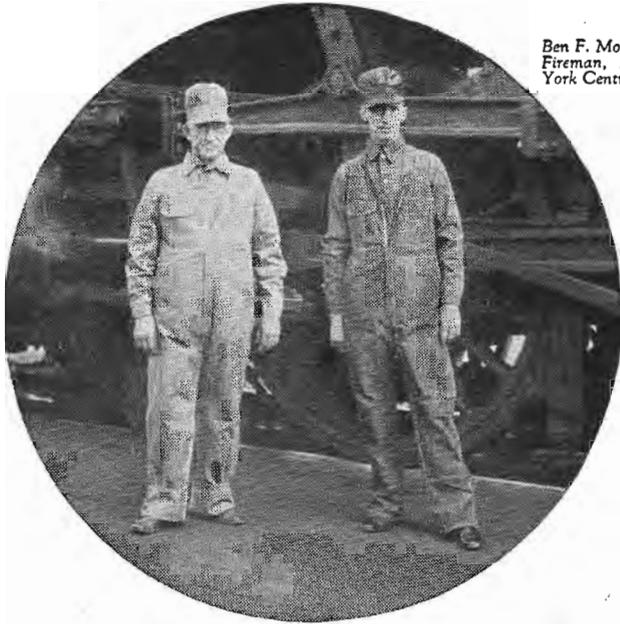


The
MILWAUKEE
MAGAZINE

FEBRUARY, 1928





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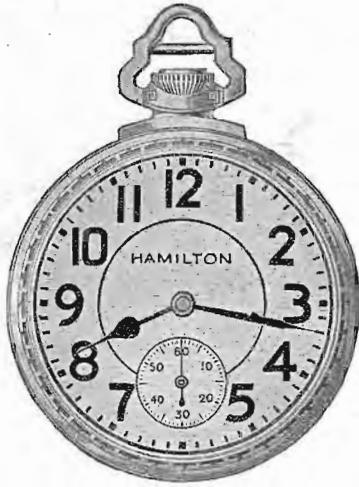
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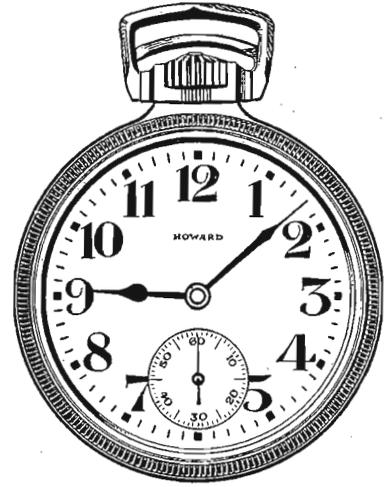


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The Falk Corporation
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Are You a See-Saw Saver?

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

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Milwaukee

Capital and Surplus Ten Million Dollars



The Chicago, Milwaukee, St. Paul & Pacific Railroad Company

ON January 16th, the corporation above named made its first bow to the public as owners and operators of the property which for fifty-five years had functioned as the Chicago, Milwaukee & St. Paul Railway.

The Receivers, on that date stepped out of operation and possession of the property and it is now ready to start a new era of progress with its new owners.

The event has been waiting for some time past upon the action of the Interstate Commission which is required by law to pass upon securities and financing of railroad properties; and while the title and the ownership is changed, it is the same old railroad. If we, who have marched under the banner with the old name, find it hard for a while to become accustomed to the extra word at the end, we can all unite on the old sub-title The Milwaukee, and speedily feel at home again. The employe body which had given such splendid service during the past three years, making every effort possible to help pull the road out of the bankruptcy court, registers thanks that this has been successfully accomplished and, realizing that while that grade has been made, there are still others ahead which will require some hard pulling, it stands ready now, as always to do its utmost in the company's interest; and to contribute its share toward the success which surely awaits our incomparable railroad.

The Milwaukee & St. Paul Railway was the first title given to the several small roads which the corporation had acquired by purchase and amalgamated into one. Its charter was granted in the State of Wisconsin in 1863, but its real beginnings went far back of that date to the projection and construction of some small railroads that led from Milwaukee to interior points in Wisconsin and out to the Mississippi River. In 1867, the Milwaukee & St. Paul acquired possession of some railway projects in Iowa and Minnesota, heading toward their northwestern objective,—the Twin Cities. In the latter part of that year the first through passenger train service between Milwaukee and St. Paul and Minneapolis was inaugurated over the rails of the M. & St. P. Ry.

In 1872 the M. & St. P. commenced work on a line of its own from Milwau-

kee to Chicago, completing the project so that M. & St. P. trains ran through to Chicago early in 1873. The name was then changed to Chicago, Milwaukee & St. Paul, and old-timers still tell of the way the prefixed word tripped on their tongue much as the now added term will come stranger to the present day.

The C.M.&St.P. Company went on acquiring by purchase and construction additional mileage extending across the States of Illinois, Iowa and into South Dakota. In 1882 its line between Chicago and Council Bluffs gave them a terminal at the Missouri River. In 1887, the Kansas City line was opened furnishing still another outlet at the Missouri. By the year 1890, The Milwaukee, or The St. Paul, as it was, then generally designated, proudly advertised six thousand miles of railroad and boasted the most mileage of any railroad of the northwest.

The close of the nineteenth century witnessed great developments on the Pacific Coast and a future promise of much traffic with the Orient. To reach this new Eldorado became the great purpose of most of the railroads of the Middle West, The Milwaukee among them. Much exploration was done, looking toward a feasible route and a desirable terminal. San Francisco, Portland and the Puget Sound ports were all considered, decision finally going to the last named. The location and construction of the Coast Extension furnished some of the greatest thrillers of railroad building in the history of this country. It was a wonderful achievement. Construction began almost simultaneously, in the Spring of 1906, at the Missouri River, westward bound; and at the Sound, eastward. Followed then three years of rapid and daring work, the route requiring some of the heaviest construction in the United States, crossing three great mountain ranges,—The Continental Divide and Bitter Roots of the Rocky Mountain group and the Cascade Range to westward.

The Missouri and Columbia Rivers,—the two great water courses of the Northwest were bridged by structures of the most modern and substantial type. The bridge at the crossing two miles west of Moberg was at the time of its construction, the heaviest of its type at any point on the River. An-

other crossing of the same stream in the mountain country, is the first railroad crossing of that River below its headwaters. The crossing of the Columbia is a remarkable structure of nearly one mile in length. In July 1909 the rails came together in Hell Gate Canyon, Montana, and The Milwaukee was in possession of a Coast Line.

This new Line started on its career as the Chicago, Milwaukee & Puget Sound Railway, but in 1913, it was consolidated with the parent line with the sub-title of "Lines West."

The new line furnished new railroad facilities for agricultural territories of the Dakotas, Montana, northern Idaho and Washington. It entered the mining districts of Montana and the vast timber wealth of Idaho and Washington; and it constructed its own docks at the waterside on Puget Sound, developing great areas of tideflat land for terminals, industries and switching facilities.

Among other activities it acquired possession of some railroad mileage in the Olympic Peninsula which was extended into large tracts of standing timber. It built to Gray's Harbor on the Pacific. It also established a ferry service to Bellingham to connect with another acquired line extending to the Canadian boundary line through a rich and well developed agricultural country.

In 1916 the first unit of its electrified district between Harlowton, Montana and Avery, Idaho, was put into operation. In the second unit between Othello and Tacoma, Washington, was completed, giving The Milwaukee the longest main line electrification in the world.

The War and a severe business depression in the Northwest brought The Milwaukee on evil days and it was unable to meet its obligations, resulting in Receivership in March 1925. The wise and prudent handling of the property by the Receivers has enabled it to emerge from the Courts in a comparatively short period of time, considering the magnitude of the institution and the great amount involved in bankruptcy.

Now The Milwaukee is again ready to enter the race for supremacy. That it shall succeed, eager hearts and eager hands are ready to take hold and push and pull together on the forward way.

Chairman of the Board

"CHAIRMAN of the Board" is the tenancy under which our former President and Receiver of The Milwaukee Mr. H. E. Byram associates himself with the reorganized Chicago, Milwaukee St. Paul & Pacific Railroad; and The Milwaukee Family offer him sincere congratulations on this recognition of his leadership during the ten years of greatest storm and stress the railroad ever passed through.

Mr. Byram came to The Milwaukee as its President on October 1st 1917, succeeding the late A. J. Earling. He had previously occupied the position of Operating Vice President of the C.B.&Q. R. R. He did not have long to enjoy his new title or get fitted into his new position when the United States entered the World War and the United States Government, on December 1st, took over the railroads of the country. Mr. Byram became Federal Manager under United States Railroad Administration which position he occupied until November 1st 1919 when he resigned that position to become again President of the Corporation. When the railroads were returned to corporate control Mr. Byram set about the difficult task of rehabilitating and improving the property. Post-war conditions and the depressions following, made the task an almost superhuman one, through

which Mr. Byram fought his way under the most adverse circumstances. When the railroad passed into Receivership. Mr. Byram, was appointed co-receiver with Mr. Mark W. Potter of New York and Mr. Edward J. Brundage of Chicago. Mr. Byram was the Operating Receiver and immediately went about the business of betterment to the property.

Under his administration of his office in the three years of Receivership, mil-

lions of dollars have been expended in needed improvement to roadbed, additional motive power and equipment. Strengthening points where needed, the great property is returned to its new owners in improved physical condition.



Mr. Byram has done much in the years he has been with The Milwaukee to stimulate pleasant relations with the Public, and has traveled extensively over the System to meet with and discuss the relations of railroad and public. He has everywhere been cordially received and his efforts to "Boost The Milwaukee" into greater favor have been markedly successful.

He has always found time to take a personal interest in the welfare of the

organization. At the time of the inauguration of The Milwaukee Pension Association, Mr. Byram spoke at the meeting at which the movement was launched, expressing himself as heartily in favor of a pension for super-annuated employes and regretting the inability of the company to establish such a benefit. He congratulated the Pension Association on the successful outcome of its promoters in establishing the movement and promised the utmost cooperation of the company in carrying on the work. Mr. Byram, himself, was one of the first to join the Pension Association.

He has always been interested in the activities of the Veterans' Association and has, whenever possible been present at its meetings. That he has been popular with the personnel, has been evidenced whenever he has appeared at one of the Veteran Dinners,—his entrance always being the signal for a great ovation. He has been a constant and interested supporter of the Women's Club and has been helpful in getting it established and "going." During his busy and very intense life, with the multiplicity of his cares and perplexities, one outstanding quality has endeared him to us all, and that is his readiness to listen to our troubles and to offer encouragement and help. Never too busy to say a good and a helpful

word to the least as well as to the greatest,— his judgment has always been just and righteous; and Milwaukee employes and officers have been proud to call him their friend.

To his new position, where he will be able to enjoy a little greater freedom from care and responsibility, he takes the good wishes and respect of the Milwaukee Family, with the hope that he may continue long with us in the position he has chosen for himself.

Henry A. Scandrett, President

COINCIDENT with the return of The Milwaukee Railroad from Receivership to the custody of its owners, Mr. H. E. Byram stepped up to the position of Chairman of the Board of Directors, and Mr. Henry A. Scandrett of Omaha, Nebraska became our President.

At the time of his election to the Presidency of this company, he was Vice President of the Union Pacific System, in charge of Valuation, Commerce, Land and Public Relations Departments; and resigned that position to come to The Milwaukee.

Mr. Scandrett was born at Fairbault, Minnesota on April 8th, 1876. He attended Shattuck Military School at Fairbault from 1889 to 1894; and he graduated from the University of Minnesota in 1898 with a B.L. degree. In 1900 he received the degree of LL.B.

On January 1st, 1901 he entered the service of the Union Pacific Railroad, as Claim Adjuster, leaving that position in November the same year to enter the railroad's Law Department as Assistant Attorney for Kansas and Missouri. He was, at this time, also identified with the law firm of Loomis, Blair & Scandrett, which later, became Blair, Scandrett & Scandrett.

In January 1911, Mr. Scandrett was appointed Assistant Inter-State Commerce Attorney for the Union Pacific System and Southern Pacific Company, becoming Inter-State Commerce Attorney for both lines in May, 1912. Upon the dissolution of the Union-Southern Pacific merger, in April 1st, 1913, he remained with the Union Pacific. In addition to his other duties he was appointed Assistant Director of Traffic, in January 1918. In July of the same year, he took the position of Traffic Assistant of the Central Western Region, United States Railroad Administration, serving in that capacity until October 31st, 1919, when

he returned to the Union Pacific as Valuation and Commerce Counsel. On May 1st 1925 he was elected Vice President with jurisdiction as above. He was elected President of the Chicago, Milwaukee, St. Paul & Pacific Railroad on January 11, 1928.



Such is the written record of the business affiliations of our new leader. Among the friends and associates of that career, he is rated one hundred percent in the qualities that make for leadership. They call him "a square shooter", and say he is "democratic," "aggressive," "keen," "popular," and withal, friendly and fair-minded; and he brings to his new work, ability industry and devotion to his calling.

Mr. Scandrett is a grandson of the late Bishop Whipple of Minnesota, one

of the foremost leaders of men and moulders of character, of his time. He founded Shattuck Military School at Fairbault, from whose doors have gone forth many young men who have become great in the world of usefulness, and have acquired fame because they were true to the teachings they received from the beloved Master of their boyhood school.

Mr. Scandrett's associates of the Union Pacific met recently for a farewell to him, at a dinner given by Union Pacific Officials in Omaha; and throughout all the program,—amid the congratulations that were showered upon him and the good will extended, there recurred always the note of regret at his leaving them, and the severing of relations that had been both pleasant and valuable. President Gray bespoke him as "Fair, generous and broad . . . just the man to build up the right spirit in an organization . . . not a man better calculated to pick up the threads of Opportunity on The Milwaukee and weave them together."

Mr. Scandrett is unmarried, and like another one of our admired American citizens, his "Sweetheart" is his Mother. At the dinner mentioned, paying her a wonderful tribute, he asked the company to stand with him a moment in honor to his Mother, who, he said, "has done the most in my life,—I could without exaggeration, say has done everything. . ."

To our new President, The Milwaukee organization gives most cordial greeting and pledges him its most loyal support. "The Milwaukee Spirit" has ever been famous for singleness of purpose and honest devotion to the good of The Milwaukee Road, and setting out now with the new "threads of Opportunity" that Spirit will not fail to help him to make this railroad the greatest in the world.

The Design and Application of Roller Bearings to Railway Rolling Stock

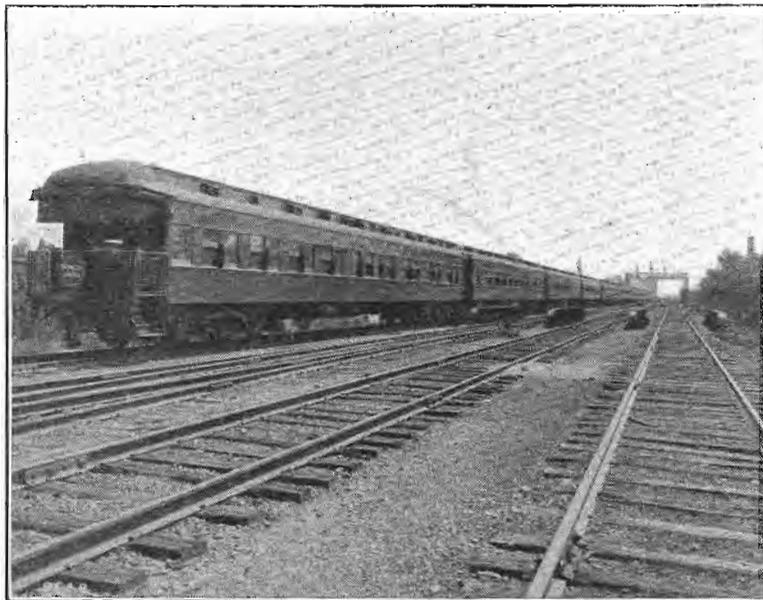
By Walter C. Sanders

THE passing of the extraordinary era of extensive and hurried railway construction makes the problem of the hour confronting railroad men one of economy in operation and greater durability and efficiency in the many devices and parts which go to make up the rolling stock of a railroad. The use of roller bearings on railway cars is a question of paramount importance and is receiving a great deal of atten-

The design must reflect general railroad practice as far as possible and must show economy in every way.

In order to successfully apply roller bearings to the journals of railroad equipment, certain conditions should be met of follows:

- (a) The bearing must have a low frictional resistance for all service conditions.
- (b) The bearing must have a long



The Pioneer Limited Riding on Tapered Roller Bearings

tion at this time when refinements in engineering and perfection of equipment are dominant thoughts in the minds of progressive railroad men.

Furthermore, the problem of applying antifriction bearings to railway service justifies a careful analysis, both from a technical and economic standpoint. First, because it is known that their use will mean not only a saving of power in regular operation, but also the elimination of hot boxes, and better running conditions generally. Second, because they will bring about savings in lubrication, and maintenance expense as well as reduce the amount of wear and tear to which the rolling stock is subjected.

The problem of producing roller bearings that will stand up under the severe service on railway rolling stock has been a very difficult one. The solution required extensive tests and experiments; also the perfection of a suitable design of railway car truck equipped with roller bearings, required considerable time and numerous tests as all engineering progress is a constant refinement of existing designs.

(c) The design of the bearing should be such that both vertical and thrust loads or any combination of these loads may be carried by the bearing proper.

(d) The application should be such that a quick inspection may be made.

(e) The application should be simple in construction and easy to assemble and disassemble.

(f) The bearing should be adjustable.

(g) The bearing must be durable in every way.

Many attempts have been made during recent years to solve for railways the problem of anti-friction journal bearings. Failures have ordinarily resulted from one or more of three causes:

First: The crushing strains under heavy loads and blows upon the surfaces of the metals in rotating members and raceways resulted in fatigue and fractures; second, the diagonal twisting and jamming of rollers; and third, the troublesome end thrust which

may at times equal 40 per cent of the vertical load.

For the heavy combined vertical and thrust loads at high speeds, the tapered roller bearing principle seems essential to durability. Not only should the bearing perform the dual duty of taking radial and thrust loads, but in a railway roller bearing there must be no delicate, breakable, or complicated parts involving expensive renewals. In other words, there must be no short-lived features.

As it has been demonstrated that it is possible to produce roller bearings of sufficient capacity and durability to stand up under the most severe service, there is now no reason why the savings gained by the use of these bearings should not be taken advantage of to the fullest extent.

Railway mechanical engineers have made valuable contributions to the development of a successful bearing by showing what the requirements of the service actually were and by pointing out the weak spots in bearing design which were to be avoided.

How these requirements are met in the case of the bearing developed by the company with which the author is associated, can best be shown by a description of the bearing itself.

The Tapered Roller Bearing Principle

The principal object of the tapered construction is to provide capacity in the bearing for the thrust loads, which exist in all railroad applications, with no appreciable sacrifice in vertical load carrying power. Fig. 2 shows a Timken Roller Bearing with an included cup angle of a little less than 24 deg. Assuming a load of 100 units AB applied radially or vertically to the roll, the normal pressure CB on the roll is 102 units. The thrust capacity of this particular roll is represented by the line AC and is equal to 20 units. By reason of the fact that only the top rolls in the bearing carry vertical load, while all the rolls are effective under thrust load, the bearing has a thrust capacity almost equal to its vertical capacity. In other words, with an increase of 2 per cent in the normal load on the rolls under vertical loading a thrust capacity equal to the vertical capacity is obtained. By varying the included cup angle the ratio of thrust to vertical or radial capacity can be changed over wide limits.

Another advantage of the tapered construction has proved, however, to be quite as important as the provision for thrust loading. Operation of a roller bearing, particularly at the higher speeds, requires correct alignment of the rollers with respect to the axis of the bearing. If the rollers are not accurately aligned, contact with the races over their entire lengths will not be obtained and dangerous concentration of stresses on small areas will result. In Fig. 2 the reaction of the roller against the rib on the inner races is represented by the line DE. The end of the roller makes contact with the rib on two areas F and G. This double contact holds the rolls in positive alignment entirely independent of the cage and assures an equal distribution of stress over the length of the roll. The aligning principle has been checked by

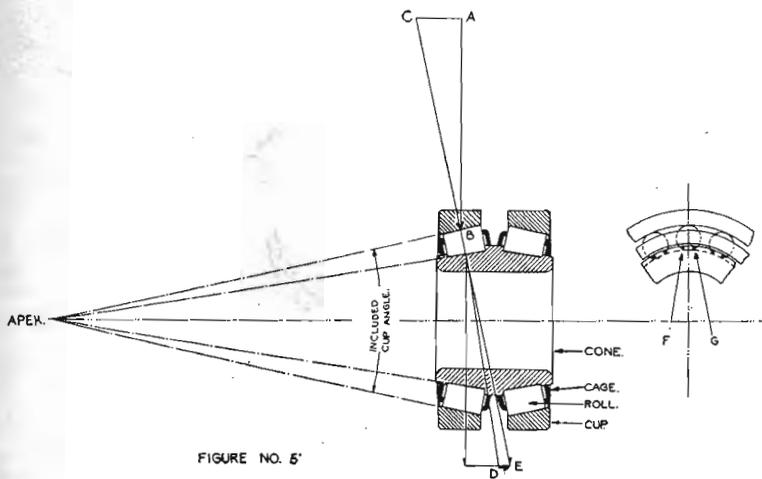


Figure 2. Showing Theory and Design of Tapered Roller Bearings

operating bearings without cages at the highest speeds at which the bearings are required to operate in service. Tee cage acts as a roll spacer when in service and as a retainer when the bearing is stored or handled.

The tapered roller bearing is practically frictionless, the rolling resistance being less than three-tenths of one per cent.

Fig. 3 shows how vertical and thrust loads and combinations of each are carried in a tapered roller bearing.

Adjustability of the Tapered Bearing

It is an indisputable engineering principle that, whenever two moving parts are in contact, wear must eventually occur. No matter how well the parts of any type of bearing are made, the constant motion, sooner or later must result in wear.

The tapered roller bearing can be satisfactorily adjusted for the small amount of wear which may eventually occur. This adjustment feature also provides wider tolerances for machine work on axles and bearing boxes.

The adjustment consists of moving the tapered outer race-way or cup a little farther onto the tapered roller assembly. The whole bearing will then function like new and replacement is eliminated.

Our tests and experiments have shown that in a railroad tapered roller bearing the wear is negligible during the first several years of operation.

Description of Bearing for Passenger Car Equipment

Since the bearing now used on 62 Pullmans and 65 various types of passenger cars on the Chicago, Milwaukee and St. Paul Railway is a typical railway application, its description will serve to cover the essential characteristics. The bearing consists of four main parts, the double cone, or inner raceway, two sets of tapered rolls, two cages, and two cups or outer races. The cone, which is common to both sets of rolls is formed with ribs at both outer ends, and is tapered up to a ribbed apex in the middle. The two sets of tapered rolls are assembled on the cone and are held to proper spacing by their respective cages. The two cups are then assembled over the

rolls. The bearing is assembled in the housing and then pressed on the axle, after which the adjustment is made by shims.

The dimensions of the bearing for a 5 in. by 9 in. journal size axle are, bore 5 in.; outside diameter $11\frac{1}{8}$ in.; and width of cone at its contact with the axle $6\frac{1}{4}$ in. The rated capacity of one bearing is 28,900 lb. vertical and 23,275 lb. thrust load, at 750 r.p.m. which with 36 in. wheels corresponds to 80 miles per hour train speed. The capacity of a 5 in. by 9 in. journal size axle is 32,000 lb., while the two bearings used per axle have an actual vertical capacity of 57,800 lb. at 80 miles per hour and 69,400 lb. at 500 r.p.m. or 53 miles per hour.

In assembly the cone is mounted on the axle under a heavy press fit of from 20 to 30 tons. This will insure the cone remaining tight and prevent wear on the axle by creeping. The

cups are given a press fit in the housing of 3 to 5 tons insuring against rotation or creeping in the housing.

The journal box proper consists of two housings, called the inside and outside housings, and the cover. For this reason it is generally called a double box or self-aligning application. The inside housing which contains the bearing is crowned at the top and bottom; the crown having about the same radius as the plain bearing box wedge, which gives the application the feature or self-alignment. When the top is worn the housing may be rotated 180 degrees and a new aligning surface will thus be brought in contact with the outside housing.

The enclosure is an integral part of the inside housing and consists of a series of annular grooves. It is placed over the axle sleeve which is also called the cone removal sleeve. The enclosure has a very small clearance with the sleeve in order to prevent leakage of the lubricant. The cone removal sleeve also serves the purpose of removing the bearing and box in case it is necessary to remove the wheel. As the wheel is pressed off the axle it comes in contact with the sleeve thereby pushing off the bearing and box.

Adjustment of the bearing is obtained by means of thin shims which are placed between the cover and the inside housing. Adjustment is maintained and the cover and outside cup are held in place by eight cap bolts spaced around the outside of the cover and housing.

One of the most important features of the design is the degree of flexibility possible in the application. It will be noted that there is a space on both ends of the inside housing between it and the outside housing. The wheels, axles and bearings may move this lateral distance relative to the truck and

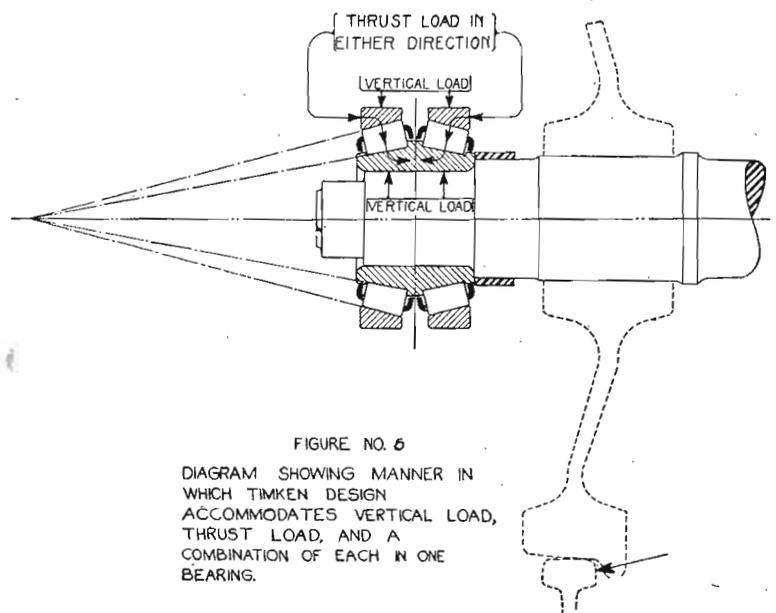


Figure 3. Showing Manner In Which Tapered Roller Bearings Carries Vertical and Thrust Load In One Bearing

car body. This wheel trucks and detail car body. This high degree of flexibility is essential for six wheel trucks and is also desirable for four wheel trucks.

It can be seen that the whole construction is characterized by its extreme simplicity. Furthermore, freedom from internal friction has been assured by relieving the cages of all responsibility in the matter of keeping the rollers in proper alignment with respect to the cone; this function being performed by the center rib. Because of the enclosure construction which has been adopted, lubrication is made a simple matter, and sufficient space has been provided to accommodate a supply which will last over a considerable period of time. Also, since the two sets of rolls exert centrifugal pressure toward the center of the bearing, the grease is forced into the space between the two sets of rolls and constant and uniform lubrication is assured. Contamination of the lubricant from outside is entirely prevented by the construction of the enclosure.

As to load capacity requirements, the essential correctness of the tapered roller principle has been thoroughly demonstrated by the performance of bearings embodying this principle in many test applications where the severe character of the loads and shocks is even more marked than is the case in regular railway service. Durability is insured by the quality of the steel used in the construction of the load carrying members. The production of this steel is carefully controlled to secure a metal that is not subject to fatigue deterioration over long periods of severe service, and that will easily withstand all the crushing loads and shocks that are likely to be incurred. Durability is also imparted by the construction that keeps the rollers properly aligned at all times, and thus prevents failures from uneven wear, or faulty contacts and by the fact that the loads are carried on a comparatively large proportion of the surfaces of the different members; in other words, there is full line instead of point contact.

Comfort to Passengers

The author of this paper was a passenger on the first trip of the "Pioneer Limited" which was the first completely equipped roller bearing Pullman train in the history of American Railroads. The easy riding qualities were very noticeable and the train started and stopped with a yacht-like motion and without jerks.

The change from standstill to motion on a roller bearing train is almost imperceptible.

It has been discovered that the ends of the cars have the same riding qualities as the center and ticket agents make good use of this fact in disposing of berths in the ends of cars. The use of the roller bearing trains on the Chicago, Milwaukee and St. Paul Railway has been the means of an increase in passenger traffic.

Passengers riding the "Pioneer Limited" between Chicago, and St. Paul Minneapolis and the "Olympian," the transcontinental train between Chicago and Seattle-Tacoma, speak very highly

of the superior riding qualities of the two trains.

It is true, of course, that the improved riding qualities are partly due to the tighter buffers and stiffer draft gears, which eliminate all slack between the cars. When starting, all cars start simultaneously with the locomotive. When brakes are applied, all cars come to a stop without slamming each other, regardless of how the braking force of one car may differ from another. Transverse shocks originating at the track are absorbed by a sliding motion between the inside and outside bearing boxes without producing appreciable side-motion in the car.

Eighteen cars were recently handled on the "Pioneer Limited" by a locomotive which formerly hauled 12 to 14 plain bearing cars.

The two "Pioneer Limited" trains average from 13 to 15 cars each. The eight "Olympian" trains average 12 cars each. Six "Olympian" trains are on the rails at all times.

The bearings on the "Pioneer Limited" make 425 miles a day, 12,750 miles a month or 153,000 miles a year. The bearings on the "Olympian" make 4,420 miles every eight days or about 202,000 miles a year.

The "Pioneer Limited" started regular service May 21, 1927 and no bearing failure has occurred, nor has any car been set out of the train on account of bearing trouble.

Hot Boxes

An item of maintenance where roller bearings will effect a considerable saving is that of hot boxes. Hot boxes undoubtedly constitute one of the most troublesome conditions with which railroads have to deal. These conditions vary widely not only on different railroads but also at different seasons of the year.

They are, of course, more common on freight than on passenger cars due probably to the fact that passenger cars receive more frequent and better journal inspections.

The frequency of hot boxes is often difficult to bring under control and a large amount of special attention has been devoted to the situation in an effort to discover just which of the many mechanical or human elements are at fault. Usually the protection adopted as a result of such special studies aims at a tightening up of several of these elements, all of which it may be considered, were contributory.

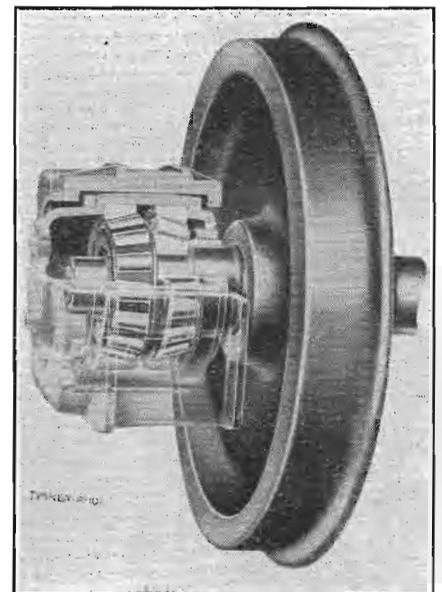
The frequency of hot boxes or the number per 1000 car-miles will vary considerably on different roads, due to the different conditions of operation. The cost to the road per hot box will also vary somewhat. One road has estimated that in passenger service a hot box costs approximately \$30.00, which would indicate that a road operating several thousand passenger cars must have a large hot box expense.

The use of roller bearings will almost completely eliminate the troublesome hot box situation with all its attendant ills effecting thereby a considerable saving to the road.

Lubrication

Grease of about the consistency of vaseline is being used as the lubricant for tapered roller bearings under railway cars. Bearing manufacturers have spent a large amount of money on the lubrication problems which were encountered in high speed railway service. When oil is used it is necessary to have an unfailing supply of a correct quantity. When a large quantity of oil is fed to the bearing, excessive heat is generated by the churning action. The resulting high temperatures thin out the oil, making it difficult to retain it in the housing, even with the best type of enclosure.

Experience has shown that grease made according to proper specifications will give very satisfactory results. Grease is more easily retained in the bearing housing than oil and produces lower bearing temperatures. It will



X-Ray View of Tapered Roller Bearing For Passenger Equipment

stick to all parts of the bearing and protect them no matter how long a car stands idle, while gravity will drain the oil to the bottom of the box and leave the top of the bearing unprotected.

Grease also has the beneficial effect of gumming up at the outside of the enclosure which assists materially in retaining itself in the housing and in keeping out dirt, water and other foreign matter.

Among the requirements of a good roller bearing grease are the following:—it shall be of the proper consistency and composed of a high grade soap and a highly refined, well filtered mineral oil. It must be free from corrosive matter such as grit, rosin, waxes, talc, mica, graphite, clay or fillers of any kind.

As to the cost of the lubricant itself; although the initial cost per car may be greater in the case of grease than that of oil, greater final savings are effected because of the smaller amount of grease necessary per car mile of actual service. Experience has already indicated that the initial supply of lu-

lubricant in roller bearing cars lasts much longer than it does with plain bearings and costs less for renewal, partly because there is less wastage of lubricant and partly the amount needed is usually smaller. No difficulties have been experienced with grease during low temperatures.

With roller bearings on cars, several items of lubrication expense are eliminated at the outset, and others are greatly reduced. Among those eliminated are, waste and the labor charge for packing it in the gearings. In addition there is no necessity for maintaining a waste reclaiming plant, so that this expense is eliminated in cases where it exists.

A check-up on the grease used in the bearings on the Milwaukee road's "Pioneer Limited" train, running between Chicago and St. Paul-Minneapolis for the month of July, 1927, disclosed that the cost of lubricant is much less for roller bearings than for plain bearings. The previous cost to lubricate the train on plain bearings averaged 22.5 to 26 cents per 1,000 car-miles. The cost of grease for the roller bearings on this train for July, 1927

averaged 15.8 cents per 1,000 car-miles. Further reduction in the lubrication costs on this train is expected.

The economic advantages to be gained by the universal adoption of roller bearings for use on railroad cars are of many different kinds. The more important may be summarized as follows:

1. The easy running and starting qualities make possible material saving in fuel or energy.
2. The small consumption of lubricants reduces the cost of lubricants. Cost of waste is eliminated.
3. The elimination of the costly and troublesome hot boxes makes it possible to maintain regular and undisturbed traffic; preventing inconvenience to passengers and delays to freight.

The foregoing, is taken from an address delivered by Mr. Sanders, General Manager of the Railway Division of the Timken Roller Bearing Company at the meeting of the American Society of Mechanical Engineers held at Seattle on August 29th to 31st, 1927. As will be seen he gave much enviable publicity to the superiority of Milwaukee Passenger Train Equipment. . . . Editor.

Chicago Terminals Safety Meeting

THE Terminals December Safety First meeting was very interesting and "full of pep" although the attendance was far from being as large as former meetings. Nineteen switchmen attended and it was resolved by those present to keep that average up for the year 1928. We are not in possession of figures showing what the attendance at these meetings was last year, but we feel sure that it surpassed other years and we personally believe that employees are taking more interest in the work of Safety First every year. The monthly Safety First meetings are wonderful places to get ideas. For illustration our district Safety First representative Mr. Cobb made a remark at one of the meetings last year that will linger long in the minds of all who heard it, and cause them to repeat it to others. We doubt if he really thought at the time he said it that it would carry so much food for thought as it really did. And that remark was, "Numerous accidents are caused because people allow their hands and feet to work faster than their brain." Which remark we would take to mean that too many people act, and then think afterwards if they are fortunate enough to get by without being killed. A fall is bad but worse by far if you fall in front of a moving car. Don't do it. Give the brain time to guide your actions and many an accident will be averted. Every employee should attend some of the Safety First meetings and get an insight into the many good ideas that are brought out there. Don't take our word for it, but just try it and prove it by the good you get out of them personally.

Bride: "I don't think I'll make a cake by Mrs. Jenkins recipe. It takes too many eggs."

Hubby: "How many?"

Bride: "Eighteen; the yolks of nine, and the whites of nine."—Exchange.

Commemorate Twenty-Fifth Anniversary

R. N.

IN commemoration of the twenty-fifth anniversary of service in the office of the General Agent at Chicago, Commercial Agent, W. A. Crow was presented with a beautiful Westminster chime clock by his co-workers of that office.

A special feature of the presentation was a "memory book" containing autographed cards of his office associates, past and present.

At the presentation, which took place in his office, 620 Marquette Building, General Agent, T. P. Casey made the presentation speech, eulogizing Mr. Crow for his loyal service and his well merited advancement during the years with The Milwaukee. About ten of Mr. Crow's former office associates were present, adding a pleasant spirit of reunion to the occasion.

