johl for several years perishable freight inspector here has resigned and Harry Blace the former night man has been appointed to take his place. Mr. Westover says he has loaned him colored glasses so the sun won't injure his eyes until he becomes accustomed to the daylight. We were also told he still insists on carrying a lantern with him. Mr. Grant succeeds Mr. Blace on the night job. Mr. Grant comes from Moberg, S. D., and finds that Wisconsin weather is somewhat different than S. D. weather. He'll get used to it though, after the first hundred years.

Genl. Supt. W. D. Kelly, Trainmasters J. W. Phillips and R. C. Dodds, were business callers here recently. Glad to see you all. Come again. We may be "up on the end of the line" but the officials do get to see us occasionally.

Our dirt roads, this Spring, have been almost impassable, temporarily stopping receipts of fresh milk to our Condensery. Roads are

the worst in thirty years. All roads are now in good condition, at this writing.

We are all excited around here as we expect to have as our guest this summer, President Coolidge and staff, who is at this time considering Lawsonia Estate on Green Lake, near here, as his summer White House.

Historians (for Wisconsin) claim Wisconsin was originally the Garden of Eden. After seeing the way girls dress these days, we believe it.

'Sfunny about the bus lines. Their schedules are subject to weather conditions; while the railroads run on forever.

We are sorry to learn of the indisposition of Supt. O. H. Fick. We hope for his early recovery and return to the Northern and LaCrosse Divisions.

Edward Donley, section foreman at Fond du Lac, died at St. Agnes Hospital, Fond du Lac, of pneumonia on March 31st, 1927. In Mr. Donley's death the Company will suffer a loss as well as it means a personal loss to many. Besides his general ability as a foreman which was not disputed by any one, he had a co-operative spirit and was always working with the train-men to enable them to give the best service possible at all times by keeping in touch with their movements in order to insure track safety. The remains were taken to Superior, Wis., for burial. Section foremen on the East end of the Division showed their respect for their departed fellow worker by an appropriate floral tribute, as did also the station employes at Fond du Lac.

## Milwaukee Store Department Items

A. M. H.

MR. J. T. Kelly, our General Storekeeper, is now convalescing, having recently undergone an operation for appendicitis. He is getting along very nicely, and we expect to see him at the office again, long before these items are printed.

We mustn't forget to mention that Mr. Doyle was somewhat indisposed for a few days on account of having undergone a minor operation. Mr. Doyle made a special request that we supply the word "Minor", so as to keep you guessing.

Morgan Prichard and Al Roe have taken a leave of absence. They are going to endeavor to make a name for themselves in the baseball world. Good Luck, boys.

Harry Roe of the Stationery Department and Gene Umgetler, the champion bowler from Mr. Epp's office, have taken the places of Morgan Prichard and Al Roe respectively.

Jim Roe has been promoted to a position in the Receiving Office, and in his place we have Ralph Winter, who is quite an Adonis, although still very innocent of the fact. Not wanting to slight Jimmy, we might say that Ralph could never come up to him as far as oratory, flowery language, etc. are concerned.

Herbert Witt is the newcomer in the office, and we surely welcome him to our fold.

Estelle Dobrunst is about to partake in another theatrical performance, so Harvey, Matt, and Bill get ready for the big night, and start saving your pennies for the flowers and peanuts.

Claire Smerz' permanent wave is the very latest attraction in the Store Department.

It has been pretty quiet down around Cicero lately. What's wrong Mr. Cassidy? Where to now?

Extra! Extra! Gertrude Kiely has absolutely decided to discontinue eating the usual seven chocolate bars each and every day.

\* \*  
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Have you seen Marge Busby dashing around in her new Pontiac? Marge is the original speed demon.

Some of us would like to know where Harry and John got the long yellow pencils; where Gene Umgelter got the mustache; where Norma got the rabbit; why Marie hasn't purchased any peach color hose lately; why Gertrude Kluender doesn't get a chin rest; why Earl Will doesn't get up a little speed; when the Eckert mansion at Lake Winnebago will be completed, so we can call on Joe; why Edna Schmidt looks so lonesome; why Paul Schmidt was absent from the Sheepshead Club last week and what became of Leona's new beau.

The most sincere sympathy of the entire Store Department is extended to Ray Nolan in the loss of his wife, who passed away on April 9 after a very brief illness.

**Illinois Division**

M. J. S.

**S**YMPATHY is extended account the sudden death of Lanark Agent Peter Horrikan which occurred at the home of his brother at Omaha where he was recuperating from illness. Interment was made in the family lot near Hastings, Nebr.

Mr. H. W. Miller, Agent at Shannon, Ill., has been assigned to the Agency at Lanark made vacant by the recent death of Mr. Horrikan.

J. C. Mill signal engineer and L. B. Porter Asst. Signal Engineer from Milwaukee were visitors at Savanna recently. An inspection trip of the work to be done between Savanna and Kirkland was made and they were accompanied by Supt. Thurber, Divn. Engineer R. G. Heck, and Signal Supervisor A. O. Swift.

Mr. Arthur Ferguson is the new clerk at the Savanna Rail Mill Office.

Dr. Frank Andrews, Brakeman-Chiropractor, has opened an office on Main Street at Savanna. Mr. Andrews was an Iowa Divn. Brakeman and left the road service to enter the Chiropractic School at Davenport. He now "brakes" the kinks in the spinal column. Fellow workmen, if you have an ache or pain, patronize the "home team" and let Dr. Andrews "brake" your ills. His reputation is "crackin' good."

Brakeman and Mrs. H. J. Mahoney have returned from Louisville, Ky. where they have spent several weeks. While there visited the Mammoth Cave at Glasgow Junction, Ky.

A new electric locomotive type crane has been installed in the Savanna Mechanical shops to be used on heavy repair work. The crane is of the latest type and operated by electricity. It will be used for the handling of material on and off engines in the roundhouse and machine shops and in the store department. The capacity of the crane is 3,000 pounds at a seven-foot radius. The boom can be lengthened several feet. The switches work automatically. This new crane will be of great advantage in the shop work at Savanna.

Mr. LaVerne Goss is temporary Track Timekeeper in Supt's. Office during heavy summer track work.

With deepest regret we announce the death of Howard Wardlow, Illinois Division Conductor who passed away at the Garfield Blvd. Hospital at Chicago, April 8th—at the age of 27 years. Mr. Wardlow had been ailing for a short time and although not feeling well, was cheerful and pleasant; giving his relatives and friends not the slightest inkling of the nearness of his death. Just one week previous to his death he was taken to the Hospital for an operation for appendicitis;

complications developed, which resulted in his untimely passing. Exactly seven weeks previous to the day Mr. Wardlow died, he laid to rest their little son, Howard Junior, the only child of the family. Left to mourn are the wife Mrs. Ethel Wardlow, his parents, and one sister Margaret. The funeral services were conducted by the Austin Masonic Lodge No. 850 and Lodge No. 877 B. of RT. The members of the U. S. Marine Corps acted as Honorary Pall Bearers and rendered Military Honors to their departed comrade.

The interior of the Gydeson Building at Savanna, housing the Superintendent's Offices, has been washed and given the "once over", and we wonder if we are not in the reception room of the "White House."

J. L. Johnson and wife of Savanna, recently returned from a delightful trip thru California, Texas and New Orleans. While at Morganhill, California, visited Engineer and Mrs. Chas. A. Johnson on their fruit ranch just outside Morganhill. Found them situated in the best fruit valley of the west and enjoying California climate.

Conductor J. J. Flickinger has requested ten days leave of absence and also transportation to Philadelphia, just a rest to get away from daily routine, not enough excitement for him in the state of Illinois.

TEM J. E. O'Donnell was granted an indefinite leave on March 8th on account of sickness and at present is taking it easy in California—recuperation. Last report, doing very nicely, feeling very much better.

Conductor Wm. E. Dee who was out of service for some time due to an injury, has again resumed duties on the road, says he's feeling fine and is himself again.

Illinois Division Brakeman Jas. Rogers had the misfortune of falling down while on duty striking rail with right elbow resulting in fracture of same. Arm has been out of sling for some time, fair indication that he will be in good shape soon for the on-coming baseball season. Let's hope he doesn't fracture too many baseball bats this season.

**This is A-B-C Broadcasting Station, owned and operated by the Always Be Careful Club of the Mechanical Department at Savanna, Illinois**

Machinist Harry C. Hoffman and wife have returned from California, having spent the winter there. Both report wonderful weather.

We have decided to call the office building which houses the Mechanical Department and the Store Department the Matrimonial Bureau. We are just about to have the second wedding so far this year. Of course the credit all goes to the Store Department as those are the girls who seem willing to take a chance. Well this is the last girl in that department and if the girls in the Mechanical Department could just find out how they do it there might be two girls missing in that department. Any way two marriages within four months of a new year is a real good beginning and we have hopes for the rest of the girls in the building.

**FOUND:** One woman who can hold her breath for two minutes. Anyone desiring any information or particulars communicate with Mr. Sheets; as he thinks he has made a wonderful discovery among the female species.

Mr. Mulder, our Chief Clerk, threw discretion to the winds when the thermometer registered about 90 in the office, and discarded that precious sweater. After a consultation of the rest of the office force they decided to call Mrs. Mulder to have the goose greased hot when he got home.

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## Splinters from the Wooden Shoe

Brownie

**S**PRING is here! We know, because the office force at Iron Mountain have looked over the new models of every make of car the town boasts of. Then, after examining their bank accounts, they looked their old busses over and decided that with a few minor repairs they'd be O.K. for another year.

Jack Richards, third trick operator at Iron Mountain has been receiving treatment at St. Vincent's Hospital under care of Dr. Minahan. We are pleased to hear that he is improving and hope he will soon be with us again.

H. O. White station baggageman has left the service and returned to his former home in Ottawa, Canada.

Wreckers and Mechanics? Joe Bronoel and Car Luth fill the bill. As a result the chief clerk, Mr. Schwallenberg, has to do his daily dozen by walking to and from the office. But the chief has a kind heart and an open purse so he bought the boys some tools in the hope that they might possibly repair the damage. As Mr. Luth has had considerable experience with used cars the chief is sure they will have his car in running order before the snow flies.