Knowing Mr. Casey as a constant reader of The Milwaukee Magazine, and his usual "stem to stern" perusal of each issue, he will be apprised through this medium, of the fact that his presentation address was accepted as a masterpiece by all those fortunate to have been present.

48 Years Ago on the LaCrosse Division

Conductor W. H. Leslie of Oconomowoc, on the LaCrosse Division, is the proud possessor of some old time records which he resurrected from the attic of the old freight depot at Oconomowoc about 28 years ago. Am sure that some of our older employees will be interested in reading two or three of these items. Please note that way in '79, the Milwaukee was handling the Governor's special.

Telegram dated June 5th, 1879, to F. D. Underwood, South Milwaukee: "Please have call boy take my satchel down to the telegraph office. Will be in at eleven o'clock and go on No. 2 in the A.M."

(signed) W. J. Underwood

Dated Milwaukee, July 7th, 1879, to F. D. Underwood: "Tucker will be out on No. 1 to run the special and No. 8. Run No. 2 to Chicago."

(signed) A. J. Earling

F. N. "L-13"

F. D. Underwood

Telegram dated Milwaukee July 23, 1879: F. D. Underwood, Conductor: "Will have to use you for the Governor's special. Leave Oconomowoc 3:15 P.M. and run No 8 to Chicago. Answer"

(signed) A. J. Earling

Father and Son List

HERE are more additions to the Father and Son List on The Milwaukee:

Martin Whalen entered the service in 1870 and is still in the employ of the company; three sons now in service are: J. P. Whalen, Roadmaster, Madison Division, 32 years; M. F. Whalen, Yardmaster at Othello; 26 years service; W. J. Whalen, Trainmaster, Aberdeen, 22 years service.

Martin Whalen had another son who was operator and dispatcher from 1897 to 1912.

On the Olympic Division, are:

E. W. Freeman, engineer, service date, 1914; O. W. Freeman, fireman, service date, 1917.

T. B. Murray, conductor, service date, 1915; T. P. Murray, brakeman, service date, 1923.

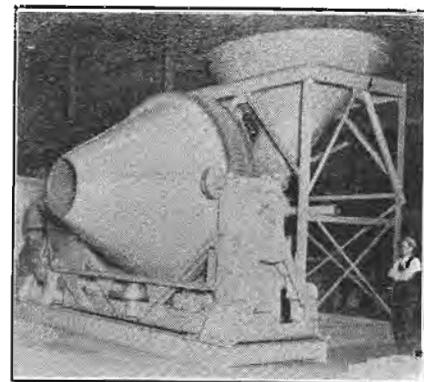
O. W. Nelson, section foreman, 1917; John Nelson, section foreman, 1919.

Chris Atkinson, section foreman, service date, 1912 and his sons, Webster Atkinson, section laborer; Jess Atkinson carpenter, service date, 1923. Charles Atkinson and Fred Atkinson, carpenters, date, 1926.

Minneapolis Ticket Office:

G. W. McMillan, Depot Ticket Agent, service date, 1880; D. G. McMillan, Ass't. Depot Ticket Agent, date, 1916.

In Milwaukee Yards switching service, is A. O. Cunningham, wearing a 45 year button; his son, L. S. Cunningham started to work for the company in February 1899 as fireman on the W. V. Division; now employed as engineer main line passenger service west of Spokane.



Largest Concrete Mixer in the World

The above is a picture of what is said to be the largest concrete mixer in the world. It was manufactured in Milwaukee on December 31st, destined to Calderwood, Tennessee.

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

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Libertyville, Ill. Advertising Manager,
Arthur E. Needham, Room 790, New Union
Station Building, Chicago, Ill.

The Best Letter on Claim Prevention

To promote the campaign for Claim Prevention, a prize of ten dollars is offered for the best letter on Claim Prevention. from Agents and Station Employees. Letters to be not less than three hundred and fifty words or more than five hundred; and to be sent to the Editor by April 1st, 1928.



General Superintendent
D. E. Rossiter

FRIENDS everywhere on the railroad, are glad to have the announcement of the promotion of Superintendent "Dan" Rossiter, lately of the Coast Division, to the position of General Superintendent with headquarters at Butte, Montana.

Mr. Rossiter is a veteran in the service in spite of the fact that he is still a young man. He commenced his work for the Milwaukee Company in 1895 on the Mineral Point Division as Agent and Operator, and was promoted to the position of Train Dispatcher on the Mineral Point and Prairie du Chien Divisions in 1903. In 1908 he came to the C. & M. Division as Chief Dispatcher, serving in that capacity until September 1912 when he was appointed Trainmaster of the C. & M. Between 1912 and 1918 he served as Trainmaster of the C. & M., LaCrosse, Milwaukee Terminal District, R. & S.W. and

Illinois Divisions; and in 1918 was appointed Superintendent of the LaCrosse Division. In 1920 he went to occupy the same position on the River Division. In 1924 he transferred to Lines West as Superintendent of the Coast Division, which position he occupied until his promotion to the General Superintendency.

Mr. Rossiter has the "faculty" of making friends wherever he goes. He is popular with the public with which he has come constantly in contact in his various positions. He is admired and respected by his associates who are offering their unqualified congratulations on his promotion.

His old-time friends on Lines East regret only that his advancement keeps him so far away that they do not have the pleasure of association and contact which they enjoyed during his early railroad years.

Appointments

THE following appointments have been made, effective January 1st, 1928:

F. E. Devlin, Superintendent, Coast Division, with headquarters at Tacoma, vice D. E. Rossiter, promoted.

J. H. Valentine, Superintendent, Superior Division, vice F. E. Devlin, transferred.

L. F. Donald, Assistant Superintendent, Chicago Terminals, vice J. H. Valentine, promoted.

W. G. Bowen, Assistant Superintendent, Terre Haute Division, vice L. F. Donald, transferred.

G. H. Hill, Superintendent, Bellingham Division, vice H. G. Selby, transferred to other duties.

A. Manley, Trainmaster, Idaho Division, vice G. H. Hill, promoted.

Obituary

On December 31st, at his home in Alhambra, California, occurred the death of Mr. Reid Goodrich, formerly Agent at Wausau, Wisconsin.

Mr. Goodrich was just past eighty years of age. He went to Wausau in 1881 as agent for the Wisconsin Valley Railroad and remained in that position when the W.V.R.R. was absorbed by The Milwaukee. His service as Agent at Wausau covered a period of thirty-three years, and upon his retirement he went to California to reside near his son, who is in business in Los Angeles. He is survived by his widow, and two sons, Bert, of Los Angeles and William of LaCrosse, Wis.

Mr. Goodrich was a loyal and faithful employe. He was greatly beloved by the community in which he served so many years, and his passing leaves many warm friends to mourn his loss.

Old time Iowa Division employes as well as his associates of the Idaho Division were pained to learn of the passing of Conductor Charles H. Lewis, whose death occurred at Ste. Maries, Idaho, December 16th. Although not in the best of health for a number of years, Mr. Lewis was confined to his home but a few days before the end came. "Charlie" Lewis will be remembered by hosts of friends of Lines East, as he was a passenger conductor on the Chicago-Marion run for many years, leaving that position for one on the new Coast Line, in 1910. He served in various capacities in construction work on the new line, and went to Ste. Maries to take the passenger run on the Elk River Line, in 1913. He is survived by his widow, two sons and a daughter, to whom sympathy of his Milwaukee friends is offered in their sad loss.

Retired

"What is your occupation?" asked the judge sternly.

"I haven't any," replied the man. "I just circulate around, so to speak."

"Please note," said the judge, turning to the court clerk, "that this gentleman is retired from circulation for thirty days."

MILWAUKEE EMPLOYEES PENSION ASSOCIATION

Chicago, Illinois.

Jan. 10th, 1928.

CONDENSED FINANCIAL STATEMENT

as at

DECEMBER 31st, 1927

ASSETS			
Cash in Bank		\$	531.61
Accrued Interest Receivable			16,556.30
Investments:			
Bonds	\$522,810.53		
Mortgages	678,000.00		
			1,200,810.53
Office Equipment			1,120.58
			<u>\$1,219,019.02</u>
LIABILITIES			
Pension Fund		\$1,043,901.88	
General Fund		48,394.57	
Advance Payments & Sundry Credits		967.40	
Refund Certificates Payable		3,574.00	
Income		122,181.17	
			<u>\$1,219,019.02</u>

C. W. Mitchell
Secretary-Treasurer.

Talks to Milwaukee Employes on Courtesy

At the last I. & D. Division Courtesy meeting held in the Women's Club Rooms at Mason City, about fifty employes had the pleasure of hearing a talk by Mr. R. H. Thomas, Manager of the Standard Oil Company at Mason City, on Courtesy; and what he had to say was so full of good thought that it is here published so that fifty thousand instead of the fifty present at the meeting, may "listen in" on what he had to say.

Superintendent W. F. Ingraham Chairman of the meeting, introduced the speaker.

IT is a real privilege to come down here with you people tonight. I did not have any idea that you had such a nice room.

Railroading is not exactly foreign to me. About twenty years ago, or a little more, I had the pleasure of working for the Great Northern Railroad in Minneapolis, working nights for a Master Mechanic, as a flueborer. About two o'clock in the morning we would hear an engine toot on the turn-table and we had to get out and help push to turn the engine (we did not have electrically operated turntables in those days) I didn't know why they picked a fellow my size to help turn an engine, but possibly every little bit helped. Telling this reminds me of a story of a drunken sailor. . . a ship was being launched, a bunch of fellows heaving, a bottle of champagne broken to christen the ship, but the ship wouldn't budge; when a very small, staggering sailor stepped forward, gave one light push and the ship was launched.

Every man, woman or child is a salesman or saleswoman. It doesn't make any difference what you are, a railroader, a minister, lawyer, or anything else, you are all salespeople. The lawyer,—what does he sell,—the client a case. The judge and jury are the customers. The ministers and priests prepare their sermons with infinite care to sell the religion of Jesus Christ. Take it down the line as far as you like, with all the professions, and you will find that all have something to sell.

In the business of railroading, whether you are a stenographer, ticket clerk, brakeman, fireman or engineer,—what you are trying to do is to sell the Milwaukee Railroad. Everyone a loyal employe (I assume that everyone is) you are going to do your utmost to sell Milwaukee Service. In doing this the greatest asset you have is Courtesy. No man will buy anything from a person he dislikes if he can get something nearly as good from a person he likes very well. People will go out of their way to patronize those they like. As long as I have lived in Mason City over four years, a representative of The Milwaukee is the only person who has tried to sell me a railroad ticket. I have had numerous calls from the Milwaukee ticket office, asking if I expected to make a trip to Chicago; and if so, they would like to sell me a

ticket. Should not every employe in this room try to sell tickets on The Milwaukee Railroad? It is the little bit more you do that you are not paid for that will crown your efforts with success. That is the thing that makes such an employe a little better than the balance of the force who do not do such things. I do not know how many men and women the Milwaukee Railroad employs, but I presume, many thousands. Just suppose everyone on the job said to himself and herself, "I am going to endeavor to get a little freight for The Milwaukee this week," and "I am going to sell one railroad ticket this week," this being done among friends whom you know ship freight, or who are going to travel to a competitive point to which your line operates. If you do this, you are going to do something big for The Milwaukee Railroad. It is the courteous, loyal employe who does things like this that he doesn't get paid for. The employe who gets nothing in return for his efforts, but the pay envelope, is not getting much.

Your railroad, or the company I represent, is reflected through the individual. The Milwaukee Railroad and the Standard Oil Company are large corporations. These companies are composed of men and women stockholders and the employes themselves. If anyone speaks unkindly of your railroad, they are talking about you. If they speak unkindly of my company, they are talking about me. I resent it and I want to do everything within my power to give the public a different understanding.

I have been told by the Assistant General Manager of the Standard Oil Company, that he once met a Milwaukee employe who asked him,— "Do you travel a great deal?", to which he replied "I do." The Milwaukee employe further questioned. . . "Do you always use the Milwaukee service?" And the reply was that he did not, always; but he went on to tell a large audience of Standard Oil employes how the berths were longer, wider, higher, etc; and why he thought Milwaukee service was the best. The Standard Oil Company is supposed to be neutral,—we are, and we want to be fair to everyone; but I want to say right here, that it is just things as I have told you which count. If you make your company's business your business, you will increase the revenues and your pay, also.

Mr. Ingraham told me that this audience tonight, would be made up of all classes of employes. This brought to my mind, a comparison between the men in our organization, the tank wagon men, the backbone, and your section men, the backbone of the railroad. The section men are on the job, day in and day out, checking up to see that

the road is safe to travel on, who have the lives of thousands of people in the palms of their hands. These tank wagons are entitled to a lot of courtesy. I wonder if the tank wagon men and the section men, receive the courtesy they should? We do not stop and give them the gladhand as we should, to encourage them in the work they are doing. The tank wagon man's work is as important as mine, and the section man's as important as the Superintendent's. Their work must be attended to, and attended to properly.

There are many men getting second-hand results from a first class brain. The good Lord gave to each normal, human being, a most delicate piece of machinery, but too many do not utilize this faculty. For illustration—I tie my right arm across my chest for six weeks—when I loosen it, I cannot use it, because it has not been exercised. If I am in bed a number of weeks, perfectly well, when I get up I cannot walk. Why? Because, I haven't exercised my muscles. Do not forget that the intricate piece of machinery we have been gifted with must be exercised. If we don't, it will atrophy away. What is my object in bringing this up? Just this,—I believe that the people in the employ of any organization, in order to be loyal, should do everything to promote the welfare of the organization with which they are associated. To do this you must thoroughly understand your job. You must have a correct knowledge of it before you can tell others. When you have attained the knowledge, you must have experience to go with it. Judgment comes as a result. In addition to all these, Courtesy is most essential.

There is a man in this room that I have met a thousand times and have never seen him other than courteous, greeting everyone with a glad hand and a smile, Mr. Cody. Mr. Ingraham, does the same. If you have courtesy in your makeup, you must know your stuff, and these two qualifications are predominant in both these gentlemen.

We find, in a great many of the larger organizations, where college graduates get a connection with a large organization and expect to get to the top in six months or a year. It takes time to learn a business, but if we can take the time to learn and do our work a little better than the other fellow, we are certain to gain success. Otherwise, the Lord would not have created us in his own image and likeness. We hold our destiny in our own hands. If we will make an effort to carry out the policy of our Company, I feel very certain that success will be dealt out in good measure.

I often think of the late Jim Hill, of the Great Northern Railroad. You people undoubtedly know more about him than I do. He came to the United States from Canada, with very little money, but he had an idea, and back of that a wonderful imagination. His idea was—a transcontinental railroad. I think he displayed the greatest salesmanship ever. He took that idea, developed it with his imagination and went to people with money, painted the picture of fertile valleys, waving grain,

harvesting, loading into cars and elevators, reaching to the Pacific Coast, and put this idea across. What can we do with better opportunities than any of the great men of this country ever had? We must apply ourselves, know our stuff and put it across in a courteous fashion, in order to bring returns. Twenty-four hours constitute a day. A great many people say that certain employes are favored. Ninety-nine times out of one-hundred, these employes are favored because of something they do and the manner in which they meet the public. Our success depends on how we make use of our time, whether we will get ahead of the other fellow, or whether he will get ahead of us. I wonder just what our attitude is toward our work? I read a little story tonight, about a young man applying for a position. The employer, interviewing this man, questioned, "Is your handwriting pretty good?" Applicant replied, "Ye-s." "Are you pretty good in mathematics?" Applicant hesitatingly answered, "Ye-s, I don't know", when the employer said, "No, I don't want you." There was another gentleman in the office at the time and after the boy had left, he said, "He seemed to be a good, honest boy, why did you turn him away in that curt way?" The employer answered, "For the reason, if he does not know enough to say 'Yes sir,' I don't want him, because I know how he would talk to customers."

I have talked to ticket clerks, operators and others, who were far from courteous. No doubt you have talked to some of our employes who are discourteous, but as fast as I find these fellows, I clean house. Our service station employes come in contact with the public a great deal like railroad employes do. We get letters of commendation, as well as letters complaining of our service. Wouldn't it be a wonderful thing if every employe of these great organizations would make up their minds to be courteous at all times?

What is courtesy? Courtesy comes from within and is love for our fellowmen. Courtesy starts in the home. If we are discourteous with our families, we will be discourteous on the job. We have to get the habit. It is a condition of the mind. If we make up our mind that we will not lose our temper (nobody wants it), we will soon attain the habit. Remember words from scripture, "He that overcometh, I will give a crown." This takes self-control and will-power. We have three hundred and sixty-five new chances every year, to do better. We can make up our minds that we are going to get up tomorrow morning and make a success that one day, if we firmly resolve that tomorrow is going to be a success. If we can make a success of one day, we can two, three, three weeks, three months or three years. The past has gone, the future hasn't arrived, and today, right this minute, is all we have. What is your mental attitude right now? If it is right, now, it will be a day, a week, a month or a year from now.

There are three things that stand out in every man, woman and child—Loyalty, unloyalty and disloyalty. Undoubtedly, some of you will say that there isn't such a thing as "unloyalty." I feel there is. The loyal employe will do everything within his power for the organization with which he is connected. When he applied for the position (no firm goes out and begs people to work for them) he promised to do his best. The unloyal employe is the one who puts in his eight hours, but no more and shows no great interest in the welfare of the organization for which he is working. The disloyal

employe is the fellow who just works for his pay envelope and is not on the level with the organization for which he works. There is one thing that I have made up my mind to do and that is, clean house when I find a disloyal employe. We do not find very many, but when we do, we dispose of their services. I believe the disloyal employe is just as much a traitor as the fellow who betrays his Country in time of war. Every man should be willing to go right in the front line trenches to protect the Company which employs him.

SPORTS

Annual American Railway Bowling Tournament to be Held at St. Louis

ENTRY blanks will soon be out for the seventh annual bowling tournament of Railroad Men, which will be held in St. Louis, at the Stein Alleys, on Washington Avenue, starting the latter part of March, 1928.

This is what might be termed a closed tournament, in that only men employed by a railroad, steamship line or the Pullman Co. and American Railway Express Co. are eligible to take part. By this arrangement, the "slicker" teams of the country are kept out, giving the average bowler a chance at the prize money. Saturday and Sunday dates will be allotted to out of town men, so that they will not lose any time from duty; the St. Louis boys will be given the week day nights.

R. J. Tschampers, of the Frisco, 1222 Frisco Bldg., St. Louis, is handling the local part of the tournament and E. W. Hampton, National Secretary, 6034 Stony Island Avenue, Chicago, will be glad to answer any inquiries that may come up.

City of Madison Extends Invitations to the Milwaukee Road Bowlers

THE Mayor of Madison, Don E. Mowry, General Secretary of the Madison Chamber of Commerce and Wm. N. Blau a member of the Executive Committee of the American Bowling Congress extend their invitations to all employes of the Milwaukee Road in the following letters:

To the Members of the C M & St. P Ry. Bowling Assn. Gentlemen:

It gives me great pleasure to learn that your Association intends to hold your next meeting in the Capital City of the State of Wisconsin on March 31st.

As Mayor of this City I desire, at this time, to extend to all of you a cordial welcome to come to Madison. Our City is pleased and proud that you plan to hold your bowling tournament here and every effort on the part of the Committee to make your stay a pleasant one will be made.

Madison has the best bowling alleys and some of the best bowlers in the State; has good hotel facilities for taking care

of visitors—so pack your bags, come to see a good town and help make the 1928 tournament a success.

Yours very truly,
A. G. Schmedeman
Mayor

To C M & St. P. Ry. Bowlers:

We are delighted to learn that your annual Bowling Tournament is to be held in Madison, "the four lake city." We can assure you that you will have a most wonderful time while here.

Our alleys are in excellent shape as we have just had the state bowling tournament here.

Everything will be done that can be done to make your stay here both pleasant and profitable.

Madison is efficiently served by the Chicago, Milwaukee and St. Paul Railway Company, and as employes of that company you bowlers ought to see the city of four lakes built on an isthmus.

Very truly yours,
Don E. Mowry
General Secretary

C M & St. P. Ry. Bowlers:

I want to extend an invitation to every bowler on our great railroad system to come to Madison for our own CM&St.P. Ry. Bowling Tournament March 31 to April 15.

You will find that Madison is an enthusiastic bowling centre, the biggest state tournament in the history of bowling closed here last month, over 1200 teams being entered. Many of our CM&St. P. Ry. bowlers in the state took part in that tournament.

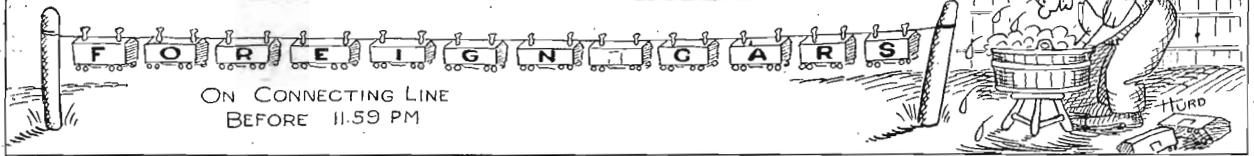
Those of you who have never visited Madison before will want to go through our state capitol, which is one of the finest buildings of this type in the country. It has the third highest dome in the world. The University of Wisconsin one of the greatest state universities in the country, should command your attention, as well as the United States Forest Products Laboratory, where during the war much valuable work was done for the Government in kiln drying of wood for aeroplane propellers and gun stocks. A packing box testing machine was developed here which has resulted in better packing boxes for shipments. Ties are also creosoted there.

If the cold weather continues we may be able to give you an ice boat ride on one of our four lakes.

We also have several aeroplanes, including a five passenger cabin plane, if you want to see "the four lake city" from the air.

Cordially yours,
Wm. N. Blau
President, CM&St.P Ry.
Bowling Association
Engineer, La Crosse Division.

HELP WANTED!



Below are comparative figures of the car hire account during the ten month period January to October inclusive, compared with the preceding year:

— Car Hire Account —
January to October, inclusive.

		Paid Other Lines	Received Other Lines	NET	
				Debit	Credit
Per Diem and Re-claims on freight cars. Rental and mileage on Passenger Cars	1927	\$6,900,631.00	\$6,037,351.00	\$ 863,300.00	
	1926	6,330,140.00	6,718,618.00		
	Inc.	\$ 370,502.00			
	Dec.		\$ 681,267.00	\$1,251,769.00	\$ 388,469.00
Mileage on Privately owned freight cars	1927	\$2,475,387.00		\$2,475,387.00	
	1926	2,189,952.00		2,189,952.00	
	Inc.	\$ 285,435.00		\$ 285,435.00	
	Dec.				
Miscellaneous	1927	\$ 136,920.00	\$ 154,009.00		\$ 17,989.00
	1926	86,354.00	141,266.00		54,912.00
	Inc.	\$ 50,566.00	\$ 13,643.00		\$ 36,923.00
	Dec.				
Grand Total	1927	\$9,512,958.00	\$6,192,260.00	\$3,320,698.00	
	1926	8,606,455.00	6,859,884.00	1,746,571.00	
	Inc.	\$ 906,503.00	\$ 667,624.00	\$1,574,127.00	
	Dec.				

The total cars of revenue freight loaded and received from connections during the first 10 months this year were 1,756,761 cars as compared with 1,741,589 cars last year, an increase of but 15,172 cars.

That we should have done much better in our Car Hire expense goes without saying. The performance in the month of November 1927 was much better and we are in hopes that the succeeding months will show a still further improvement. They've got to!!

S—O—S

Service Outright Satisfaction

THAT'S what is necessary to secure and then hold business.

Holding business means more revenue tons. More revenue tons means more trains—more trains means more payrolls, more employes.

In following up recent movement of highly competitive business from West End to East End, we find a car time freight lost 24 hours because initial division did not put in proper train to start with.

Another car started out all right but developed bad order wheels at first terminal. Car was set out regardless of fact that the train remained at the terminal for three hours, sufficient time to have taken car to repair track, change wheels and put back in same train, which would have saved a 24 hour delay to car and not have delayed time freight in doing so!!

That's not S.O.S., and don't help our Car Hire Bill nor Average Miles Per Car Per Day.

Don't Scratch

The old saying, "Hasn't scratched yet" is all shot—Somebody scratched out the **STOP NOTATION** on a waybill covering the movement of carload of fruit the other day and caused

a back haul of 95 miles—a delay in delivery and very dissatisfied customer all at once. That ought to be enough to discourage anybody from scratching.

Wise Cracks

"A rolling car gathers less per diem."

"Ashes to ashes, and dust to dust, Foreigns to connections by midnight or bust."

"Of all sad words of tongue or pen, Saddest are these "Missed Per Diem Again."

Per Diem

I wonder if we realize what it costs us in Per Diem

For foreign cars that find their way to points upon our line

For every foreign car that lingers on our right of way

It costs us just **ONE DOLLAR** for every single day.

Unload 'em promptly, switch 'em out and get them going quick

Lets show "Old Man Per Diem" that our railroad has a kick

From off the Hold tracks and the Rip, lets clean them all up right

And get them to connections each day before midnight.

Question No. 28

Is any foreign car on our line considered a rule 2 car if we have a direct connection with the owners? For example, is a Mo. Pac. car at Sioux City

a rule 2 car for the reason that we have a direct connection with the Mo. Pac. at Omaha?

Answer to Sioux City

Yes. A car on our rails belonging to a railroad with whom we have a direct connection (which includes connection through an intermediate switching line) is considered Rule 2 on our rails.

Question No. 29

A C&S car delivered to the CB&Q at Sioux City for line haul movement, is reported on FCD sheets for disposition. Car is returned to our line by the CB&Q. Should we accept it or does Car Service Rule 2, Paragraph E govern?

Answer to Sioux City

Car should not be accepted in home movement from the CB&Q as it is Rule 2 to their line and Rule 3 to ours.

Question No. 30

When are cars considered interchanged?

Answer to Minneapolis

When all of the conditions in Car Service Rule 6 have been complied with, the rule reading as following:

"Cars shall be considered as having been delivered to a connecting railroad when placed upon the track agreed upon and designated as the interchange track for such deliveries, accompanied or preceded by proper data for forwarding and to insure delivery and accepted by the car inspector of the receiving road.

Unless otherwise arranged between the roads concerned the receiving road shall be responsible for the cars contents and per diem after receipt of the proper data* for forwarding and to insure delivery and until they have been accepted by its inspector or returned to the delivering road."

*Note—The character of the necessary data will be determined by each receiving road in accordance with the conditions of its service."

In particular it will be noted that the interchange is not considered completed unless the cars have been accompanied or preceded by proper data for forwarding, or in other words, proper waybill or switch order, etc. If cars not accompanied by proper data, etc., are shown on interchange report, proper notice should be given connecting line in accord with Per Diem Rule 14 so we will be protected on per diem reclaiming period car is held awaiting billing, etc.

Question No. 31

What action should be taken when connecting lines load their own equipment within their switching district for line haul movements via our line?

Answer to Milwaukee

This is a violation of Car Service Rule 1 and American Railway Association Circular D 11-231. Handle with connecting line local forces for correction. If unable to secure desired action report full facts to Superintendent for handling with connecting line superintendent. The Superintendent, will if unable to properly adjust, report the full facts to the Transportation De-

partment.

Question No. 32

What action should be taken when connecting line order cars at junction points for return loading to our line and at the same time returning empties of the same class?

Answer to Chicago

Handle with connecting line local forces for correction. If unable to secure proper corrective action, report full facts to Superintendent for handling with connecting line Superintendent. If Superintendent unable to secure proper action he will report full facts to Transportation Department.

the engineers realizes or knows what is taking place under these conditions, and should remember that he has the slack stretched and what the results will be from suddenly opening the throttle wide.

With heavy locomotives, in making ordinarily shocks of from 100,000 to 155,000 pounds have been recorded. The speed at time of coupling being about 5 miles per hour. It is difficult to properly brace the lading in cars, or provide equipment to withstand such shocks continuously.

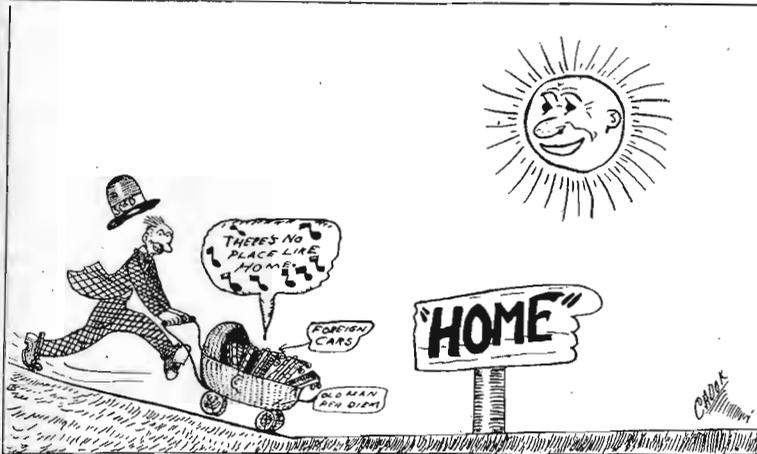
In ordinary short switching the engineer knows almost without exception from the character of signals given, the move which is to be made, and also has some idea from the previous movement, whether the slack is bunched or stretched, which should permit him to bunch or stretch the slack moderately. The practice of jerking the throttle open wide with heavy locomotives is entirely unnecessary under such conditions, or fully applying the locomotive brake suddenly. Cases have been observed wherein the locomotive brake is fully applied and the engine reversed at the same moment to augment the power of the locomotive brakes. If the slack is to be stretched under such conditions, even with 20 or 25 cars, at low speed, the engine is standing still before any reduction of speed take place at the other end of the cut. This results in violent jerking of the last few cars, or if the slack is to be bunched under such conditions, a collision is produced between the last few cars in making stops.

Many train and yardmen practice advising the enginemen in advance, the direction of the next movement, by giving signals for a reverse movement following a stop signal. Do not confuse such signals as indicating impatience on his part, the stop signals permits bunching or stretching the slack until the stop is completed, while the next signals permits quick and careful handling. Remember in making a stop you have the slack bunched or stretched, and if a reverse movement is to be made do not practice coming to a stop and then losing time reversing the engine and releasing the brake. While you are doing this the slack is again settling in the train and more time must be lost in adjusting it. Arrange for the engine to be reversed and the brakes released at the moment of stopping. The throttle may then be opened heavily and a prompt start made without any shock whatever.

Knowing the movement which is being made, the engineer can, and should open the throttle lightly, if conditions demand, to moderately bunch or stretch the slack, or at least a greater part of it; after which the throttle may be opened as wide as desired. In operating the locomotive brake, the brake should be applied quickly, but not heavily, in order to bunch or stretch the slack moderately; after which the brake may be applied as heavily and quickly as possible. If the brake is applied very gradually under these conditions it greatly delays the time in which the

(Continued on page 18)

WHEEL 'EM HOME BOYS!



Carload Damage Switching

Reprinted from Santa Fe Magazine

IN analyzing the subject of rough handling of cars in switching it is found that the main cause contributing to loss and damage, is that produced from shocks brought about by allowing cars to collide at too high a rate of speed, or of collisions between cars and engines.

It is not to be expected in the ordinary handling of freight equipment during switching movements, that the impact when coupling can be controlled to a degree which will not produce perceptible shock. At the same time it is possible, practicable and beneficial to regulate the speed of cars and engines so as to avoid heavy shocks, which in their very nature make it difficult or impossible to properly load or brace the lading to withstand same.

Not all the shocks producing damage to lading and equipment are produced by allowing cars to strike each other in coupling, considerable damage may be and is done through improper methods of handling the locomotive. Consider for a moment a heavy locomotive coupled to some 50 or 60 cars, with the slack stretched; a signal is given which necessitates pushing the cars. There may be 50 or 60 feet of slack in such a train. If the throttle is opened suddenly and heavily, the engine may attain a speed of 3 or 4 miles per hour before the other end of the train begins to move. The last few

cars to move are suddenly thrust forward, while those cars in the middle of the train are being crushed through the energy being produced by the locomotive and cars close to it, and the cars at the extreme end of the train which are required to suddenly assume a speed of from 3 to 4 miles per hour.

If, under these conditions, the movement is reversed, the slack is suddenly pulled out of the train, which results in the cars at the extreme end being jerked off their feet, so to speak. Shocks are produced under such methods of such magnitude that the equipment is unable to withstand it. This results in damaging the entire structure of the car, its lading or complete failure of the draft gear. No loss of time would result from moderately bunching or stretching the slack under these conditions, before opening the throttle heavily.

Another practice which results in heavy damage is that of shoving in on certain tracks with a number of cars, where such tracks already contain a large number of cars; signals are given which require stretching the slack in those cars being handled by the locomotive, in order that the rate of speed will be comparatively low when the coupling is made, when within a few feet of coupling, signals are given to "shove in." If the throttle is opened suddenly and heavily, violent shocks are produced between the point of coupling and the locomotive, the idea being, of course, to strike the standing cars with sufficient force to start their movement to prevent stalling. Ordinarily

Signals and Signaling

Edmond S. McConnell

SIGNALS have had, almost from the very beginning of railroads, a most important function in connection with the operation of trains; and all signals, irrespective of their nature, have two primary purposes: to promote safety, and to facilitate efficient train operation.

When the word "signal" is mentioned in connection with the railroad, nearly everyone pictures in his mind the familiar semaphore type of fixed roadside signal which gives its daytime indication by the position of a movable blade or arm and its night indication by means of colored lights. However, in this brief chapter on the signals which govern the movement of the Milwaukee trains we shall endeavor, not only to explain the function and operation of roadside block and interlocking signals, but also to explain the code of auditory and visual signals which are used by transportation employees in the operation of the train.

Railroad signals may be considered in two general divisions: fixed roadway signals, and non-fixed train operation signals. Fixed roadway signals are those which are permanently located along the right-of-way for the purpose of transmitting to enginemen and trainmen brief instructions concerning the movement of their train at or beyond the signal location. Non-fixed train operation signals are those auditory and visual signals which have naturally developed among railroad men for their own convenience in the safe and efficient operation of trains. For many years such signals, and the train rules which accompanied them, developed almost of their own accord without any attempt at standardization and often without formal authority, but in 1899 after several years of careful consideration the American Railway Association adopted the "Standard Code of Train Rules and Signals" which is now in force on practically all the railroad mileage in the United States.

The American Association, whose present membership includes practically all North American Railroads, is an outgrowth of the General Time Convention which was organized by a group of railroad operating officials in 1875 for the purpose of harmonizing, in the interests of safe train operation, the various local standards of time which prevailed in adjacent localities. Standard Time and the Standard Time Zones as we now know them were first put into effect in 1883 by the majority of American railroads. The use of Standard Time extended throughout the world, and is now incorporated in our Federal Statutes as well.

The movement of all Milwaukee trains, both freight and passenger, is governed by the "Standard Code of Train Rules and Signals," but since a few minor differences exist in the code and in the signal practices as used on various railroads, the explanations in

this chapter will necessarily be confined to those used on the "Milwaukee."

Everyone knows that colors play an important part in railroad signals, and that one of the first requirements of a railroad man is that he be able to distinguish colors accurately. Since it may be convenient in the pages which follow to refer to the standard code of color signals used on The Milwaukee, they are given in the following tabulation.

Milwaukee Code of Color Signals

1. **Red:** Stop or danger.
2. **Green:** Proceed with caution, or, approach next signal prepared to stop.
3. **White:** Clear or proceed.
4. **Green and White:** A green and white signal is used to stop a train at the flag stations on its schedule.
5. **Blue:** A blue signal displayed on one or both ends of an engine, car, or train indicates that workmen are under or about it, and when thus protected must not be coupled to or moved.
6. **Purple:** Stop; the night indication for dwarf semaphore signals.

The colors red, green, and white have other meanings than in the absolute sense given in the tabulation, particularly in the case of the flags and marker lights carried on the front and rear of trains, but even there they are to be interpreted in the general sense of stop, caution, and proceed respectively. These three colors with the corresponding indications constitute a well established code, which is used on a number of different railroads; however, on some roads the colors red, yellow, and green are used to indicate stop, caution, and proceed respectively. The traveler may occasionally see a blue flag or lantern displayed on a train when stopped for a few minutes at a division point while car inspectors examine the train. A purple light at night is also used for a rear indication on some of the older semaphore signals to show that the light is burning.

There are so many different kinds of signals used on the railroad that perhaps it will help to clarify the whole matter if the various kinds of signals and signalling are presented in outline form such as follows:

Outline of Signals and Signalling.

1. **Fixed Railway Signals:**
 1. Single aspect signals such as station signboards, mileposts, crossing warnings, whistle posts, yard limit boards, and station approach signs. These may be classed as signals for the guidance of enginemen in the operation of trains, while other roadway signs such as bridge, culvert, and tunnel number boards are largely for the convenience of the roadway department.
 2. Multi-aspect signals:
 - (a) Switch signals, consisting of a painted target by day and a marker light by night, which indicate

the position of the switch.

- (b) Interlocking and block signals, consisting of semaphore and color light signals which are mounted on a mast or post beside the track or on a signal bridge spanning several tracks. Interlocking and block signals are distinguished from simple sign boards, not only by their appearance, but also by reason of their ability to convey two or more (usually three) aspects of different meaning depending on the position of the semaphore blade or the color and arrangement of lights. Dwarf or low semaphore signals also come in this classification, and are used principally in conjunction with other interlocking signals.

II. Non-fixed Train Operation Signals:

1. **Auditory signals:**
 - (a) Engine whistle signals.
 - (b) Communicating train air signals between train and engine cab.
 - (c) Track torpedo signals.
2. **Visual Signals:**
 - (a) Hand, flag, and lamp signals used by train men.
 - (b) Train signals, consisting of flags and marker lights carried on the front and rear of trains.
 - (c) Fuse signals.

Single aspect signals are usually so simple that their purpose is entirely obvious, and in many cases are intended as much for convenience or caution to the public as for train operation. Whistle posts or signs consisting of a large black letter "W" on a white background are placed a few hundred feet on each side of highway crossings as a reminder to the engineer to blow the whistle and ring the bell; yard limit signs mark the limits of switch engine movement without specific orders; milepost numbers are placed on convenient bridges or telegraph poles along the right-of-way, or on special posts provided for that purpose. Mileposts are numbered from the east end of each division, and on some divisions the circular number plates which serve to designate automatic block signals also serve as mileposts. These number plates have two numbers one above the other; the upper number indicates the number of miles from the east end of the division while the lower number indicates the nearest even or odd tenth of a mile, the odd tenths being used to designate westbound signals and the even tenths to designate eastbound signals. This corresponds to the general practice of assigning odd numbers to west—and northbound trains and even numbers to east—and southbound trains; for example the **Olympian** is No. 15 westbound and No. 16 eastbound.

Switch signals are the most common of all fixed indications and are really multi-aspect signals, for a target surmounted by a lamp having different

"My wife just showed me another gown she wants me to buy her, but I just can't see it."
"Well, if it's that bad, I wouldn't buy it for her, either."—*Exchange*.

colored lenses is attached to the switch stand and turns with the switch lever to indicate for which track the switch is set. The daytime signal is a target or disc painted red or red and white on both sides, while for night indication an oil or electric lamp having two white and two red (or two green) lenses is used. The red and white combination is used for main line switches, while the green and white combination is used for siding switches. The lenses of the same color are placed opposite each other, so that the indication is the same in opposite directions; as the switch lever is turned through a quarter of a circle, the light also turns so that the other pair of lenses give the indication as viewed from a distance up or down the track. When the switch is closed, i.e., set for the main track, the target is parallel with the rails and does not show itself, and if at night a white light is visible in each direction from the switch. When the switch is open, i.e., set for the turn-out or siding, the target stands at right angles to the track and is plainly visible; at night a red (or green) light is visible to the engineer of an approaching train. In some places switch lamps are electrically lighted, but more generally slow-burning signal oil lamps which only require attention at intervals of several days are used. The oil lamp burns continuously, but does not show plainly during the day. As a rule switches are manually operated, but on busy main lines they are often operated from a distant interlocking tower, and in busy yards a number of switch levers or controls are often concentrated in one or more operating towers. A distant switch of this kind may be mechanically connected to its operating lever in the tower by means of iron pipe or rods, but frequently electric or electro-pneumatic power is used.

The block system and interlocking are closely related, and in general are used in conjunction with each other. The primary purpose of block signals is to prevent collisions between trains traveling on the same track by establishing a definite space interval between them by means of block signals. For block operation the railroad, or each main track, is divided into sections of various length called "blocks" with a signal at the entrance of each. Where the line is single track there are two sets of signals for the one track, one to govern trains in each direction; thus the system affords protection against opposing as well as following trains. Block systems are manual block, staff block, or automatic block depending on the signal equipment and method of operation.

The purpose of interlocking is to prevent collisions between trains at connections or intersections of tracks and to protect drawbridges and similar dangerous places. The characteristics of interlocking are: (1) the location of fixed signals to govern various possible train movements over a crossing, group of switches, or a drawbridge; (2) the assemblage of operating levers, which are connected with the signals, switches, derails, and locks governing

the several routes; in one cabin or tower located high enough to afford a clear view of all approaching tracks; (3) the mechanical interconnection of the operating levers in such manner that the clearing of signals for a given train movement is prevented unless switches, derails, and locks are properly set and all signals governing conflicting routes indicate stop.

The foregoing explanation of block systems and interlocking indicate the modern function of such signals, but before an attempt is made to explain their operation, perhaps a few remarks on the development of signalling would be appropriate.

In the early years of railroading, trains were operated on a time table schedule in conjunction with such simple fixed signals as station signboards and mileposts and such hand signals and shouted orders as were easily arranged among the men. As the railroads grew and their traffic increased to such an extent that several trains occupied the line at one time, the time table schedules were so arranged that there should be a safe interval of time between following trains and definite meeting places for opposing trains. After the invention of the electric telegraph, the control of the train passed from the conductor with his time table to the train dispatcher, and fixed signals were established at the telegraph stations to stop trains for orders, but the time interval remained the principle of operation. As the use of fixed signals became more general, the adoption of the telegraph was accompanied by the development of the block system which established a definite space interval between following trains instead of the time interval. The block was established as the section of track between adjacent telegraph stations and operators were instructed to hold trains about to enter the block until informed by the next operator that the preceding train had passed out of the block.

A crude form of block signalling was proposed in England soon after the invention of the telegraph, but its adoption was very limited for several years. The block system subsequently established in the United States gave positive indications by means of signals, and eliminated many of the difficulties involved in the older scheme proposed in England. Block signals were entirely manually operated until the first automatic system, called the disc system, was invented in 1871. The basic principle of the present automatic block system, the continuous or closed track circuit, whereby the presence of a train or any unsafe condition in the block sets the signal at stop, was invented by an American in 1872.

Fixed semaphore signals developed from the principle of the semaphore telegraph introduced by the English Admiralty between London and Portsmouth during the Napoleonic Wars and the semaphore principle has persisted to this day. Such signals were first used to indicate the position of switches, and were then so connected as to move with the switch. From the adjacent location of several such

switches the manually controlled interlocking system developed and came into use in England after 1856.

The first crude block system seems to have been introduced into the United States from England about 1845, but it did not achieve the dignity of a real signal system until about 1863. About 1870 the first interlocking machine, one built in England, was installed in the United States. In the early days practically all block and interlocking signals were of a mechanical type and were rather simple in construction. As improvements were made from time to time to keep pace with the demands of transportation, the public saw in signalling, possibilities of greater safety, and the railroads perceived opportunities for both safety and increased efficiency in train operation. Later as power, particularly electricity, was applied to interlocking plants and block signals, and as the automatic block signal system has been perfected, multi-aspect signals have become very nearly indispensable to railroad operation, and in some places train movement by means of signals has practically supplanted movement by train order.

The shape, color, position and general appearance of a signal is termed its "aspect," and the meaning which a given aspect conveys is called the "indication." Semaphore signals give their daytime indication by means of the position of the movable blade or arm. At the fixed end of the blade are several different colored glass spectacles which assume positions in front of a light attached to the mast corresponding to definite positions of the blade. Thus the night indications of a semaphore signal are given by colored lights. As electricity came to be applied to signal work and electric lights were used, it was found that by using a carefully designed long range lens that colored light indications could be used by day as well as by night. Color light signals are particularly adapted for electrified lines where an abundance of current is available. The color light signal has another advantage for an electrified line in that it is easily visible in places where trolley posts and wires would be likely to interfere with an unobstructed view of a semaphore signal.

A recent elaboration of the basic semaphore principle combined with the use of lights, which is in use to a limited extent, is the position light signal. By the use of several long range white lights arranged in horizontal, vertical, and diagonal rows it is possible to duplicate the standard indications of a true semaphore signal either by day or night. Position light signals consisting of seven lights arranged to give five different indications are used to govern the approach tracks of the new Chicago Union Station.

The original semaphore signal as used for manual block and interlocking signals gave two indications, stop and proceed, but it was soon found that a third, caution, indication was necessary in order to allow the engineer time enough to bring the train to a stop before reaching the stop signal. This

required two separate signals, a home signal at the entrance of the block and a distant signal located some distance preceding it to repeat the indication of the home signal, and when possible this was arranged by placing a distant signal blade on the same mast as the preceding home signal. It was necessary to give home and distant signals distinctive appearances, and as used on The Milwaukee two position home signals were painted red with a white cross stripe near the outer end. The blade is pointed when used as a block signal and blunt when used as an interlocking signal. Distant signal blades are painted green with a white stripe near the outer end, and the blade end is forked or V-shaped. When mounted on the same mast, the distant signal is below the home signal and at night the relative position of their lights service to distinguish them. Two position signals are usually constructed to operate in the lower quadrant, i.e., horizontal for the stop or caution indication and inclined downward about sixty degrees for the proceed indication. The normal position is horizontal which requires a counterweight to hold the blade in that position.

(To be Continued)

Carload Damage Switching

(Continued from page 15)

slack is taken when cuts are made, and since in so many cases the uncoupling arrangement will not provide for holding it in its uncoupling position, it is necessary for the trainmen to either ride the car or run along side the car and hold the uncoupling arrangement until the slack is taken. It should be

taken as promptly as possible, in order to facilitate the work in hand and not prolong the work of uncoupling. Prolonging the time of taking the slack leads to the practice of giving violent stop signals. Do not contribute to this unnecessarily. In switching, where only the locomotive brake is being used, if the engine is equipped with a straight air brake, and brake valve should be moved to quick application position under such conditions, raising the brake cylinder pressure to 20 or 25 pounds, the brake valve should then be moved to lap position momentarily, to allow the slack to get well started throughout the cut, after which the brake valve should be moved to full application position to complete the stop.

If the engine is not equipped with a straight air brake, the brake should be applied quickly and immediately released, in order to produce the same result as with the straight air brake, and after the same interval of time, the brake should be quickly and fully applied.

It is possible in ordinary short switching to bunch or stretch the slack moderately without loss of time by handling the throttle and brakes as outlined above. The use of the service brake in short switching is slower than necessary, while the proper use of the emergency brake will produce the desired results. Its proper use is outlined in the preceding paragraph, which refers to short switching movements, when only the locomotive brake is being used. Otherwise use the service brake unless signals or other conditions necessitate the need for emergency action.

So far as road work is concerned, everything that has been said with regard to switching in yards will apply, with this exception. Ordinarily in road work when switching is being done, any number of cars may be handled with the air coupled and working through such cuts. Trainmen must understand that the time required for applying brakes in slowing down or stopping is slightly prolonged, if the use of emergency is to be avoided, and the emergency brake should not be used under such conditions. When handling a large number of cars, caution signals must be given in advance.

A great many enginemen and trainmen practice the methods outlined herein. The subject matter of the suggestions were therefore taken from these methods. There is, however, a big field of opportunity for improvement in present methods employed by many enginemen and the suggestions are offered with the hope that improvement can be effected where the need for such is apparent.

Lemon Jelly. Two tablespoons granulated gelatine soaked five minutes in one half cup cold water, then dissolved in two and one halves of boiling water. Add to this one cup of sugar and one half cup lemon juice.

Raisin Puff. Cream one half cup butter, add gradually two tablespoons sugar and two eggs, well beaten. Then add alternately, two cups flour that has been mixed with two teaspoons of baking powder and one fourth teaspoon salt, and one cup milk. Dredge one cup raisins with one half cup flour and stir into the mixture. Turn into a buttered mould, cover tightly and steam one and one half hours. Serve with whipped cream, sweetened and flavored, or with hard sauce.



Children's Christmas Party in Green Bay Passenger Station

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

Membership Prize

We announce with pleasure that Des Moines Chapter is the winner of the prize offered for the largest percentage of increase in membership between June 30th and December 31st, 1927. This Chapter, with 184 new membership, registered a percentage increase of 322.8 percent.

All of the chapters worked hard to secure the prize and deserve honorable mention, as the entire membership has increased remarkably.

Black Hills, Tomah, Spokane and Sioux City, in order mentioned, had the next largest percentages.

Cedar Rapids, Iowa Chapter was organized, December 29th, 1927 starting with 35 paid members. Mrs. Florian Francek, President.

St. Maries Chapter

Mrs. Chas. Conley, Historian

ON Oct. 7th at the Kootenai Inn a 12 o'clock luncheon was given in honor of Mrs. Kendall, Miss Lindskog and Mrs. Rummel. About thirty-five ladies, and several men were present. A number of talks were given by the visiting ladies telling us of the aims of the chapters, and also of the wonderful work being accomplished all along the CM&STP. After luncheon the meeting was presided over by Mrs. G. H. Hill, Chairman of the St. Maries Unit. St. Maries being a unit of the Spokane Chapter. By a unanimous decision Mrs. Kendall was requested to form a chapter for St. Maries. Mrs. C. J. Leonard was appointed temporary chairman; Mrs. Charles Schlessner temp. secretary; Mrs. J. P. Downey, Mrs. C. H. Lewis and Mrs. M. Donovan were asked to submit names, at the next meeting for officers, for the following year. Everyone was delighted over the prospect of a Chapter and pledged their hearty support toward the undertaking.

The first meeting of the St. Maries Chapter was held at the home of Mrs. C. J. Leonard. Fifteen ladies being present. The following officers were elected:

Mrs. C. I. Leonard, President
Mrs. P. Mickelson, 1st Vice Pres.
Mrs. H. H. Stewart, Treasurer
Mrs. Charles Schlessner, Secretary
Mrs. Chas. Conley, Historian

Mrs. P. Mickelson was appointed as T. B. representative from our club.

Mrs. J. R. Moffatt was appointed chairman of the Good Cheer and Relief Committee, to be assisted by Mrs. O. L. Simms and Mrs. R. A. Mannoek.

Mrs. J. P. Downey was appointed Chairman of the Ways and Means Committee, assisted by Mrs. M. Donovan and Mrs. H. H. Stewart.

Mrs. C. Shewnack was appointed chairman of the Membership Committee, assisted by Mrs. Maude Tobias, Mrs. L. C. Johnson, Mrs. J. Price, Mrs. Cullen, and Mrs. Chas. Conley.

It was decided we should meet the 3rd Monday of each month. At the close of the meeting, lunch was served by the hostess.

Our November meeting was held at the home of Mrs. H. H. Stewart on Nov. 21st.

The Pres. Mrs. C. J. Leonard presiding.

Mrs. Moffatt chairman of the Good Cheer and Relief Committee reported 11 bouquets sent and 16 calls made on the sick. Every one seemed so appreciative of the kindness shown them.

Mrs. Downey Chairman of the Ways and Means Committee reported a dance was being planned, to be held February 13th at the Elk Temple. We are looking forward for this dance to be a success financially as well as socially. Mrs. Shewnack Chairman of the Membership Committee reported 70 members St. Maries is planning on a Club House in the near future, so watch us grow. Mrs. Stewart served lunch to 22 members.

The St. Maries Chapter met with Mrs. Claude Hallead Dec. 19th. Mrs. Moffatt Chairman of the Good Cheer and Relief Com. was unable to attend, so sent a written report of calls made during the month. Also did, Mrs. Downey chairman of the Ways and Means Committee, reported the Darst orchestra had been secured for the February dance. Mrs. Shewnack chairman of the Membership Com. was delighted to report 100 Charter members and many more to join. Mrs. S. Sybrant was appointed as Treasurer to fill the vacancy caused by Mrs. Stewart moving to Tacoma.

The Secretary was instructed to send letters of condolence to Mr. L. Thorne, his mother having recently passed away. Also the C. H. Lewis family expressing our sympathy over the loss of Mr. Lewis. Lunch was served by Mrs. Hallead. Mrs. H. Vogel will entertain the Chapter on Jan. 16th.

Channing Chapter

Mrs. John Kramer, Historian

CHANNING Chapter almost needs an introduction to our readers. However with the New Year we expect to make our appearance more frequent. We have been furnished with very nice club rooms and they are greatly appreciated by all members.

Meeting was held Dec. 19th in the club rooms and election of officers took place and are as follows:

Pres. Mrs. Wm. Tuttle
1st Vice Pres. Mrs. A. B. Worthing
2nd Vice Pres. Mrs. Stanley Johnston
Treasurer, Mrs. George Carey
Rec. Secy. Mrs. Carl Swan
Corr. Secy. Mrs. Jess Hale
Historian, Mrs. John Kramer

Annual reports were read by the different chairmen of committees. They all show very good and active work, which is rather encouraging for our new officers of 1928.

The club owes a great deal of its good work and progress to our president, Mrs. Tuttle who has been so faithful to her duties. The officers and members have found working with her has been a pleasure.

The evening entertainment consisted of a social card party, followed by dainty refreshments.

Our regular meeting night is the third Tuesday of each month at eight o'clock. Visiting club members are cordially invited to attend.

Tomah Chapter

Mrs. Henry Thom, Historian

A REGULAR meeting of Tomah Chapter was held at the Community room of the Public Library, Wed evening, January 4th. The drive for securing contributing members proved quite satisfactory.

On Dec. 16th a special meeting was held at the community room of the Public Library for the election of officers for the coming year.

The following were elected:

President—Mrs. Archie Harris
First Vice President—Mrs. William Brown
Second Vice President—Mrs. Hugh Johnson
Treasurer—Mrs. Fred Kohl
Recording Secretary—Miss Ada Last
Historian—Mrs. Henry Thom

The next meeting will be held Wednesday evening, February 1st.

Lewistown Chapter

Elna Fritsen, Historian

DECEMBER 12th marked the opening of the new Club House. We are mighty proud of our new home and we think it is one of the nicest on the entire system. The interior is divided into three rooms consisting of a large lounging room with easy chairs and a large fireplace, a slightly smaller room for holding business sessions or special meetings opening directly off the lounge and a small kitchen. The building is painted cream color on the inside and white with green trimmings on the outside. Around three sides of the building is a veranda which will prove most popular on warm summer evenings.

This being the regular time of nomination the following officers were elected for the coming year:

President, Mrs. N. B. Lupton; 1st Vice President, Mrs. C. P. Warner; 2nd Vice President, Mrs. J. L. Lindbloom; Recording Secretary, Mrs. O. A. Johnson; Treasurer, Mrs. W. M. Anderson; Corresponding Secretary, Mrs. Elmer Irwin; Historian, Miss Elna Fritsen.

Chairmen of Committees

Constitution and By-Laws, Mrs. C. H. Koch; Ways and Means, Mrs. S. G. Spring; Mutual Benefit, Mrs. Claude Brown; Membership, Mrs. Wm. Retallick; House and Purchasing, Mrs. Barney Foshag; Social, Mrs. Geo. Fritsen; Program, Mrs. Wm. Bratz; Auditing, Miss Nell Vivian; Telephone, Mrs. S. F. Philpot. The meeting was followed by a social hour or so, to which the men were invited. A very pleasant evening was spent playing cards and dancing.

A dance was given Thursday night December 15th at the Armory Hall but owing to the severely cold weather only a small crowd turned out. It is hoped that when we give our next dance the weather will be warmer so we will have our usual large crowd.

Saturday December 17th we held Open House at the new Club House. This gave the citizens of the town a chance to inspect it. A large crowd turned out and we received a great many compliments.

The regular monthly meeting was held January 9th in the Club House. There were 35 present. As this was the first meeting in the New Year reports were given by the Chairmen of the various committees. It was decided that our next meeting, which will be held on February 13th, will be a social affair to which all Railroad people and their families will be invited. After the usual business

was disposed of the remainder of the evening was spent playing cards. A dainty lunch was served by the Social Committee.



The Mason City Club Room Decorated for Christmas Party

Mason City Chapter

Mrs. H. G. Crow, Historian

THE Mason City Chapter met January 5th, 1928 in their Club Rooms for the first meeting of the New Year, with Mrs. W. F. Ingraham the new Pres. presiding. The annual reports which were given at this time made everyone feel that we had an exceptionally happy and profitable year under the leadership of Mrs. Frank Ulrick.

December was a very busy month. On Dec. 15th the Mutual Benefit Committee with Mrs. Guy Davis Chairman, sponsored an all day work meeting which everyone agreed was real fun. Each person brought a covered dish and sandwiches for lunch and a donation of canned fruit, jelly or vegetables for our Christmas baskets. The day was spent tying comforters which was given to some of our needy families.

Dec. 20th was the date for our annual Christmas party and proved to be the biggest and best we have ever had. The Club Rooms were beautifully decorated by Mrs. M. J. Ramsey and her Committee, the main attraction being the beautiful Christmas tree. The Christmas story was told by Mrs. Walter Boyd after which the children sang and spoke pieces. Then Santa Claus arrived and each child was made happy with a toy and bag of candy. The Mason City Chapter knows there is a Santa Claus because that evening a lovely new electric sign mysteriously appeared over the Club Room Entrance announcing "The Milwaukee Womens' Club". We are very proud of it.

The day after the party the tree was carried over to the passenger depot where it remained during the Holidays.

Seattle Chapter

THE regular monthly meeting was held on November 29th in the Union Station Club Room and luncheon was served by a committee of members.

A holiday dance and card party was held on December 28th at the Union Station. There was dancing in the main waiting room around the giant Christmas tree and cards in the club room. There was a record attendance and much enthusiasm evident.

At the December 27th meeting officers were elected for the coming year.

Twin City Chapter

Pearl V. Morken, Historian

THE Twin City Chapter held its first meeting of the year in the New Masonic Hall, 1508 E. Lake St. on Monday, Jan. 9,

All members and Milwaukee employees were invited to a card party which followed the business session. Splendid prizes were given and refreshments were served.

Mrs. C. S. Christoffer has named as chairmen of committees, Mrs. Wm. E. Sinclair, Mutual Benefit; Mrs. A. G. Bantly, Program; Mrs. Frank P. Rogers, Social; Mrs. G. T. Richards, Auditing; Mrs. P. H. Bornkamp, Membership; Mrs. G. B. Rook, House and Purchasing; Mrs. Tabor Anderson, Telephone; Mrs. Anna K. Bryant, Const. and By-Laws and Mrs. E. J. Stanley, Ways and Means.

Mrs. P. J. Bornkamp showed splendid results in our membership campaign. She reports the contributing members increased from 95 to 138 and the voting membership from 241 to 262 making a grand total of 400 members in our club.

Mrs. L. W. Scoville won the \$5 prize offered by the club to the member obtaining the largest number of members.

Mrs. Bornkamp wishes to express special thanks to Mrs. M. P. Eckes, Mrs. E. J. O'Neil and Mrs. L. W. Scoville, Mr. Frank Foster, Mr. P. A. Nicky and Mr. R. C. Donnehauer.

Mrs. John Turney chairman of last years Ways and Means turned in \$844 clear profit on the Dec. 6, dance. Much credit is due Mrs. Turney and her good husband, also her efficient committee on which the following ladies served, Mrs. Wm. Haack, Mrs. C. F. Holbrook, Mrs. Geo. Hancer, Mrs. W. G. Ende, Mrs. Al. Neese and Mrs. R. C. Donnehauer.

Janesville Chapter

Cora B. Drew, Historian

OUR latest activity for the old year was a Xmas Party for the children. A piano was brought down to the depot. Mrs. Albert Hunter was general chairman. Mrs. Geo. Ryan had charge of the program which consisted of vocal solos by the children, dancing and piano solos. Mrs. Kellerher had charge of the decorations in the depot, which consisted of a beautifully decorated Xmas tree and streamers and The Santa Claus Special came at 3:30 loaded with popcorn balls and toys and bags of candy. I want to say if you never got a thrill before you would have gotten one standing there and seeing those 250 children waiting for that Special to pull in. The men at the Round House decorated the engine with streamers and numerous flags with a big banner on the coach Santa Claus Special. There was a Santa Claus of course and a Mrs. Santa, too. Mr. Geo. Ryan, Shop Foreman went to great pains and personal expense with the decorating. It was handled very systematically, each child being given a green ticket. And then later some other children were hanging around the back of the engine and there was plenty for them too. Mrs. Hunter had 11 cents left out of the thirty-five dollars voted to use. We also sent 8 one dollar baskets of fruit to shut-ins both men and women. There was a Santa Claus of course and a Mrs. Santa too.

Spokane Chapter

Mrs. R. C. Peterson, Corresponding Sec.

THIS chapter held its last gathering of the year December 13th at the Dessert Hotel, about 40 members being present.

Mrs. MacDonald, Spokane representative to the luncheon of the General Governing Board, Chicago, in November, told us all about the doings at the general meeting and the fine

time she had, and we all wish we might have been there too.

The following officers were elected for the coming year:

Mrs. W. F. MacDonald, President
Mrs. N. H. Fuller, First Vice President
Mrs. O. B. Felton, Second Vice President
Mrs. E. A. Breeden, Recording Secretary
Mrs. Chas. Strong, Treasurer
Mrs. N. H. Lombard, Corresponding Sec.
Miss Olive Hudson, Historian

Plans were made for a Xmas party to be held at the Silver Grill December 27th. Mrs. Lawrence, Chairman of Program Committee, is arranging for the kiddies to entertain us on this night, and we are all looking forward to a pleasant evening.

Marion Chapter

Ethel M. Seager, Historian

MARION Chapter met December 8th, and despite the cold weather quite a number were present. The different committees reported. Membership committee, two new members since the last meeting the total being 443. Flower and Visiting committees, 25 calls and six cards sent, and received two letters of appreciation. Sunshine committee, one basket at Thanksgiving, two families helped with clothing.

At this meeting the following officers were elected: President, Mrs. Jennie Vandercook; 1st Vice-President, Mrs. Lee Taylor; 2nd Vice President, Mrs. James Pringle; Recording Secretary, Mrs. Margaret Leming; Corresponding Secretary, Miss Idelle Fullerton; Treasurer, Mrs. Ralph C. Seager; Chairman of Constitution of By-Laws, Mrs. W. K. Lothian; Historian, Mrs. Roy Blackledge.

There was an exchange of Christmas gifts during the social hour which was in charge of the officers, Mrs. M. J. Flanagan, Mrs. Chas. LeRoy, Mrs. L. A. Turner, Mrs. Margaret Leming. Mrs. R. J. Kendall, Mrs. Hannah Johnson, Mrs. R. C. Seager, Mrs. L. K. Owen, Mrs. L. Blackledge.

The annual Christmas party was held on Dec. 22nd, and about 200 folk attended. Mrs. Grace Brown had the hall attractive with floor lamps and Christmas decorations. A large Christmas tree was electrically lighted at the end of the room. Santa Claus arrived from the North on the 7:45 pm Milwaukee train and gave candy and apples to the children. Other gifts were also distributed.

Mrs. Wm. Holdorf was in charge of the following program: reading, Thos Lawson; violin solo, Ruby Neff; recitation, Marjorie Merrill; novelty song, "Cy and Sally at the Circus," Bessie Slauson and Lucille Holsinger; cornet solo, Bettie Murphy; recitation, Evelyn Newcomb; solo dance, Bettie Jean Merrill; violin solo, Courtney Johnson; reading, Bessie Neff; xylophone solo, Maxine Kindig; music, Elsie Eleanor and John Nelson; vocal solo, Dorothy Johnson; piano duet, Dorothy Schultz and Marion Holdorf; reading, Miss Idelle Fullerton, interspersed with songs by Mrs. Albert Bragg, Dorothy Johnson, Mrs. C. M. Robinson and Marion Holdorf. Refreshments were served at the close of the program. Mrs. L. D. Smith, chairman.

December 30th, some of the Marion Chapter members were invited to attend the meeting at Cedar Rapids when they organized a new chapter of our order. The organization meeting was conducted by Miss Etta Lindskog of Chicago. About fifty attended the meeting.



Community Christmas Tree, Mobridge

Mobridge Chapter

Louise McComb Historian

OUR last meeting having been held in the nature of a jollification was enjoyed to the fullest extent by fifty members. This meeting was held December 19th instead of December 26th, our regular club night, on account of the nearness of the holidays. Our regular routine of reports was read including one cash donation. Floral offerings were made to the sick and the discussion of Christmas baskets was made.

After our business meeting closed, the remainder of the evening was spent in sewing and filling stockings for our Community Christmas tree, which was erected centrally on Main street. The tree, 35 feet high with thick wide-spreading boughs, was lighted the evening of Friday the 23rd with numerous colored lights and pretty decorations making a beautiful sight, 1006 children gathered around the tree. Christmas Carols were sung and short talks were made by Reverend F. W. Bruins, Mayor Hvistendahl and Father O'Connor after which Santa Claus appeared in his sleigh drawn by a team of shetland ponies, and after the children had been greeted the stockings were distributed. There was a stocking for every child present and a few left over which were sent to various homes. The tree was allowed to remain on Main street until after New Year's and was lighted every evening. Trainmaster John P. Rothman was a splendid Santa Claus.

We congratulate the following officers elected for the year 1928.

- Mrs. H. M. Gillick, President
- Mrs. J. P. Rothman, First Vice-President
- Mrs. Harry Conger, Second Vice-President
- Mrs. W. E. Harville, Recording Secretary
- Mrs. James Hopper, Corresponding Secretary
- Mrs. Roy VanDyne, Treasurer
- Mrs. G. M. Richardson, Historian.

Bensenville Chapter

Freda Knowles, Historian

THE Annual Christmas Party for all-Milwaukee Road children, given in the Club House on Wednesday afternoon December 28, was a success in spite of the rainy weather. Over forty children were present. All sorts of indoor games were played, after which hot chocolate and wafers were served. Each child received a box of candy and apples before going home.

On Wednesday afternoon January 4th the regular monthly meeting was held in the Club House, all new officers present. After the regular business, Mrs. Sampson in behalf of the members presented Mrs. J. Bodenberger, our retiring president with a very beautiful ring, as a token of love and appreciation.

The program consisted of piano solos by Mrs. Oakes and readings by the Mesdames, Bradford Hugdal, E. Bartholmey and J. Bartholmey.

A luncheon was served by the Social Committee.

The Welfare Committee report showed good work done in assisting deserving families. Many baskets of fruit, toys and some clothing, and one cheque sent as gifts to worthy families.

Cards were sent to the parents of club members, if living, at Christmas time.

Our little club girl was given a complete outfit as a Christmas gift, and members sent individual gifts, with which she was very well pleased.

Several bouquets of flowers were sent to sick members throughout the month.

Wausau Chapter

Mrs. A. I. Lathrop, Historian

AT the special meeting of the Milwaukee Railway Women's club, held the afternoon of Dec. 8 at the club house, following a luncheon at Hotel Wausau, Mrs. B. F. Hoehn was elected president. The other officers named were: first vice president, Mrs. J. E. Dexter; second vice pres., Mrs. H. L. Vachreau; secretary, Mrs. Byron Thiel; treasurer, Mrs. Charles Conklin, Jr.; corresponding secretary, Mrs. J. M. McGinley; historian, Mrs. A. I. Lathrop. Mrs. Hoehn, who will assume the presidency of the club in January, has had much experience in that line of work, having guided the destinies of other clubs. The two vice presidents will be chairmen of two of the club's important committees, this decreasing the size of the governing board. Following the election Thursday, Mrs. Carpenter Kendall, editor of the Milwaukee Magazine, and First Vice-President General told of the extensive welfare work carried on by the forty-nine clubs in cases of sickness and other misfortune.

Miss Etta N. Lindskog, corresponding-secretary of the general governing board, who accompanied Mrs. Kendall to Wausau said there was a total of 8,045 members in the chapters the first of November, with prospects good for reaching the 10,000 mark in the near future. She explained the purpose of the scholarship funds inaugurated by some of the chapters, and told of the Gallatin Gateway dances given where free trips through Yellowstone Park were presented to holders of the lucky numbers.

The two out-of-town ladies left many new ideas for practical club work with the Wausau club. The luncheon given in their honor at the Hotel Wausau, was a very pleasant affair. Covers were placed for twenty-seven at a long table in the private dining room. Between the first and second courses, Mrs.

Hiram Anderson sang "My Mother Bids Me Bind My Hair," by Hayden, and "When Apples Grew on the Lilac Tree," by Gartman. Mrs. C. J. McAleavy played her accompaniments. Following the second course, Miss Edna Larsen read three poems of her own composition, "Night," "Wing Sandaled," and "Departure."

Green Bay Chapter

Mrs. Wm. Bartlett, Historian

OUR first regular meeting in 1928 was held in the Club Rooms with a large attendance. Meeting was opened by singing our Club Song and reciting the Club Motto. All members were very enthusiastic about the year's work and eager to be more active this year than ever.

Mrs. O. A. Keyes, Chairman of Mutual Benefit, reported caring for three families and much good work is being done by this Department. In order to continue with our Welfare work, the Club voted to give a Welfare Dancing Party—Monday evening January 23rd in Passenger Station, Mrs. W. H. Hart, Chairman. We all know what good times we have at parties sponsored by our Ways and Means Chairman, Mrs. Hart, and we know this party will go over B I G and add to our Welfare Fund.

A very fine report was given on the Christmas Party held in the Passenger Depot December 19th. Our depot was packed with little children and their parents. Santa Claus arrived at 7:30 PM and the little ones entertained him royally with songs and stories. Christmas boxes were given to each child. Much success of the party goes to Mrs. Jas. J. Kocha and Mrs. John Whitney for their part in the program.

On December 27th our Chapter gave a farewell reception to Superintendent and Mrs. F. E. Devlin, who were leaving for their new home in Tacoma, Wash. A most enjoyable time was had and many friends were present to extend their good wishes.

We extend our sympathy to Mrs. W. H. Tierney on the death of her mother and regret to hear of the sudden illness of Mr. Tierney, one of our contributing members.

Montevideo Chapter

Maude Hamlin, Historian

REGULAR meeting in December was held on the 15th, but owing to extremely cold weather, there was not a large attendance.

Meeting presided over by our President, Mrs. Sizer. Donations were promised for the Xmas baskets, of which seven were sent, and a lot of Xmas cheer spread by our capable Sunshine president, Mrs. Hery Helgerson. As there was not a large turn-out, we did not elect officers for 1928, but decided upon a special meeting in the early part of January to elect our officers.

Meeting was turned over to Mrs. Lofdahl, who furnished the following program:

Two vocal solos, Mrs. R. E. Lundquist; two mandolin solos, Mrs. Lofdahl.

Mrs. Towner, Mrs. O. H. Tweeter and Mrs. Pedler were the hostesses.

Meeting in January was held Jan. 6th, with Pres. Sizer in the chair.

Voted to purchase a range for our kitchen. Voted to arrange for a nurse to take care of one of our members who was quite seriously ill.

We planned a sewing circle, to meet the first Friday in the month, to sew and make garments for a few of our children of needy families.

Mrs. Sizer then turned the chair over to 1st Vice President Towner, and we proceeded to elect our officers for year 1928. Result of election is as follows:

President, Mrs. R. E. Sizer; 1st Vice, Mrs. W. Towner; 2nd Vice, Mrs. D. R. Davis; Record Sec'y, Mrs. Glenn Tucker; Corr. Sec'y, Mrs. Thos. Dugan; Treasurer, Mrs. E. J. Ruelmer; Historian, Mrs. Maude Hamlin; Chairman committees constitution and by-laws, Mrs. E. E. Young; Chm. Ways and Means, Mrs. E. A. Hazeltine; Chm. Mutual Benefits, Mrs. H. Helgerson; Chm. Membership, Mrs. Catherine Young; Chm. House and Purchasing, Mrs. C. Schmitz; Chm. Social, Mrs. Geo. Nicholi; Chm. Program, Mrs. Sig Lofdahl; Chm. Auditing, Miss Rose Sandbo.

Our club now has a membership of 113, and we hope to make this lots more now that we will probably have nicer weather and our members can get out to the meetings more.

Our report for the year shows that we have not been idle, altho we have been somewhat handicapped just these last few months on account of a shortage of funds, following a bank closure. However, we are getting on our feet again and our Ways and Means Committee are planning on several ways to raise money, which we are greatly in need of right now, as we have two families whom we want to assist in every way we can. Report shows that we have made a total of 68 calls this year, with a total of \$67.78 in donations; six donations of flowers and fruit during sickness; two of flowers sent at time of death; 46 calls made on the sick; 14 calls made on account of death, 8 calls made for other reasons. Two cards of sympathy sent during the year.

Our Sewing Circle met Jan. 13 and spent several hours in looking over and sorting the material at our disposal, preparatory to getting it cut out and made up for our needy children. A delightful lunch was served by several of the ladies, altho we believe our president was the instigator of that.

We plan to give a dancing party in the Club House soon, also have a food sale planned for the near future.

Savanna Chapter

Nelle Nolan, Historian

THE regular business meeting of the Savanna Chapter was held at the Lydia Byram Community Club House, Monday, January 9th. The meeting was in charge of President, Mrs. Charles Seitzburg. Reports were read and accepted. Mrs. Schaffer reported the pleasing fact that the Club has 10 new members since the last meeting held December 10th. The following reports were made:

Ways and Means Committee took in \$1001.08 during the year.