Lieut. McMahon paid the boys at Iron Mountain a visit. Mac is still shy of the school teachers around here. We wonder why?

Art Gergen and Joe Ashenbrenner spent the week end looking over the bright lights of Milwaukee. We hope they saw plenty.

They are putting in a cinder pit at Iron Mountain, an improvement which will be much appreciated by the fire knockers. If these improvements continue we will have quite a station by and by and maybe—some day—they might even build us a new freight house.

E. J. Seymour, second trick operator, ruined his hand cranking a flivver. Operator Sorrenson relieved him for a few days.

With the coming of more snow, we are greatly concerned over the Robins that the bright sunshine brought us. If we are to retain them here it will be up to the girls in the new office to make Moccasins and leggings during their spare time, as it is believed by "Edw." that this weather will remain with us for a few days yet and some thing should be done to protect these birds. How about it girls?

Spring came like the sweep of the wind. With it came various colors of new hats displayed on different types of Store Department employees. These were carried well forward and at an angle, evidently the latest direct from New York.

A general re-organization took place in the Roadmaster's and Chief Carpenter's office. The Division Storekeeper moved in and moved things about so that business would function in an orderly manner.

A Miroco Radio was tuned in on a Chicago Station by one of the boys from the Round house. Music was enjoyed by all who cared to spend their noon hour in the Tin Shop.

We were greatly surprised to hear the "Dennison's" whistle and it was discussed as to the advisability of proceeding down the Fox River before navigation was officially opened. This was argued pro and con with the temperature slowly rising above normal, when it was learned that four whistles was for "Burgeson" by the Car Department and not for the Bridgetender by the "Dennison."

Something sweet on the shores of Lake Superior. They eat candy while holding hands

on Sunday. Oh, it won't be long now when we can have one more member in the Women's Club at Channing.

## River Division News

M. M.

**D**ISTRICT Boiler Inspector H. J. Wandberg made a trip of inspection over the Division the forepart of March testing boilers at the various places and also on the C. V. Division. While Mr. Wandberg was at Wabasha March 17th he attended a Home Talent Play that was being played at that place on that date.

Well, if our old-time Engineer Mr. Dickinson didn't come back to us from the land of earthquakes and floods. My when we read about all those things going on out there, goodness me, I thought he wouldn't come back that the excitement would be so great that it would hold him. And by the way—didn't he come back to recuperate from the flu. Well—of all things. Now the next time save your money and stay right in Minnesota with the rest of us sensible folks.

A very profitable and interesting Safety First Meeting was held at Winona March 23rd conducted by Mr. L. T. Johnston. Some very good suggestions were offered and Mr. Crooker gave a very timely talk.

General Supt. C. H. Christoffer and Supt. L. T. Johnston made a trip over the River and C. V. Divisions in their business car March 17th. Mr. Christoffer's call was greatly welcomed and all wish to have him call again soon.

The passing track at Richmond, Winona and Lake City is being extended which will be a needed improvement.

Stationary Fireman Christ Reister has been confined to his home with an attack of the mumps. His many friends wish him speedy recovery and that he will be back to work soon.

Engineer A. C. Brooks of Minneapolis stopped at Wabasha on his way enroute to Eau Claire. Mr. Brooks was formerly on the River Division and has since transferred to the terminals. He is hale and hearty and possesses the distinguished title of great grandfather.

Mr. F. L. Cater of Wabasha has gone into the chicken business quite extensively and has a number of little chicks. He also is very familiar with the best ways of handling chickens. Ahem—those will be good springers. Better watch the coop, Lee.

Spring has surely come. There are many indications—gardening, everyone taking out their cars. Of course Dinny and Mr. Fleming contend that it is just as cheap to use theirs all the year round but Operator H. D. Witte has taken his car out and challenges anyone for a race.

It certainly was a surprise to the many friends of District General Car Foreman E. F. Palmer to see him do the Black Bottom Dance at the Popularity Contest Dance March 17th. Little did we think that he was such a real artistic dancer. Suppose he will be the most popular man in the hall in the future.

The contest closed March 17th and the many friends of Miss Nelle A. Hiddellston were pleased to learn of her victory. Congratulations. The total receipts that Miss Hiddellston brought to the treasury were gratifying and it was interest such as was shown by her that would make anything a success.



PRIME'S PLUGS

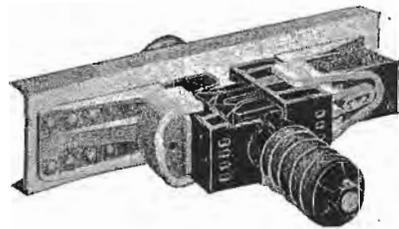
**THE PRIME  
MANUFACTURING CO.  
MILWAUKEE, WISCONSIN**

**Tie Plates :: Derailers**

**Highway Crossing  
Signals and  
Accessories**

**THE RAILROAD SUPPLY COMPANY  
BEDFORD BUILDING CHICAGO, ILLINOIS**

**CARDWELL  
FRICTION  
DRAFT GEAR**



**UNION DRAFT  
GEAR COMPANY**

**CHICAGO OFFICE M'CORMICK BLDG.  
CANADIAN OFFICE TRANSPORTATION  
BUILDING MONTREAL**

## BUCKEYE



### CAST STEEL YOKE

A single Integral Casting designed to meet fundamental requirements for A. R. A. car design. Conforms to A. R. A. Specifications for Grade "B" steel.

THE BUCKEYE STEEL CASTINGS CO.  
COLUMBUS, OHIO

New York-Chicago-St. Paul-Louisville-London

## MAKE WOOD LAST LIKE IRON

Creosoted Douglas Fir lasts like iron for bridge building, structural work, docks, railroad ties, cross-arms, etc., and for Paving in the form of our new KORRUGO Creosoted wood.

**Pacific Creosoting Company**  
Northern Life Building Seattle, Wash.

## Iowa (Middle and West) Division

*Ruby Eckman*

**O**PERATOR Lyle Butler who works third trick at Ferguson took a ten days lay off during March and on the 30th was married to Miss Sylvia Smith of Ferguson. The wedding took place at Nashua, Iowa at the famous "Little Brown Church." The young people took a honeymoon trip to Chicago and upon their return went to housekeeping at Ferguson. Mrs. Butler was given several parties by relatives and friends in Ferguson before the event took place.

Miss Eva Rood the eldest daughter of Operator E. C. Rood of Slater Tower was married March 28th in Des Moines to Alex Korner of Des Moines. The groom is a student at Still College in Des Moines and they will make that place their home.

J. T. Raymond one of the Marion train dispatchers is said to be driving a new Buick roadster. Hope he has better success with it than A. C. Law round house foreman at Council Bluffs had with his new Buick Brougham. Art bought the new car and the first time he took it out he backed it through the rear of his garage. Whether the critter didn't work like his old car or what, no one knows. The next day W. N. Foster drove it and collided with a Ford coupe.

Evelyn and James Ross Jr. who have been staying in Perry since their father was transferred to Minneapolis as Blacksmith Foreman, left the fore part of April for that city to make their home with their father. Before their departure several friends entertained in their honor.

C. A. Dobbins who has been at Washington

Boulevard hospital for several weeks returned home the last of March and resumed work.

Perry friends of Superintendent A. J. Elder were glad to hear of his promotion to the position of superintendent at Terre Haute, Indiana. "AJ" started his career as an operator on the Iowa division and his friends are always glad to see him advanced.

Mona Wightman daughter of conductor C. F. Wightman was one of the members of the Perry Basket Ball team which won their way to the state championship games the last of March.

April 4th was a big day at the home of J. B. Cartwright Chief Caller at Perry as it was the fiftieth wedding anniversary of Mr. Cartwright and his good wife. Their son Dell and his daughter came from East Chicago, Indiana to spend the day with them as did also a number of relatives and friends from Minburn and Dallas Center at which place they had lived when first married. Some of their railroad friends presented each of the folks a twenty dollar gold piece and as their visiting relatives had presented each with a five dollar gold piece they have one dollar for each year they have been married to help them remember the occasion.

Conductor Fred Briggles wife was in the hospital at Perry in April for an operation. She recovered nicely.

Conductor E. R. Hickey and wife and Round House foreman A. J. Kressen and wife have both been entertaining new babies in their homes since the fore part of April. Both are girls and are the finest ever.

George Pantier of the round house force has been on the sick list for several weeks and not able to work.

Freight and  
Passenger

# CARS

Of Every  
Description

## Cars Repaired

Repair Parts

Castings

Bolsters

Forgings

Brake Beams

Cast Iron Wheels

# PRESSED STEEL CAR CO.

New York

Pittsburgh

Chicago

St. Paul

Work is now under progress in the building of the new machine shop at Perry. The addition of a big wheel lathe as well as some other machinery for the Perry shops necessitated the erection of another building to house them and work is now being done on it.

The G. I. A. of Perry visited Engineer E. C. Hullerman and his wife on April 9th on their own invitation to help the folks remember their twenty-fifth wedding anniversary.

Engineer Guy Emerick and his family went from Perry to Waukegan, Ill. the latter part of March to be with his parents when they celebrated their golden wedding anniversary. About sixty of their relatives and friends were present to help them enjoy the occasion.

Line Man John Lane who has been working on the Iowa division for several years has transferred to a similar position on the Duquesne division.

### I&M Items

E. H. K.

**MIKE** Fieley has reported for work after being laid up all winter.

Miss Evelyn Wigness of Div. M. M. office spent the week-end with her parents at Adams, Minn.

Engr. Tom Clancy and wife have returned from California. Tom is back again on the Minneapolis-Calmar runs.

Mr. and Mrs. Chas. Hans are at home again after spending several weeks in California.

The "Lansing Shick" makes many a trip to the Buick salesroom. Are you contemplating trading in your Ford, Albert or is there some other strong attraction?