Mutual Benefit Committee spent \$371.10 during the year for relief work, 419 cards were sent out, 643 calls made, 345 members in the Club at the close of the year, 1927—68 contributing members. 100 new members taken in during 1927.

Plans were made for a card party to be held on January 19th.

The 1928 officers have been installed and are as follows:

Mrs. Charles Seitzburg, President,
Mrs. Anna Bahne, 1st Vice-President,
Mrs. Fred Hungerford, 2nd Vice-President,
Mrs. Wm. Hardcastle, Treasurer,
Mrs. Chas. Langley, Recording Secretary,
Miss Eunice Stevens, Corresponding Sec'y.,

Miss Lola Lynn, Asst. Corresponding Sec'y.,
Mrs. P. H. Franzen, Pianist,
Miss Nelle Nolan, Historian.

After the business meeting, a short program was given in honor of Mrs. Byram, Mrs. E. F. Rummell, and Miss Lindsog from Chicago. Mrs. Byram gave us a very delightful talk on the wonderful things the Chicago, Milwaukee & St. Paul Women's Club are doing toward benefit work.

Chicago Chapter

Fullerton Avenue Unit

Elsa M. Augustine, Historian

THE New Year is with us and has brought promise of another year of delightful and interesting gathering.

A most delicious luncheon, which was served to over ninety members, preceded our regular monthly meeting, held in the Club Rooms, Saturday January 14. Mrs. Sparrow our new President, opened the meeting and after discussing all matters of importance that had arisen we had the pleasure of welcoming our new members into the Chapter.

Mrs. Dietrich, who has charge of our Programs this year, had planned interesting features for our entertainment. Miss Sophie Sychowski played three beautiful piano selections and the Misses Harriet Kennedy and Eleanor Olsen, played accompaniments for our enjoyable "Community Sing" so ably conducted by Mrs. Dixon.

Following these came the Character Sketches, and the Ventriloquist, who with their humorous recitations brought forth peals of laughter. If you failed to attend this meeting, we can only say "We are sorry" for all present enjoyed the afternoon immensely.

The programs in store for us, will be just as interesting and no one can afford to miss a single one.

Now that the Holidays are over and we have settled back into regular routine, the well patronized Club Rooms, will, no doubt, again be the scene of many delightful parties, that bring about so much friendliness and good-fellowship.

The next meeting is Saturday, February 11, and we are eagerly looking forward to another delightful afternoon. So do not forget the date.

Union Station Unit

Mabel M. Costello, Historian

THE regular meeting was held in the Conference Room, Union Station, Wednesday evening, January 4, 1928. After the usual business meeting and reading of reports by the various chairmen the Program Committee took charge.

Mrs. Anthony French Merrill, who is also our Vice President, gave a charming account of her recent trip to New York, telling of the places she had visited and the plays she had seen; also she gave a very interesting and instructive book review on the latest editions.

Mr. and Mrs. H. E. Byram attended the meeting and Mrs. Byram gave a short talk telling of the wonderful work being done by the chapters over the entire system.

Social hour was then held and refreshments served.

Mrs. Dynes is planning, with the Social and Program Committees a great many surprises for the coming meetings and is anxious that all members attend.

Butte Chapter

Margaret Hickey, Historian

THE mantle of Historian falls on our willing, but we're afraid, incompetent shoulders, and our first attempt at "breaking into print" finds us timid, but determined to do our best.

While our club is small, it is very active, and since you last heard from us we have moved into our new club rooms, had two lunches, a club room shower, a stunt party and a Christmas party for the Milwaukee youngsters!

Our new club rooms, (two large rooms and a kitchenette) are beautifully furnished with desk, chairs, rugs and very pretty cretonne drapes. Needless to say that we are most proud of our rooms.

After the election of officers, which was held at our meeting of December 9th, the members enjoyed a luncheon in the Van Noy Lunch-room, later adjourning to the club rooms where we had a shower for the Club, and a stunt party. We were "showered" with beautiful and very useful gifts, a tea pot, dozen tea towels, dish pan, flower vase and hand painted cake plate, a chest of silver and many other articles which were needed to make our kitchen complete. The stunt party, in which every members present participated proved delightfully enjoyable. Undiscovered talent, such as King Tut dancers, mimics and entertainers brought much applause and laughter.

The Christmas tree party was held December 28th and twenty-below zero weather did not keep the kiddies home, as the anticipated number was present and gifts for each one distributed. A very beautiful tree adorned one corner of the Main Club room. An attractive program was put on by the youngsters, each contributing a song, a dance or a recitation. Refreshments were served and judging by the smiles that wreathed their faces, the evening was a complete success. Mrs. Tamm, our President, and Mrs. Porter deserve unstinted praise for their untiring efforts to make this party the best possible.

Portage Chapter

Katherine Dunn, Publicity Chairman

THE regular meeting of Portage Chapter was held Saturday afternoon Dec. 3rd, at the club house. Election of officers followed reports, etc., and the following were elected President, Mrs. O. H. Frick; 1st Vice President, Mrs. F. P. Miller; 2nd Vice President, Mrs. R. C. Dodd; Secretary, Mrs. Harold Odegard; Corresponding Secretary, Miss Elizabeth Bloomfield; Treasurer, Miss Elizabeth Bauer. Committee Chairmen are: Ways and Means, Mrs. Walter Washburn, Sr.; Mutual Benefit, Mrs. George Linscott; Sunshine, Mrs. W. E. Jones; membership, Mrs. J. W. Blossingham; Social, Mrs. Lester W. Merrill; House and Purchasing, Mrs. Eugene Chapman; Calling Mrs. J. D. Brown; Program, Mrs. Harry Parker; Publicity, Miss Katherine Dunn. Refreshments were served, and plans for a Christmas party to be given for the children were made.

Portage Chapter entertained one hundred and thirty six children and their mothers at a Christmas party held on Thursday afternoon, Dec. 22nd, at the club house. Santa arrived on one of the big engines at the depot. The engine was decorated with big red, flaming lights; and the sidewalk leading down to the club house was similarly lighted. Before Santa Claus gave out his presents, candy and

apples,—the children gave a program for him and for their mothers. "Holy Night" was sung by the entire company, led by Mrs. Harry Parker. Readings were given by T. J. Scott, Edward Carroll, Garner Parker, Jean Erickson, Howard Scott, Marion Willitz of Watertown, Wisc., Lyle Bogue, Roberta Fessman, Rosemary Kilp, Leslie Wiperman, Elinore Davis and several others. Dolores Champney, Betty Hamele and Evelyn Chapman favored the audience with some clever dancing and songs, accompanied by Elizabeth Bauer on the piano. Helen Barber and Katherine Hamele gave piano solos; Russell McMahon gave a clever tumbling exhibition and Jennie McMahon sang a pleasing solo. Probably the most important part of the program for the children was the story told by Santa Claus. Each child received a gift of an apple and a stocking of candy.

The pretty doll donated by Mrs. Herman Black of Watertown who is a member of Portage Chapter was won by Josephine Hiefer. Tickets were sold on the doll and enough money was made to pay for the Christmas party. Eugene Chapman was Santa Claus.

Several boxes of clothing were sent out a few days before Christmas to needy families. Also baskets of food,—baked goods, meat, candy, nuts and canned goods.

Beloit Chapter

Mrs. A. C. Morrissey, Historian

NOTHING is so contagious as enthusiasm, so Beloit enthusiastically wishes you one and all, a **HAPPY NEW YEAR.**

Our December meeting had a full attendance, all turning out for election. We are pleased to report that the officers who served us so conscientiously all last year, were unanimously re-elected. With their experienced assistance and the cooperation of all the members, we should, and undoubtedly will, accomplish a great deal of good.

The meeting was brought to a close with a short, but sweet talk by our Secretary, Mrs. Artlip. A lunch was served by Mes. Brice, Callahan and Morrissey.

Our loyal contributing members sure deserve a reward in Heaven. Knowing the drain on our finances during the winter months and desiring to do their bit toward replenishing the treasury, they put on a dance, hiring a hall and even serving a hot lunch. They certainly are royal entertainers. Presenting us with the proceeds,—nearly forty dollars—we were assured of their loyal attentions for the welfare of our Chapter.

The Engineers' wives, headed by Mrs. Gilbert put on their annual Christmas Bake Sale, from which we netted \$42.70.

With Mrs. Flannigan as Chairman, we have been meeting at the different homes patching and tying quilts. We tie one for the hostess and spend the rest of the time on club quilts which are to be raffled off. One which had been tied by our Shirland ladies was on exhibition at the Contributing Members' Dance. The lucky number will be drawn at the next party.

Our Welfare Committee reports several very needy families. They have all been generously remembered with baskets of goodies for their Christmas dinner, and warm clothing where it was needed. Little tots that otherwise would have had empty stockings and broken hearts found on Christmas morning, toys, mittens, stockings and candy; and later on—a full "tummy."

A Watch Night Party was enjoyed at the Depot. After tripping the light fantastic toe we had a lunch consisting of coffee, sandwiches and cake, which renewed our pep and

gave us strength to give the New Year a rip-roaring welcome.

Perry Chapter

Ruby Eckman, Historian

THE last month has been a busy one with the Perry Chapter. The social part of the club work was a Christmas party held in the club house Monday Dec. 26th to which the families were invited. There was a good turn out and all had a fine time, and enjoyed an especially nice program which had been arranged by Mrs. Banyard the Program Chairman.

A benefit card party added some funds to the treasury.

The ladies worked hard for the Twenty Five Dollar Prize in the membership contest and have the satisfaction of having gained many new members, all of whom seem interested in the club.

The elective and appointive officers for 1928 are:

President, Mrs. W. L. Schmitz; 1st Vice President, Mrs. J. J. Kindig; 1st Vice President, Mrs. R. Wright; 2nd Vice President, Mrs. V. Hansen; 2nd Vice President, Mrs. D. T. Reel; Recording Secretary, Mrs. C. A. Trask; Corresponding Secretary, Mrs. J. Heinzelman; Treasurer, Mrs. Courtney; Club Recorder, Mrs. J. Evans; Historian, Ruby Eckman; Musicians, Mrs. Fox and Mrs. Lavell; Membership Chairman, Mrs. C. E. Evitts; Social Chairman, Mrs. H. L. Balsbaugh; Serving Committee, Mrs. C. A. Utterback; Program Committee, Mrs. E. E. Banyard; Decorating, Mrs. B. Stitzel; House and Purchasing, Mrs. Wm. Thompson; Ways and Means, Mrs. I. J. Chubuck; Mutual Benefit, Mrs. W. E. Rathman; Sunshine Committee, Mrs. D. Sullivan; Auditing Committee, Mrs. A. J. Krohnke and Mrs. J. B. Wallis; Kitchen Matron, Mrs. R. Field.

Sioux Falls Chapter

Mrs. R. W. Riewert, Historian

ON December 13th the regular business meeting of the Sioux Falls Chapter was held at the Club House, and at which time the following officers were elected for the coming year:

Mrs. Robert V. Manson, President; Mrs. A. B. Main, 1st Vice-President; Mrs. B. D. Murphy, 2nd Vice President; Mrs. Zane B. Jenkins, Secretary; Mrs. Christine Larson, Treasurer. Also the following Committee Chairmen were appointed for the ensuing year: Mrs. W. D. Griffith, Board of Directors; Mrs. Harry Jory, Ways and Means; Mrs. Harry Cruck, Mutual Benefit; Mrs. J. R. Bankson, Membership; Mrs. L. Lindloff, Refreshments and Entertainment.

On December 16th, a dance was held in the recently renovated Passenger Station, and a very large crowd was in attendance. The Passenger Station recently had a new Mould Stone floor put in which made the dancing wonderful, and the request was made by all those present that the dances be made a regular thing in the future. The music was furnished by an all Electric Panatrophe and donated for the evening by Mr. Amesbury of the Amesbury Music Salon.

The fund raised by the dance was used for a Xmas tree, and which was also held in the Passenger Station on December 23rd. This was also very well attended by the Kiddies and their parents. Santa Claus arrived at 8:15 P.M. by special train with a very well filled pack. It is now a certain fact that Santa Claus will travel by special train in the

future as his accommodations were of the usual high grade "MILWAUKEE SERVICE."

Tacoma Chapter

Mrs. J. N. Strassman, Historian

ON Thursday December 22, Tacoma Chapter met at the Women's Club House at ten a.m. to pack Christmas baskets. "Baskets being a mere name in this case for thru the efficient work of the Christmas committee under Mrs. C. F. Levin, and the generous response of the members, twenty-one large boxes of substantial staples, the corners well filled with Christmas goodies, were packed and delivered.

The newly elected officers assumed their duties as follows:

President, Mrs. Geo. Pyette,
1st Vice President, Mrs. A. H. McCoy
2nd Vice President, Mrs. Christ Schmidt
Recording Sec'y., Mrs. F. W. Rasmussen
Treasurer, Mrs. A. Goldsborough
Historian, Mrs. J. N. Strassman.
Cash on hand to date, \$152.98.
Nineteen sick calls were reported.

The Benevolent Committee reported need of warm clothing and bedding for one unfortunate family.

Mrs. A. J. Kroha provided a large bundle of very serviceable clothing and Mrs. Geo. A. Beachwood offered to do the machine stitching of the quilting pieces in the Club locker.

Thursday, January 5, was decided upon as the earliest date possible to do the quilting, and to spend a social afternoon.

About fifty members attended the party, busy fingers made short work of the quilting.

The ladies then gathered around the tables in the dining room which were lighted with candles and decorated with gay flowers. Coffee and cake were served. Mrs. Pyette acted as toast mistress and made a very interesting talk concerning our duties and responsibilities and gave an outline of the work she hoped to accomplish during her year in the chair as presiding officer. It was well received and each present strengthened her resolve to share in the work of the coming year.

We were honored to have Mrs. F. E. Devlin, the wife of our new Superintendent, present. Mrs. Pyette welcomed her and she responded very charmingly.

We are sorry to lose one of our most faithful and active members, Mrs. D. E. Rossiter, but rejoice with her in her husband's promotion. Our loss will be Butte's gain. In the name of our Chapter Mrs. Pyette presented Mrs. Rossiter with a souvenir spoon of Tacoma and our mountain. A lovely glass center piece and flower were presented to Mrs. Negley, our past president, and a mayonnaise set to Mrs. Loomis, our past secretary with appropriate remarks by Mrs. Pyette.



A Corner of LaCrosse Chapter Club Room



AT HOME



Looking Forward

WHEN the sun shines bright on the mid-winter days, there is a hint of joyous time coming and women-folk begin to tune up to the spring style key; but when a blizzard comes whooping out of the North, thoughts of that sort run to cover and turn back to the woolies and the galoshes, and that like. Emerging from cover again after one of those northern visitants, here we find a letter from our special correspondent, who writes in the glow of spring enthusiasm. She says: "Surprising as it may seem after so many seasons of popularity, the ensemble continues its bid for spring favor; and certainly there can be nothing more smart for a street costume than the natty three-quarter length coat with its hip slenderizing lines; and the smart knee-length skirt with a cluster of cleverly laid broad box plaits for a "kick" across the front, and a straight, narrow back.

The overblouse which completes the attractive street outfit maintains unison in tone and texture with the soft silk which lines the coat. A soft, half standing, half rolling collar with a single fastening at the throat completes the picture; and that same collar is the new note in the ensemble costume. It makes of the coat, a thing apart from such garments of the yesteryear, and when well done, it is most engaging.

Black and white is among the smartest of the combinations; also beige, a lovely, soft brown and the many alluring shades of gray. Gray is particularly good for the coming season. Can you not vision our smartly dressed women stepping out in these beautiful ensemble combinations and shades. I can hardly wait for spring, after having seen some of these costumes in the process of construction.

There are lovely new things in materials for the coming season, too. One is wool georgette that comes in all the beautiful colorings,—and by-the-way, let me say, it is going to be a colorful year. Bright shades and gorgeous color everywhere. The boulevards are going to bloom as a rose garden when the summer things come out to walk. Now these wool georgettes are sure to be popular because they are so soft and will lend themselves so beautifully to the smart flaring skirts and the pretty tuck-rimmed bodices. Then, there is a chic hip-length jacket for a summer ensemble with a band of tucking following its edge all around giving that tailored touch that is so effective in sheer material when well done. Could anything be more useful or effective for a charming spring and summer garment.

There are so many lovely things to



Billie, Little Son of Wm. Ahern, Office of Assistant to President F. H. Johnson



Gerald Moore, Grandson of Section Foreman John LaTronch, New Albin, Iowa

tell, even at this early date, with winter holding the stage, about materials and colors that it would take pages to cover the subject, and it is indeed yet early. There are colorful printed silks, and the angora jerseys in soft yellows which, combined with black make the most stunning sports outfits; and there are wonderful embroidered voiles and sheer cotton materials of wondrous hue and texture that are now coming to the counters to tempt the feminine heart and, I must say, pull at the purse strings, because these cotton fabrics are so delicately woven and are so soft and tenuous that they are by no means cheap. Made up and worn, they will be a "bit of expensive simplicity," if you know what I mean."

Hats and shoes and hose, of course must be selected with an eye to harmonious blending with the costume. The hats being shown at this early day do not get far away from the close little felts, taffetas and satins, either in shape or materials. Some wide, drooping brimmed straws have appeared, evidently on their way to the southern beaches or to bask in Cali-

fornia's soft clime; but they are not really an indication of what we may expect for Eastertide. Tan, beige, brown and gray shoes are what we may expect, but it is hard to forecast anything new in the shoe line now while the January and February shoe sales are in full blast; but as long as shoes for the past years have been very generally things of beauty, what is new will not probably depart greatly from the mode of today.

Notes

Lace is going to be in high favor for summer afternoon gowns. It is even now being employed to decorate the velvet and satin and crepe de chine of the winter frocks, and when applied with restraint, it is most alluring. Black crepe satin and ivory lace makes a wonderful combination for Madame.

The new models for the afternoon and the semi-formal occasions show ruffles, deep and softly hanging, covering, sometimes the whole skirt; and sometimes just making some jabot effects at the side.

The sports outfit is still the thing, both for the athletic and the business girl. Pleated skirt and contrasting blouse will be strictly in it for the office as well as for outdoor wear.

Counting Calories

If you are "counting calories," remember that 1200 to 1400 calories a day are the fat-reducing maximum; and remember also, that a cup of beef juice counts 30 calories, while a cup of nice, home-made cream of pea soup runs you up to 160 calories. Six raw oysters make 70 calories, and four ounces of oyster stew go 170. Chicken, creamed on toast mounts up to 270 calories; ham, one average helping is 400, an average helping of roast beef or beef-steak is 150 calories and one lean lamb chop pegs up to 100 calories. One square of butter counts 100 calories; one tablespoon of thick cream 100, one tablespoon of average cream, 50; one glass of whole milk, 160 and one glass of skim milk, 80. One boiled egg is 80 calories, one fried egg, 150. Three heaping tablespoons of home-baked beans counts 300 calories; two heaping tablespoons of lima beans, 130; three small stalks of celery are only 8 calories. One medium sized baked potato, 150 calories; 2 heaping tablespoons of squash, 30; two heaping tablespoons canned tomatoes, 25; raw tomato, 50. One average apple is 50 calories; one baked apple with sugar, 125. Average helping of berries, 50 to 75, without sugar. Grapefruit with sugar, (large) 130; average size orange, 100. One ordinary slice of white or whole wheat bread, 100 calories; one home-made biscuit, 145; one roll, 100;

one soda cracker, 20; one doughnut, 160; one cookie, 50. One average size piece of apple pie, 350; custard pie, 250; mince pie, 330; pumpkin pie, 250. Baked custard, two heaping tablespoons, 150. Ice cream, one heaping tablespoon, 100. One slice plain cake, 100. One piece fancy cake, 250 to 300. One teaspoon granulated or powdered sugar, 50 calories. One medium chocolate cream, 100 calories. One waffle without butter or syrup, 200 calories; one griddle cake without butter or syrup, 100 calories; one tablespoon mayonnaise dressing, 185 calories; one dessert spoon French dressing, 75. It's a hard world.

Send 12c in silver or stamps for our UP-TO-DATE SPRING AND SUMMER 1928 BOOK OF FASHIONS. Address Milwaukee Magazine Care The Beauty Pattern Co., 11-13 Sterling Place Brooklyn, New York.

The Patterns

6050. Ladies' Dress—Cut in 5 Sizes: 34, 36, 38, 40, and 42 inches bust measure. A 38 inch size requires $\frac{3}{4}$ yard of 32 inch lining, $1\frac{1}{2}$ yard of plain material 35 inches wide and $3\frac{3}{4}$ yards of figured material or other contrast, 35 inches wide. The width of the Dress at the lower edge is $2\frac{1}{2}$ yards Price 12c

6028. Misses' Dress—Cut in 3 Sizes: 16, 18 and 20 years. An 18 year size with collar requires $3\frac{3}{4}$ yards of 35 inch material together with $\frac{3}{4}$ yard of contrasting material for facing on collar, and vestee. If made without collar $\frac{1}{4}$ yard less will be required. Price 12c.

6047. Ladies' Dress—Cut in 6 Sizes: 34, 36, 38, 40, 42 and 44 inches bust measure.

A 38 inch size requires $3\frac{3}{4}$ yards of 39 inch material together with one yard of contrasting material. The width of the Dress at the lower edge is 51 inches. Price 12c.

6025. Ladies' Dress—Cut in 5 Sizes: 34, 36, 38, 40 and 42 inches bust measure. A 38 inch size requires $4\frac{3}{4}$ yards of 35 inch material. The underbody requires 1 yard of 32 inch lining. The width of the Dress at the lower edge is $2\frac{1}{2}$ yards. Price 12c.

6035. Girls' Dress—Cut in 4 sizes: 6, 8, 10 and 12 years. A 10 year size requires $1\frac{1}{2}$ yard of 34 inch material together with $\frac{1}{4}$ yard of contrasting material. Price 12c.

6061. Girls' Dress—Cut in 4 Sizes: 8, 10, 12 and 14 years. A 12 year size requires $2\frac{3}{4}$ yards of 39 inch material together with $\frac{3}{8}$ yard of contrasting material for facing on collar, cuffs and belt, cut lengthwise. Price 12c.

6054. Misses' Dress—Cut in 3 Sizes: 16, 18 and 20 years. An 18 year size requires $1\frac{1}{2}$ yard of checked or figured material 39 inches wide and 3 yards of plain material. If made without the jacket $1\frac{1}{4}$ yard of plain material is required. The width of the dress at the lower edge with plaits extended is 2 yards. Price 12c.

6066. Child's Dress—Cut in 4 Sizes: 4, 6, 8 and 10 years. An 8 year size requires $2\frac{3}{8}$ yards of 36 inch material together with $\frac{1}{4}$ yard of contrasting material. Price 12c.

6040. Child's Dress—Cut in 4 Sizes: 2, 4, 6 and 8 years. A 6 year size requires $1\frac{3}{4}$ yard of 39 inch material. Price 12c.

6041. Child's Dress—Cut in 4 Sizes: 6 months; 1, 2 and 3 years. A 2 year size requires $1\frac{1}{4}$ yard of 27 inch material. Price 12c.

6044. Boy's Suit—Cut in 4 Sizes: 2, 3, 4 and 5 years. A 3 year size requires $2\frac{3}{8}$ yards of 36 inch material if made with the neckband. If the shield is cut low, $\frac{1}{2}$ yard less will be required. Price 12c.

6029. Ladies' Dress—Cut in 7 Sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. A 38 inch size requires $3\frac{3}{4}$ yards of 36 inch material together with $1\frac{1}{4}$ yard of contrasting material. If made without vestee and collar $3\frac{3}{4}$ yards of 35 inch material will be required and $1\frac{1}{4}$ yard of 27 inch contrasting material. The width of the dress at the lower edge with plaits extended is $1\frac{1}{2}$ yard. Price 12c.

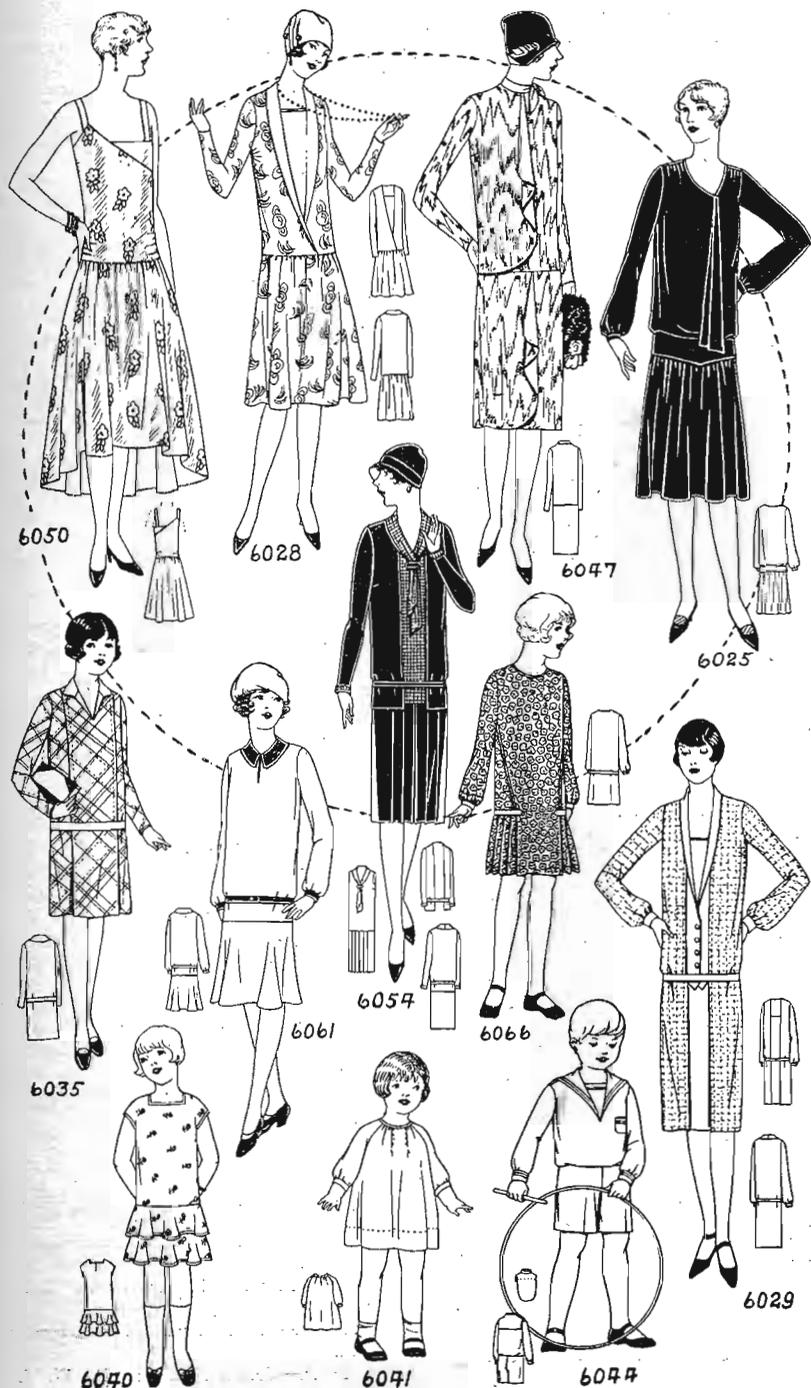
Good Things To Eat

Sour Cream Molasses Cookies. Work three fourths of a cup of lard and three fourths of a cup of brown sugar together until creamy; then add three fourths of a cup of molasses; two eggs, well beaten; three fourths of a cup of sour cream, mixed with one tablespoon of soda, one tablespoon of salt and one half tablespoon of ginger. Then add flour to make a soft dough. Put in the ice box to chill. Then pat and roll out to one quarter inch thickness, and shape with a round cutter that has first been dipped in flour. Bake on a buttered sheet in a moderate oven. If a thicker cookie is liked, the dough may be rolled to only one half inch thickness.

Cream Horns. Roll puff paste in a long rectangular piece one eighth inch thick. Cut in strips three fourths inch wide. Roll this over wooden forms that may be bought for this purpose, letting the edges overlap. Bake in a hot oven until well puffed and slightly browned. Brush over with white of egg slightly beaten and diluted with one teaspoon of water; then sprinkle with sugar. Return to oven and finish cooking. Remove from forms while warm. When cool, fill with cream filling or whipped cream sweetened and flavored.

Concord Cream. Mix one pint of cream, one and one quarter cups of grape juice and one half cup sugar. Add the juice of one lemon. Freeze and serve in sherbet glasses. Garnish with whipped cream and chopped nuts.

Spring Mousse. Chop one cup of cold cooked chicken or veal and pound in a mortar; or put through the paste knife of your meat grinder. Add gradually three fourths of a cup of heavy cream and force the mixture through a strainer. Add a good half tablespoon or a little more, of granulated gelatine that has been dissolved in four tablespoons of white stock. Add another three fourths of a cup of heavy cream and season with salt, pepper, and if liked, horse-radish powder. Pour lemon jelly into moulds to the depth of one half inch. When firm, fill the moulds with the meat mixture and set away to chill. Remove from moulds and serve on lettuce leaves with thin bread-and-butter sandwiches.



ON THE STEEL TRAIL

News From the Portland Office

W. D. Severance

ON December 17th Mr. Mathern, our genial boss suffered a fall in the office which resulted in a broken leg. In coming down the stairs from our mezzanine floor he slipped and fell the last five steps fracturing his right ankle. He is home from the hospital now and we shall all be glad to see his smiling countenance around the office again soon.

District Passenger Agent McCrimmon is in a jubilant state of mind these days because the last statement issued by the accounting department showed the Portland ticket office with the highest percentage of increase for the month of September. The entire staff is proud of this record and are going to help "Mac" keep Portland on top.

Traveling Freight Agent Thomas recently made a trip into Central Oregon about 50 miles off the railroad and on arrival of the stage he walked over to some cowboys standing on a corner and asked where the best hotel was. After looking George over from head to foot one of them said, "Wall, we fellers gen'ly put up at Mother Quinn's place down the road a piece but you white collar guys prob'ly want something better so you go across the street to that lodgin' house yonder; they got a lot of bed bugs there but don't mind them". Judging from George's appearance when he returned, I guess he followed the cowboy's advice.

Traveling Freight Agent Wahoske (Big Hearted Henry) was the victim of a crook about three weeks ago. It was on a Saturday morning when the fellow came in the office and said his name was Mapes and that he used to work for the Milwaukee at Everett, Wash. They talked a while and Henry recalled that several years ago there was such a name on the Everet ptayroll. Mapes was dressed well and looked prosperous, stating he was now in the brokerage business and was living in Los Angeles. When he got ready to go he asked Henry to OK a personal check for \$25.00. This Henry did and the check came back marked "No Funds". I understand that Mapes fleeced another of our employees the same way in Tacoma the following Saturday and got \$60.00 that time.

City Freight Agents Roman (Honest Abe) and Collingwood (The Everett Assassin) spent the holidays at home with their folks; Ernie at Bellingham and Harold at Great Falls and both are back on the job full of "wim, wigor and witality." If these boys don't get the business it's because "there ain't none to git".

Jeff McBean, assistant chief clerk, has the distinction of being a man of many titles. He is the "Beau Brummell" of the office, he wields a "mean" club on a golf course, is the nocturnal swimming champion of Lake Oswego, is an accomplished pianist and as a master of ceremonies has no equal.

City Ticket Agent Noyes has announced that beginning with January first he is "going on a thrift campaign the likes of which has never been seen before". This remark of Chester's elicited many laughs from the entire

staff because we all thought he had been on such a campaign ever since he joined us.

Maurice Lyall is an ardent radio fan and never fails to communicate with a station that is giving away something free; that is, when an announcer states all the telephone calls, etc., will be put in a hat and a few lucky names drawn. So far the nearest Moe has come to winning anything was the night he turned in my name instead of his own and that night I won a can of syrup.



Skiling on Mount Hood

To complete this story I suppose I should say something about myself, so I will modestly state that my diversion has consisted of taking part in the winter sports on Mt. Hood, about 45 miles East of Portland. We Portland people have a wonderful mountain in our back yard and as this is the first year any attempt has been made to take advantage of the snow, the playground is attracting large crowds each week-end. As most of my life has been spent here in the City of Roses, where the sun shines and the flowers bloom the year round, my fellow employees in the East will pardon the fuss I'm making over the Mt. Hood sports, but it is so wonderful and so new that I just can't help talking about it.

The Eye of the I&D

F. E. P.

DID you miss us last month? Well, here we are back again and trust you will see us in print every month during the new year.

Did some one say it was cold? Well, I guess. We have been having severe cold weather the last ten days, and plenty of snow. Trains on the west I&D have been delayed account of so much snow but things are pretty well cleared up now.

Friends of Earl Platte, Chief Dispatcher at Mitchell will be glad to know that he is back on the job feeling fine after an illness of about one month. Earl was operated on for appendicitis on Nov. 4th.

The employes at Mitchell and west have missed Mr. Hodges, Master Mechanic the last month. Mr. Hodges has been confined to the hospital but we understand that he has been moved to his home now. We all hope that he will soon be well again and be able to be back on the job. Mr. Wm. Johnston of Mason City is taking Mr. Hodges place during his illness.

Kindly Feeling is the Ground-work of Courtesy. Be Kind.

The employes of the Roundhouse wish to extend their sympathy to Mr. and Mrs. Adam Hernner whose baby girl passed away last month.

Wm. Hasslebring, stationary fireman, has been in the hospital for the last two weeks but at this time is reported doing nicely. We wish for his speedy recovery.

Miss Emma Reyner spent Sunday Nov. 21st visiting friends at Charles City, Iowa.

Mr. and Mrs. H. E. Byram and Miss Etta Lindskog were at Mitchell on Nov. 21st, in the interest of the Women's Club. We certainly enjoyed their visit and hope they will all come again.

Engineer Sever Grundland is now on runs 11 and 22 west of Mitchell. Mr. Grundland was formerly on trains 3 and 4 between Sanborn and Mitchell.

Mr. and Mrs. J. G. West, are the proud parents of a baby boys. Congratulations.

Among those who are fortunate enough in having plenty of worldly possessions are W. H. Stewart and M. M. Burns, Conductors. Both of these gentlemen have laid off for the cold weather and expect to spend the winter in Sunny California.

Passenger Brakeman Joe Beardmore has resigned his position and moved to Charles City, Iowa, where he has gone into business with his father. Good luck Joe, we will all miss you.

Conductor J. M. Kinney, has laid off for the winter on account of poor health and expects to spend the winter in the South.

The writer of the Eye of the I&D wishes to take this means of thanking any or all of those who have contributed articles for the magazine last year, and trust your loyalty will continue throughout the coming year. I wish you all an abundance of good health and happiness during the new year and that with the new year will come new luck and prosperity to you all.

Have you heard about the big Christmas party given by the Women's Club at Mitchell? It was a howling success. P. H. McMachen Roadmaster, at Mitchell acted as Santa Claus, and believe me he made a good one. The beautiful christmas tree which we had was brought to Mitchell from the Black Hills through the courtesy of Mr. H. L. Willtrout, trainmaster.

Sympathy is extended to Mrs. Pearl Lobsiger whose husband passed away on Dec. 12th after a long illness. Mrs. Lobsiger will be remembered as Pearl Lindahl, who was one time clerk at the roundhouse at Mitchell.

Milwaukee Employes Labor Bureau
Mitchell, S. D.

Name of App. Work Pfd. Where last Worked
Harry Binderup Anywhere near girls Hasn't been working.

Phillip West—Anything he can reach around—Near Almina.

Ray Schlitz Fortune Telling Parker Bros. Carnival.

Roy Woodman—To be a man of leisure—On the Essex.

Albert Unruh—Congressman—at D. W. U.
Emma Reyner — Author — Counselor



The HAMILTON "992"

In railroad model case.
Sturdy, rugged, dustproof
and dependably accurate.
All that a railroad watch
should be—and more.



North, South, East, West Hamiltons Time the Trains

NO single element enters into transportation so continuously or with such vital importance as the element of time. The reputation of a railroad depends to a great extent upon its ability to keep trains on time. To a railroad man, time is a precious commodity, and schedules are sacred obligations. That is why so many railroad men choose the Hamilton when selecting their watches.

Probably during 1928 you will consider purchasing a new watch. Before you do, investigate the Hamilton. It is a watch designed primarily for railroad men. The first Hamilton was built to supply railroad men with an accurate, dependable watch. That was thirty-five years ago. Today Hamilton is building up to the same high standards and with the same ideals in mind; watches for railroad men that they can always depend upon, be it in engine cab or coach—in signal tower or at the dispatcher's desk.

We shall be glad to send you a copy of the Hamilton Time Book and folders showing the various Hamilton Models.

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LANCASTER, PENNA. U. S. A.

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"The Railroad Timekeeper of America"

Now! Make Things at Home

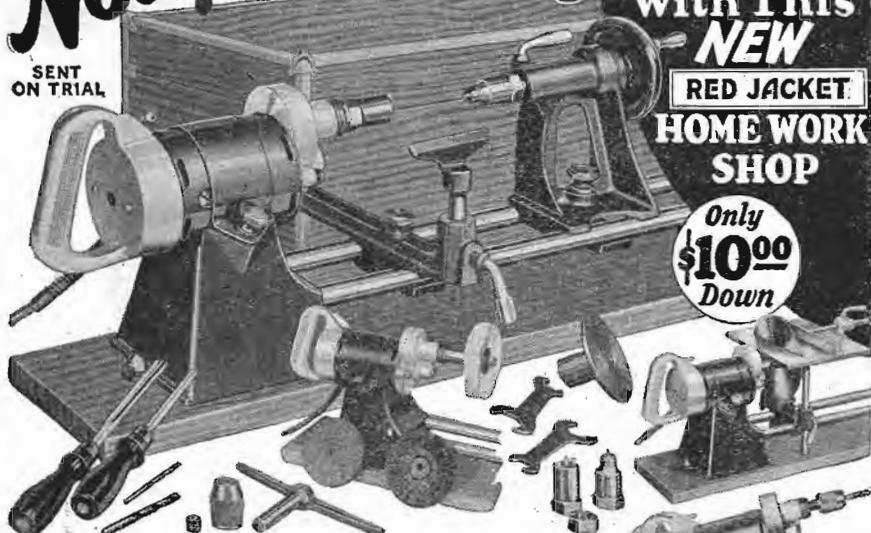
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A Complete Set of Craftsman's Home Working Tools

Red Jacket electrically driven tools turn out work like magic. A complete made to order workbench equipment of perfect, efficient and powerful craftsman's tools that are small and compact enough for portable use and so inexpensive that any man or boy may have one.

Red Jacket

Waco Craftsman's Lathe

RED JACKET A chest full of tools designed by a master for the private use of tool lovers and men who want to build, construct, invent and create at home. You will be able to make everything— attractive odd furniture, toys, home and garden improvements, all around manufacturing, repairing.

THE COMPLETE EQUIPMENT consists of a powerful Red Jacket Drill Motor, with direct drive to the Waco precision wood turning lathe (capacity 9" x 34" in.), a bench saw, that has depth and side gauges, scroll and its saw; and all accessories for both portable and stationary power drilling, buffing, grinding and cleaning. Attaches to any light socket and converts your work bench into a complete private tool and machine shop.

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Only \$10.00 down. Liberal discounts for cash. Easy monthly payment plans. It is no hardship to own a Red Jacket.

10 DAYS' FREE TRIAL

Our literature tells you how to start a job of your own. If you are not pleased return the Shop.

This Headstock furnished where no electricity is available.

Interesting Literature Free

Send the coupon. You will be surprised with all it contains. Beautiful, Instructive, Fascinating, Interesting.

Special Crafts Course FREE

SPECIAL CRAFTS COURSE and blueprint service is free to Red Jacket Shop owners—all that there is to know about handicraft methods, raw materials, woods, carving, sawing, turning, designing, carpentering, decorations, is taught by special correspondence.

The Waco GUARANTEE

If It Is Not What You Want When You Get It—Send It Back.

Look out for imitations. There is only one Red Jacket—one Waco—one Wm. L. Aylward, Mastercraftsman.

WACO TOOL WORKS, Inc.

542 N. Parkside Ave., Chicago
Manager, Dept. L2 Please send me particulars about 10-day free trial, free blueprints, and \$10 down payment.

Name.....
Address.....

Wanted: To see a man as tall as myself, Fay Higgins.

Wanted: Some reliable person to work for me. Tony Mickish.

Wanted: Some one to teach me how to smile. C. C. Searles.

Wanted: A date. William Schirmer.

Wanted: Some real pep—I have lost mine. Ye Scribe.

Will give lessons in flirting: Lessons free. Hours 8 P.M. to 11 P. M. Helen Hasslinger.

If We only had a Kodak:

When Jim Smith was dancing

When Ed. Wright was telling about his fishing trip.

When Thomas France was leading the choir. When Axel Peterson was hitting his finger.

Benj. Holt, Veteran Boilermaker at Mitchell Roundhouse was pleasantly surprised on Nov. 22nd, 1927.

E. O. Wright, boiler foreman, called Mr. Holt in the office supposedly for a talk about properly making out test cards. Mr. Holt was busy looking at the test cards and did not notice all of the boiler forces file into the office following him. After all of the men were in the office Mr. Wright turned around in surprise, of course, and asked what's this all about. Just then Mr. Braddbury, Roundhouse foreman, walked out of his office and presented Mr. Holt with a pair of leather bedroom slippers, a box of cigars and a pair of hose, from the boiler forces. The occasion was Mr. Holt's 77th birthday and 43 active years of service with the Milwaukee.

Before moving to Mitchell Mr. Holt was on a farm, 23 miles from Mitchell, he proved up on this land and moved to Mitchell and entered the service of the company and has been in continuous service these 43 years. Needless to say, he has made many friends and he has always proved one of God's noblemen.

Courtesy Makes Friends for the Railroad. Be Courteous.

Seattle General Offices

D. H.

MR. F. N. Hicks and family spent the holidays in the east.

Earl Hyatt, Chief Clerk in Mr. H. E. Pierpont's office has been a visitor in the Seattle offices.

Mr. and Mrs. Eugene Webster and family went to St. Paul for the holidays.

Mr. N. A. Meyer has just returned from an eastern trip. He reports some rather strenuous weather in spots and makes us appreciate the mildness of our Puget Sound winters.

Annette Standaert is spending her vacation in the south.

Mr. and Mrs. E. B. Crane were in the east for the holidays.

Howard Stewart is spending his vacation in Portland.

Mr. E. D. Marsh is in Seattle on special business.

Mr. A. N. Whitlock who has represented the Railway's Legal Department at Missoula, Montana, for a number of years has been transferred to Seattle. Mr. Whitlock spent the holidays in Montana.

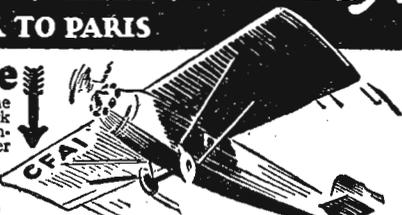
The Seattle General Offices were very much imbued with Christmas spirits. Perhaps the atmosphere was helped by Seattle's beautifully decorated streets, which could be seen from our windows to very good advantage. A great deal of enthusiasm over the holiday dance and card party held at the Union Station just after Christmas.

How Far Did 'LINDY' Fly?

FROM NEW YORK TO PARIS

Solve this Puzzle

The letters on the wing of this plane show the number of miles Lindbergh flew from New York to Paris. The letters in the alphabet are numbered—A is 1, B is 2, etc. Put down the number represented by each letter (C F A I) in the order they appear and you will have the number of miles Lindbergh flew from New York to Paris. Can you work it out? Send your answer today—no obligation or cost to you now, later, or over. Be wise



AND WIN BUICK or \$1800 Cash

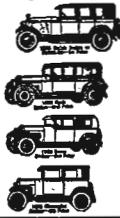
I am going to give this beautiful new 1928 four door Buick Sedan, also a 1928 Nash Sedan also a 1928 Essex Sedan, also a 1928 Chevrolet Sedan—four cars and a large list of additional costly prizes—over \$5000.00. Cars will be delivered free to winners by nearest auto dealers. I have already given over fifty new automobiles to advertise our business and now YOU can get this new Buick Sedan or cash if you wish. You can win it. It costs nothing to try. First prize winner can have Buick or cash value of car (\$1295.00) and

\$505.00 EXTRA For Promptness!

Be prompt—just figure out what number each letter on the wing of the plane represents. Put them down in order shown. Mail me your answer with your name and address. That's all. Send no money. No obligation. And who answer can share in cash and prizes. In case of ties duplicate prizes given. Everybody rewarded. Hurry! \$505.00 cash extra for promptness.

T. W. Kelly, Mgr., Dept. 420 500 No. Dearborn St., Chicago, Ill.

4 Cars Given



Rail Rumbblings from St. Paul

Allen

Dear Doc Brandy: "My father likes his little drink, but it must be good and pure. Where can he go to get his supply?"

Answer. Artesian, So. Dak. They have a good well there.

Dear Uncle Henry, I crave excitement, thrills, etc., and don't mind a little shooting now and then. Where should I spend my remaining days?

Answer. Chicago.

Dear Oscar, My wife Hilda and I are very fond of lutefisk. Where do they always have a ready supply?

Answer. Minneapolis.

Dear Papa, Jack and I are very fond of each other. What shall we do?

Answer. Get married and live in Harmony, (Minn.)

Dear Uncle Amos, My wife is heavy on the shows, movies, fights etc. What shall I do?

Answer. Move to Arena, Wis.

Dear Houdini, My wife spends too much for perfumes, toilet water etc. What can be done?

Answer. Send her to Cologne, Minn.

Dear Aunt Emma, My wife does not feel at home here. Should we move?

Answer. Yes, to Welcome, Minn.

Dear Mamma, A young telegraph operator is keeping my company but I do not like his line. All I hear is mine and me. What shall I do ma?

Answer. Tell him to go to---Two Dot, Mont.

Dear Ignatus, I have travelled south, east and west, where could I find a new field to conquer?

Answer. Northfield, Minn.

Dear Aunt Jennie, my boy would like to learn a good trade. Where shall I send him?

Answer. Plummer, Ida. or Barber, Mont.

Dear Sir, Would like to move where I could do better.

Answer. Prosper, Minn. or Thrift, Wash.

Dear Aunt Winne, I would like to go to college but lack the means. What shall I do?

Answer. Go to Yale, (So. Dak.)

Dear Cousin Ida, I'm tired of this town, but do not know where to go.

Answer. Surprise, Ind.

Dear Anna Eva Hay, I have read your questions and answers but you don't say how to get there.

Answer. Take the C. M. St. P. & P. R. R. of course

LaCrosse and Northern Division Items

Eilene

AS this is being written, an old fashioned horse-drawn sleigh, bells 'n everything is passing the office window. Rather an odd sight in this day of motor power.

We have rumors that Agent N. H. Pratt of Waterloo is planning another trip to the warmer clime for the winter. Let's hope he won't run into Fred Holt of Horicon on Market Street in San Francisco. However, we understand they are both familiar with Flagg-ing Rule 99.

Miss Ester Hughson of the Superintendent's office at Portage is wintering in Florida, and Miss Lucille Stowell also of the Superintendent's office is spending a few weeks in California.

Conductor Wm. Shafer pays tribute to the late John Grady, who passed away suddenly about nine A.M. November 13th, as the result of a stroke, while on his way to church: "It just seems as though the "Big Chief" up above reached down with his magic hand and said, "Come with me my Christian friend, I will lead you to the church of all churches. I need a good engineer, my runs are all daylight, my engines all magnified, my tracks are all double and here is where your troubles are left behind." Mr. Grady and I worked side by side off and on for the past thirty-five years. When he started firing I was braking with him on freight. When he was promoted to freight engineer I was made a freight conductor. Many a pleasant trip, and also a hard one did we put in together. When he was made a passenger engineer, I fell into a passenger run. He pulled me on the Olympian and was due to be with me on his next trip had he lived. But he has a better run now. It is safe to say if the rest of us fellows duck by St. Peter and sneak into the big tent (that's the only way some of us will ever get in) we will find John Grady pulling the Diamond Special."

Word has reached us of the passing of former conductor John Rafferty at Spokane, Washington. He was conductor on this division in the latter ninety's. Poor health compelled him to seek a higher altitude climate. His last work was for this company at Spokane. Had he remained here he would have ranked sixth oldest conductor on this division. Interment held at Spokane.

Switchman Carl Loeffler of LaCrosse Yard was fatally injured while performing his duties on the night of November 28th. Carl was one of our oldest and most reliable men and his many friends mourn his death. Funeral services held at LaCrosse with interment in Oak Grove Cemetery.

Conductor M. McQueeney has resumed work after a short vacation. Conductor M. A. Cross filled his position while off.

Said the boomer brakeman to an old time conductor. "What has the chances for a ride? I have a traveling card and receipt up to date and am headed west to find a new job."

"What time have you?"

"Ten minutes to three," replied the boomer.

"You are not a railroad man, I can't do anything for you." and No. 5 disappeared around the curve long before the boomer tumbled as to why he did not get a ride.

In order to while away a few idle moments the other morning on No.67, JWB took his "Daily Dozen" in the caboose, and performed the various acrobatic exercises so well that we are told a vaudeville contract has been tendered him. His "Swan Dive" was especially graceful and he had the full cooperation of the train, engine and switch crew in accomplishing this difficult act. The stunt very nearly failed, however, as Conductor Levens who was to make a very careful recording of the fight took a little nap right at the crucial moment and this upset JWB to such an extent that he has forsaken the acrobatic field and entered the art as a legerdemain and his first performance in this role caused the "Disappearing Act" of one of the most enthusiastic assistants he had when making his initial appearance in his former role.

Mr. and Mrs. E. C. Updike of Woodland are the proud parents of a baby girl born December 18th.

Piles Cured Without Surgery

THE old theory that piles could be healed only by surgery has been wholly disproved. This treacherous affliction which slowly but surely undermines the health of its victim can be healed—totally and successfully—without recourse to surgical aid.

Patients From All Parts of United States and Canada

For 27 years, Dr. A. S. McCleary and his associates have made an exhaustive study of rectal diseases. During that time more than 13,000 patients (including hundreds of railroad employes, railroad officials and members of their families) from all parts of the United States, Canada and foreign countries have been satisfactorily treated. Scores of these had been given up as incurable and many others were chronic cases of long standing.



This illustration shows the main building of the McCleary Sanitarium at Excelsior Springs, Missouri—the largest institution in the world devoted to the treatment of piles and other rectal troubles. (Only curable cases are accepted.)

Absolute Relief or No Pay.

No matter how long you have been troubled—No matter how distressing your case may be—No matter how many treatments you have had without avail, if your case has not been neglected so long as to be incurable, we promise you absolute relief or no pay.

RAILROAD MEN—We are glad to make special terms with easy payments to railroad men and members of their families. Take a whole year to pay if you wish.

If you or any of your relatives or friends are interested, we will gladly mail you free our new, illustrated, copyrighted book, "Piles Cured Without Surgery." This book fully describes by word and pictures the McCleary methods of diagnosis and treatment, and tells you exactly what is offered here at a very nominal cost. We will also send you our reference list of cured patients. It is quite possible you will find the names of a number of friends among them. Send coupon today.

THE McCLEARY SANITARIUM
251 Elms Blvd., EXCELSIOR SPRINGS, MO.

McCLEARY SANITARIUM,
251 Elms Blvd., Excelsior Springs, Mo.

Please send me book fully describing the McCleary Method of Treating Piles Without Surgery and your reference list of cured patients.

Name

Street Address

Town or City..... State.....

WIN \$3000.00!

To advertise our product we are going to give over \$6000.00 in prizes. Have already given away thousands of dollars. Virginia Umbarger won \$1445.00. Effie Swearingen, \$1500.00. Louis Silberg, \$2000.00, and others. Addresses on request. Now you can win \$3000.00.

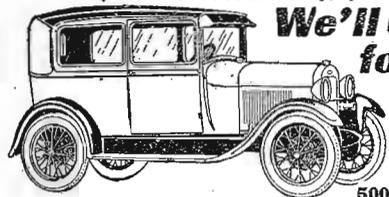
Can You Find the Twins?

No, it's not as easy as it looks because two, and only two of the hats on the girls pictured to the right are exactly alike. Find them—mark them—send your answer today. 350 big costly prizes will be given and duplicate prizes will be paid in case of ties to those tying. Coats you nothing, now, later, or ever. All who answer can share in cash prizes. Everybody rewarded. Send answer—learn how to get this prize.



New Ford Sedan (Model A) Given for Promptness

or \$500.00 in cash if you prefer, making total first prize you can win \$3000.00. Send no money—just find the twin heads. Answer today!



We'll Get Prompt Delivery for You!

The new Model A Ford Sedan that the world has been waiting for. A speed of 55 to 65 miles an hour. Standard gear shift, four wheel brakes, shock absorbers. Ford's crowning achievement! This is your opportunity to be among the first to drive this new Model A Ford Sedan.

G. A. CULVER, Advertising Manager
500 No. Dearborn St., Dept. 337 Chicago, Ill.

E. A. AARON & BROS.

General Commission Merchants

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All late models, completely rebuilt and re-finished brand new. GUARANTEED for ten YEARS. Send no money—big FREE catalog shows actual machines in full colors. Get our direct-to-you easy payment plan and 10-day free trial offer. Limited time, so write today. International Typewriter Co., 186 W. Lake St., Dept. 286 Chicago



Maurice Whitty, Cashier at Horicon, was presented with a beautiful emblematic ring by the American Legion Post in recognition of his services in promoting Legion Affairs last summer.

Mr. and Mrs. Wm. Yerck spent a week in Chicago recently. Bill is one of our Carpenter Foreman and has had a pretty busy season so we are all glad that he took a little rest.

We hear that Mr. and Mrs. Max Schesnow are the parents of a fine young son. No wonder Max is stepping right along on the Portage run these days.

J. J. Van Bockern, Roadmaster, J. Willers, Foreman and Vernon Harper, Track Man, joined the American Legion at Horicon recently.

Carroll Robertson, a former operator on the Northern Division, but now connected with the Government and located at Detroit, spent a week with his parents at Horicon recently.

Ever since Santa Claus deceived Conductor Al Schroeder so badly down on the North Lake Line this year, we are all off of him also—and if he ever expects to reinstate himself around here, he will have to see to it that Al gets more than five pounds of sugar next year.

Ye shades of LaPaloma—Frank Reese has carried out his threat and gone to Cuba. We'll have to find out in advance all about his return so we can be on deck and hear and know for ourselves.

We are all very glad to see Mrs. Killian, wife of our Chief Dispatcher, about again after her recent illness.

Mrs. Harold Sutton very pleasantly entertained the girls from the Superintendent's two tables of bridge, prizes going to Agnes office at her home here recently. There were Matte for points, Ester Hughson for honors and Dorothy Miller for low totals. On December 7th the same girls were entertained at the home of Eileen Story. How the secret of her birthday leaked out is unknown, but it did, and the girls presented her with a dozen roses. Prizes went to Mrs. James Taylor, Jr. for points, Mrs. Sutton for honors and Agnes More for low totals.

At last we have found the ideal buyer for any and all packing companies, indeed we fear

that there will be such a demand for his services, that he will not be able to devote the usual amount of time to his work in the office—it is none other than Roy Young himself. Why, you know, he purchased turkey for 60¢ a head at the pre-holiday sales.

Arthur Smith, age 12 discovered a broken rail about a half a mile west of Tomah and reported it to the Operator so that it could be taken care of before any trains passed over it thereby probably averting a serious accident. Max Bulgrien, fireman, discovered a broken rail near East R'o and flagged No. 65 before they reached that point, probably averting a serious derailment.

The slogan for the LaCrosse and Northern Divisions—indeed, the whole Chicago, Milwaukee, St. Paul and Pacific Railroad—is well expressed in the following story. related by our Chief Clerk at Fond du Lac: An ambitious man once approached a great merchant, who was noted for the success he had made in his particular line of business, and inquired, "May I ask you the secret of success?"

"There is no secret of success," replied the merchant, "You simply jump at your opportunity."

"But how can I tell when my opportunity comes?" said the ambitious man.

"You can't," snapped the merchant, "You have to keep on jumping."

The secret of success as seen by this merchant is particularly applicable to our line of business which is selling service. We don't know just who is going to buy so it is necessary to keep on "jumping" and by doing so we uncover many opportunities for securing business for our road.

The M. J. Connolly Co. of Wilmington, Del. loaded 6 cars of nitro-cellulose at McCoy, Wisconsin, consigned to James Island, B. C. and the total freight charges amounted to \$14,337.71 on the 6 cars. Agent Sparta handled this business. Business like this that keeps us on the map.

At the Cross Roads of the World

Roberta Bair, Correspondent

MR. W. G. Bowen who succeeds L. F. Donald as Assistant Superintendent on this Division is now located with his family at Terre Haute. Mr. Bowen was transferred here from Sioux City & Dakota Division and Mr. Donald was transferred to Assistant Superintendent of Chicago Terminals.

Our Chief Train Dispatcher, Mr. Harley Smith, is acknowledged to be the most accommodating official on the Terre Haute Division. He not only carries his own luggage and luggage for his fellow friends but he also carries with him a supply of coupling pins.

On January 5th, Mmes. Flossie Waggoner and T. J. Lentz, entertained with the usual Birthday and Ham party, at the home of General Car Foreman, Mr. and Mrs. T. J. Lentz. The twenty-four guests were seated at one long table, which was beautifully decorated and all enjoyed the EATS, which consisted of baked ham, potato salad, baked beans, pickles, peaches, cake and coffee. After the supper a program was enjoyed given by the Trio, consisting of A. H. Austin, Clarence Schwartz and Fred Stockwell, also feature dancing by Fred Stockwell. Dancing and cards were later enjoyed. It is needless to say the grand time that was had by all and we hope there will be another ham party before long.

Misses Ethel and Jessie Dick spent several days in Louisville, Kentucky guests of relatives, during the holidays.

It is too bad the rabbit season is over. We won't have any more feeds.—A. H. Austin.

Miss Louise Bocker spent a short vacation in Vincennes recently.

Freddie Stockwell has "IT" - - - A MOUSTACHE.

We wonder what Christine's sheik thought of "OUR GANG", when he came to the ham party.

We are wondering why two girls in the Hulman Street offices are so interested in Buick and Chrysler cars. What caused one of the girls to become suddenly ill on Christmas, then when a Buick drove up she was fully recovered to entertain a certain young man. Why does the other keep singing, "Take Me Back To Effingham."

It must have been some sunset that caused Richards, of the M.M. office, to run into a Ford and scare little Joe McMahon so much that he got out and took a bus home.

Dubuque Division

E. L. S.

WE welcome L. M. Farley as Chief Carpenter on Dubuque Division, who succeeds Mr. G. Tornes, now General Supervisor of Building, Chicago. Mr. Farley comes from the K. C. Division and we hope he will like his new work. The many friends of Mr. Tornes presented him with a 21-jewel white gold Howard watch, complete with chain and knife, before leaving for his new field of duty.

Engineer Wm. Luther and wife are planning on another trip to Florida this winter, and will leave during January. Engineer William Hilton is also planning on a long trip down south.

The following have resumed work after having been away on account of sickness or accidents: Condr. E. C. Chaloupka resumed work first part of January. Train Baggage-man J. B. Donald of Savanna resumed service on Dub. 9 and 30, Jan. 2d, after having been away from duty since August 1926. W. R. Downing resumed work on the north end way freight week of Jan. 8th. August Bitten, Section Foreman at Bellevue, has returned to work.

Recent Dubuque visitors: W. F. Esch, formerly Safety Inspector on Dubuque Division. J. T. Kelly, Storekeeper, Milwaukee. F. A. Shoultz, Car Foreman, Nahant; J. M. Linehan, General Car Foreman, Savanna.

B&B Foreman McGuinness is completing the 17th Street Sewer job at Dubuque. Foreman Galvin expects to start work on the Columbus Bridge or K-522 at Lansing during latter part of January.

Section Foreman Matt Duchr of Dubuque who has been away from duty on account of sickness expects to return to work by February 1st.

Andrew Nading B&B Carpenter, is still on the sick list, but we hope will be able to return to work soon. John Abbott, B&B Carpenter, of Guttenberg had the misfortune to cut his foot with an axe recently and will be laid up for some time on this account.

The only evidence of Christmas around the Division offices that we can see, is a wrist watch which Ray Hursey received. He tells us it was from his lady friend and he gave her nothing less than a diamond. Congratulations, Ray.

Agent H. C. Care of Cascade finds that it will be necessary for him to be away from duty

for some time on account of ill health. His many friends wish him a speedy recovery.

Agent C. Glynn of Reno was away for a few days on account of the death of his youngest sister who has resided in Nebraska for some time. Sympathy is extended to him by his many friends on the Division.

Opr. Jos. Freyhage of Marquette was called to Apple River, Ill. on account of the illness of his father fore part of January.

V. G. Drumb checked in as Agent at Ostdock, Dec. 21st.

Elmer in the Superintendent's office is quite busy using the 'phone at noons and we are wondering who "she" is.

**Good Service Brings Business.
Give Good Service.**

Kansas City Division

C. G.

TRAVELING Engineer H. R. Howard just returned from Milwaukee where for several days he attended a class of instructions on the operation of gasoline electric motor cars. Expect to have one in operation on trains 31 and 32 between Kansas City and Mystic about March 1st. These motor cars are manufactured by the Electro Motive Company, Cleveland, Ohio.

Mr. Howard advises had a visit with Roadmaster L. Hobart, who formerly was Roadmaster at Chillicothe, Missouri and is now on the Illinois Division, Elgin, Illinois. Mr. Hobart sends his best regards to all Kansas City Division friends.

Miss Marguerite Kissinger of Chicago spent a week during the holidays visiting at the home of her parents. On January 2nd she returned to Chicago, where she is employed in the Advertising Department of the Milwaukee Railroad, Union Station Building. She has also been studying voice while in Chicago, and has been requested to furnish an afternoon's program before several Chicago audiences.

Lawrence Farley, Bridge and Building Foreman, has been promoted to Chief Carpenter, Dubuque Division and carpenter Roy Crigler has been appointed to succeed Mr. Farley.

On December 20th occurred the death of Engineer Lane Ardery at the Ottumwa Hospital, where he had been confined for several weeks. Mr. Ardery was an employee of the Milwaukee for about thirty-two years. He has many friends on the Kansas City division, all of whom deeply regretted to learn of his death.

Mrs. Leona Wittenmyer and Mrs. Ilee Allen were hostesses to the young ladies employed in the Superintendent's office at a Christmas party held on the evening of December 20th at the home of Mrs. Nell Bowen. A small Christmas tree, with a gift for each one present, was one of the features of the evening. A two course luncheon was served at a table prettily decorated with Christmas green, a miniature Christmas tree and a Christmas favor for each guest.

Harold Nason of Selma, Iowa has been given the position of stenographer and clerk in the store Department.

On December 13th, 1927 a son was born to Mr. and Mrs. Dewey Dooley at the Ottumwa Hospital.

Hugh Evans of Amarillo, Texas spent the holidays with his parents, Chief Carpenter Evans and Mrs. Evans. Their daughter Margaret who is principal of one of the schools at Sigourney, Iowa, was also at home during the Christmas vacation period.

100 Edwin's Genuine OLD FASHION SMOKERS
DIRECT FROM FACTORY TO YOU!
15¢ QUALITY \$5.00 GUARANTEED

Our Customers call 'em **DIAMONDS IN THE ROUGH**

THREE REASONS WHY we can afford to sell these wonderful cigars at this price

FIRST—No Fancy Boxes, Bands or Labels

SECOND—Mass Production

THIRD—No Charge Accounts, Losses, etc.

With your first order we will send you **FREE OF CHARGE OUR VARIETY SAMPLE CASE** Containing a selection of 12 of our Biggest selling cigars priced up to \$30. a 100 *Just "Get Acquainted"*

This Special Offer is limited to one order and holds **GOOD ONLY UNTIL MAR. 15th**

OUR GUARANTEE
Smoke as many as you like and if you do not receive **AT LEAST DOUBLE VALUE** we will cheerfully refund your money in full.

We have been established since 1903. In these 25 years we have made many thousands of satisfied customers who buy from us regularly. We refer you to any bank in U.S. or Cuba. Send check or pay postman on arrival. *We pay all delivery charges*

In addition we will include without charge **FACTS EVERY SMOKER SHOULD KNOW!** Half a century with Tobacco

A most interesting 72 page book, just published by Charles Renard, NY facts heretofore withheld from the public are now disclosed! The inner workings of the tobacco industry fully explained. A valuable addition to your library, particularly if you are a smoker. It will save you many a dollar on your tobacco purchases. *Leather bound, copies on sale at principal book stores*

DEPT. R EDWIN CIGAR CO.
2338-40 THIRD AVE. NEW YORK

DON'T WEAR A TRUSS

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



BROOKS APPLIANCE CO., 98 B State St., Marshall, Mich.

You can make \$20 a day

We have hundreds of men now doing it in every part of the country. We're a big, reliable house, have been in business since 1909 and are regarded as one of the most successful in the field. We put out a line of men's finest All-Wool Clothes at a sensational low price that is just half of what most storekeepers charge for same quality

LIBERAL COMMISSIONS CASH BONUSES

We pay liberal commissions and extra cash bonuses enabling our producers to make real money. Earnings of \$20 a day are common. \$30, \$40 and \$50 a day are not unusual. And we have some men who have made as high as \$80 in a single day with our line. Maybe we can show you the way to do the same. Much depends on you, your earnestness and willingness to work and profit by the training we give. You don't have to be experienced if you are willing. Prefer men who can give us their full time, though we're always willing to take a part-time worker, if he is honest and dependable and will agree to do his best with the opportunity we offer. As a general thing we prefer married men who are over 25 years of age. Your name and address on the coupon below will bring you the full details without obligation to you. Address Dept. 796



James Ryan, of New York, who has been selling BARTLETT Clothes for six seasons. His earnings run as high as \$200.00 a week.

WILLIAM C. BARTLETT, INC.
850 West Adams Street Chicago 796

Name.....
Address.....
Town..... State.....

\$30 a week EXTRA!



Is your pay check big enough for all the things you need? Can you afford a few luxuries? . . . If you are a mechanic, salesman or clerk, if you work for a living and don't make it, get in touch with me and I'll tell you how other men LIKE YOU have solved the problem. If you are willing to work, if you can furnish a character reference or two, we will set you up as our representative and equip you to meet and beat all competition in men's clothing. One day means \$30.00 a week—extra! "\$100 a week!" says O. W. Martin "I never made over \$50.00 a week until I took up selling Fairbanks clothes in spare time. The work is easy. No high-pressure salesmanship—the \$23.75 price gets 'em. I am selling full time now and make \$100 a week. YOU CAN TOO!"

SALESMEN WANTED! We prefer full-time, experienced tailoring salesmen, of course. But you can start on part time and what you don't know we'll teach you. We are established 40 years, and are one of the largest concerns in the field. We offer real \$35.00 all-wool suits and overcoats, tailored to individual measure for only \$23.75. BIG COMMISSIONS, paid daily. Sample outfit, salesmanship training, advertising helps, all furnished free. Write today, telling us all about your past experience—your age—present occupation. Full details of our offer will be sent to you—Free.

Fairbanks Tailoring Co., Dept. 249
Wabansia Ave., at Oakley Blvd., Chicago

All Wool \$23.75 Tailored to Measure

Roadmaster Barnoske, with his crew of men, has been kept very busy during the ice loading season. The Ottumwa Sand & Gravel Company, who had the contract for cutting and loading of the ice, cut and loaded about 500 cars for the Milwaukee Railroad. 2400 tons were stored at Coburg; 2000 tons stored at West Yard and about 2280 tons were shipped to Cedar Rapids, Marion and Atkins, Ia.

Jerry Long, stenographer in Chief Dispatcher's office, who just returned during the latter part of December from a visit in Kansas City 'seeing Bill', made another visit there to see him on Saturday, January 7th. The general opinion is "that it won't be 'LONG' now." (it will be Buehler).

Francis Barnoske, son of Roadmaster Barnoske, spent several days visiting at his home during the Christmas holidays. On his return trip to Shreveport, La., where he is employed by the Moss Tie Company, he stopped at St. Louis to visit with his sister, Mrs. W. C. Smith.

Another home-comer for the Christmas holidays was Miss Ruth Lowe a student at Ripon College, Ripon, Wisc. Miss Lowe is the daughter of Instrument man Ralph Lowe, Engineering Department.

Dispatcher Walter Morrison will leave on Saturday, January 14th for Phoenix, Arizona for his health. We hope he will soon regain his health and be able to return to his work on the Kansas City Division.

Conductor Jack Ryan resumed his work on No. 198, Marion line wayfreight, on the morning of January 11th. This is indeed good news to his many friends.

Also glad to hear that Condur. Floyd has returned to his run on the Marion line passenger train, after being on a leave of absence for several months account ill health.

NEWS FROM THE OTTUMWA FREIGHT HOUSE

H. W. Warren, our new D. F. & P. Agent, visited us last week on his first trip as our new official. We extend to Mr. Warren our sincere congratulations and promise him our hearty co-operation on this end of the line.

Paul Van Maren, who has succeeded Billy Rink as Traveling Freight Agent, called on us during the past week. Paul is no stranger to us, as his first railroad experience was gained in this city. We wish you the best of success Paul and extend our assistance to you in any way needed.

Frank Hampshire, our genial Asst. Cashier, has been very grouchy during the past few days and we do not know the cause, unless it is the late hours he has been keeping. Understand it was 12:30 AM before he turned in on January 9th. What is the excuse Frank, visiting relatives or otherwise?

Roy Washburn, the hard working switch foreman, seems to be little peeved. Do not know whether it was account of losing out on the ice train or not. Roy says that he has Eliza, of Uncle Tom's Cabin fame, cheated a country mile when it comes to leaping the ice. Better luck perhaps, maybe, next year Roy.

Mr. Calvert, our agent, has been visiting in Wisconsin on business during the past week.

Twin City Terminals Mac

MR. Clem O'Halloran formerly Chief Clerk to Freight Agent at Milwaukee, Wis. has returned to the railroad game and is now working in Supt. Bannon's Office.

Altho we had no official notice in this office we noticed the marriage license in the paper which fits Miss Elizabeth Baran Engineering Department, she neither affirms or denies it.

The Engineering Office has been very much disorganized in December and January. On account of the merger case, nearly all the men in the office have spent most of their time either in Duluth or Chicago.

Mr. E. W. Blomgren Asst. Engr. on the West H&D Division was married recently. He has the best wishes of all the boys in the office.

The past month men have been installing the automatic switch board in the telephone office in the Milwaukee Depot.

William Ryan is now Chief Clerk in Mr. Perry's office and Mr. McLaren was made Sargeant of Police and Mr. O'Neal was made Lieutenant of Police.

The girls of the Accounting Department and Local Freight office gave a Christmas Party on Monday night December the 19th in the club room in the Milwaukee Depot. The Accounting Department girls surprised the Local Freight girls by coming dressed as Black Face Comedians and girls of '76.

Simple gifts were exchanged with original verses to suit the recipient. A chow mein supper was served and the girls all claim they spent a very enjoyable evening.

Mr. J. P. Fahey, Agent Twin City Transfer was called to Seattle last month on account of the death of his sister.

Some changes in the Local Freight office to announce—Tony Thoreson, correspondence Clerk, Florence McCauley, Storage Clerk in the Cashier's office, Leda Mars, Assistant Claim Clerk, Curtis Burns, Collector and Harry Erickson and Maxwell Green, Messengers.

Good Business Gives Good Employment. Boost for Good Business.

General Office Items—Union Station

Vila

THE General Manager's and Assistant General Manager's office breaks into type. What ho!

Understand Grays Lake is planning to put on a big minstrel show in the near future. Curt will be the head man (interlocutor). Get your tickets early.

Kon has taken a position in the file room. Wonder who is doing Bob's marcelling now?

In an office where there are so many clerks, it is hard to keep seat pads on a chair.

George Harder, our Statistician learned last month how to extract square root from most anything. This month, during his few spare moments, he has been working out some of the most intricate problems—for instance: If a man had 20 head of cattle and during the season each head ate two ton of hay at \$10.00 a ton, how much would it cost to have running water installed in the house?

With the coming of the new year, a number of the coiffures in the office were changed.

Spending so much time on the line—in and out—never knowing when—it's so hard to keep an appointment with the barber, but Martin does get a haircut now and then.

All in fun—and how!
Here is one for the thinker. A bum had two dimes and needed two bits (25c) for his meal. He pawned the two dimes for 15c

and sold the pawn ticket for a dime, giving him the necessary 25c. Who lost a nickel on the deal?

DODODEO

Florida seems to have a great attraction for the Engineering Department. Up to the present the following are booked for the Southland. F. D. Yeaton, C. H. Ordas, Van S. Brokaw, H. E. Moore, Miss E. Hauner, and I to am going, so if someone don't take heed there will be no news for this column in the next issue. Send the items direct to Mrs. Kendall, Editor, at Libertyville. (I hope you will be generous with your contributions to this column).

Past! Present! Future!

We had a party at Hazel's last December
And a party at Dora's last September
Granger had a blow-out last year too
Nolan and Gregg also invited the crew.

We wonder who's the next to take a chance
And stage a reproduction of the War in France
For when the bunch gets started more or less
You can lay to that, the party is a success.

Jim Flynn has a new druggist on the line
Who is at his service most any time
Jerry's singing tenor almost every nite
To make sure he gets all of his notes right.