A short time ago Mrs. H. G. Dimmitt was given a very pretty party at her home by thirty-five friends of St. Olaf's Lutheran Church. A picnic lunch was served and as an expression of the regard for her, she was presented with a picture "The Light of the World." Mrs. Dimmitt was also the recipient of a party given by the clerks and wives of the mechanical department. After a social time and lunch the guests departed leaving an end table to take to her new home in Green Bay, Wis.

Mrs. C. C. Hartscock spent a few days in St. Paul with her daughter, Winifred, who is attending St. Catherine's College.

Word has been received from Condr. Herb. Warfield that he is enjoying himself in Ohio and going after big fish.

Engr. and Mrs. Emil Olson are now nicely located in their new home at 405 S. St. Paul St.

Mrs. P. J. Burns came down from St. Paul to attend the second regular G. I. A. meeting of the month and also to visit her son and family. Pat is now running on time freight between St. Paul and Mankato.

Condr. Steve Ames was taken seriously ill while on his run No. 11. Hope you will soon be with us again.

Mrs. R. J. Thornton and daughter Marion, of Farmington, left for California, enroute to Washington to visit their daughter and sister, Hazel.

Mrs. Dan Paine, wife of late Engr. Dan Paine, died Thursday, March 31st.

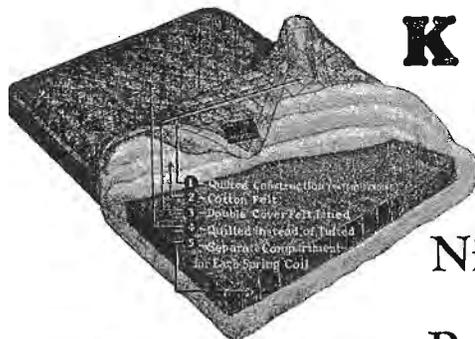
Mrs. Lloyd Tallmadge left for Georgia, where she will visit her parents for several

weeks. Lloyd accompanied her as far as Chicago.

Engr. Chas. M. Leighton and son, Arthur, have gone to Milwaukee, Wis. to spend a few days with their son and brother, Myron.

Mr. A. M. Martinsen, Div. M. M. and family have moved into the M. B. O'Halloran Apartment, 307 W. Alleghany St.

Mr. and Mrs. Wm. Williams, 1602 E. Oakland Ave., entertained Mr. and Mrs. J. W. Mackie of Blooming Prairie, Mr. and Mrs. Chas. Hans and Mr. and Mrs. Alfred Williams and family at a 3 o'clock dinner Sunday in honor of their 40th wedding anniversary. In the evening Mr. and Mrs. Richard Taylor and Mr. and Mrs. E. H. Kough joined the friends already gathered and surprised them. A mock wedding ring ceremony was performed at 8 o'clock John Mackie officiating. The couple were attended by Mr. and Mrs. Alfred Williams and Mrs. Richard Taylor, their niece, acted as ring bearer. The bride carried a corsage bouquet of sweet peas and carnations and the bridegroom a buttonhole bouquet of carnations given them by Mr. and Mrs. Alfred Williams. Evidently, the wedding ceremony of 40 years ago, performed at West Bromwich, England, was still fresh in their memory by the prompt answering of the questions asked. Even when the bride was asked "Wilt thou obey?" she answered "Sometimes." Congratulations followed, the only regret on the part of the bridegroom (being partial to flappers) was, that there were no "sweet sixteens" present. A delicious lunch was served. Mrs. Mackie made the brides cake and Mrs. Kough the grooms.

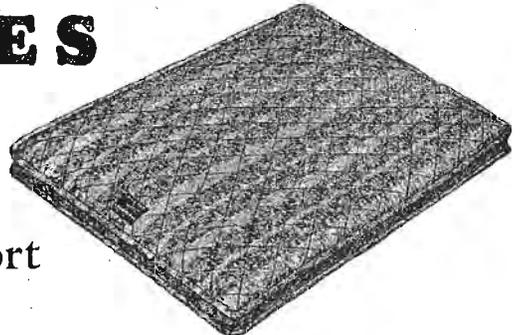


THE MATTRESS WITHOUT A TUFT

# KWIL-TES

ASSURES A

Night of Comfort  
and  
Restful Relaxation



QUILTED—NOT TUFTED

**MAKING** the traveling guest comfortable is the paramount principle of The Chicago Milwaukee & St. Paul Railway. A good night's rest on one of their own sleeping cars equipped with *Brandwein* Mattresses insures more *Good will for the railroad*. A quarter century of experience has guided the inventor of *Kwil-tes* Mattresses.

**BEST FOR  
REST  
BEDDING**



*Finest in Rest*

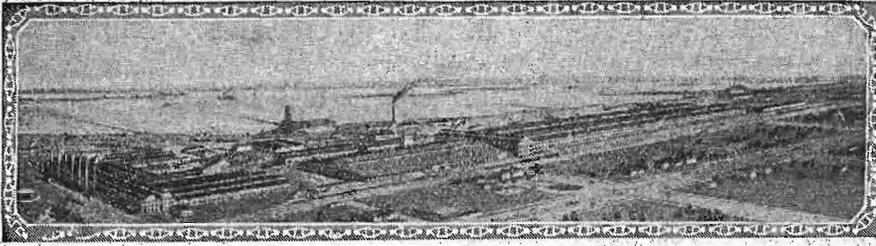
**KWIL-TES** is the *quilted inner spring* mattress innovation of the decade. There are no tufts to pull out or catch dust. Can be cleaned with a vacuum cleaner. They are non-stretchable, have even sleeping surfaces, are soft and sanitary and conform to the body of the sleeper. *They are best for rest.*

Your Dealer  
Can  
Supply You

**A. BRANDWEIN & CO.**

2335-43 S. STATE STREET

CHICAGO, ILL.



## Seattle General Offices D. H.

**HELEN** Crowe Snelling, President of the Washington Federation of Music Clubs, has taken a group of girls over the Milwaukee in a special car to attend the National Convention at Chicago.

Our Passenger Department reports some foreign celebrities who have availed themselves of Milwaukee service:

Admiral Behnecke, in command of the German navy during the World War, was on the Olympian on Sunday, April 3rd.

Shubert M. Chee, representative and manager of the Hankow-Pekin Railway, accompanied by Pü Yi Chang, purchasing agent for the same railroad, just went east on official business with our government at Washington, D. C.

Dr. Te Zung Koo, head of the Oriental YMCA, arrived in Seattle on the President Lincoln on March 28th and left on the Olympian on March 29th.

A business meeting of the Pacific Northwest Divisions of the brotherhood of Locomotive Engineers, comprising all states west of Colorado, was held in Seattle, April 2nd, 3rd and 4th, to discuss matters preparatory to the triannual convention of the B. of L. E. to be held in Cleveland, Ohio, June 6th. There were about 250 engineers in attendance. Among those here for the meeting were J. F. Emerson, General Chairman, B. of L. E., Central of Georgia Railway, O. K. Hedges, Asst. Grand Chief Engineer, Cleveland, Ohio, and M. E. Montgomery, Asst. Grand Chief Engineer, San Francisco.

We understand that Mr. Crane, of our Engineering Department, will be glad to have anyone who is interested write to him for rates and reservations at the new Gallatin Gateway Inn.

Mr. Beuwkes met with a serious accident to his right hand and forearm while clearing off land for a summer home near Seattle a few weeks ago. At this time we are glad to report that he is getting along nicely and is very much encouraged to find that he is regaining the use of his hand. His many friends will be glad to know of this.

Mr. M. H. Murtha has returned to our Transportation Department after an absence of ninety days. We are glad that he finds Milwaukee service the best.

Mr. Hicks, Mr. Kellogg and Mr. Wilson have just returned from an inspection trip to the Gallatin Gateway. We are very enthusiastic in Seattle over the new approach to Yellowstone Park.

The Milwaukee Seattle Bowling Team has just acquired another victory over the Tacoma team, so we will probably not hear a great deal more from that organization.

On March 23rd the girls in the Seattle General Offices gave a bridge party in honor of Miss Maud Snow, at the Union Station club room of the Milwaukee Women's Club. Miss Snow was married on April 8th to Mr. Mervin H. Wood of Oakland, California, and has gone there to make her home.

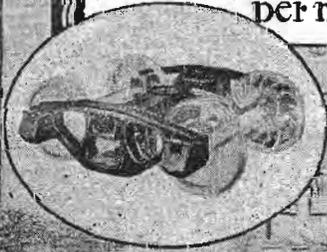
Miss Catherine Shea has recently returned to Milwaukee service. She is taking Miss Snow's place in our Passenger Department.

On a recent trip to Montana Mr. Kellogg got spring fever and started broad-jumping, making a world's record for himself and the Milwaukee Railway. He is now recuperating from his strenuous exercise and is toddling around on a pair of crutches.

It is predicted in Mr. Hillman's office that Roy Jackson's son will have competition in

# Capacity

The measure of production is *Capacity*.  
 With its seven Basic Open Hearth Furnaces the capacity of the Bettendorf Steel foundry is sufficient to produce 6000 tons of Cast Steel Trucks and Bolsters per month



## THE BETTENDORF COMPANY

OFFICES AND WORKS

BETTENDORF, IOWA

### Globe Boiler Tubes

Seamless Steel

A Unique and Successful Industry on the Milwaukee Road at Milwaukee

Sizes up to 5½ inches

**GLOBE STEEL TUBES CO.**

**IT IS NOT IMPERATIVE THAT YOU KNOW A THING SO LONG AS YOU KNOW WHERE TO FIND IT**

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**YOU WILL FIND EVERY THING FOR THE OFFICE**

**AT H. C. MILLER CO.**

Manufacturing Stationers  
Loose Leaf Specialists

342-346 Broadway Milwaukee, Wis.

# Electric



# Castings

## Steel

### WEHR STEEL COMPANY

MILWAUKEE WISCONSIN

the railroad business since Charlie Winship's wife presented him with a son on April 10th.

We have just learned that Kendall M. Bower has measles. We supposed he had gotten over such childish notions many years ago. We are sorry, of course, of his illness.

Elois Herron is back at work after an illness of two weeks. We are glad to have her back as she has been missed in the Traffic Department.

Bill Nelson, our lengthy rate clerk, got spring fever so he decided to take his vacation. He took in the first baseball game of the season and his pastime for the rest of the time will be golf and playing tag around the Oldsmobile.

Harry P. Morgan has a new Buick coach and we suppose that he will be kept very much occupied with business and golfs trips. And we can't blame him for wanting to drive that car.

#### Fullerton Avenue Building J. T. Griffin

**D** A. Richardson of the Ticket Auditor's Office, our ex-gob shoved off on a cruise of matrimony with Miss Irene Tharinger of Racine, Wis. on April 14, 1927. His friends presented him with a set of silver and admonished him to stay on the quarter deck, to keep his name off the binnacle list and to steer a careful course as there are breakers ahead.

#### Central Typing Bureau Notes

WHERE would we get our hose from, if it weren't for Eleanor.

WHAT would we do if Mary Kelly lost her temper.

WHAT would happen if Jo Tecvin laughed out loud.

WHAT would we do without Verda's smock.

WHAT would Kitty McCants do if she didn't have a husband to take her to lunch.

WHAT would happen if Marie Scipp had her hair bobbed.

WHAT will Margaret do when everybody buys a plant.

WHAT would Belle do without her wrist band.

WHAT would Irene do without a dictionary.

WHAT would happen if Jo Goetz came late.

We all would like to know what the attraction is at Merry Garden that is luring Elsie and Julia of the Central Typing Bureau there on Tuesday evenings. Guess they are rehearsing to go on the stage.

The Easter party given April 7, 1927 by "C" Bureau, Car Accountant's Office in the club rooms was attended by 36 girls. Ruth

Nixon, Florence Haeger and Genevieve Meyers were hostesses. A delightful meal was served. Individual card tables were gaily decorated with yellow and orchid crepe paper and the color scheme was carried out in the yellow nut cups and crystal candle holders with orchid candles. The Easter Bunny had been there having a colored egg for each girl which they used after while in an egg race. Instead of the names the girls' telephone numbers were used on the place cards and there was much scrambling around looking for a seat at the right table. After the dinner each girl did her part toward cleaning the library for the games to follow. Music and dancing ended a pleasant evening and we all hope another party will soon be on its way.

Ray Hackell what did your girl say when you arrived at her home late the other evening? Not a word, I was going to have those two teeth pulled anyway.

Lee R. Lynch of the Freight Auditor's Office always took great pride in boasting how well he got along with his better half. I wonder if he can explain who hit him with that hammer a few weeks ago and put a lump on his forehead the size of a goose-egg.

Miss Irene McMahon and Mildred Wheeler, Freight Auditor's Office are two of the recent brides. Irene was married on March 17 and Mildred on April 9th. Congratulations.

Viola Mueller says the latest song she knows is "Oh how I miss you each night." C.M.

When awarding Medals and Ribbons—Don't forget Mary Gibbons for saving the life of a child.

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

Nora B. Decco

**H**ELEN Kirwan you win, and with illustrations too, however as what I wanted was to get a raise out of you and same was accomplished we will still remain friends, and from the picture, I'll bet you are some vamp too.

The pleasant and persistent and hard boiled and insistant, 'come on now' and copy a few long ones with HN and GS' everybody in but you' handsome young telegrapher on second trick at Deer Lodge who was going to lay off for sixty days and stay away till I laid off, took a couple of days and went out to San Francisco and looked out the Golden Gate and couldn't see anything but rain and fog so back he comes and starts right in where he left off. Go ahead—Welcome

### THE SERVICE SUPREME

A

### "CONTINENTAL"

Policy means

PEACE OF MIND AND A PAY CHECK WHEN EARNINGS FROM YOUR OCCUPATION IS STOPPED.

Continental representatives may be found on every railroad division in the United States and Canada.

Continental Casualty  
Company

(The Railroad Man's Company)

H. G. B. ALEXANDER, President

Chicago

#### CUT OUT AND MAIL TODAY

Continental Casualty Company  
910 Michigan Ave., Chicago, Ill.

I am employed by the MILWAUKEE SYSTEM \_\_\_\_\_ Division

Please send me information in regard to your health and accident policies such as are carried by hundreds of my fellow employees.

My age is \_\_\_\_\_

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

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**B. F. Goodrich Rubber Co.**

1925 South Michigan Avenue

Chicago, Ill.

The high standard of quality and workmanship established fifty years ago, is why

Goodrich Car Heat Steam Hose

Goodrich Air Brake Hose

Goodrich Tender Hose

Goodrich Axle Device Belting is known to the employes of every road today.

## Massachusetts Bonding and Insurance Company

is issuing the  
**“HEADLIGHT”**

Accident and Health  
**POLICY**

It is especially designed for  
**Railroad Employees**

and is the most UP-TO-DATE  
Contract, containing the  
BROADEST and MOST LIB-  
ERAL BENEFITS yet offered

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

Gentlemen:

- I am interested in an agency propo-  
sition.  
I am interested in a “Headlight”  
Policy.

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

Street \_\_\_\_\_

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

Occupation \_\_\_\_\_

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

## Modern Locomotives

are self-propelled power  
plants, designed and  
built to deliver a maxi-  
mum ton-mileage per  
hour in proportion to  
fuel and water con-  
sumed. To produce such  
a machine requires am-  
ple 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

back Mr. F. S. Fields, we are leaving soon  
ourselves and pleased to meet you.

Fireman Smeltzer and family have gone to  
California for a few months vacation which  
they will spend on their ranch there, Fire-  
man Wegner and wife are still on theirs at  
Paradise, Calif., and Fireman Wm. Fink is  
cutting out the stumps on some cut over land  
in Washington, well it is getting time of  
year right here when we want to get out  
and spade up the potato patch.

Condr. Joe Wright who is in California  
where his wife is quite ill writes that she is  
quite ill and does not improve much: We are  
all sorry to hear this and trust she will get  
better soon.

Mrs. Decklemen from Spokane a sister of  
Mrs. Tom Fairhurst is visiting her sister  
here the last of March, she was accompanied  
by her small daughter.

The two gentlemen who cook for Mr. Rum-  
mell or one cooks and the other makes the  
ice cream maybe, well any way they are some  
ice cream makers as yours truly had a sample  
or so, strawberry and lots of cake too and  
whether Bill stirred the ice cream or Ike  
made the cake, both were one hundred per  
cent and appreciated.

Mrs. Ernie Grey and her sister Mrs. Smith  
of this city were called to Seattle the middle  
of April by the sudden illness of the latter's  
son in that city.

We regret to write of the illness and sud-  
den death of Frank B. Axtell an old time  
operator and Agent of this division as well  
as the Gallatin Valley line and the Northern  
Montana, where he was agent at Suffolk  
at the time of his last illness. He was  
taken sick while at work and was hurried  
to the Hospital at Lewistown where his sister  
Mrs. Stevens of Bozeman went to care for him.  
He was taken to her home in Bozeman where  
he lived a short time and was unable to  
speak from the day he was taken ill until he  
died. He was 63 years of age and well  
liked by all who knew him. At one time was  
a member of the State Legislature for eight  
years from Silver Bow county. He leaves three  
sisters, one in Kansas, one in California and  
Mrs. Stevens of Bozeman. The remains were  
taken by her to Troy, Penn. We offer our  
sympathy to the family in their loss.

All who learn of the death of Mrs. A. H.  
Wilkins will regret it, as she had many friends  
along the division where Mr. A. H. Wilkins  
was for a number of years our train master  
here. She had been ill since Christmas in  
fact had been ailing for a number of years,  
and passed away the morning of April 12th  
in San Francisco where the family had been  
living for some time. She was survived by  
Mr. Wilkins, the son Fred of Bellingham,  
Washington, and four daughters, Ruth Brack-  
ney of our city, Mrs. Hoy of San Francisco  
and Mrs. Young of Burbank, Calif. and Jean  
who was with her mother at the time of her  
last illness. The division offers their deepest  
sympathy to this family in the great loss of  
their wife and Mother.

We are glad to tell of the promotion of  
H. B. Vandercook, condr. of Deer Lodge to  
the position of Train Master on the Gallatin  
Valley Railroad, where he has charge of the  
ballasting and handling of the gravel trains  
and other work that is being rushed forward to  
be finished for the opening of the Park sea-  
son. Congratulations.

Something else that is very important, we  
don't know if he looks like a million dollars,  
but he talks like one and that is train dis-  
patcher J. T. Josephson, second trick on the  
east end Rocky Mountain division. A fine  
big son was born at his house March 23rd and

he has named him John. We offer our con-  
gratulations to Mr. and Mrs. Josephson.

Condr. McHale has sold his nice little home  
here to Engineer D. P. Elliott and the McHale  
family will soon leave for Chicago, we are  
sorry to loose them, but hope they will enjoy  
their new home too. Mrs. Elliott who has  
spent the winter in Denver has returned to  
Three Forks. M. F. Elliott brother of D. P.  
has returned here to work after some months  
spent in California.

Mr. and Mrs. Kohlase have as their guest  
a sister of Mrs. Kohlase, Mrs. Davis of  
Los Angeles, and from all we hear the lady  
has the most beautiful voice ever heard here.  
She sang at a number of local gatherings and  
at a meeting of the Milwaukee Women's  
club while here.

New call on the wire, ‘WA’ wonder what it  
is, but as Fred Byrne answers it must be the  
Gateway, yes-m we have it already shortened  
to that and except in train orders, call it  
every thing else but Gallatin gateway.

Harry Buyers says he wasn't looking for just  
what he got when he left the 100 car trains and  
took the one he bid on, no sirce but he can't  
find time to hunt for a scrap of paper and a  
pen to write out a bid on something else, he  
don't know when he ate last and he is called  
as soon as he gets home to start out for  
Kimona or Good Spur or Sun Kink or some  
of those suburbs of Bozeman over there he  
never knew existed, and the train orders read  
east and the signs point west and if you  
carried a compass by the time you got back  
to Bozeman from a round trip you would argue  
with the North Star and probably be right at  
that. Maybe the reason he arrives at Three  
Forks after dark is because he thinks he is  
still on the main line and always made his  
trips after sun down.