Nolan got his Ford all dolled up swell
To a party he wanted to go or go to ----
Emil got a brand new concertina
And is waiting for a party to christen it
"Lena."

Donald hasn't anything to say
Perhaps he is the one who very soon may
Invite us to his wedding sometime this Spring
To solve our party problems, that's the thing.

Marilyn, Lora, Dora and Maggie
And all the rest of them are going daffy
As a party is the place to propose you see,
They have resolved that married they will be.

Here's hoping someone takes heed to this plea,
Invites the whole gang for a little spree,
Make it soon about two weeks or so,
As the whole gang is rar'in to go.

Squeaks from the C.&M. Division

By H. E. W.

NOW that the Holidays are over, the Boys have all recovered from their Holiday sickness, and most of them have settled down in their accustomed places prepared for another year of hard work.

Guess a lot of them became sick again when old man Santa Claus sent out his bills.

The division has been very unfortunate in the past month with several of our men on the injured list. Conductors Dodge, Emery and Buckholz and Brakeman Yanda.

We are all pleased to see Conductor Buckholz back on the job and hope for a speedy recovery for the rest.

Understand Conductors Brady and Rohde have taken out citizenship papers and become permanent residents at Rondout.

We are all watching to see our old and genial friend Squire Thompson back on the job at Somers. He has been on the sick list for some time.

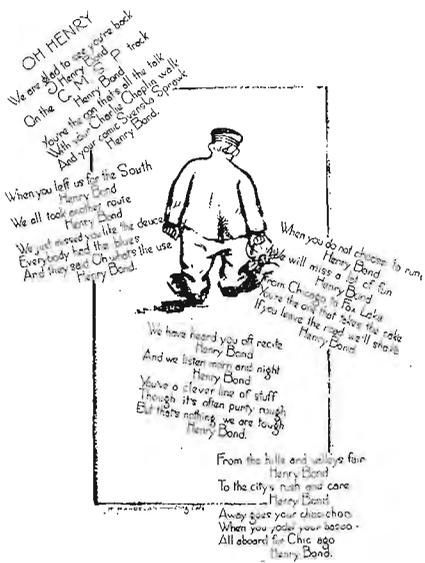
Conductor Flannigan is running No. 91 and 92 in place of Russ who has decided to wear the brass buttons.

Our time freights sure ought to get over the road on time when "Captain" Hagelun is on the job with one or more bottles of "Speed" in his pocket.

Roadmaster Kelsey and his aides sure had their hands full New Year's Eve, trying to keep the switches clean so we could live up to our motto of "All trains on time."

Mrs. E. J. Moran wife of Conductor Moran has just returned from Deaconess Hospital where she underwent an operation for appendicitis. Best wishes for a complete recovery.

In the past year the homes of many of our fellow employees have been darkened by the hand of death. We all wish to extend our deepest sympathy to those whose loved ones have been taken from them.



**Motoring on the Milwaukee
Up and Down Hill on the Rocky
Mountain Division**

Nora B. Decco

MR. Ralph Kemberling and wife took a short trip to Bozeman and another to Butte and Spokane first of the month and Mr. Kemberling was relieved by former train dispatcher Joiner on first trick while he was away. Mr. Joiner has gone to Lombard to work second trick for some time, bumping operator Baker who has been there a few weeks working operator Shepards shift.

Former train dispatcher Weatherly who has been to Tacoma for several years in back to work at Deer Lodge on east end third. He sounds natural.

Operator Cody Bell is working second trick at Martinsdale having been assigned there by bulletin in Mr. Thompson's job.

Fireman Fink has gone over to the Butte helper for the winter. H. Wegner has also gone there. Fireman Burns who has been away for a sixty day vacation to Denver and other points has returned and is again back to work on passenger.

We are glad to say the Engr. McKenna who has been off on account of illness has again returned to work on passenger and smiles the same as ever now days.

Miss Helen McKenna who has been away

to school was home on her Christmas vacation and has returned to school again.

Mrs. Brash and small son spent the holidays with home folks in Minnesota and Eddie painted and calsomined and scrubbed and everything and tried to get the whole house all dolled up before they got home again. Between short calls and unexpected trips and cold weather he don't know if he is working for the railroad or belongs to the carpenter's union.

Mrs. Merrill and daughter Betty were over to Lewistown Christmas to see Mr. Merrill, Mr. Merrills mother spent a few days with them here on her way to California in December. Mr. Merrill is on the Northern Montana during the winter months.

Mrs. Rader made a short trip to Spokane early in the month and they have as their guest for a while his sister Mrs. Scott from White Sulphur Springs who has returned recently from Rochester where she underwent quite a serious operation.

Engr. Spaulding who has been round house foreman at Deer Lodge for quite a long while is back running on the west end, on account of some changes being made there, and several offices consolidated. He can still run.

Engr. Barnes and his son Antrim were both laid up for repairs during the latter part of December. Too much Christmas we think, Mr. Barnes was in the hospital for some time but is back to work again.

Conductor Donner has returned from Washington where he spent the holidays with his family. Condr. Fairhurst is back in the ring again after a few weeks with the east end local.

Mrs. Oregon has as a guest her brothers wife and her mother here from Iowa for a short visit on the way to the coast.

**Courtesy Makes Friends for the
Railroad. Be Courteous.**

Fireman Otto Heims and family have returned from Sparta, Wis. where they spent the holiday season with home folks.

Traveling engineer McAvoy has been transferred to the Missoula division and traveling engineer Stevens from there to the Rocky mountain division.

Roadmaster Webb has taken a few months off and will spend the cold weather in California. Ralph always has been placed in this position during the absence of Mr. Webb.

Condr. Wilson and wife are visiting for a few weeks with Mrs. Wilson's mother and father in Dodge City, Kansas.

Fireman H. Wegnar and family are moving to Butte where Mr. Wegner is working on one of the Butte Yard Piedmont helpers.

R & SW Division

Lillian L.

ENGINEER Neil O'Callahan passed away at his home, No. 56; 33rd St., Milwaukee, on December 22nd, after an illness of about three months, with Bright's disease and heart trouble. The news of his death came as a great shock, as it did not seem to be generally known that he was seriously ill.

Mr. O'Callahan was born on April 3rd, 1884. He entered the service of the Company

as Fireman on August 13th, 1906 and was promoted to Engineer December 12th, 1910.

Funeral services were held December 24th from the S. F. Peacock & Sons' funeral parlors to St. Rose's Church. Interment at Holy Cross. The Pallbearers were Messrs. James, Swedish, Hart, Cummisford, Cavanaugh and Allen. A wife and two young daughters, aged eight and thirteen, survive. We wish to extend to them our sympathy in their great bereavement.

Now that Machinist John Crowley has been injured three or four times at Beloit Roundhouse, suggestion was made that a Safety First Meeting be held down there during working hours.

We recently received a note from one of our Engineers saying that he had that day called at the hospital to see John Hoch, who was so badly burned last October. He said that he was getting along fine and sent his best wishes to us all for a Happy New Year. We certainly were pleased to get this good news from John and think it pretty nice to have him remember us with his good wishes. We all extend our greetings, with the hope that he will soon be able to leave the hospital.

You know the first thing after Christmas everybody gets busy exchanging the things they received for something else they would rather have. Not so, however, with Conductor and Mrs. Jimmy Barrett, who had the present of a son on Christmas Day. As they already have one son, it was suggested they trade for a girl, but after due consideration they decided to keep the boy.

While on the subject, a daughter, Patricia, was born to Engineer and Mrs. John T. Corbett on December 29th. John was around that very day to speak for a job for her as steno in the Superintendent's office.

Mrs. John Connors, accompanied by her mother, left December 29 for a visit at Denison, Texas.

The once harmless milk bottle is now considered a deadly weapon. If you do not believe it, just ask Ed Ruck.

Boilermaker Helper Ed Brady in his 1912 Ford, started to make a trip to Seatonville over New Years. He became snowbound seven miles from Ladd and had to spend New Years down on the farm. He was accompanied by John Cioni, Roundhouse Clerk.

For the sake of his family we hope that the next time Engineer Corbett strikes a gasoline truck he will not start out to investigate with a blow torch.

Marvin Brick is sporting a Special Six Nash Roadster. Nothing slow about Marvin, at least, that is what some people thought when they saw him speeding through the downtown district during the noon hours.

Mr. and Mrs. Paul Smith spent Christmas with Mr. Smith's mother at Kenosha.

Bill Hughes has finally caught the fever and bought a radio set the latter part of December. Bill has not told us very many big stories as yet about the distant stations he picks up, but Fermon Black came down the other morning and said he got Honolulu—picked them up about 4:00 AM. We certainly hope there was no other reason for his staying up till that hour in the morning.

The contributing members of the Women's Club are putting on another dance at Legion Hall on January 21st. We are looking forward to some party, as the last one they put on was a great success.

Felix Raue spent the Holidays at his home in Horicon; Miss Mary McDonald went to Davenport over New Years and Florence Buck somewhere in Michigan. We never seem to get next to that enchanting spot in Michigan that calls Florence from us on all holidays.

Babe Johnson and her worse half spent the holidays at Kansasville and Kenosha.

Superintendent F. E. Devlin made a short call at Beloit just before leaving for Tacoma.

Wisconsin Valley Division Notes

Lillian

CLAIM Prevention meeting was held at the Club House on December 13th. The attendance was good and the meeting of interest to everyone present.

Mr. R. Janes, visited at the office recently.

Engineer Amos Griffith is at Memorial hospital where he is receiving treatments.

Dorothy Milne visited with her parents during the Holidays.

A five pound baby girl was born to Mr. and Mrs. Alfred Luedtke on Jan. 7th. The Warehouse force was supplied with good smokes.

Employs on the Valley division will regret to learn of the passing away of Mr. Reid Goodrich, at Alhambra, California, on December 31st. Mr. Goodrich was for many years Agent at Wausau, until he found it necessary to move to California for the benefit of his health. The Valley employes extend sympathy to Mrs. Goodrich and family.

Mr. C. H. Conklin was laid up at his home on account of illness for a couple of days.

Mr. and Mrs. A. I. Lathrop spend the holidays with Mrs. Lathrop's parents at Viroqua, Wis.

Mrs. F. P. Blanchfield of Wisconsin Rapids passed away at Green Bay Hospital on Saturday Jan. 7th. She was taken to Green Bay for an operation which was successful in every way, but developed Pneumonia and the end came suddenly. Mr. Blanchfield and three children survive. The many friends and employes of the Milwaukee Road extend sympathy to Mr. Blanchfield and children.

F. S. Pond left about the middle of December to spend the winter with relatives at Miami, Florida.

Mr. J. F. Millard is spending about two months at Excelsior Springs recuperating.

The engagement of Edna Larson, Abstract Clerk in the freight department to Mr. Alpheus Van Norman of Santa Barbara, California was announced during the Christmas holidays. The wedding is to take place early in February.

Personality Counts. Cultivate A Pleasing Personality.

Northern Montana Division

Max

THE Northern Montana Division had five carloads of dressed turkeys to New York points during the holiday season, two to Elmira, one to New York City, one to Hazelton and one to Binghamton. The creameries at Lewistown paid as high as forty cents per pound to the farmers for them.

A. W. Luedtke spent the holidays with his family at Lewistown and while here checked to local freight station.

Mr. and Mrs. Cort Bowen of Portland, Ore., were here for Christmas at the home of Mr. and Mrs. E. B. Cornwell. They will locate in Montana, Mr. Bowen going with the Hall Perry Machinery Company, of Butte.

Superintendent Cleveland co-operated with the business men of Lewistown in decorating for the holidays by erecting a large Christmas tree at the passenger station grounds. The lighting effect, which was with globes of yellow and red, the Milwaukee colors, was very favorably commented upon by the people.

A circular letter from the Milwaukee Hospital Association suggesting that employees be vaccinated against small-pox was generally complied with.

Mrs. Anna Taylor has been on the sick list for several days. Her host of friends will be glad to see her back to work in time to jolly them as she gives out the pay checks.

D. B. Rivers, of Miles City, was a Lewistown visitor in connection with checking the material at the store department.

M. E. Randall, Division Freight and Passenger Agent, is a frequent visitor in Lewistown. On his last trip he secured the delegation of DeMolay boys to Great Falls via the Milwaukee for their annual conclave which will be held the latter part of January. There will be some seventy in the party who have an excellent band. It is proposed to have the delegates from eastern Montana join with the Lewistown boys here.

The Agents and telegraph operators on the division are all smiles account of the recent increase of wages granted them.

C. H. Buford, General Manager, Lines West, F. N. Hicks, Assistant Traffic Manager, O. P. Kellogg and A. W. Wilson Assistant General Freight Agents, N. A. Meyer, Assistant Superintendent of Transportation, C. H. Dietrich, Freight Claim Agent and J. J. Foley, Division Freight and Passenger Agent, whose headquarters are at Miles City, arrived in Lewistown the night of January 11th and spent the morning with the business men joining the Wool Growers Special for Great Falls the next day. They were guests of the Lewistown Chamber of Commerce, together with the members of the special at a noon-day luncheon.

H. W. Barnett and wife of Chicago were in Lewistown for two days, Mr. Barnett looking after business of the freight claim department.

Miss Minnie Wolter spent her vacation in California, returning shortly after the holidays. She has taken a position at St. Maries, Idaho.

Mr. and Mrs. Robert Randall, of Great Falls spent Christmas with Mrs. Anna Taylor, at Lewistown.

Mrs. Ross Erickson went to Square Butte for a visit.

Mr. and Mrs. Louis Jurgens, of Highwood were called to Sioux City account of the death of Mrs. Jurgens mother.

C. L. Galbraith and family are visiting at Red Cloud, Neb.

John Kosto spent the week-end at Great Falls.

Mr. and Mrs. Harry Morrison, of Underdahl, are calling on relatives at Butte.

Tom Keating went to Tacoma, Wash. where he spent the holidays with his sister.

Mrs. L. S. Short was called to Boise, Idaho account of the illness of her father.

Miss Josephine Mitchell, daughter of Alfred Mitchell of Denver, is visiting in Great Falls.

Miss Ester Humphrey who is attending a physical culture school in Chicago was home for the holidays and while here appeared in several dancing numbers at the Judith theatre.

P. J. Tobin departed for Minneapolis the latter part of December account of the illness of his daughter.

H. W. Peters and wife are visiting with relatives in Canton, Ohio.

J. A. Holdsworth, who is sojourning in Kansas, principally at Pratt, does not know whether that state has anything on Montana for winter climate or not. He has decided to stay there a while and find out.

Mrs. Dora Daniels, mother of Joe Daniels left for Babcock, Wis., where she will remain for some period.

Miss Mildred Marshall of Coffee Creek, is visiting at Agawam and looking after her sick mother.

C. J. Barkley left for Los Angeles to be with his wife who is seriously ill in that city.

Miss Grace Jackson, who is a student at the University at Missoula spent her vacation with her parents at Lewistown. She is taking a prominent part in athletics being a member of the girls basket ball team.

Mr. and Mrs. Tom Nash, of Great Falls, went to Chehalis, Wash. for a visit.

It was good to see the smiling face of Jay Gove again in Lewistown. He is at present located at Aberdeen, S. D. Mrs. Gove accompanied her husband on his trip here.

Miss Nell Vivian went to Great Falls to spend the holidays with her father and mother.

Mrs. Edgar McLeod has found it necessary to again go to the coast account of the delicate condition of her health. Her many friends hope that the change will be very beneficial.

Since our last letter we have lost another of our old time employes in the death of Joseph McCarthy, who had been car inspector at Lewistown for fifteen years. He had been ailing for some time but did not feel that his sickness was such that it was necessary to quit work. He died two days after going to the hospital. His burial took place at Billings, Mont. "Mack" was highly respected by his fellow workers, was a devoted father and husband, a consistant member of the catholic church and always willing to help those less fortunate than he was. His wife preceeded him in death about two years ago.

Iowa Middle and West
Ruby Eckman

MRS. Harry Wooders, wife of one of the Perry round house force, died very suddenly at her home in Perry Jan. 9th. She had been in her usual health till after Christmas and her death was a great shock to her friends, and family. Burial was made at Perry.

Kenwood Potter, a son born to Mr. and Mrs. Harley Potter at Perry, died shortly after birth on Jan. 9th. Mrs. Potter is a daughter of engineer Oscar Woods of the Iowa division and had been spending some time in Perry. Her home is in Decatur, Ill.

Engineer D. Jones' wife was in a Council Bluffs hospital for several weeks on account of a serious operation. She is improving in health now.

Duane Gardner one of the five year firemen has just completed the necessary questionnaire on the book of Rules and is now a full fledged engineer.

Marilyn Donna Lee an infant daughter of Ray Lee a car repairer died at the family home in January. The baby was twenty-eight days old. She was the only daughter in the family.

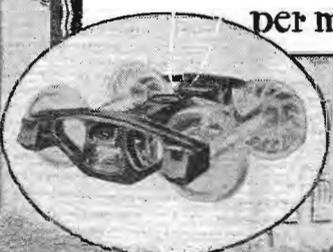
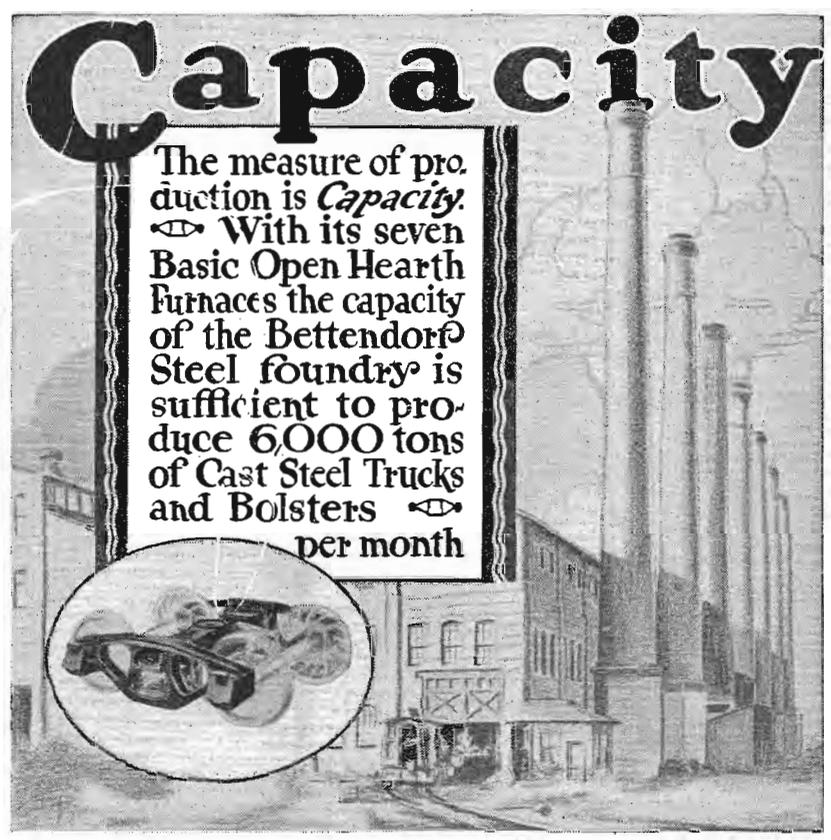
Road Master J. A. Cherwinker has had quite a few extra men on his rolls during the fore part of January filling the company ice houses at Council Bluffs, Manilla and Perry. The Co Bluffs holds 2500 tons, the Manilla house 600 tons and the Perry house 2300 tons. Ice for Manilla and Council Bluffs came from Sioux City and for the Perry house from Lake Okoboji.

Brakeman Leo Bender who has been on leave, is back from the Sanitarium at Oakdale, Iowa where he has been taking treatment. He is improved in health.



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The Bird-Archer Co.

122 South Michigan Ave. CHICAGO

Conductor W. E. Harvey's mother, Mrs. Elizabeth Harvey passed away the fore part of January at their home in Perry. "Billie" who was the only son has made a home for his mother for many years as his father passed away when he was a small lad.

Engineer Guy Emerick and family were in Waukegan, Ill. for a visit during the holidays and while there saw the "Treasure Chest" belonging to the Emerick family, in a secret pocket of which was found a will which the family hope will be the means of them securing a large estate, left by an ancestor years ago. The estate had never been divided because no will had been found until the old chest was located in an attic several months ago.

Louis Anfinson, one of the round house force at Perry died very suddenly at the family home about Christmas time. He had been sick only a few days and his death was a shock to the family and friends. His brother Anfin Anfinson who was in California on his honeymoon was called home on account of the funeral.

The brakemen on the Middle and West Iowa division who had been in service five years or more were examined for promotion to conductors just before the Christmas holidays and several of them completed their examination papers in time to get in a few trips while the regular men were laying off for the holidays. The young men who were promoted were James Rooney, Leo Bohrer, Arley Needham, Carl Vodemck, Homer Johnson, J. M. Herrick, Marvin Ellsworth and Wm. Hunt.

Mrs. Angeline Kuce, mother of Clint Knee of the Perry round house force, died at the family home in Perry on New Years day.

The Perry men who served in the 13th Engineers were all glad to see their former Lieutenant F. R. Doud, made Train Master on the S. C. & D. division. The change is a promotion for Mr. Doud. They were also glad to see their former Train Master, W. G. Bowen transferred to the Terre Haute division as that also meant a promotion for W. G. B. He was Train Master on the Iowa division for some time.

The electric crane truck ordered some time ago for the Perry shops was received the fore part of January and is now in use in the shops and round house. The truck is a most convenient piece of machinery and adds much to the efficiency of the local plant.

The storage coal which was unloaded at Perry in anticipation of a shortage during the miner's cessation from work is being reloaded and used now.

Charles Cross who has been section foreman at Dedham for some time has been appointed foreman of the yards at Manilla. The change is a promotion for him.

Miss Marie Connors, eldest daughter of engineer M. Connors of Perry and H. J. Jones of Omaha were married in Omaha December 21st. Mr. Jones is a dining car conductor working on the Iowa division. Friends extend their congratulations.

W. H. Robinson agent Collins was in the Washington Boulevard hospital for an operation. He is home again and feeling fine.

Idaho Division

R. C. P.

SUPT. N. H. Fuller and Division Engineer W. F. McDonald made a hurried trip to Chicago recently on business of the Company.

Section Foreman Pat Angelo of Pocono was called to New York to care for his wife

who was taken ill with pneumonia on her return there on Christmas day from Italy with their young daughter. Mrs. Angto died the day following his departure for New York.

E. J. Rossbach, son of Mr. and Mrs. G. A. Rossbach, Spokane, spent the Holidays with his parents; his first visit in three years.

Twins were born at the home of Chief Clerk and Mrs. J. T. O'Reilly, Sunday, January 15th. The other six were kind of lonesome so the new boy and girl were ordered to keep them company. Eight pairs of little shoes and stockings at one crack Bill. Oh! Boy.

Mr. W. P. Warner, Division Freight and Passenger Agent, Spokane, desires to express his appreciation in this column of the cooperation given the Traffic Department by employees of the Idaho Division, and we gladly submit his letter herewith:

"The cooperation given the Traffic Department by our employes on this Division is indeed to be commended. I do not believe an opportunity is lost by anyone to influence both freight and passenger business via our lines. Just recently it has come to my attention that Mr. Henry E. Harris, Expense Clerk in our local freight office at Spokane personally brought M. Beck into our ticket office to purchase a ticket from Copenhagen, Denmark to Spokane via our line from Chicago. Mr. Harris also secured routing via our line on a carload of oil from Seattle to Spokane consigned to the firm of Beck & Nelson of this city."

(Signed) W. P. Warner,
Div. Frt. & Pass Agent.

Every Employe A Business Solicitor Makes an Irresistible Force.

Mrs. Herbert E. Haas, wife of Engineer Haas, died at Spokane, January 16th after a short illness.

Ray Kelly, 30, son of Conductor D. J. Kelly died at the home of his parents, Spokane, January 18th, pneumonia being the cause. Ray was very prominent in Athletic circles, being connected with the Elks Lodge in this capacity and his death came as a surprise to a large host of friends.

We believe that G. H. Hill still thinks longingly of "Sonny" Spokane.

A wedding of interest Monday morning December 26th was that of Miss Ellen Shook, daughter of former engineer Jacob Shook of this city, to Harold Linehan, brakeman, Spokane, which took place at St. Augustines church. The wedding breakfast was at the home of Mr. Linehan's mother, Mrs. T. E. Linehan, E-317 Seventeenth. Mrs. Clem Shook, the brides sister-in-law was matron of honor and her brother best man.

On the same day the brides brother, Rafael Shook, formerly of Superintendent's office, Spokane, was married at Kansas City, Mo. and both bridal pairs met in Chicago for a family reunion at Mrs. Shook's, the mother, who is now making her home there.

OTHELLO

Note in the January issue of our magazine Notes by R. C. P. Never heard of such a place as Othello. For his information, Othello is a pretty little city on The CMSTP&P Ry. in the heart of the Columbian Basin (perhaps if he would read the papers, that part which relates to the doings of The Senate and House, Washington, D. C. he would find that all members of both house and senate are fami-

liar with Othello, also by picking up any of the roads folders he will see Othello printed in large letters, with an artistic arrow pointing toward it which designates electrified. Any more information will be gladly furnished by The Othello Booster Club.

Agent C. B. Barrett is around and about after spending two weeks in the St. Maries hospital. Elmer Brown is relief Agent while C. B. is off.

Operator Martin Young is now a full fledged married man since Dec. 28th, Good luck E. M.

Clerk Gillie McManomon bumped in on the day job at St. Maries, too bad Gill had to leave before getting the golf course finished.

Condr. Miller is sporting a new hat that Santy brought understand he found Condr. Mike Shaughnessy frisking his caboose for the old one.

Yard Condr. Clark and wife spent the holidays visiting with their son Wesley at Stockton, Calif.

Inspectors Hodson and Shoemaker are taking a correspondence course in detective work, did well on their first case, as they brought in single handed, using no guns or hand cuffs, The Mexican that stole a fur coat from the section crew at Marengo. The clue they worked on was just a cigarette butt that was given the Mex by Brakeman Choate at Marengo.

Night Roundhouse Foreman Jack Wickland is getting to be quite a poet of late.

Johns Krueger has charge of the putting up the ice at Othello. Sure getting good ice this year and John sure knows his stuff when it comes to putting up ice.

To Whom It May Concern—The station number of Tomah has been changed from 163 to 254. Understand when they diverted some of the lumber we had going to 163, to build the new post office is caused the Gentlemen who lined up the new station numbers to get a little sore so when they lined up the new numbers they figured 254 was just the fit for by using the letter A as 1, B as 2, the correct place for this town would be spelt out. Condr. J. H. Linehan please do not let Dad see this.

Superintendent Car Department Office

S. E. R.

EUGENE Norman while at home for Christmas, went skating. Everything was lovely when bang—he discovered the ice was hard. Result—Eugene is still limping badly and won't go skating again for a long time.

Walter Stark was all set to spend New Year's at LeMars, Iowa. But it snowed so hard down in that region, that all the trains were late and Wallie, who is always on time, decided he couldn't spoil the record, so he went to Chicago instead.

Ethel Carpenter has taken a leave of absence on account of illness. We all hope she as a speedy recovery.

Mr. Wible upon returning from shopping one Saturday discovered that he had lost a great big cake and says that up to the present time he has not found it. Too bad Mr. Wible—where did you stop on the way home.

You can always find Charlie Kriel at home in the evening now. The reason is a new radio. Does Charlie stay up late listening in as most fans do—Oh no.

Frieda Loosen, Bill Gutbrodt, Gertrude Haas, Harriette Badger, Francis Anzia and Bernice Kruse went to Chicago during the past month. Al Barndt went to LaCrosse,

Clifford Cullen to Lone Rock, Bill Tschantz to Forest Junction and Eugene Norman to Coleman.

Walter Stark says that if they open the cafeteria he is going to get a job washing dishes for his lunch.

John Trojan complained of a severe headache one day. He said he tried to count the dots in Lucile's newest gown.

Mr. Bremsner had a visitor in his department the other day and was explaining methods used in making up bills when he was heard to remark that he had five Boys doing pricing. Bill Gutbrod says that if they are boys, some of them must be in their second childhood.

Edith Hamman just returned today after spending two months in the west, mostly in California.

Bernie and Johnnie went out for a walk. Bernie was quiet but how Johnnie did talk! All of a sudden she slipped and fell, Johnnie looked startled and then yelled "O Hel—p."

A certain young man of the office has been looking at apartments where two can live as cheap as one. The date is all set, he admits, but not another word can I get from him.

JOSEPH R. Guschl, Veteran Upholsterer Foreman at Milwaukee Shops, died December 22nd at 2:15 A.M. at his home at 837 20th Avenue at the age of 71 years, his beloved wife and three sons being at his bedside when the end came. He had been confined at his home account of illness since May 1st, 1927.

Mr. Guschl entered the service of the C.M.&St.P. Ry. as an upholsterer February 18th, 1877, and was appointed Foreman of the Upholstering Department about 32 years ago. He had rendered over 50 years of faithful service and his slogan was "Loyalty to his company and fairness to his employes."

The employes of the entire car department extend sympathy to the family in their bereavement.

Courtesy Makes Friends for the Railroad. Be Courteous.

Sparks From the East End of the Electrification

By Adolph C. Knudson

MY, Oh my! How the old year, 1927, did hate to leave us. He kicked up such a fuss about having to go that he sent the mercury scurrying down to register the coldest December night, on record in thirty years for Montana. His score was 32 below zero, here, forty two at Miles City and Roundup and fifty-two below at Piedmont hill (Rocky Mountains) Folks, to the east of us, you shiver more with the mercury at 15 or 20 below than we do with it registering 50 below out here. 1928 started chinooking right away.

Emmis, Irene and Jins Haugan, children of Car Foreman, John Haugan, of Three Forks, are staying at the home of their uncle and aunt, Car Foreman and Mrs. Ed. Haugan, during their mothers' illness.

There were so many Christmas trips made that I hardly know where to start telling about them, and will I remember to record them all. There is Mr. and Mrs. Elmer Nissen and family who spent their Xmas week end with Mrs. Nissens' mother at Livingston; then, there is G. Y. M., A. E. Hoops and family who had their choice Montana turkey for Christmas dinner with relatives at Minneapolis. Art. leaving, here as big as you please in a drawing room compartment. Mr. and Mrs.

Clifford Welch and family enjoyed their (Montana) turkey with relatives in North Dakota; Mr. and Mrs. Ray Jubin, also tried the Livingston brand of turkey for Christmas Day; Mrs. and Mrs. Walter Schecter and family went clear down 130 miles south of Chicago to spend the holidays with Mr. Schecters' parents, and sample some of that corn belt turkey; last, but not least, of these travelers are Mr. and Mrs. J. H. Leahy who spent the Xmas week end at Miles City.

There are Christmas presents of all sizes and shapes, costly gifts, and those not quite so costly, but, given with more sincerity and warm the heart of the giver as well as that of the recipient. None of these, no matter how much they cost in worldly goods, can compare with the gift received by Mr. and Mrs. William Lunceford. The stork left them a ten and a half pound boy on December 23. Mother and son doing nicely, thank you.

In recording Xmas journeys we can not overlook those folks who have shown the good judgment to come to Harlow for the holidays. Engineer, Martin Eastwald and family, of Melstone, had their turkey dinner at the home of Mrs. Eastwald's sister and brother-in-law, Mr. and Mrs. W. C. Husband; Hugh McNally came up from Miles City to spend the Xmas week end with friends. Seemingly, just to see if he would still be welcome, he came back for New Years; Miss Lenon, a teacher in the schools at Bellingham, Washington, had her turkey at the home of her parents, Agent and Mrs. C. E. Lenon; Mr. and Mrs. George Kygger and family, of Miles City, spent several days at the home of Mr. and Mrs. Clark Kygger. George has just four months more of his time to serve before getting his machinists card.

Ed. Thompson for a number of years Section Foreman on Section No. 1, Northern Montana division, has bid in the section at Forest Grove, Montana transferring to that place early in December. A Mr. Willson is now in charge of section one. Ted. Thompson, formerly Section Foreman at Judith Gap, has transferred to Grass Range.

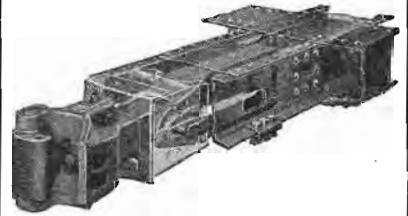
Right square in the line of those ordering new Fords, when the new model was first shown here, was Y. E. Miyoshi and son Toru. Evidently, Toru figures that the good looking young ladies prefer riding in four door sedans, to motor cycle handle bars, as that is what the Miyoshis have ordered. However, they have promised me the first ride in it.

We regret very much to record the death of the infant son of Conductor, and Mrs. D. C. Keeler, the birth of whom we recorded last month. Another to occur during December was that of August Pullman, father of Mrs. Henrietta Blummer and Mrs. Anna Strasser, who passed away suddenly while loading a car of wheat in the local yards. The sympathy of the Harlowton rails goes out to the bereaved relatives in their loss.

Ervine Fuchs, who has been on the injured list for several months, is back on his job in the Round House. He was able to furnish us with clew to the identity of the young lady who has been calling one of our popular Round House men on the phone from Three Forks. She asked him all about Nels.

New faces at Harlowton terminals, Miss Marie Connole, Round house Clerk, of Deer Lodge, who bumped Oscar Peterson. She assumed her duties here January 9. Oscar has bumped in at Marmouth Round House, and is busy flirting with all the good looking girls in North Dakota now. A Mr. Dawson, came over from St. Maries, Idaho the fore part of December to bump F. R. Lutz, Clerk at the

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Car Department. F. R. L. is now polishing autos uptown.

Popular refrains heard about the terminal, these days. Roundhouse Foreman Kellum, "The Floor of the Roundhouse office will be scrubbed every Sunday now."

B. Edison, "I'll shine my shoes every morning now."

Cliff Steinhouser, "We are doing fifteen times as much business at this terminal today as were doing a year ago."

Nels, "Will I still continue to go to Three Forks and receive phone calls from there?"

My own, "I have lost another chance to be a hero."

Splinters from the Wooden Shoe

Brownie

AFTER a prolonged vacation we are trying to come back again, but think it is going to be hard. Haven't had a thing from anyone for so long that believe everyone has forgotten that we have a Magazine, except the day it arrives and then everyone wants to know what has happened to the Wooden Shoe. Well, just a little help from the outside world will help a whole lot and then it will not be necessary to ask what happened. Won't you please help out. Now that the Holidays are over you haven't anything else to think about, so ought to be able to think of some news.

On January 1st we had a change on the Superior Division again. Superintendent F. E. Devlin was transferred to the Coast Division, headquarters at Tacoma, Wash. We were all sorry to see Mr. Devlin leave and he seemed sorry to leave us, especially since he has gone so far away.

Mr. J. H. Valentine has now been appointed Superintendent of the Superior Division and we all welcome him in our midst and hope that he will be glad to be with us. Mr. Valentine comes from Chicago Terminals.

Everyone is now interested in our new trains Nos. 10 and 9. These are real first class trains and we hope to be able to make a success of them. Everyone is going to have to be on their toes when this train arrives so as to keep it on schedule and we hope everyone will realize what we are trying to do and help us keep this train on time.

A very sad event of this month was on December 23rd when Alex Cowie, brakeman, was killed at Crivitz. Alex was a fine young man and he leaves a number of friends to mourn his death. Our most sincere sympathy is extended to relatives.

Our Yardmaster, W. H. Tierney, has been on the sick list for some time. Mr. Tierney contracted quite a cold which has developed into small-pox. We hope that he is getting fine and will see his happy face back with us again. Chas. Maddy is now shouldering the troubles of the Yardmaster and he says there are plenty of them.

Dispatcher Maierle spent Christmas with his folks at Calumet and reports a nice time. Jim Woodward also spent Christmas with his folks at Boise, Idaho.

Of course, Division Accountant Gehrke had to go to Wausau to spend Christmas. There seems to be something at Wausau that will draw him back there. We will have to investigate.

Carl Matthews came back to work after Christmas with one of those neckties. He says he didn't have to wear a muffler as it was so hot it kept his neck warm.

Peter Larscheid has returned from a two weeks vacation in South Dakota.

We understand that John Sullivan has been kept pretty busy evenings of late. Who is she John and why didn't you tell us about it before. Be careful, you know what has happened to three other young gentlemen in this office. One of them has already gone and did it and the other two are so close that it is no joke any more. Be careful.

Our Bowling team on the Industrial League is slowly creeping to the top. Of course, if Ballard and Hynes insist on doing the bowling that they did last week we won't stay three. Gehrke has now come to the top a little, but it still takes a little more bouncing down the alley to get all the pins. Pete seems to have also slipped a little and he will have to get back in the track, but of course that was after the Christmas vacation and we will just give him time and he will come back. Fred hasn't been bowling with us lately as he figures Eric is the better Bowler, but we think it is a draw. Of course, Eric should pick up since Fred gave him the rabbit foot and it seems to have done some good. Ray seems to be holding up his end of the game since he has found what was causing the ball to curve down the alley the wrong way.

Good Service Brings Business. Give Good Service

The CM&STP Basket-ball team, a member of the Green Bay YMCA Industrial League, is leading that league with a record of six wins and no defeats. Having disposed of some of the hardest teams in the league, to date, we expect to go through the season without a defeat and to do this must win the remaining twelve games on our schedule. This, we know can be done, account of the fine spirit and fight displayed by our players.

The team is composed of our employees working at Green Bay only and is lead by Captain J. Hansen, an employee of the Car Department. Hansen is an able leader and instills the necessary "pep" in his men. The team is composed of Burke, Maes, Newthols, Mathot, Dyce and Jacobsen forwards; Hansen, center, and Zuitmulder, Mommaerts and Schauer guards.

Having some open dates on our schedule, we would like to arrange games with any other CM&STP team within reasonable distance from Green Bay and such games can be arranged by writing the Car Foreman, H. R. Jones.

We have now told you about two teams we have on the Superior Division and what we want now is a few Boosters at the games. It helps just loads to know that there is someone behind you pulling for you and the boys playing will put more pep in their playing if they know that someone is interested in them. The Bowling team bowls every Friday at 7:00 PM at the Columbus Community Club and the Basket-Ball Team games are pulled off in the YMCA Gym and the dates and time for the games can be had by looking in the G. B. Press Gazette, or ask anyone on the team. They will be more than glad to tell you as all they want is a little back-seat help. Engineer Redline is a regular caller at the Bowling games so ask him and he will tell you about it. Don't know who to refer you to for the Basket-ball as believe the boosters have been few and far between.

"Out Where the West Begins"

D. H. A.

THE community Christmas tree provided by the members of the CM&STP Women's Club, for the children of Mobridge, was a huge success in every way. The 35 foot tree, all covered with pretty colored lights, and decorations, made a beautiful sight. Xmas carols were sung, and short talks were given by Mayor Hvistendahl, Rev. Bruins, and Rev. Father O'Connor. The hearts of the children were made happy by the appearance of Santa Claus, who arrived in his sleigh, and distributed the 1200 stockings filled with candy and nuts. Much credit is due our President Mrs. H. M. Gillick, and members of the Women's Club, who worked hard and faithfully to put this over.

R. S. Lewis, our genial agent, was called to Minneapolis to assist with the distribution of the Xmas mail. Mrs. Lewis accompanied him there, to enjoy a few days visit in the cities.

Agent Frankenberger of McLaughlin has asked that "Slim Burton" be returned to his service there. We understand "Slim" used to shoot all the pheasants for Frankerberger, therefore the request.

We are happy to learn of roadmaster Arch Manley's fine promotion, as trainmaster to the Idaho Division, with headquarters at St. Maries, Idaho. Mr. and Mrs. Manley have made numerous friends during their stay here, and we are sorry indeed, to lose this estimable family from our midst and our best wishes go with them to their new home.

Mrs. Louise McComb was called to Great Falls, Mont. account of the sudden death of her father.

Fireman Fred Kingsley fell from the top of an engine tank in the local yards, and suffered a broken nose and wrist, also bruised his face badly. He is receiving treatment at the Mobridge hospital.

Miss Agnes Nylan, popular clerk at the roundhouse, spent her Xmas vacation, visiting friends at Seattle, Wash.

Mrs. E. C. Holman and son Billy of Ottumwa, Iowa, spent their Xmas vacation with Mobridge friends.

Switchman E. Tennyhill tried to push Frye's stockyard back off the right-of-way, but was unsuccessful, and reported the next morning with two broken ribs. We are glad to know that he is getting along nicely.

Agent Duvall at McIntosh is going to begin the new year right by posting in a public place, the rules about his desks, that heretofore have been "unwritten" laws in McIntosh.

Mr. C. H. Wade of the B. & B. department, has secured a six months leave of absence, he will spend some time in Minneapolis and Chicago and go from there to Montier, Missouri, where he will spend the winter.

We are sorry to state that Ben Shields, chief clerk in the Supt's. office, is ill at the Mobridge hospital with an attack of pneumonia. At the present writing he is doing nicely, and his many friends hope to see him up and around again soon.

Nick Gahr, one of our popular operators, is now relief operator at Isabel, S. D.

Grace Hourigan has resigned her position as stenographer in the dispatcher's office, on account of ill health. She is now at Pheonix, Arizona where she will enter a sanitarium for treatment. Her many friends here, hope for a speedy recovery. Her position is being filled by Ann Anderson.

Ted Morris, instrument man in the division engineer's office, has been making a number



of moonlight "focotions" lately. The reports on his new work are very favorable.

The Hourigan Derby orchestra journeyed to Marmarth on New Years eve to furnish the music for the dance given by the CM&STP Women's Club. Supt. and Mrs. H. M. Gillick, Mr. and Mrs. G. M. Richardson were also in attendance, they report a fine crowd, in spite of the 42 below zero weather.

Brakemen Loudermilk and Neumiller were having a little baseball game while getting the caboose coal at McLaughlin. Loudermilk with pitching and Neumiller catching. Loudermilk "crossed" the signals, and Neumiller received a chunk of coal above the left eye, which disabled him for the rest of the game.

Mr. Charles H. Peterson, boilermaker in the local roundhouse, passed away at the Moberge hospital from an attack of spinal meningitis. His remains were taken to Mendota, Ill. for burial.

Have you noticed the happy smile on Leo's face lately? Why can't Xmas vacation last forever?

Ludy Johnson our warehouse foreman, is the proud daddy of an 11 pound girl, born January 8th. Congratulations.

All the boys are glad to hear of George Hill's promotion as Superintendent at Bellingham, Wash. George Hill was formerly chief dispatcher at Moberge. Since leaving here he has been trainmaster at St. Maries, Idaho.

Conductor L. R. Pridgen was operated on for appendicitis at the Moberge hospital.

Mr. C. E. Peterson instrument man in the division engineer's office has been transferred to Deer Lodge temporarily, and Leslie Howe is filling his position here.

I. & M. Items

E. H. K.

ENGR. Chas. Gilliece expects to leave in a few days to spend the remainder of the winter in California.

Eng. Fred Peck, wife and daughter Dorothy of Madison, S. Dak. spent New Years week visiting relatives and old friends.

A little daughter arrived recently at the home of Condr. Jake Bartley.

Fern Whiteside, daughter of Eng. Whiteside spent Christmas holidays in Chicago.

Condr. Marshall and wife spent Christmas holidays in Mahwomen, Minn. with Mrs. Marshall's parents.

Our genial ticket agent, John Schultz, met with a painful accident, recently. While going to perform his duties, in the early morning, fell on the icy sidewalk and fractured his hip. He is at present in St. Olaf's hospital and is getting along as well as could be expected. Hope to see your smiling face at the old place soon John.

In a few of the recent issues of the Employees magazine we notice the River Div. is credited with some of our veteran conductors, viz: Thos. Murphy, Elif Nelson and Frank Baker. These are all I. & M. conductors and we want to get credit for all our good looking men.

Engr. Gus Mohs has purchased a new radio. Gus thinks it is the only one that is—First time he tuned in he got Havana, Cuba.

Condr. Frank Baker is relieving M. Gilmartin on the Decorah line.

Engr. Gifford Tallmadge and Arnold Mohs, fremen, have taken the switch engine at 45th St. Minneapolis.

Engr. Wm. J. Murphy is recovering from an attack of pneumonia. We all hope to see you back on the job again Bill.

I. & D. Items

M. E. R.

"CARD OF THANKS"

We wish to thank all those who contributed to our Christmas Gift. We greatly appreciate what you did for us.

J. F. Kelly and family,
Buelah, Iowa.

"CHRISTMAS Everywhere" on the I&D Division. Large Christmas Trees on the station grounds at Mason City, Sanborn and Mitchell, electric lighted, added cheer and extended the Holiday Greetings to all the townspeople, as well as the patrons and employes of this great railroad.

Everyone was sorry to hear of the death of Mrs. W. W. Collins, in California, during the month of December, 1927. Mr. W. W. Collins, was Superintendent of the I&D Division for ten or twelve years. They had a large circle of friends in Mason City, and vicinity and we wish to extend sympathy to those who are left to mourn her loss.

Mr. C. E. Ring, Division Accountant, was absent from his desk one-half day during the month of January, due to illness.

It has been noted that Mary Gen Braheny, Steno in the Supt's. Office, anxiously awaits the arrival of the Postman each day, and it has also been noted that the letters are post-marked "Chicago." Miss Braheny spent several months in Chicago recently, undergoing treatment at Washington Blvd. Hospital and it is her ardent desire to return there to make her future home.

Regardless of how hard the girls in the Superintendent's Office try to reduce, C. B. Higgins, Dispatcher, furnishes the morning lunch. 'Tis appreciated, with compliments to the cuisine.

A very familiar figure on the I&D Division for more than fifteen years passed away on December 27th, Mr. G. W. Trewin, Passenger Brakeman and Baggage man, who was taken ill only a few days before Christmas with an acute attack of appendicitis and was operated on, later developing peritonitis to which he succumbed on December 27th, 1927. Mr. Trewin, better known as "Bud" was most popular for his efficient and faithful service, and his very pleasing manner of handling the traveling public. He is greatly missed by all. He leaves a wife (formerly Ina Long, employed as stenographer in the Superintendent's Office for a number of years, and later the Chicago Offices) two sisters and a brother, to whom we wish to extend our sympathy.

Good Business Gives Good Employment. Boost for Good Business.

Another member of the I&D staff, Mr. John F. Hughes, Veteran Engineer, Age 71, in service 55 years, passed away at the home of his daughter, Mrs. Harvey Bryant, Mason City, illness covering a period of about two years. Iowa, January 13th, 1928, after an extended Mr. Hughes, was a man of sterling character and highly respected by all his fellowmen, always serving in a most efficient and faithful manner. We are all sorry to learn of his passing and wish to express our most sincere sympathy to those who are left, his wife, daughter and others of his immediate family.

Mrs. A. R. Calvin (Irene McLaughlin) has returned to her desk at the Mason City Freight House, as stenographer, after a six month's leave of absence.

Mrs. Faye Stirn, who has been supplying at the Mason City Freight House for the past

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several months, is now relieving Mr. Joe Wessar at the Mason City Ticket Office, who has been granted a ninety day leave of absence.

Mr. W. J. Johnston, has been appointed Temporary Division Master Mechanic, and Mr. C. R. Wallis, Traveling Engineer due to Master Mechanic Hodges' illness. In the last issue Mr. Hodges was reported to be improving, but we are very sorry to say that he has suffered a slight relapse and is again confined to the Park Hospital at Mason City.

Mr. Frank Wenig, a popular I&D Engineer, took a leave of bachelors on Christmas Day, wedding Mrs. Belva Cox, A Mason City young woman. They are making an extended trip thru the West. Congratulations Wenigs.

Mr. W. P. Woodhouse, Baggage man, Mason City, is wearing a broader smile than ever recently. Why? Why, on January 16th, he was presented with a fine baby girl. Congratulations. What do the boys smoke? Oh, Mozarts, La Fendrichs, Harvesters, or anything as good. And the girls eat? Milk Chocolates, Hersheys, or anything sweet. Thanks.

We have missed Brakeman Harold Johnson for some time past, and now learn that he has been working between Sanborn and Chamberlain, but since re-establishing Trains 33 and 38 between Marquette and Mason City, he is with us again. Glad to see you Harold.

We have expected that Miss Marie Fiala, a timekeeper in the Master Mechanic's office would be taking an extended honeymoon trip, but instead, we learn that she is going to enjoy a month's sojourn in California soon, all by herself. Miss Nellie Carney, former Timekeeper in that office, will take her place during that time.

Mrs. H. Broderick, mother of Engineer J. F. Broderick, suffered a broken hip in December, and is confined to a hospital at Mason City. Mrs. Broderick is past eighty years of age and the injury is considered especially serious on account of her advanced age. Mrs. Broderick, is also the Mother of Mrs. J. W. McGuire, wife of Conductor McGuire, of Sandborn.

Leo Montgomery, former Enginemen's Timekeeper, Superintendent's Office and now Material Clerk in the same office has been lamenting the fact that he does not see his name in print very often. The fact is, that he is rather sly with his antics, and we know a lot of good things about him. He is very popular in Church, Athletic and Social circles and doesn't have much time for the ladies—that is, he doesn't have much time to be with them, and it is felt he may be as shy, as he is sly. We have something in store about Leo, which will be printed in a later issue.

Fullerton Avenue Building

J. T. Griffin

I WONDER how Roy Tiedje cracked his lip. It couldn't be a girl, he's too bashful.

Ed Kusch bowled a 240 game with his coat and hat on. We bet it would have been 310 if he had taken his coat and hat off.

Rev. Caine, the Swede from Poland, attended the Kraut-Packers Convention at Cicero on December 22, 1927. We surely miss him.

A. L. Patock walked into the Hub to purchase a pair of shoes, and the following conversation took place:

Salesman: Do you wish to wear the new shoes, sir?

A. L. Patock: Yes, I'll wear them. Just throw the old shoes away.

A certain young lady told Jim Garland of the Claim Checking Bureau that unless he gave up chewing he would not be permitted

to walk to the elevated station with her every night after work. What's the answer?

The Statistical Bureau of the Freight Auditor's office formed a bowling league consisting of four mixed teams, namely; Farmers, Dutchmen, Lion Tamers, and Sleepers. Practically all are beginners in bowling and any score is possible. High games rolled so far are 202-B. Reinert, 197-C. Monske, 105-S. Domek. The Farmers are leading the league by a score of six won and two lost. Bowling chatter has now taken its place with shopping chatter in our bureau. L. Liness has a perfect gutter ball, when the ball goes into the gutter she usually says "darn it." Of course, you know as well as I what would happen to all of our poor bowling balls, if we were to darn up all the holes.

A meeting of the time inspectors of the Auditor of Expenditure's office was held in Chicago November 28th, 29th and 30th and various discussions were held over improper time allowances. All were satisfactorily interpreted with the exception of the following.

Sweet Young Thing: Are you sure you'll love me always—forever?

Union Lover (absently): Lady, I can't promise nothin' but what the Union will allow, with double rates for overtime.

This allowance could not be found in the schedules and a delegate was elected to study the situation and report back at the next time inspectors' meeting.

Everyone is wondering why Mr. Denny of stationery fame has the big head these days—but why not. Who else has the distinction of being great grandfather? Shirley Ruth Smith, born December 17, 1928.

Good Service Brings Business. Give Good Service

Another of our eligible young bachelors has taken the fatal step and committed himself. The engagement of Miss Marion Nothen, Freight Auditor's office, and Mr. Harold McDonough, Head of Tariff Mailing Bureau, is announced. Mac won't have so many lady visitors now.

The Fullerton Avenue "mixed doubles" bowling event, which came to a successful termination on Saturday, January 7th, was made possible by the untiring efforts of Mr. C. A. Albright. The members comprising the "mixed doubles" take this opportunity to express their appreciation of Mr. Albright's successful efforts in the formation and continued helpfulness of his advice and direction.

Ed Gibbons of the Claim Bureau has been giving his seat up to a certain young lady every morning on the Fullerton Avenue street car. It won't be long now, will it Ed?

Have you noticed the new romeo around the building? If not, see Jim Garland of the Overcharge Claim Department.

We wonder why Al of the Claim Checking Bureau goes home via Southport Avenue instead of Fullerton, must be some attraction.

The Bull Montanas are open for a match game. We bar nobody, Claim Checkers and Interline Bureau take notice. See Frank Schornack for games.

We cannot understand how Ringling Bros. overlooked Russell in the Freight Auditor's office.

Watch for the smile and cigars from Dan Fuley in the Freight Auditor's office.

This being leap year, A. V. Gallagher says that he is not open to any proposals. Girls please note.

Congratulations are in order. Chas. Belter of the Record Room has presented her with

a diamond. Good Luck, Charley, you'll need it.

The amazing efficiency of a Todd Check Writing Machine in the hands of a high speed operator was strikingly exemplified at the second day's session of the congress of salesmen and branch managers of the Todd Company at Rochester, N. Y., recently when Miss Cecelia Burmeister, an employe in the Auditor of Expenditure's office, wrote three hundred forty-nine checks in ten minutes and won the world's championship in check writing and set a new international record.

Miss Burmeister was presented with a beautiful loving cup by Brigadier General Herbert M. Lord, Director of Bureau of Budget, of the United States. The officers and employes congratulate Miss Burmeister on her remarkable showing.

The many friends of Mamie Gerard and Francis Mezydlo were indeed surprised when they found they had been married some time to Raymond Genty and Edmund Haidys, all four of these young people from the Freight Auditor's office have the congratulations and best wishes of their fellow employes.

The friends of Stella May are glad to know that she is improving after a two months' illness. We hope to see her return to work soon.

Santa Claus called at the homes of the following employes and left each one a pretty diamond ring:

Zeda Grarelescu
Elsie Soldman
Marie Stroner
Alice Tobin

Ella Popp
Bessie Cohen
Adele Koob
Louise Palmer

Tacoma District Accountant Bureau K. K. K.

Travelers over the Holidays.

Olga went to Marmath, N. D.

August went to Fern Hill, Wash.

Frank went to Hillsdale, Wash.

Lee went to Summitt, Wash.

Bill went to Puyallup, Wash.

Morton went to Vancouver, Wash.

Jerry went to Yakima, (Ave.) Wash.

Pyette went to Glenshire, Wash.

Hatch went to Yewhurst, Wash.

WHENEVER anyone says they are going to Vancouver you think they're going for a wet time. The only wet time that Morton had at Vancouver, Wash. was he stayed over Saturday night. There is more than 500 miles difference between Vancouver, Wash. and Vancouver, B. C. Getting wet in the former is against the law. In the latter "You'd be surprised."

Amundsen can talk about the north or south pole. But if the weather don't warm up we will freeze to death right here on the mud flats. The last few days the wind has been coming in from the north off from "Destinko Bay" and driving thru our office. Some reports were, that the thermometer was 65,000,000 degrees below zero.

Boy! did you hear that fellow that announced news football game at Pasadena between Stanford and Pittsburg talk about California. Well I guess he never lived on our beautiful Puget Sound.

Cherio—Ann Johnson celebrated her --th birthday in Seattle. Ann worked over there about 65 years ago.

Several of the fair sex are letting their locks grow, who's next.

We didn't know that Ruth and Claude were so well acquainted, its all right tho. Somebody has to furnish the comedy.

We welcome Mr. Devlin our new Superintendent to Puget Sound and the city of destiny, also congratulate Mr. Rossiter on his promotion.

Friday noon Dec. 23rd the office had a "Tree" with presents for all (purchased at the popular stores of Woolworth and Kress). A messenger also provided a lovely fruitcake so we all enjoyed the birthdays of Geraldine and Ann which occur on the 24th and 26th respectively.

Dubuque Shop Jingles

Oosie

OUR sweet voiced singer (Schwartz) has left us—to Milwaukee was transferred (OhMy); this lonesomeness is awful and I know I'm going to die. Dear Loo please don't forget us, we mourn for you each day—drop over and see us some Chewsday and we'll call it a holiday.

Twinkle, twinkle pretty stone on the left hand finger; of a tiny little miss that we hope will linger—with us here for quite a while, for we like your cheery smile (yes we do Georgina.)

Our old friend Harold Chandler (present address Milwaukee) is the papa of a baby boy—we congratulate he and Emily and wish the three much joy. (We understand someone in their office asked Clarence Brophy if the baby looked like his father he said "Yes, but what's the diff just so its healthy?")

C. Horsfall (to the Grocer) I want a cake of soap.

Grocer What kind of soap do you want, Clarence?

C. H. I want it to wash my head with.

G. Oh why didn't you tell me in the Richard Graff upon being asked for a definition of space (in school) gave this definition, "Space is where there is nothing—I first place—it's ivory soap you want. can't explain it exactly, but my dad can—he has it in his head, all right. (Why George, I'm sprized.)

Mr. Frick sent an order to Santa for a set of twin little boys, but as long as he didn't get them, chooses to change it to girls because—when he gets old and feeble—he'll need support from his family and knows boys will never supply it (to that we'll all agree.) That's where YOU made your mistake, Harold!

On the 32nd of January in the year one-nine-two-eight, the bowling champions of the Shops had a little tete-a-tete. We won't tell the horrible details (we simply couldn't don't-cha know) but the scores of the good and bad bowlers—below I here do show:

Kile 221 (fair average for Jack

Conrad 219 (good work, Geo.)

G. Lake 112; Kleeman 87; (not so good.)

Milwaukee Shops

H. W. G.

IN the death of Joseph R. Guschl our Upholsterer Foreman another of the old timers has passed on. Mr. Guschl died at his home in Milwaukee Dec. 22nd, at the age of 71 years. He started with the road in Feb. 1877, just a half century ago.

Engineer Wm. Dee of Janesville got quite a writeup in their local paper recently. Mr. Dee has rounded out 50 years with the Milwaukee Road having started in 1877 when he was 15 years old. He was set up as engineer in 1881. Mr. Dee holds his age well.

Have you all seen the circular letter that Mr. Gillick sent out concerning the Women's Club? It was a fine booster all right and

will be a recruit for a whole lot more to join the club.

The west of the three crosswalks between the two passenger car shops had been covered and enclosed, in tunnel fashion, a much needed improvement in cold or rainy weather.

Engineer of Tests A. F. Hoppe now has his office over the test room up stairs of the locomotive shop where the late J. M. Lowry held forth as General Master Mechanic 40 years ago.

A portion of the main door wall of the round house knocked off happened just right for mild weather repairs.

Wm. Furey and Jno. Horan are running a race in collecting for the VEA, so far Furey is just one ahead, and John says he swiped this. By-the-way, Furey and John just missed getting on the new board of directors.

"CHICAGO, MILWAUKEE, ST. PAUL & PACIFIC" still the "Milwaukee Road" up here.

It seems that the C&NWRR are going to paint their main line passenger cars a dark green. This will leave the CM&STPRR about the only road in the NW with the "banana colored coaches."

This writer was laid up part of the holidays with the usual winter flu, followed by the serious illness of Mrs. G. just recently.

Our Mr. Has was laid up two or three days too, Harry has just returned from a trip to Minneapolis.

The new 1928 Milw. Road Almanac is out in a nice regulation yellow cover.

Kindly Feeling is the Ground-work of Courtesy. Be Kind.

Coast Division

Incog

WELL folks Xmas has come and went and we are into a new year. Everybody has been so busy we haven't been able to get much news.

Dick Wende finally fell for a new Hup. He's had 'em all now, 4, 6 and 8 and if they build a 13 reckon he'll buy one.

Daisy Webb has gotten out of the hospital after having some fancy carving done. She feels fine and is going to vacation in California for a couple of months before resuming work.

We are getting a new umbrella shed built so folks won't get wet if they should arrive in our town during the rain. Heard a lady say it should have been built over track No. 2 instead of No. 1 as it cuts off the view from the office and we can't see who comes in on the trains.

We regret to have to report the death of K. N. Eldridge, Train Dispatcher on Coast Division. Mr. Eldridge had been on leave for some months trying to regain his health. He passed away on December 3rd and the Coast Division wish to extend their sympathy to Mrs. Eldridge.

Its "Mr." Hill and "Mr." Manley, but even if they did leave the Coast Division several years ago, their old friends have read with much pleasure the announcement of their promotion and George and Art will always occupy a warm place in our hearts. May their shadows never grow less.

We have a new Division Superintendent, Mr. F. E. Devlin, and a new Chief Dispatcher, Mr. T. E. Corbett. The Coast Division extends their greetings to these gentlemen and hope they will like our Puget Sound country and us.

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Street _____

City _____ State _____

Employed by _____ R. R. _____

The Company tried to get along without Cal Snyder, but after about ten days they decided it couldn't be done, so they put “two” jobs back on and gave him both of them, and now the busy bee has nothing on Cal.

G.M.H. and C.G.B. left us the first of the year, going to the banana belt of Montana. G.M.H. as Chief Dispatcher and Charuey as 3rd trick at Miles City.

The friends of Mr. D. E. Rossiter, which means every employee on the Coast Division, wish to congratulate him on his well deserved promotion, but regret that it takes him away from us.

Charlie Negley is back on the job again. The doctors and dentists worked him over until he looks like a new man. Says he hopes he looks better than he feels, but expects to be A No.1 before long.

Johnnie is on the front page again. She has found just the cutest swimming instructor ever. Its going to take her quite a long time to learn to swim.

We are just getting back to normal after one of the worst storms we have ever had in the Cascades. Wires down and road blocked with trees, wind, snow and ice everywhere, but we got every train through even if some were pretty late and feel we did a good piece of railroading.

Beware all ye single and bashful brothers. Daisy W and Florence H say they are out for results this year.

Aromas from the Cereal City

Ray

NO detail, not even the slightest feature, was overlooked by Fireman Earl Manholz in constructing a miniature railroad train consisting of an engine, a stock car, a coal flat,

a tank car, a flat car and a caboose. The train was so cleverly designed that it has been placed in a conspicuous spot in a down-town show window where it can be seen by hundreds of people passing there daily.

Not much to report in the way of visiting trips this month as most of the boys are working steadily trying to catch up with the Christmas bills and New Year ills.

We are sorry to hear of the illness of Machinist W. F. Wagner who was taken to a sanitarium for treatment several weeks ago. The sick list also includes Bill Clerk Francis Curran who was operated on for appendicitis several days ago. A speedy recovery is hoped for them.

Deer Lodge and West Rocky Mountain Division

M. E. S.

MRS. Clarence Kerr who has been ill for the past four weeks is back at work in the Superintendent's office.

Miss Yvonne Burns of Spokane is filling a temporary vacancy in the Superintendent's office.

Mr. Karl Pfaff is the new Car Stenographer on the Rocky Mountain Division.

Bob Humphrey, has returned to his duties at Butte, where he is stenographer for the General Superintendent.

Storekeeper and Mrs. G.A.J. Carr have returned from a several weeks visit in San Francisco.

Mr. and Mrs. Wm. Elberson are the parents of a son born January 9th at St. Joseph's Hospital, Deer Lodge.

Miss Mae Cunningham left recently for California where she will spend several months visiting friends.

Mr. E. A. Thornfeldt a well known resident of Deer Lodge and for several years employed in the Car Department, passed away at his home January 7th.

Miss Aileen Poirier spent her holiday vacation with her parents Mr. and Mrs. J. C. Poirier at Alberton. Miss Poirier is attending the Normal School at Dillon.

Engineer J. A. Dunn of the West Rocky Mountain Division was called East recently on account of the death of his father.

Engineer and Mrs. J. E. Pears left the fore part of January for California where they spend several months visiting friends.

Engineer Harry E. Arnold has returned from Denver where he attended meeting of General Chairmen of railroads of Northwestern territory.

Conductor C. A. Bolton and family are visiting friends in Cleveland, Ohio.

Conductor W. B. Hollenbeck and wife spent the holidays with relatives and friends in California.

Engineer and Mrs. C. A. Heckerroth are spending several weeks in California.

Mrs. S. B. Eisiminger, wife of West Rocky Mountain Division Condr. Eisiminger, has returned from Rochester, Minn., where she underwent an operation. We are glad to hear that she is steadily improving in health.

Condr. Adams and family spent the holidays with his son in Seattle.

Brakeman Joe Ashenfelter is spending several months with his son in Oakland, Calif.

Mrs. Ruth Fulerton and daughter Betty have returned to Spokane after visiting several days in Deer Lodge.

Harry C. Johnson and wife have returned from Saginaw, Mich., where they spent the holidays with Mr. Johnson's parents.

H&D Division—East

Maude Hamlin

WELL, we have the New Year before us—let us see if we can make it the best ever.

I have heard a few good resolutions promised, but they look too good to be true. For one thing, O. P. Ronning promised not to prevaricate so much, especially when telling of the number of rabbits he shoots at Wegdahl. He told them up at Aberdeen the other day at the Economic Meeting, that he shot eleven at one shot, but said afterwards that he really did fib about it, as he shot only nine that time.

Mrs. Chas. Jung, wife of Engr. Chas. Jung, passed away at the Montevideo Hospital, following a long illness. Mr. Jung and little daughter have our sympathy in their loss.

Mrs. Ambli and daughter Caroli visited with Mr. Ambli over the New Year and called on friends while here. Mrs. Ambli is living in Minneapolis and Caroli is attending the University there.

Frank Brackett was a pleasant visitor at Montevideo on Dec. 20th.

Conductor Crooker, one of our veteran Conductors died at his home at Minneapolis Dec. 3rd and was brought to Montevideo for burial on Dec. 6th. Mr. and Mrs. Ed. Crooker of Minneapolis attended the funeral.

Engr. Dan Tyler is laying off for a few weeks. He no doubt is beside a good warm fire and visiting his daughter in Milwaukee, Wis.

Mrs. T. E. Thompson, wife of Agent Thompson at Brampton is enjoying a visit

with her parents at Castle Rock, Minn.

Some pretty tough weather on this line for a couple of weeks, but we weathered the gale and came out on top as usual. RES and JEH worked the night shift sometimes, doing anything from calling crews to shoveling cinders.

West H&D Division Notes

N. M. R.

CAPTAIN of Police Emmett Burke who has been in poor health for some time is reported recovering from a recent operation.

Mr. and Mrs. L. D. Phelan spent the holidays in Sedalia, Mo.

Mr. and Mrs. C. M. Morgan and daughter ate their Christmas dinner in the old home town, Council Bluffs, Iowa.

Mr. O. A. Amos has been on the sick list for some time but he is feeling a great deal better. Miss Grace Amos is visiting at the home of her parents. Miss Amos is a nurse and makes her home in Chicago.

Miss Ruth McCarthy, daughter of S. J. McCarthy spent the holidays in Aberdeen visiting relatives and friends.

Frank Faeth put his wife on No. 17 the other morning and he was so excited he forgot to give her the transportation. What are you going to do while she's away, Frank?

Mr. and Mrs. Jay Gove enjoyed their Christmas with their daughter at Lewiston, Mont. Mr. Gove still loves Montana.

Harold Nee and Miss Eleanor Nee visited their parents Mr. and Mrs. P. H. Nee during the holidays.

Miss Helen Warner of the Supt's office spent Christmas in Hettinger, N. D.

Miss Amelia Retka is spending her vacation at Milwaukee visiting relatives.

Ralph Homelstad and Miss Winifred Ruberts of the Supt's office spent the holidays at their homes in Montevideo.

Mr. Hermansater and Mr. O'Gar of Milwaukee were in Aberdeen the latter part of December.

Mr. and Mrs. F. E. Schneff returned from a visit with Mrs. Schneff's parents in Chicago.

Mr. F. E. Rice was a visitor at Aberdeen first part of January.

We had some very severe weather during December but there were only a few days when the trains were delayed. Most snow we have had here since 1923 and the coldest December in many years, (so the old timers say).

Mr. Henry Toohey from the General Storekeeper's office at Milwaukee in on the H&D division interested in the cutting and packing of the 1928's requirements of ice.

The repairs to the ice house at Aberdeen has been completed and ready for storing of our requirements.

I like the name of our company don't you? "Chicago, Milwaukee, St. Paul and Pacific."

Good Business Gives Good Employment. Boost for Good Business.

S. M. East

M. B. M.

THE following taken from the Austin Daily Herald: "John Schultz, ticket agent, Austin, fell on the ice Dec. 21, 1927 and broke a hip. He was taken to Saint Olaf's Hospital and an X-ray taken and showed one of the hips broken. The news of the accident spread rapidly and soon grew to having John suffer from a broken back as well as a hip

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O-O

**THE SENTINEL
BINDERY**

JOHN C. SALZER

MILWAUKEE, WISCONSIN

O-O

and then there were some internal injuries added to give him full measure. All the extra injuries were added to his real hurt because of his popularity. An ordinary man might have broken his neck, but no one would have heard of it for hours, but when a man of the genial nature of John gets hurt everyone took an interest and the whole city was expressing sorrow. If half the sympathy is said in flowers John's room in hospital will look like a national flower show on New Year's Day. He is the most popular man in the city and he won that honor by his ever abiding good humor and genial service to the public. Everyone of Austin's 14,000 people will wish him a quick return to health and the hope that his smile will soon be once more framed by the ticket window at the depot."

We are glad to report at this writing that John is resting easily in Saint Olaf's Hospital. Come what, come may, John can smile in the usual way.

Mr. Kermit Meyer spent a week the last of December with his folks in Dubuque, Iowa and Milwaukee, Wis.

Mr. Frank Ryan is spending the winter in Texas and Arizona with his brother-in-law Will Colman. His family spent Christmas at St. Peter, Min.

Doctor and Mrs. W. B. Damn have returned to their home in Sturgeon Bay, Wisconsin after spending a short vacation at the home of his parents Engineer and Mrs. Thomas Damn.

Englebert Lauffe is reported as very poorly at this writing and confined to his bed at the home of his daughter, Mrs. L. E. Beers.

Conductor J. H. McCarthy has returned to his duties between Mankato and Minneapolis having recovered from a two weeks illness.

Engineer and Mrs. F. J. Burns of Saint Paul visited Austin friends and relatives for a week after the holidays.

**Personality Counts. Cultivate A
Pleasing Personality.**

Mrs. Jacob Becker died on December 28th, 1927 at the home of her parents Mr. and Mrs. M. J. Flavin, after a lingering illness. She underwent an operation for goiter in Seattle, Washington late last fall and her health was improved for a short time. Burial took place in Austin, Minnesota.

Switchman Marvelet and wife spent a few days in Minneapolis with relatives during the holiday season.

Engineer and Mrs. Matt Lang spent the holidays in Minneapolis with their three sons.

Mr. and Mrs. Chas. Hans have gone to Texas where they will enjoy the clime of the sunny south for a few months.

Engineer and Mrs. Pettingall plan to sojourn a few of the weeks of cold Minnesota weather in California.

Mr. R. G. Evenson, Division Accountant, spent New Years with friends at Oregon, Ill. Now Ronald is singing, "I'm going back to Oregon where someone waits for me."

The SM Division Superintendent's Office received a severe shock the day before Xmas when opening Greeting cards from the various friends. One card contained a greeting from "Mr. and Mrs. A. L. Piper." No one heard from Art for some time and it was thought that matrimony had carried him out of our lives forever. However, on a recent trip to Chicago one of our office employes saw Mr. Piper and was informed that this card was sent by some of his fellow-workers at Chicago in

the form of a joke. We surely were happy when the truth was learned—at least the girls were all happy—as now there may still be a chance during this year.

Tacoma Shop Notes
Andy

HELLO soaks—I mean Folks, please excuse the impolite reference, but, anyway, here we are in the first month of the brand new year, and the first thing that we hear is that Bill Strinsky, Boiler Foreman, Speculator, Promoter, and what have you, has knocked a bunch of shekels for a bank run on some oil and mining stock.

And now we hear that Wiggs Shiplett after a silent period for almost a year has again but in on the air with a static collector, he made all by himself. Wiggs could not see any use for a radio as long as the baby was young, and fully capable of supplying sufficient music for the average family, without much accompaniment.

P. R. Horr, has had an opportunity, which was just the other day, to find out whether or not the car he has developed much horse power without gas—well—it didn't, he just had to get out the old roller skates, and sashay down the asphalt with a growler.

J. E. Brady's car broke down recently—and do you know that darn thing could not understand the language J. E. B. was talking at all—I guess it must have been railroad latin.

W. E. Brautigam—Supervisor of volts, jolts and kilowatts at Tacoma, has been transferred to Deer Lodge as R. H. F.

R. A. Norfolk, formerly General Foreman at Deer Lodge has been transferred to Tacoma to supervise the juice jugglers.

Geo. Cessford has been ill at his home, and we hope that long before this note is seen in print, that he is down here back on the job in ship shape.

Joe Mason, that wholesale consumer of tow rope, is now listed among the proud owners of an Essex car. I believe we have heard of "Joe's car" before somewhere in the funnies, well this is just the same but not so funny—maybe anyway, Joe's car can be easily recognized, for it has an aeroplane on the radiator cap, which no doubt makes it appear more like riding on air—yes, the car is well equipped, it has an adjustable carburetor, for either Moon—Milk—or Mule, and in case of emergency, for Gasoline. It has front and rear bumpers, you see Joe is so accomodating—and then there is a chance of both ends stopping at the same time, which of course shows perfect synchronizm. The back seat is well upholstered and affords a splendid view for the driver, it is also equipped with a rain swipe—but of course in this country you don't have to swipe rain, its gratis. Car also has a large steering wheel which directs only the front wheels, and the transmission has to shift for itself. Joe runs the car back and forth to work, that is forth to work is Store Department, and back to work on car, big time other nite, even the lights were lit up.

Ethel and Walter were absent the other morning on account of Walter's brother being absent.