## Rail Rumbblings from St. Paul

Allen

MISS Barance, Chief clerk to agent of Ap-  
pleton, Wis., was a visitor at the home of  
D. J. Harrington, St. Paul.

During visitors weeks at the Ford plant  
this month more than one hundred thousand  
visitors passed thru the Twin City plant lo-  
cated in St. Paul. The CM&ST. P. also car-  
ried many visitors right into the plant on  
special trains over our rails.

What the Commercial and Ticket office are  
admiring these days are the pretty cut flowers  
on Miss May Petrasek's desk every day. Now  
you can just bet they would like to know more  
about this but Miss Petrasek just goes right  
along on the typewriter making out those  
nasty export bills of lading. She isn't com-  
mitting herself. So try and find out.

Summer must be about due for several days  
ago the steamer Gen. Allen docked at the  
landing at the foot of Sibley Street, St. Paul,  
and today we have the steamer Fury with us.

Where are you going? Meaning, “where  
are you going on your vacation?” Those are  
the pass words these days.

Have you seen our own Mr. Fitzgerald,  
agent Merriam Park all dolled up in his new  
Easter attire? And don't forget girls he is a  
bachelor.

Rex Prince is the name of the messenger  
boy who makes the marathon run to Fordson  
Junction and back every night. Some day  
you will see this boy's picture in the sport  
sheet of the leading newspapers.

## H&D Division

Bab

APRIL, and the showers have surely been  
keeping up the tradition. John Lanning

says he has ceased trying to be a weather prophet—he can't tell a thing about the weather these days.

Mrs. J. E. Hills has returned to Montevideo after spending some time in Minneapolis and Mr. and Mrs. Hills have leased a house at 315 Park Ave., and gone to house-keeping.

Geo. Wright, Agent, has been transferred from Bath to Fargo temporarily, vice Geo. Lieb who goes to Edgely. E. W. Cook, Agent from Twin Brooks has been transferred to Bath and Chas. Broskshi of Wegdahl takes Mr. Cook's place at Twin Brooks.

Conductor R. D. Fowler, better known as "Dad", has returned from Oregon City where he and Mrs. Fowler spent the winter, and expects to report for work on the Fargo Line about May 1st.

The many friends of Lawrence "Pat" Roach, East end fireman, were shocked to learn of his sudden death in Minneapolis some time ago. Lawrence was crossing the tracks in So. Mpls. and was run down by a Rock Island passenger train, meeting death almost instantly.

The equipment formerly used at the Car Shops at Montevideo was moved to various points on the system quite recently, not being needed here any longer.

Mr. J. C. MacDonald, formerly Divn. Storekeeper at Montevideo, was a very pleasant caller here last week. We hadn't seen "Mac" for about three years and were glad to find him the same genial personage as ever, even tho he is a District Storekeeper now, located in Dubuque.

The depot at Andover, S. Dak. was quite badly burned on March 9th by a spark from an engine setting fire to the roof. Chief Carpenter Wolff was right on the job however, and soon had a B&B crew there making repairs.

Mr. W. E. Bensen, Mgr. of the Farmer's elevator at Wegdahl, Minn. discovered a broken rail in the yard at Wegdahl some time ago. He reported same to section foreman Victor Person, who made immediate repairs, thus avoiding a possible serious accident. We are very grateful to Mr. Benson for his watchfulness and quick action in reporting the defect.

Miss Elva Johnson, H&D Candidate in the Popularity contest which was staged at Minneapolis recently, and which ended March 17th, wishes to thank all employees and others who supported and helped her in the contest. Miss Johnson received a check for \$15.00 at the close of the contest.

Supt. Hills had the misfortune to fall and dislocate his left shoulder some time ago, being layed up for quite a while. However, he is now on the mend and will soon be as well as ever.

Heard a rumor that W. J. Whalen is now on a milk (or was it cream?) diet—taking it in large quantities. Ask him about it.

Had a communication from E. J. Lahiff, formerly chief clerk for Divn. Storekeeper at Montevideo, saying he is working on a real division now, with plenty of work to keep him busy. (You left a real division too, E.J.L., don't forget that.)

Mr. John Oxley and Trainmaster Sizer held an examination on Standard Rules in the Women's Club rooms on the 7th of April and had quite a large class in attendance.

As a concluding item, will have to recount that JEA has the spring fever, or rather the effervescence of spring. You can see him most any time of the day (when he isn't busy) cavorting around like a youngster—perhaps in an effort to present the "Spring Dance."

### I&D Items

M. E. R.

A Chorus of fifty voices of Milwaukee employees have been rehearsing in the Club Rooms at Mason City for the past six weeks, a Cantata "The Holy City" under the able leadership of Mrs. W. F. Ingraham, faithfully assisted by Mrs. Milton Wolverton and Mrs. George Stevens, pianists. This Cantata will be given in the High School Auditorium on Wednesday evening, April 27th, at Mason City and will be accompanied by an orchestra of Milwaukee employes. A Ticket Committee are vigorously at work and declare it is going to be a very easy matter to fill the High School Auditorium to its capacity of one thousand for this occasion. The Mason City Chapter are very grateful to these ladies for the very successful Chorus that they have developed and which affair will be of especial interest and an attractive Post Lenten entertainment. The Club are equally as grateful to those employees who have so generously given their time to this Chorus. The amount realized will be turned over to the Welfare Committee for their use.

Mr. C. E. Mutschler, Chief Clerk to the I&D Superintendent, was called to Dubuque, Iowa, Thursday, April 7th, account the death of his father-in-law Mr. Fred Bade, who had the misfortune to fall from his roof on April 1st while making some repairs and suffered a broken back.

## The World Comes To Your Window

Most Salesmen have to go out after their business. Your business comes right to you. Any one who buys a railway ticket is a live "prospect" for A Travelers Accident Ticket; needs one, probably wants one, and will buy one if given half a chance.

Before you slide back his change, just ask: "A Travelers Accident Ticket for the trip—five thousand dollars for a quarter a day?"

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An instructive book has been published by Dr. A. S. McCleary, the noted rectal specialist of Excelsior Springs, Mo. This book tells how sufferers from Piles can be quickly and easily cured without the use of knife, scissors, "hot" iron, electricity or any other cutting or burning method, without confinement to bed and no hospital bills to pay. The method has been a success for twenty-six years and in more than twelve thousand cases. The book is sent postpaid free to persons afflicted with piles or other rectal troubles who clip this item and mail it with name and address to Dr. McCleary, 551 St. Louis Ave., Excelsior Springs, Mo.

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Pigskin with Masonic, Chapter, K. T., Shrine, O. E. S., or DeMolay emblem stamped in gold.

**YOUR NAME 35 CENTS EXTRA: REDDING & CO., DEPT. 210, 200 FIFTH AVENUE, NEW YORK CITY**

Milton Olson, File Clerk in the Superintendent's Office was off ten days during April with the flu.

J. H. Lathrop, Traveling Accountant from Minneapolis is checking at Mason City this month.

Clifford Smith, Track and B&B Timekeeper has been confined to his home for several weeks account illness.

I&D Division Officers attended a District Claim Prevention Meeting in Minneapolis on Tuesday, March 29th.

J. Bailey, Trainmen's Timekeeper in the I&D Divn. Supt's. Office made quite a mysterious trip to Des Moines, Iowa on Monday, March 28th.

Ask our Assistant Division Accountant if the Elks' Minstrel was a success.

A very successful Safety First and Courtesy meeting was held at Mitchell, S. D. on March 21st with a very large attendance. The ladies had planned an evening of entertainment following the business meetings and was very much enjoyed by all.

We now learn that H. A. Stopfer, Agent Beulah, taught J. C. Freyhage, Oper. at Marquette the Black Bottom, instead of the Charleston.

LRM says there is a lot of static around the Dispatchers' Office.

Chester Stoner, of Algona, Iowa, an eleven year old boy, discovered a broken rail in our track on the morning of Sunday, March 6th and immediately reported it to our Agent and it was taken care of immediately. Chester was commended for his alertness and prompt action which probably avoided a serious accident.

The I&D Division are burning Roundup Coal West of Mason City and have all their engines equipped with draftic netting.

Frank Murphy, Roundhouse Clerk at Mason City chose a Plum from Ralston, Iowa and has settled down for life. Congratulations Frank.

Mrs. W. F. Ingraham, has been asked to sing for two different occasions at Canton, S. D., on April 25th.

For some reason or other, Mary Gen Braheny, is still "boiling" over.

Rev. Frederick Ring was a guest at the Ingraham Home at Mason City during the week of April 11th. Mr. Ring was recently a guest in Minneapolis and spoke before the State Representatives of Minnesota, as well as delivered a message to Governor Christensen of Minnesota from the King of Norway.

We have been expecting some "Fish Stories" from Carl Dunavan. Maybe they are not biting yet, or possibly Carl is catching the wrong kind to report about.

Understand F. H. Dickhoff has his fishing equipment in readiness and set to catch all the big ones in the Lake.

## Madison Division

**HARRY** Vedder and Will Rogers have returned from California, both strong for Wisconsin.

Jerry Hansen and Jesse Gray bowled in Janesville recently, Score—Hansen 79; Gray 81. Complaint—that alley was faulty, that balls went into gutter. On investigation the alley was found to be the one on which Agent Schielke had rolled a score of 624.

A check of the Irishmen working on Madison Division, who were born on March 17th, showed that there were only four, and they were all German.

"It can be done" says the Mechanical Dept. Let's start by renumbering the stalls in the Madison roundhouse from east to west.

Ira. D. Lounsbury, a prominent citizen of

Madison and a leader in Horticultural circles died at his home March 22, 1927. Dr. B. F. Lounsbury, Chief Surgeon of the Milwaukee Road is one of the surviving children. Madison employes extend sympathy to the family.

Neal Gregory says that the report of his death in the Madison papers March 24th was greatly exaggerated.

Fred Fraunfelder, veteran conductor on the Madison Division, died at his home at Mineral Point, March 19th. Sympathy is extended to the bereaved family.

Albert Daman, section foreman at Madison says that he was aware that diplomatic relations between this country and Mexico were rather strained, but he didn't know that war had been declared until Sec. 14, was invaded during the night of April 7th. Sec. 15 at Middleton turned back the invaders.

George Ehmers, Time Inspector from Auditor of Expenditure's office paid us an official visit during April. No complaints except that the weather was not warm enough to go fishing.

George Whalen, genial timekeeper in the Supt's. office, will join the Benedicts, May 12th. He is taking Horace Greeley's advice and will go west for a short time. Good luck, George, but don't forget the Camels.

"Tarp" says that his favorite bootlegger is taking a much needed rest. He is spending a short time in Milwaukee.

Machinist John Willison and Mach. Helper Joe Sarvich, who were injured at the roundhouse are now recovering.

Main Machinist Sullivan from Janesville was a Madison visitor. Frank does like to look at a clean flock of engines.

Madison roundhouse has been completely renovated and painted inside.

Roundhouse Foreman Iotte contemplates getting a new car when Henry Ford builds that new six we hear so much about. Well Clyde gets out the old pocket book. From latest reports Henry will display a new six about May 1st.

If it wasn't for the fact that we know that Joe Durisch handled trains Nos. 165 and 166 from Madison to Janesville for a few years, Ollis Johnson would try and make us believe he is the only man being able to handle that train.

Engr. Frank Lyne took a flock of Bowlers to Chicago to capture first prize. All Frank and the boys got is the promise of next year's Tournament to be held in Madison.

Roundhouse Foreman Geo. Ryan of Janesville, was at Madison roundhouse for a few hours the other day. You would think Madison was about 500 miles from Janesville, the length of time between visits.

T. J. Kelly, the little G Y M has a new pair of \$6.50 for \$3.50.

We have wondered about the raise in price of beefsteak in Madison. We have now discovered that the squad of "Moon Mullins" are the cause. They are now catching "them" at Second Lake.

Bug House Fables:

Ole Olson leaving home at noon to go on midnight shift.

Wm. Downie asking for more cars on his run.

Geo. Dunn "passing out" cigars to all switchmen at Madison.

Jim Monks hollering about not having enough tonnage on No. 97.

Mrs. Neal Gregory, wife of Chief Carpenter Gregory, has been seriously ill, but, at this time she is improving and we all hope for her speedy recovery.

Coal Conservation is a wonderful thing, no one understands it any better than the em-

ployees in the Roadmaster's and Chief Carpenter's office.

An Eskimo would blush for shame if he knew the temperature that we can work in (good-naturedly.)

Tillie, "The Toiler," isn't the only who is having her picture taken these days, Miss Hulda Johnson, of the Master Mechanic's office, has recently had some very fine photos of herself taken. We do not know whether Hulda will have them sent to the picture producers or not. She is more secretive about it than Tillie.

### Where the West Begins

G. J. H.

**W**ONDERFUL weather the past week—for Seattle. The sun seems to have deserted us and left the rain maker in charge. However it will do a wonder for the country and why should we complain when we are not out in it.

N. H. Fuller, Superintendent at Spokane, visited old friends on the division the forepart of April.

B. Brandt, Perishable Freight Inspector, was recently promoted to Lines east, with headquarters at LaCrosse, Wis. Mr. E. N. Carver of Harlowtown has taken Mr. Brandt's position at Mobridge.

Joe Coraguito, section foreman at Trail City, spent a few weeks in the east in settling an estate of his cousin.

Superintendent Gillick made a short business trip on lines east during the past period.

Why is it that Tom Hunt is always so anxious to make trips on the South Line. Especially when the work is near Timber Lake? He has set an example for other boys in the office who now have an interest in the same city.

E. G. Rinderneck, has taken leave of absence and during that time his shift is being worked by Irving Hilton.

### Notes from the Traffic Department, Local Office and Docks, Tacoma

**A**PPARENTLY some notes from these parts have gone astray somewhere and failed to reach our editor, so that we must apologize to our readers if we gather up some material which will be almost ancient by the time this is printed and make a renewed attempt to get some notes to the editorial office.

There have been a good many changes in personnel since our last notes appeared in print, but to bring our chronicle down to date we recapitulate such of them as we can call to mind, some having been reported before but not printed.

Billy Alleman is now warehouse foreman at the Local Office and has the usual trouble of all foremen there in keeping that round and smiling imp of mischief, Tubby Gleb, on the straight and narrow path. If we have no particular outbreaks on Tubby's part to chronicle it is chiefly because of Billy's watchful eye.

Fay Clover, one time Chief Accountant in the Oriental Department, is now Assistant Cashier on the Cage Job, where he greets the public in his usual courteous and friendly manner and makes the unpleasant matter of having to pay freight bills as pleasant as possible.

Emmett Maloney, our Newly-wed and formerly Chief Oriental Bill Clerk, is now Chief

Local Bill Clerk in which position he handles milling-in-transit and other intricacies with the same imperturbable cheerfulness with which he formerly handled import rates on paper hats and edible birds' nests. Nothing ever gets Emmett rattled and he meets all problems smilingly.

Bob Lowery having gone to Seattle, the demurrage desk is now under the administration of Raymond Fink, formerly of the Yard Office. Average Agreements have no terrors for him.

Frank Clover, formerly Warehouse foreman at the Local Office, is now on the Car Desk at the Yard Office where he can still use his coveralls to advantage.

Bob Shipley, Chief Yard Clerk on the graveyard shift, has registered complaint with us that he never finds mention of himself in these notes any more. We hasten to reassure his many friends both East and West who have been worried lest he should have disappeared, that their fears are unfounded and that Bob shows no signs of fading away. His genial smile is also as wide as ever. Bob has recently come into favorable notice by his promptness and efficiency in putting out a fire which had originated in an empty car from spontaneous combustion; he was assisted in this by Yardmaster Montague and both gentlemen were highly commended by Superintendent Rossiter.

Lester Prescott, formerly Yardmaster's Clerk, is now Chief Yard Clerk on the second track.

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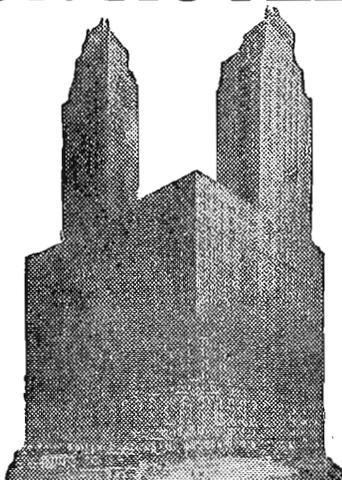
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MILTON PENCE

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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 select your gifts.

Authorized watch inspector for C. M. & St. P. Railway.

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.

We have not heard as yet when he will make his annual trip to the home of the Sacred Codfish.

John Dubois, the champion bowler of the Milwaukee outfit in these parts, is now Yard Clerk on the first trick and apparently has nothing to do except cover about seventeen miles of track per day and mark down little car numbers on a piece of paper. However the outdoor life seems to be good for his health.

Malcolm Wood is now on the Interchange and Cedric Moyer is helping Lester Prescott work the second trick, while Harry Slingerland is doing the honors on the third yard trick with Bob Shipley. It is a question whether Bob keeps Harry awake or whether Harry keeps Bob from falling asleep.

Tom Dolle is now Yardmaster's Clerk and rides the faithful fiver back and forth to his suburban fruit farm.

Andy Norwood is on the Swing job at the Yard Office and has such a perplexing schedule of hours that he frequently when going to work, meets himself just coming back from work.

Miles Story is now Industry Checker at the Local Office and adjacent territory, while Don Stubbs is Industry Checker on the Tide Flats; you may safely infer that these gentlemen take no walks for exercise when they are home.

Clarence Jones, we believe, is de facto still messenger, but he is relieving at the yard so often that we don't see him very often. The last time we saw him he was driving his father's Ford, having put his own Chevrolet out of commission by some careless driver bumping into him. Carl Miller, who is acting as relief messenger, very judiciously makes his rounds on foot and gets there all the quicker.

Our detective bureau is all excited over the discovery—though the accidental loss of a receipt, we forget whether for the first or the fifteenth installment—that Kenneth Alleman of the Local Office has purchased a diamond ring. As Kennie does not wear it himself the question arises: Who is wearing it? The matter begins to look serious, but we can assure our readers that our detective bureau is right on the job and watching Kennie's every move.

Roy Kidd, Chief Clerk at the City Office, and Joe Baughn, Rate Clerk at the same location, are inveterate fishermen and could hardly wait for this year's season being opened on April 1st. The next day, being Saturday April 2nd, they went up to their favorite haunts near Mineral, up in the Cascades on the Tacoma Eastern. In spite of a snow storm up there in the mountains they broke all records, catching a total of thirty-four trout Saturday evening and Sunday. This is fully substantiated by an affidavit witnessed by the Agent at Mineral and authenticated by his station stamp, so there can be no doubt about it.

By the way of contrast, City Passenger Agent Valentine went fishing in Chambers' Creek and brought home only three fish. He vainly tried to persuade us to keep this secret, but we cannot deviate from our lifelong habit of telling the exact truth about all fish stories (see next above.)

Messrs. Hicks and Bahl honored the city office with a visit on March 31st while on their way to Portland to take in the opening on April 1st of our palatial new city office in the City of Roses. It is located in a very fine ground floor location in the Pacific Building.

Mr. Swanson, Traveling Freight Agent at Aberdeen, Washington, was operated on for appendicitis in February but made a fine recovery and is now back on the job. Mr. Rehm of Tacoma relieved him while he was sick.

Ed Gerow, formerly watchman at Dock Three, has gone to Chehalis as station clerk; he was a faithful employe here and we wish him success in his new location.

### Kansas City Division

O. S. D.

**STEVE J. Standart**, Engineer, has passed his sixty year mark as an employe of the Company. The employes of the Superintendent's Office and the Trainmaster's Office presented him with a 60 years service pin.