John Maloney, who has been ill for some time is now back on the job. You can't down a good man, even if he is a boilermaker.

Mr. H. L. Tibbles, of the Cascade Timber Company, dropped in and gave us and the 5100 the once over.

P. T. O'Neil and Bill Emerson also called on us, and let us know how things are on the Idaho Division.

Al Pentecost, has been limping around here for several days, and has been writhing in

considerable pain, due to a strained ligament in one of his legs—now really, our sympathies are all with A. P. for to see such a good friend in misery is enough to draw tears from a door knob, but there is also the humorous side, that is it may seem funny to somebody else, but not to A.P. It appears that somebody's uncle was talking to somebody else's great grandfather, who saw a fellow, who knew another bird, who was visiting with some other guy, that was listening in, and got some rare information, as well as the house number and address, of a bozo that has a liniment he had personally concocted, that was sure to put the kibosh on all that strained ligament stuff, so A. P. stands in line and procures a bottle of it—so far so good—A. P. applies a good substantial coat of liniment to the affected limb, working on the theory, that if a little did good, more did better, and WOW, such strength and power, hi-potential and energy, why A. P. just up and preformed a sort of a review or medley of all the steps from the Barn dance to the Black Bottom, and when he settled down the result was astonishing. A mechanic taking inventory of his condition after the shock, reported that all the varnish and ducos was removed from the chassis—took all the plating from rear and front bumpers, dimmed his lights—bent his steering gear, took the upholstering off his rear seat—drained his crank case—crank shaft warped out of line—took all temper from pistons—battery low, needs charging—water hose missing—cylinders scored, well, to make a short story long, the said liniment removed almost everything, but the pain for which it was intended, however, the result of the liniment is slowly being remedied, and we hope that his leg will soon be as good as new.

Station S. O. X. silent this month, account wave length missing, Police have been notified to be on the look out, full description and photo will be furnished on written description.

Madison Division Notes

GRACE M. Suwalski, roundhouse clerk at Madison, with Mr. Pluck, Claim Adjuster, left for Owatona, Minn. to feature in a suit against the Company. Grace makes a very good witness, but Minnesota is a poor place to send an Irish lady. Minnesota would be the last place anyone would look for an Irishman.

The Master Mechanic's Office force looks like a bunch of plasterers and mud mixers, when you see them come out of their office. The Women's club room has started above their office and they sure have a dirty job trying to work with dirt and plaster falling on their heads.

Ralph Minton, former section foreman on the Wisconsin Valley Division, now roadmaster on the I&D Division, was a Madison visitor between trains recently.

Did you ever see Ori Starck bowl. Say, its worth \$10.00 to see him every Friday nite at the Madison Alleys. Some of you fellows who think you can bowl better go up and take a few points.

Clyde Iotte has put in an order to Sears Roebuck & Co. for a quart of oil to be delivered in 1939. Every 11 years he changes oil in his "Overland"—"Good Car."

The County Clerk at Madison and a local minister, have offered to issue free license and free ceremony to the first girl in Dane County who pops the question. Our Chief Caller, Tom Kelley, has been all dolled up for the last few days. Has some poor girl taken advantage of this proposition. Bess Hicky,

Berdella Neibuhr, and Winnie Fox should also take advantage of this opportunity. It will be four years before they get another chance.

If endurance has anything to do with success, the salesman who showed the New Fords to Mr. Tarply, should have sold one. Mr. Tarply spent a day checking over all features—good and bad. He says he is going to put Fords new four-wheel brakes on his Maxwell. We think he needs a new starter instead.

Herbert, Herman, Ole or Knudt—what is Burnette's boy friend's name???

Wm. Kline and wife spent Xmas at his home in Minocqua, Wis. We are hearing plenty fish stories.

CAN YOU IMAGINE?

Louie DuBois speechless.
Clyde Iotte smiling.
Ferd Franke working every day.
Walter Freebern saying, "Sure I have lot of time."
Harold Hickey talking about girls.
Winnie Fox without any gossip.
Thos. Kelly as cheer leader.
Wm. Nofsker in knee trousers.
Joe Moquin leading a band.
Oriel Strack calling trains.
Ed. Olson working 30 days a month.
Tom Dorsey without a watch.
Berdella Niebuhr without Frank Lamanski.
Margaret Roach a stage star.
Fred Legios an engine wiper.
Frank Tarpley running a race.
Charley Payne Tarpley's closest competitor.
John Potts without a hammer.

Every Employe A Business Solidator Makes an Irresistible Force.

Sioux City and Dakota Division

H. B. Olsen

WE are very pleased to report that our popular File and Pass clerk, Miss Helen Flynn, Sioux City, is now engaged for the third and last time, maybe? Mr. Chas. O'Connor is the lucky man this time. Looks like we are going to lose the services of our very efficient Pass and File clerk.

Mr. A. H. Ostoff, Chief Clerk to the Superintendent, spent the holidays at Dubuque, Ia with his parents.

On January 1st, the S. C. & D. Division lost Trainmaster Mr. W. G. Bowen who was promoted to the position of Assistant Superintendent of the Terre Haute Division with headquarters at Terre Haute, Ind. Mr. Bowen has been with the S. C. & D. Division for the past 19 months and has surely made many friends during his short stay. The best wishes of the Division go with Mr. Bowen to his new position. In his new duties, Mr. Bowen will be associated with Mr. A. J. Elder, formerly Supt. at Sioux City but now of the Terre Haute Division.]

On January 1st, Mr. F. R. Doud, Chief Dispatcher at Miles City was appointed Trainmaster of this division vice Mr. Bowen promoted. Mr. Doud feels that the territory which he has just taken over is not altogether new as some nineteen years ago he worked as Operator at Canton and Mitchell S. D. We welcome Mr. Doud to the big S. C. & D. Division one of the best Divisions on the entire system and we assure you Mr. Doud you will find a fine lot of employes on this Division of which we are all proud.

When it comes to acting as "SANTA CLAUS" there is one man on the Division who knows his stuff and that is Switchman Ole Anderson, Sioux Falls. On December 19th. "Ole" acted in that capacity for the "Milwaukee" Kiddies Christmas tree celebration. "Ole" breezed in on a special train all be-decked with red lights with whistle sounding and bell ringing. Now the Kiddies, of Milwaukee families at Sioux Falls "know there is a Santa Claus."

Conductor Walter Anderson is right on the job when it comes to securing business—party on his train the other day held a ticket for Sioux City, but was going to Chicago, probably via some other line but Walter politely arranged things so the party used the "Milwaukee" through to Chicago. Fine Walter.

We wish to congratulate Jens Mateson, Cinder Pit man at Sioux Falls for discovering and extinguishing a fire which had started in the Switch Shanty on December 19th. Jens extinguished the fire alone which shows he is on the job.

FLASH! Cupid busy during holiday season in the Superintendent's office. Three of the fair sex, namely Miss Edna Anderson, Miss Esther Berg, and Miss Mildred Ness appeared for work on the morning of December 27th with large "rocks" adorning the well known fingers. We are not able at this time to announce the names of the lucky gentlemen, but hope to be able to do so at an early date.

Mr. and Mrs. Glen H. Rowley visited friends in Sioux City recently both of whom every one was glad to see. Glenn is now Chief Clerk to Mr. E. F. Rummel, Assistant General Manager Chicago. Come again Glenn.

For the latest information regarding "Star" automobiles, inquire of Miss Edna Anderson. From latest reports she is able to drive without hitting the curb. Keep it up Edna we are for you. Yah Gjaente Yah.

Ray Waidlich of the Chief Carpenter's Office makes about 5 or 6 trips to Elk Point, S. D. each week. We are unable to definitely state just what the attraction is but it must be WONDERFUL as 'Didi' is always wearing a smile and looking for Government mail. Who did you give the quilted robe to "Didi"?

Switchman "Jack" Haffey and wife spent the holidays at Mitchell with relatives.

Agent G. E. Ferguson, of Yankton attended a Courtesy-Claim-Prevention meeting at Sioux Falls, Dec. 28th.

Switchman F. F. Brown, wife and son Walter spent a few days during the holidays at Cherokee, Ia. with home folks.

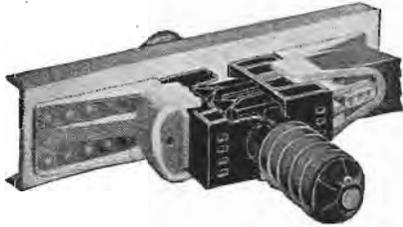
On December 25th, Fireman Walter Houser and family of Sioux Falls attended the 60th wedding anniversary of Mr. Houser's mother and father at Sioux City. A family dinner was served at the home of the aged couple Grandpa Houser is 89 years old and grandma Houser is 82 both enjoying good health. Conductor Glenn Houser and family of Sioux City also attended the celebration.

Section Foreman John Thompson, Charter Oak, Ia. visited in Denison, Ia. last week in a combined business and pleasure trip.

Operator E. J. Greskowak 3rd trick at Mapleton, Ia. has resumed work at that point after an absence of three months. Opr. Chas. E. Holstrom, the Division cartoonist relieving.

Engineer Carl Sundberg on train No. 307 Sioux Falls was suddenly taken ill and was obliged to leave his run. Engineer R. V. Manson was called and a delay of only five minutes resulted to train No. 307. Robert V. is right there when it comes to "making it snappy."

CARDWELL FRICTION DRAFT GEAR



**UNION DRAFT
GEAR COMPANY**
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CANADIAN OFFICE TRANSPORTATION
BUILDING MONTREAL

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Chicago, Milwaukee & St. Paul
Railroad Company
and its employees are giving
our industry

VON PLATEN-FOX CO.
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LUMBER

FUEL

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N. W. COE (Ex-Employee)
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Engineer R. V. and Mrs. Manson spent the holidays at Whitewater, Wis. Engineer A. B., Mrs. Main and son Alfred Jr. also spent the holidays in various points in Wisconsin.

About the meanest man in the world is the guy who stole four hens and a rooster from George Francis, Coal Heaver, Sioux Falls. George says he had the birds already fattened for Sunday dinners and now he wonders "what's the matter with the Division."

On January 5th Michael Naughton, Clerk to Roadmaster, Jerry Murphy died from heart trouble. "Mike" (as he was better known) was only ill a few days. Mr. Naughton was a single man, but cared for his parents and younger members of the family. In this time of need, much credit is due the Women's Club for their active part in assisting the bereaved family to whom we extend our sincere sympathy.

Engineer Wm. Hopkinson visited his aged mother in Pueblo, Colo during the holidays.

Engineer Fred Thomas has returned from White Salmon, Wash. where he spent the holidays with his family who reside on his fruit ranch near that point.

On January 9th, Conductor L. Reams, while alighting from his caboose at Yankton, in some manner fell and was badly bruised and cut. On January 14th Mr. Reams died from the effects of his injuries. He was unconscious most of the time and suffered intense pain as the injuries were such that little could be done. Mr. Reams was one of the best conductors on the Division and everyone was his friend.

We extend our sincere sympathy to the bereaved family.

James Marsh, one of the veteran Boilermakers on Division was recently seriously injured when he fell from the running board of a locomotive in the Sioux Round House. He was taken to the Methodist hospital where from latest reports he is recovering nicely.

Frank Walters, Machinists helper in the Sioux City Shops was quite seriously injured when struck by a bar. He was also taken to the Methodist hospital where his condition is reported as favorable.

Frank Toal, Chief Clerk in the Master Mechanic's office has a new Chevrolet. Some class to that boy.

Condr. Tim Calligan says the Sioux City Chapter of the Women's Club will hold a "pot luck" supper on February 20th and is looking forward to that "feed" for their "pot luck" suppers are more than one ever gets at a banquet any place else.

Readers of the magazine will have the pleasure each month to gaze upon various cartoons which will be furnished by Chas. E. Holstrom, Opr. at Hornick, Ia. Charley can draw most anything and we are sure you all agree "he is right there and over" in his clever original drawings.

Des Moines Division Items

Frenchy

WE regret to announce the death of Mrs.

Barrett of Fonda, mother of Veteran G. C. White, Section Foreman at Churdan, which occurred Thursday December 29th at their home. Mrs. Barrett was 88 years of age and had been failing for some time. Our sympathy is extended to Mr. White and family.

Miss Dorothy Krisinger of Mr. Warren's office spent New Years visiting in Rochester, Minn. and returned with a brand new diamond. Quite a successful trip we would say.

Miss Jean Dallas is spending her vacation

in California with her people and writes that the roses are blooming and everything is lovely there just now.

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

Miss Marie Cramer, daughter of Conductor W. E. Cramer, passed away quite suddenly on January 9th. About a week previous to the time of her death she had had her tonsils removed and was supposed to be recovering, when she had a heart attack which was the immediate cause of her death. Her many friends, also the friends of Mr. and Mrs. Cramer, will regret to hear the sad news, and join with us in sympathy for the bereaved family.

Mr. W. L. Finnicum's numerous friends were all pleased to see the fine writeup given him in the January 1st issue of "Flashes" No. 5. We once heard a party who traveled a great deal say, "Finnicum sure knows how to run a train."

Section Foreman E. Frye took a week's leave of absence during January.

We understand Roadmaster John Flanagan has a brand new radio, a "Super Six." At least it is a first class one and Mr. Flanagan is very proud of it. He reports good reception from Valley Junction and Campbell.

Agent J. D. Shippey attended the funeral of his sister who died January 2nd at Keokuk, Iowa. His many friends wish to extend their sympathy in his bereavement.

F. D. Mongold and daughter Edith spent the holidays visiting in Kansas City and Springfield, Mo.

Mr. Leonard Anderson who is employed in the Store Department of the Milwaukee at Chicago, visited his brother, C. E. Anderson, Secretary to the Auditor of the Des Moines Union recently.

Superintendent and Mrs. B. F. Van Vliet enjoyed a visit with their daughters, the Misses Pearl and Leota from Milwaukee, who spent the holidays with them in Des Moines.

**Personality Counts. Cultivate A
Pleasing Personality.**

Chicago Terminals

Guy E. Sampson

WHILE Christmas week in the terminals was unusually warm with no snow at all, New Years Day made up for it by a real snow blizzard hitting the day before, and storm and cold weather lasting several days. Altho the work was slowed up somewhat every thing was kept moving in good shape and the most of our trains were able to make almost an ontime departure. Altho the usual decrease in business was experienced during the Holiday Season the first of the year saw it pick up quickly and now all hands are busy keeping it moving. The New Year found but one change in the terminal officials, Mr. J. H. Valentine being promoted to the position of Div. Supt. of the Superior division with headquarters at Green Bay, Wisconsin and Mr. L. F. Donald, former Asst. Superintendent of the South Eastern lines, taking his place here as As't. Supt. Through his untiring efforts to decrease expenses and increase efficiency in the terminal during his year and a half here Mr. Valentine has well earned his promotion and the days and nights spent with the employes here, we hope will always be looked back to by Mr. Valentine as one of the happiest times of his railroad career. We know that the employes here have enjoyed working with him and all wish him every success in his new position. Mr. Donald is no stranger

to the most of the terminal employes having been employed here as chief clerk to the General Superintendent before he started up the ladder via the promotion route. We know that he will find a real bunch of red blooded employes here who are ready at all times to assist in anything that will make the "Old Milwaukee" attract the attention of every shipper in the territory and then even go out of their way to give those shippers perfect service. May his time spent here be as pleasant as that of his predecessors.

Some of our boys are taking up boxing lessons and are getting to be pretty good at it too. In Dec. a boxing contest was put on in Bensenville at which between four and five hundred people bought tickets and no less than 4 Milw. employes were on the card, and some of them surprised their friends when they got into action in the ring. In two of the bouts Milw. boys boxed men who were not employes and while all bouts were "No decision" affairs it was plainly seen by all present that our boys had the best of the battle in both cases. Another bout between Oscar Dodge, pump repairer, and Mr. Bullock, boilermaker helper at Galewood, a heavyweight four round go was a hard one to decide as both men were sluggers from the start. While it may be said that there was not as much science shown in this bout as some of the others, it was enjoyed by all as much as any on the card. No hard feelings between the boys, but Oh, Boy, some hard hitting that was given and taken by both boys in real sportsman style.

Switchman James Coward somewhat surprised the majority of his many friends when on Dec. 28th he returned from a visit to his old home town in Ind. bringing with him a wife. Mr. Coward owns a beautiful home on Rose street in Bensenville and since the death of his wife several years ago has managed to keep his home open by sharing it with families who wanted a house to reside in, he always boarding with his tenants. He was married to Mrs. Hazel Marsh on Dec. 28th. The bride has known Mr. Coward since her girlhood days when Jim used to be a brakeman on the train of which her father was the conductor. All employes join in wishing the newly weds a long and happy life together.

Engineer A. H. Pieron was ill New Years week, yes really sick and we don't mean "Maybe" for Art works so steady that he is never denied a few days off when he asks for them and doesn't have to get sick to get them either.

Switchman Roy Hayden was on the sick list the first two weeks of the New Year. Yes, Roy expected to return to work for the same company when he came back but when he comes back he will find his seniority just the same but that he will be working for the Chicago, Milwaukee St. Paul & Pacific Railroad.

Train Director Jas. Burke off a few days this month account of trouble with his throat. Only a bad cold but on a job where one has to keep talking continually for 8 hours it is very annoying to keep up your conversation when it hurts you to even say a word.

Switchman Clarence Waldron spent New Years week visiting his parents in Minneapolis. Mrs. Waldron is spending the winter months in Sunny California and Clarence will go there also some time in February and remain till they both return to Bensenville in the spring.

Again our good friend J.T.G. said a whole lot in a few words on the first page of last months Magazine. It sure furnished a lot of

"Food for thought" "Personality," that is one of the things that causes so many of our patrons to write such wonderful letters each month in regard to the service they received on our railroad. It was nothing more than the exceptionally good personality of the employes with whom they came in contact while on our rails that gave them the good impression they got of The Milwaukee Road. It has been truthfully said that "there is not a person living who has too many friends but one enemy is one too many."

The sympathy of employes is extended to the family of towerman Albert Eldred who was accidentally struck by a passenger train while in the act of removing his speeder from the track. Mr. Eldred lived in the city but was 1st trick towerman at Tower B near Bensenville. As there is no passenger service out on the freight line where this tower is located the unfortunate man used a small gasoline speeder to go to and from work and while on his way home from work the accident occurred.

Dorothy Rozburgh, the little stenog in train master C. E. Elliott's office has returned from a little week end visit in Minneapolis. "Doty" says she had a lovely time and enjoyed every minute of her trip very much.

Gertrude Franz, stenog in the Asst. Supts. office has returned to work after a siege of grippe. Everybody missed you Gertrude and more so because they knew you were not enjoying your vacation one bit with that horrible grippe hovering around.

Switchman Will Corsen is reported sick, in fact has been absent several days. All wish for him a speedy recovery.

To our employes who have taken little or no interest in the Women's Clubs we ask them

Kindly Feeling is the Ground-work of Courtesy. Be Kind.

to find some of our employes families where sickness was much in evidence at Christmas time and see what a lot of gladness and sunshine the clubs scattered there. The wonderful work they are doing should make every man in our ranks become a contributing member of the club and help furnish the where-with-all for these ladies to carry on their great work of helping the sick and needy. We can each and every one at least give them a dollar a year and all who have been at all interested in the work they are doing know that while it takes some money for them to carry on these club members are doing a lot besides furnishing what it takes money to purchase. They are devoting much time calling on those sick at home or in hospitals and carrying good cheer to the afflicted ones. Now boys "lets go," will every one of you get your name on the membership list and see how much your donation will do when the "Good Cheer" committee puts it to work?

Yes we ought to get a lot of news from the round houses but all employes there seem to be too busy to drop us the interesting news they have under their hats. Ain't had much luck getting news from Bensenville round-house since Miss Webber left us but of course when she went and got married we couldn't expect her to stay at the old job just so we could get the news. Hope they all wake up next month and send along a good bunch of items.

On Christmas Day Willie Schuler came to work all smiles and passing around a good brand of cigars. The boys all thought it was because it was Xmas, but they soon learned the real reason. Santa had left an 8 pound daughter at the Schuler home the night before. Congratulations Mr. and Mrs. Schuler.

Illinois Division

M. J. S.

Savanna Yard News

A LOCAL newspaper advises that the season is now on for the unfortunate bachelors and that the Bachelor Girls should do their shopping early. We are not mentioning any names but understand that there are quite a few around Savanna with their guns ready for action. There is one Bachelor from Rockford whose noble head sports a nifty Derby (Not Louisville).

Delbert Swanson, Switchman, who was injured on Nov. 29th is now able to shake a wicked pair of Newarks at the local skating rink. He cuts quite a figure.

"Slipping down the Golden Stairs" a new hit—words and music by Earl Kurth. Sung exclusively at the West Shanty.

Stock Yard Foreman, Sam Hengel takes pride in doing his work right but someone has been sending him anonymous letters complaining about the manner in which he has been leaving stock car doors open, etc. We can truthfully say that Mr. Hengel is on the up and up.

Miss Jewel McGrail received a cablegram a few days before Christmas from her sister Nell and husband that they were Homeward Bound.

The ice houses at Savanna are being rapidly demolished by the Davenport Salvage Company, while a new artificial plant is being erected by the Savanna Construction Company.

Asst. Yardmaster H. J. Bell is wearing a merry broad smile due to a new arrival—the young stranger will answer to the name of Wilbert Wayne. Joe is passing around the cigars (Christian Science Brand).

Switchtender M. D. Berthoff is lonesome for his Reindeers.

One round "Dan" lost a close decision with a kitchen chair. He now knows what it means to have his cut in.

Ex-Bill Clerk Lawrence Smith visited Savanna Yards during the Holidays. He tells us that he is progressing very nicely at the Illinois University and hopes that he will soon be able to hang up his shingle. He had a debate he says, the subject being "Is Capital Punishment a Success." He took the affirmative but the Judges ruled in favor of the negative.

Bill Clerk Chas. Echreiner was a business visitor at Bensenville recently. Distance lends enchantment.

Switchman Melvin Carroll was seriously ill during the holidays but has now fully recovered.

Asst. Yardmaster G. Dahl has made application for membership to the Women's Club. While going down into the basement of his home, a defective door hit him in the eye causing said member to become very much discolored (Black and Blue). The door may have been defective but the blow he received was sure effective.

There was a Big Rabbit Hunt Dec. 22nd: Wm. F. Brose, one of our engine foremen was invited. There were 15 in the party and succeeded in getting four rabbits. Mr. Brose says his gun would not work and he has since purchased a new one. You may hear of another "Rabbit Tale" in the very near future.

Mr. Laberta Follette, engine foreman, won a duck on a raffle and laid off the next day account the hibernation. First win in years—not bad for an old duck!

Miss Jewel McGrail, Chief Caller, was the recipient of a nice new knife for Christmas.

Car Checker Geo. Correll received a safety razor for a Christmas gift. George says he figures on some close shaves.

Conversation in Yard A Office: Bill Clerk Wilson addressing Asst. Yardmaster Kentner: Wilson: Why don't you take the Yardmaster's job in C Yard?

Kentner: Why do you want me to take that job?

Wilson: Well, they all die that go over there!

Note—Kentner has not applied for the job yet.

It is with much regret that we report the dire catastrophe that befell Mr. Wilson our genial Bill Clerk. Charles has been residing in Highland Park and during the recent severe cold spell the water pipes in his kitchen froze up. Chas. went down and built a large fire in the furnace and all the pipes in the cellar bursted, causing approximately \$500.00 worth of damage. The owner of the house requested Charles to vacate!

Engine Foreman W. D. Bowman who had the misfortune to have his thumb mashed the early part of December has not yet returned to work; however, Dorm keeps well posted on everything relative to his position. He is also broadcasting from the Paige Garage.

Savanna Yard sustained a severe loss upon the death of Bill Clerk John Casselberry. He passed away Dec. 15th at his home on 5th Street after a sickness of a short duration. Our heartfelt sympathy is extended to the whole family. Mr. Casselberry served the CM&STP over 25 years having been a member of the Veteran's Association. He was also a member of the K. of P's., Moose and Clerk's Union.

Mrs. Al Christensen, wife of Switchman Savanna Yard has been very ill due to the removal of two teeth.

Yardmaster Wm. Smith was off several days this month account the sickness of his wife.

Hal Smith, Switchman Savanna Yard, has been batching it for the last week. Mr. Smith is an Expert in the Culinary Art (first week) Now eating at the Restaurants (second week). This all came about due to his wife's departure for Florida. Hal says you never miss the pump until the well goes dry.

Police Officer Frank Schroepel who had the misfortune to fall out of a chair in Savanna Yard Office and fracture two ribs, is back among the boys and is as peppy as ever. (Niagara Falls Papers please copy).

Asst. Yardmaster Bimm was off the first of the month. Herman says he had to put his feet in the ice box for two days account the hot-footed job.

Switchtender Jerry Carey had the misfortune to lose his watch recently but thanks to Mr. Trunniger—he is wearing it.

George Bivins Spoor who served as Agent Opr. for the CM&STP forty-nine and one half years died at his home at Cordova, Ill. Dec. 17, 1927, aged 75 years. Mr. Spoor began work for the Milwaukee about the 1st of October 1875 working at various points as agent until Dec. 1st, 1882 when he was transferred to Cordova where he remained until he was relieved account of ill health Feb. 4th, 1925 having served as agent at that point for 43 years.

He was united in marriage to Julia Elizabeth Norris 1880 and to this union 3 children were born, Millard W. Spoor who is Agent for the Milwaukee at Rondout, Ill. Harley R. Spoor, who served some years with the Milwaukee as Operator but now with George Best Coal Co., Chicago and Mrs. Ora Heberling

of Port Byron, Ill. together with Mrs. Spoor survive him.

About the year 1890 he suffered an attack of granulated eye lids, which caused him much suffering, never fully recovering and eventually was the cause of his breakdown terminating in his being relieved as above stated.

He gradually grew weaker after his relief until the 17th of Dec. last when he passed quietly away.

He was thoroughly efficient and was always a conscientious worker, ever working for the interests of his employer, making a record for faithful service seldom equalled.

Drippings from the Ice Bunkers Sonia

St. VALENTINE'S sweetest gift:

"I looked for something
Sweet for you
And violets whispered,
Will we do?"

LEAP YEAR GIRL—BLAH!

Tho "these maids of the hour" have that sophisticated air and smart modern coating, when it comes to the *real* question, "would you propose?" they are just the same old-fashion, mid-victorian girls of always.

Mae, boyishly slim, full of fun, just into everything, fervently declared, "God no! indeed no!"—yet vivaciously, "*and another thing*, I'm not going to be let in for paying 13 months rent, now that we're to have 13 month in a year."

Rose, inclined her pretty head and replied with that devastating smile, "Depends how irresistible the proposee." By golly, Rubin is won! (Still, Rose would rather have her "boy" do the proposing).

Tho Milly is on the "Marriage Ship" nearly six months, experienced and all that—(Charlie bought her a vacuum cleaner for Christmas, so *he* won't have to *sweep* the rugs) she blushing replied that, "she would rather have her Charlie propose, were it to be done all over again."

Ellie, turned those naughty, flashing brown "eyes—left" and laughingly declared she would ask Bill to accompany her on "life's little journey." Bill's answer will be printed in next month's Mag. (But Ellie too, would rather have "the boy friend" propose).

Lyle, "of the *nice* people," declared with that sweet downcast look and very pink cheeks, "how could I?" Surely, one so sweet just won't have to bother proposing.

And, of course, Harriet, the scribbler, declares vehemently, n-no, nevair! Impos! I do not choose to propose!"

So ho, we've come to the conclusion that this "girl proposing stuff" is all a lot of blah, even tho Mr. Holcomb vows his wife proposed to him.

PORT SYMPATHY

Is none other than a corner of this "colyum" to be devoted to answering *your* questions.. The Sympathizer—tall, handsomely dark with that girl-slaying smile, wearing those distinguishing "Harold Lloyd" glasses, who can tell you *anything*—even where to get a fur benny for a song, will lend the sympathetic ear. We print for your benefit, the first question and answer; when in doubt, put in a call for Port Sympathy:

Young Lady: "I have been keeping steady company with a young man for 10 years. Should I permit him to kiss me?"

Sympathizer: "No, wait until you have more experience."

Illinois Division

M. J. S.

News Briefs from the Superintendent's Office

"Life is very simple — it merely consists in learning how to accept the impossible, how to do without the indispensable, how to endure the insufferable—What could be easier?"

DON'T know what would do without Maurice Kauffman, in Division Engineer Heck's Office. He has kept his sun-shade in use all winter and every time we look at him, no matter whether it be 10 below, we just naturally get all het up.

George Layton, Captain of Police, recently received a package, on which down in one corner was marked, "The Honest Policeman." Now who ever heard of an honest policeman?

The girls in the Supt's Office wish to thank Condr. Thos. Coyle for his annual Xmas present to them.

"Happy" Plattenberger, our Asst. III. Divn. Accountant, received as a Xmas gift, some preserved figs in wine. Happy wants to know whether he should eat the figs and throw the wine away or drink the wine and throw the figs away? Whataquestion!

Chief Clerk Jim Tigerman and III. Divn. Accountant R. E. Thoren, presented the office force with a box of candy during the Holidays which was greatly appreciated.

Candy was also received from The New Home, Mr. Lenertson, Prop. Many thanks.

No wonder we can't catch mice in our traps anymore. Everytime "Vic" McCurdy, (Chief Dispatcher) gets hungry, he goes around and eats all the cheese out of the traps. That's the limit!

And have you heard about the antics of some of our Supt's Office children up at the skating rink? They say its lots of fun, tho.

We know now that Eunice isn't superstitious—she seemed to get a great laugh out of sneezing on Friday, the thirteenth.

Nels Schmidt, the Clinton Herald Reporter, remembered the Supt's Office at Christmas this year with a nice box of candy and sweetened us up for another year.

The "sun" shines bright in the Roadmaster's Office at Savanna. Have you noticed the additional "sparkler" in that office?

Freight House News

Hyffy will soon be in business for himself. He has started to raise Guinea pigs—so far he has a total of ten. Here's hoping you success in your new occupation!

Friday—the 13th. Yes, that's Merle's birthday—21 years of "age." No wonder the poor boy has been so unlucky of late—one day he came to work with a "next-to-being-broken" jaw, and about a week later, he came to work all bruised up from being in an auto accident. He says he never did like those Clinton boys anyhow—they play rather rough. Better watch your step, Merle, or carry a rabbit's foot in your pocket.

That Schmidel never will get over those childish things such as birthday parties. Merle is having a birthday party, and of course, Georgie is going.

Lillian doesn't care much for roller-skating. She says the floor comes up and hits her too often.

Wanted: By two ambitious boys, some heavy weights! (We'll never tell what for, tho.)

Bill and Rusty.

Nell and Mil (Big and Little Nite-Life) are now "batching" it.

Continue light-traffic service *at a lower cost*

The high cost of operation on light-traffic lines leaves but three courses open—to reduce service, discontinue it altogether, or lighten operating costs.

Twenty-nine prominent roads have chosen to reduce expenses. They are *continuing service at a lower cost* through operation of G-E equipped gas-electric cars. With their costs reduced, in this way, to an average of less than 40 cents per train-mile, they are now able to save a greater percentage of their income than ever before.

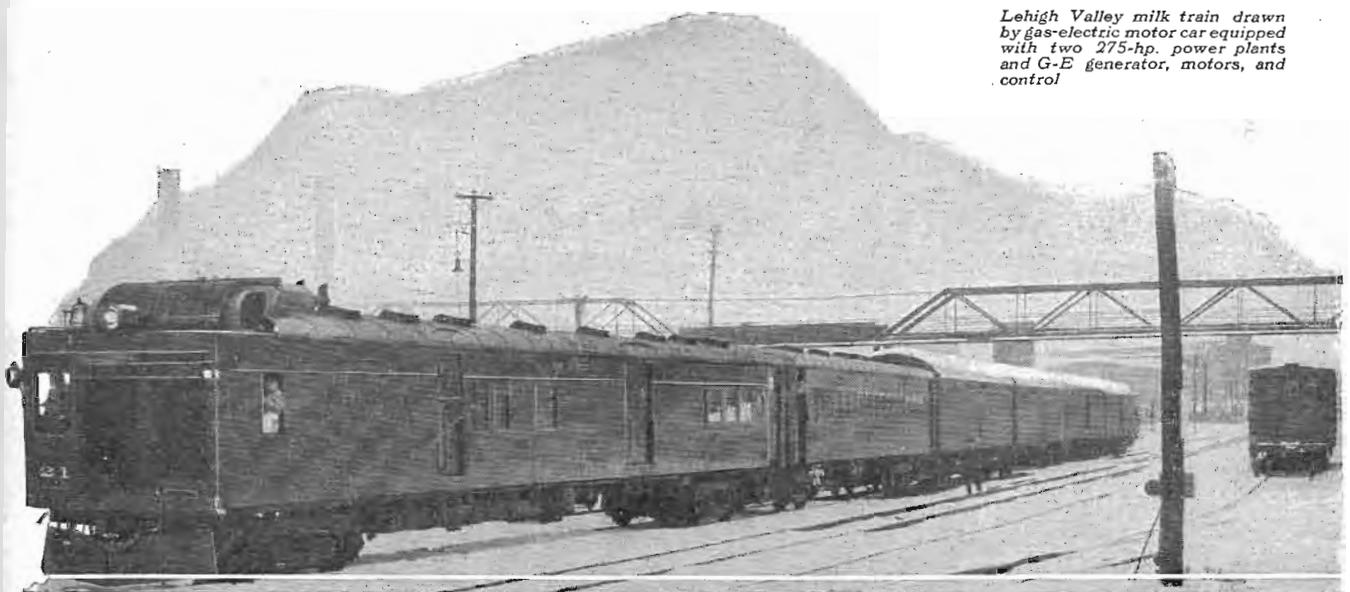


Your light-traffic service problems will become simpler if you use G-E equipped gas-electric cars. Write for additional information.

391-20

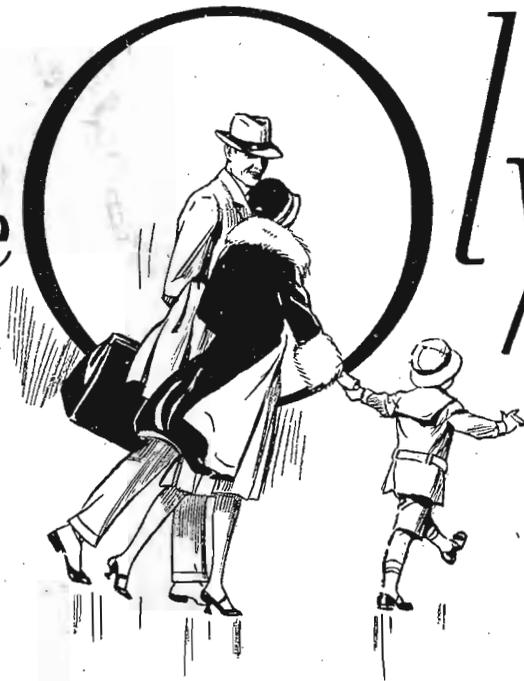
GENERAL ELECTRIC

General Electric Company, Schenectady, N. Y., Sales Offices in Principal Cities



Lehigh Valley milk train drawn by gas-electric motor car equipped with two 275-hp. power plants and G-E generator, motors, and control

The Olympian



new ~
 equipment
 unique ~
 roller bearings
 electrified ~
 660 miles
 unparalleled ~
 comfort, service

Between

Chicago and Seattle-Tacoma

No Extra Fare

IN ORIGINALITY of design, artistry of decorations and furnishings, astounding innovations—*roller bearings*, and completeness of facilities *The New Olympian* is the most beautiful and most comfortable transcontinental train ever placed in service on an American railroad.

New sleeping cars with larger wash-rooms and sanitary porcelain basins; coil spring mattresses in every berth; rooms single or en suite with individual control of heat and ventilation; a new and larger observation car with separate shower baths and lounge rooms for men and women; buffet; barber shop; a spacious observation room, a maid and a valet; a dining car serving ample and satisfying meals.

SCHEDULE

Westbound	Daily
Lv. Chicago (Union Station)	11:00 p. m.
Lv. St. Paul	11:15 a. m.
Lv. Minneapolis	12:05 p. m.
Ar. Spokane	8:10 a. m.
Ar. Seattle	7:00 p. m.
Ar. Tacoma (3rd day)	8:20 p. m.

Eastbound	Daily
Lv. Tacoma	8:15 a. m.
Lv. Seattle	9:30 a. m.
Lv. Spokane	8:50 p. m.
Ar. Minneapolis	8:30 p. m.
Ar. St. Paul	9:20 p. m.
Ar. Chicago (3rd day)	9:25 a. m.



GEO. B. HAYNES
 Passenger Traffic Manager
 CHICAGO, ILL.

W. B. DIXON
 General Passenger Agent
 CHICAGO, ILL.