E. P. Willey, Assistant Auditor of Expenditures, Chicago, paid a visit to the office of the Superintendent on April 6th.

Phil Schorr, House Foreman at Ottumwa, is quite ill and has been away from his duties for several days. Here's wishing him a speedy recovery.

The first new car of the season, among the employes of the Ottumwa Freight House, is the Chevrolet coupe purchased recently by Carl Weems, First Checker at the Freight House.

Engineer Wm. Johnson recently secured a passenger from Cedar Rapids to Flint, Michigan via our line.

Edward Dornsife, Stenographer and Clerk to Trainmaster Givens, is in Chicago serving temporarily as Secretary to General Superintendent E. W. Lollis.

M. W. Mefford, Section Foreman at Farson has been commended for observing brake beam down on car in Extra 8243 East on March 17th and giving crew signal to stop train. Brake beam was removed and a possible serious accident avoided.

Lawrence E. Coleman, Operator, Seymour, Iowa, discovered brakes sticking on URT 40650 in Extra 8235 West on March 21st and succeeded in getting stop signals to the train crew. His watchfulness prevented what might have resulted in a broken wheel and a possible derailment.

The discovery and removal of an obstruction between the switch point and the stock rail of the switch at Suburban Junction by Switchman Vern Willard, averted a possible serious derailment.

Mr. M. L. Higgins, now in business in Kansas City and who at one time served as a conductor on our line, is still an active business getter for our railroad. We have received correspondence from the Hoffman Heather Company, Kansas City, Missouri, rela-

tive to efforts made by Mr. Higgins in getting people lined up to travel the 'Milwaukee Way.' We much appreciate the efforts of Mr. Higgins in endeavoring to secure business for us.

H. F. Owens, Agent at Excelsior Springs, Missouri, has been in the service for 24 years, working as Operator and Agent at various stations on the line. In the Spring of 1912 he was transferred to Excelsior Springs. Mr. and Mrs. Owens have their living quarters above the Station and both take a personal pride in the appearance of the station and the grounds surrounding, and the attractiveness of the place is a subject of many favorable comments on the part of our passengers, as well as others visiting Excelsior Springs. Recently the Excelsior Springs paper published an article relative to the many lost articles that have been returned to patrons using our line into Excelsior Springs. This would tend to give people a different opinion than is usually carried that articles lost on trains are never returned.

### Chicago General Office Items

Vila

I believe news is scarce this month, unless before I get this written we hear from some of our "contribs."

On April 16th at 6 p. m. the wedding of Erma White, of Mr. Baker's office and Mar-

Miss Marguerite Kissinger and Mrs. Charlotte Davis were hostesses at a St. Patrick's Day Luncheon given at the Milwaukee Women's Club House for the young ladies employed in the office of the Superintendent. Individual candlesticks containing a lighted green taper were placed on the table, the favors, place cards and napkins were also in keeping with St. Patrick's Day.

Gus Daacke, Division Accountant Superintendent's Office, who is Commander of the Commandery of Knights Templar, Ottumwa, will accompany his officers to Chariton on the night of April 14th to confer the degree of the Order of the Temple.

Mrs. Vandergriffe, wife of Second Checker at Ottumwa Freight House is at Rochester account serious illness. We hope she will soon be well enough to return to her home. shall Oberg, Chief Clerk to Mr. G. B. Haynes was solemnized at the home of the bride's sister in Oak Park. We were all very much surprised and happy to hear of this union and the best wishes of their fellow employes are extended them through the magazine.

Mr. Harry J. Feller has been promoted to position of Chief Clerk in the Comptroller's Office, taking the place of Mr. Frank D. Dale

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Gum Spirits—  
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who has acted in that capacity since 1920 and is now promoted to Chief Clerk to Mr. O. P. Barry, Assistant Comptroller at Fullerton Avenue.

From the office of the General Superintendent of Transportation comes the following items:

Mr. P. A. Jones has joined the Butter and Egg Men's Association and is now wearing the iron kelly.

Lost—in district of Ravenswood—1 Sunday, 1 Wednesday and 1 Saturday night in April—Ask Don he knows.

Understand Miss Josephine Schifano will depart for New Orleans. Wonder if she will be the guest of the Hon. Wm. Hale Thompson?

Let us in on the secret Esther. What was the cause of the fast trip to New York? Why keep it from us any longer?

Look out Emil, first thing you know you'll make it and give us all a shock!! 8:30 A.M.

From all reports the most enjoyable part of Miss Anna Mae Brown's trip to Philadelphia was getting off the train at Chicago on her return. Says she came back Sunday to get a good nights rest. How, Please???

Wonder how many automobile trips have been made to Bensenville? Why all the silence Lora?

Jim Flynn to Emil—Did they high hat you again to-day?

Emil to Jim—No. They did not ask me to go out with them, so I left them flat and went out by myself.

Thank you "contrib," we enjoy hearing from your office, and I hope they won't get lost this time.

Mr. J. M. Hayes, Inspector of Work Equipment, left us a very days ago with a happy smile and said he was on his way to Seattle for a vacation. I know he is hoping the special equipment will behave until he gets back.

A little joking now and then is relished by the best of 'em. And the little squibbs this line contains are only meant to entertain. So if your feelings have been hurt, please overlook what was meant for mirth. And in the future we will try announcing only deaths and births.

(Gosh, wouldn't you all enjoy that.)

We have had a letter from Jake Wilhelm, of Mr. Bainbridge's Office who is at Rochester, Minn., at Mayo Brother's Hospital. Jake has not been feeling up to par so decided to go under observation at the clinic. His letter is very encouraging and he will undergo an operation this week and we look forward to hearing good reports from Jake. Hope all who know him will write him as I know he would enjoy any news from home.

### Tickling Teacher's Ear

Teacher: "Willie, can you name a city in Alaska?"

Willie: "No, m'm."

Teacher: "Correct."

—Christian Science Monitor.

### Chicago Terminals

Guy E. Sampson

**SAFETY FIRST** work in the Chi Terminals is receiving a marked increase in the way of interest taken and the number of employees attending the meetings. Another record crowd attended the meeting held in the Women's Club rooms at Bensenville March 24th. About 150 employees and members of their families took up every inch of floor space in

the clubroom. Aside from the usual **SAFETY FIRST** suggestions offered and the speeches by several supervising officers of the terminal, a delightful program was put on by employees and members of their families. The entire program was enjoyed by all but if Wm. Springer, Chas. Slocum, James Burke and several others had had their way they would have kept those who took part, coming back for another song or reading till the following morning. Miss Williams, daughter of engineer Wade Williams has wonderful talent in rendering different readings and Miss Laura Franzen, an employee of J. L. Brown's office is a real song bird and no wonder the boys kept calling them back. A delicious lunch was also served.

Towerman Elder, who operates the levers at Tower B, during the day light period of the day, took Monday April 11th off to get to the city to arrange for a lay off and transportation from Chicago to New Orleans where he will go on May 3rd, for a weeks visit. Oh, Boy, won't he wipe his brow and cool his parched throat after his long ride through the southern heat? Guess he will be able to stand it for a week as we understand some people even stay there the year around.

Train director James Kirby left April 12th for about a months stay at Hot Springs, Ark. Mr. Kirby and wife go there every spring for a months rest. G. E. Sampson working Kirby's trick during his absence.

Mrs. Lewin, wife of switchman Eugene Lewin who underwent an operation recently is so far recovered as to be able to be taken home from the hospital. All her friends are pleased to know that she is so much better.

The sympathy of all employees is extended to switchman Wesley Young and family over the death of his mother which occurred at Elgin April 2nd after a few days illness with pneumonia. She was buried in the home cemetery the following Monday.

Switchman Wm. Corson, who was seriously ill for several weeks is back on the job and the boys are all sure pleased to see the old scout back among them.

Mrs. Joe Bodenburger, Pres. of C.M.&St.P. Women's Club No. 3 who has been on the sick list is again able to attend to her club work.

Miss Eva White, sister of our call boy at Bensenville is recuperating at the West Suburban Hospital after an operation for appendicitis.

Yard master Jesse Capoot and wife took April 6th for a holiday and celebrated their wedding anniversary spending the afternoon in Chicago. Their many friends wish for them many more days dating April 6th.

Machinist Oswald, whose marriage was recently reported in the magazine is having a beautiful home erected on Center Street in Bensenville.

Some members of employees families at Bensenville have been having a siege of mumps, measles and scarlet fever, but at this time all are on the road to recovery. While several homes have been closed to visitors we are glad to report no fatalities from these dreaded diseases.

Mojor Prior, who has been working out of J. L. Brown's office for some time is again back in switching service as his position at Mr. Brown's office has been discontinued for the time being.

A veteran's son is soliciting business for the CM&STP. Marvin F. Gerhart, son of Signal Supervisor L. Gerhart, who attends high school and after classes is employed as an office boy for a wholesale distributing house, recently asked his father for a Mil-



waukee folder as he intended to solicit a little business for the CM&STP. The next day he informed him that he had persuaded one of the salesmen, who was preparing to go to Denver and who had formerly used a competitive line, to use the CM&STP to Denver. He further stated that he took care of this salesman by immediately purchasing his ticket for him. A few days later he induced another salesman to use our line between Chicago and Minneapolis. The firm had always used a competitive line and the office boy was told if the CM&STP was as represented they would use it again.

Yard master Lee Smith returned to work Monday April 11th after four months illness. Lee looks good for being ill so long and all were glad to see him able to resume work.

Several bad accidents have occurred in the terminals the last month caused by autoists running into trains at grade crossings. If the highway commission would only erect "STOP" signs at these places and insist on autos stopping before crossing a great many of the accidents would be avoided. In this day and age of the world a money fine has little effect, a few months in jail we believe would have a better effect.

Well spring is here, and the boys at Galewood ought to be very efficient for the next few months, as Mr. Biblitz informs us, that the no-vacuum heating system is in first class condition for the summer months. We are progressing, the only trouble with progress, is that it compels us to scrap a lot of fine institutions.

Why is it that those who like us best say the meanest things about us.

Terminal employees are striving to organize an athletic club composed of Chi Term. employees and we hope that they succeed as this will make another chance for getting together and becoming better acquainted with each other. Next month we should be able to give some idea of just what has been done.

Supt. Elder and Asst. Supt. Donald of the South Eastern Div. made the terminal a visit between trains April 12th.

Mr. and Mrs. Harry Gibson drove to Chicago from Beloit Sat. April 9th and returned April 11th. Supt. Gibson as well as friend wife enjoyed a days visit with friends at Devilsville, their former home.

**R&SW Division**  
Lillian L.

**THIRTY-NINE** years ago March 26th Conductor J. H. Cavey came out of Freeport on No. 10 as a freight brakeman, with Engineer Harvey Roe pulling the train. On March 26th, 1927 Conductor Cavey went west on the Southwest Limited with Engineer Har-

vey Roe on head end—going strong and arrived Davenport on time.

Mike Webber, our genial Boilermaker on days at Beloit Roundhouse celebrated St. Patrick's Day by taking unto himself a wife. The happy couple are domiciled in a cute little bungalow in South Beloit. We wish to thank Mr. Webber for the candy and cigars, as they were enjoyed by all. We extend our best wishes for many years of happiness and good luck.

We are glad to report that Dispatcher E. J. McCann, who was operated on at the Beloit General Hospital during March for ulcers of the stomach, is coming along fine and expects to be back on the job in a short time.

Mrs. Albin Nelson, wife of B&B Foreman Nelson, is visiting friends in San Diego, Cal.

Engineer Pat H. Burns has turned in his old Overland and is now the proud possessor of a Peerless 6 Sedan. Pat says that when he gets her properly limbered up, he thinks he will enter the auto derby at Indianapolis this year.

James Ferrero, Machinist at Beloit Roundhouse, has decided to spend Easter with his people at Ladd. You know Jim has a 1926 Essex coach and has given it a coat of paint and tightened her up, but does not feel like doing it all over again, so has decided to ride in his mother-in-law's new Chevy. It's not everyone that has such a nice mother-in-law, Jim.

Wm. Brady, Carpenter at Beloit Roundhouse, has moved his family to Beloit.

Mr. James Smith was instantly killed on March 18th while switching in Racine Yard. Mr. Smith entered the service of the Company in 1909. He leaves to mourn his loss a wife, five sons and one daughter. Funeral services were held March 22nd at Racine. We wish to extend our sympathy to the family and friends.

Engineer Alex Helms had his nice new Willys-Knight Sedan side swiped to the tune of about \$500.00 damage recently, and the worst part of it is all the dirty work was done by an old tin Lizzie.

We are glad to report that Conductor Milo Bolton, who was very seriously injured on March 14th, 1926, is again back on the job.

Engineer Nate Morgan has now assigned himself to the Beloit-Bardwell gravel job with an L2 engine. Nate says he likes the L2 class of engine because they can pull like anything.

Conductor and Mrs. Joe Larkin went down to Hot Springs, Ark. during the early part of April. We think Joe is surely on the gain by the looks of some of the photographs he sent this office.



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Engineer Geo. R. Hannaford has given up the Janesville-Rockford passenger run with Conductor Geo. Howland. George says the time is too fast for an easy going soul like himself and says he would rather pay for his roller-coaster rides than take them on the 722 over the track between Beloit Junction and Janesville.

Understand Roadmaster Zimmerman has a number of applications from some of our young conductors who are afflicted with "Bill Fever," who are anxious to be first in line for the work trains when they go on.

Talk about too many gas stations on the highways—George Messer took a little spin to see his old friends in Ladd the other Sunday, and old John D. surely got his share of the business. The old saying still holds true—"it's not the original cost, but the upkeep."

### Deer Lodge and Missoula

Division

M. E. S.

Mrs. Anna D. Whaley who has been on a leave of absence has returned to work in the Superintendent's office.

Miss Alice Elise Hopkins is working in the Superintendent's office temporarily.

Jas. Leaming, thoroughly disgusted with cooking his own meals, and eating them, and trying to keep the house tidy took the brave step. Now James, who is BOSS? On March 21st at Missoula Mr. James Leaming and Miss Frances Riggle. They are now living at Alberton. Congratulations.

Emmett W. Peterson, who has been calling at Alberton and looking after certain other interests which claimed a good share of his time, has returned to the Car Checker's job at Avery. Wonder why a certain young lady is so anxious about the time the mail leaves for and arrives from Avery?

Engineer J. E. Pears is piloting a new Star Six around. Now all we need to pass judgment on it, is an invitation.

Brakeman S. B. Eisiminger and wife have returned from a ten day visit with friends and relatives in Seattle.

Jerry Baker, who has been leading the quiet (?) farm life with his little white woolies is back at work. He occasionally takes a trip down to the Company Ranch to see how things are progressing and sometimes loses a trip and returns to find that Tony and George have taken out his car and used up all the gas.

Ed. Cornwall has gone to Pennsylvania to visit his brother. Mr. Cornwall is a conductor on the Missoula Division.

Mrs. McElhiney, wife of Agent McElhiney at Alberton has gone to San Francisco to visit her sister. Mrs. McElhiney's Brother-in-law is in the aviation service and is leaving for the Philippine Islands to be stationed there for three years.

Now it is "His Honor, Mr. W. P. Stebbins, Mayor of Alberton, Montana."

The Steel Gang is through laying 25 miles of new steel between Iris and Drummond. Now for some Gravel!

Operator Brink of Alberton was operated on for appendicitis at the Deer Lodge Hospital. He is recovering nicely. Mrs. Gress is relieving him at Alberton while Bill is showing all the girls about the new Buick. Better watch him Mrs. G—Oh, well, someone has got to work to pay the gas bill.

Mr. and Mrs. Paul Dorsey and Junior have just returned from a visit of a couple of months with the home folks in Georgia.

You should have seen the happy expression on Dispatcher J. T. Josephson's face as he passed the candy and cigars around. Cause? Why, a boy, of course—name John Vernon.

### Des Moines Division Items

Frenchy

DISPATCHER Ole Olson has been participating in a couple of bowling tournaments, one at Peoria the other at Boone, Iowa. We understand his score at Boone was quite good. It seems he has better success in his own state.

Mr. Dorr C. Milner and wife have returned from a trip to Ft. Worth and other points in Texas.

Dispatcher R. P. Edson is doing quite an extensive poultry business this spring. Is furnishing most of the office force with "hen fruit". We can all testify that they are strictly fresh too and have quite a different flavor from the "store" eggs.

CORRECTION: In our last items we in error stated that Mr. Herbert Jacobs had been appointed Chief Clerk in Mr. Hilliker's office. This should have read Clerk, Mr. Bob Conrad holding the position of Chief Clerk.

Chief Dispatcher F. A. Bauder is the proud possessor of a new Buick sedan.

Engineer Chas. Phares has a new Oakland car.

Mr. Ed. Olson of Dubuque visited the Des Moines Division recently. He is just as short and stubby as ever and has the same serious line of talk.

Conductor Andy O'Laughlin is now handling the Des Moines-Madrid night passenger run relieving Conductor J. L. Tidball who is off sick.

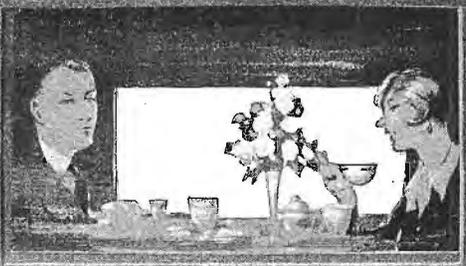
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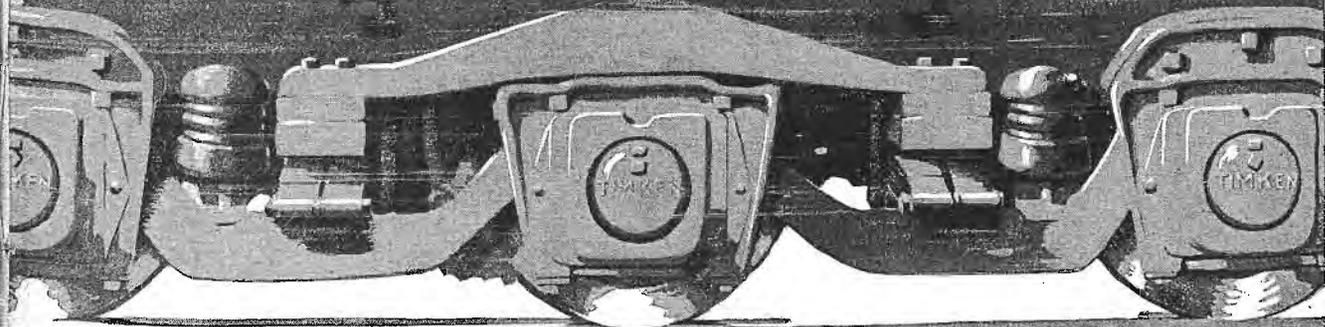
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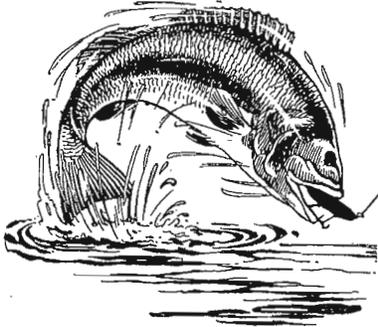
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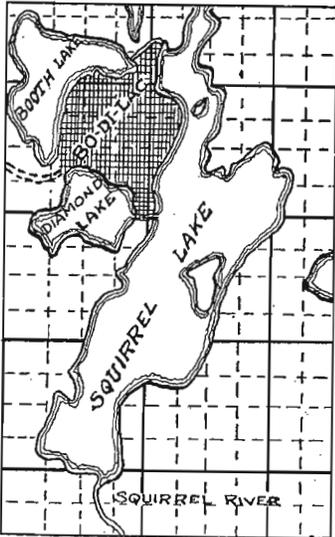


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