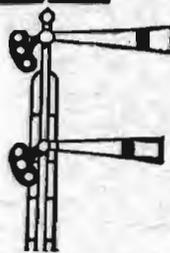
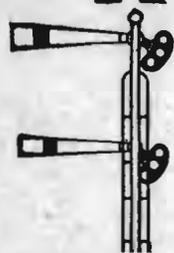


THE MILWAUKEE MAGAZINE



FEBRUARY, 1926



You must look closely to see the most important part of this picture—the cables on the ground which bring power from a substation operated from generators ninety miles away.

Digging coal by wire

TO the Northern Pacific Railway belongs the credit for this thrifty achievement in supplying its own coal.

At Colstrip, Montana, the railroad owned a 180-acre bed of coal, lying almost on the surface—a cheap, convenient source of fuel for transcontinental trains.

But the mining of it offered peculiar problems. The water of the district was so alkaline it could not be used in steam engines. The coal slacked so quickly that it could not be stored.

A power line ninety miles long solved the difficulties. Electric shovels that require no water now strip the surface earth—tons at a time—mine the coal and load it. Giant storage battery locomotives of 60 tons capacity haul the loaded trains to the main line, for immediate use.

Industry after industry owes a similar debt to electricity. It is continually tapping natural resources that mankind could not otherwise have enjoyed for another hundred years.



To help industry and the railroad do their work more economically is an important service, but to save human energy is even more important. The General Electric Company designs and manufactures the equipment by which electricity does both.

GENERAL ELECTRIC



We are style headquarters. From the designing rooms of New York and Paris come the new modes shown in our catalog. You pay nothing extra for style—but you get it, and quality besides, when your selection is made from the World's Largest Store. We guarantee a saving.



Spring is cleaning time. New rugs; a davenport for the living room; a new vacuum cleaner; a bedroom to be kalsomined. Everything you need to make your home attractive is priced in the Thrifty Book to save you money. And we give Real 24-Hour Service.



Men order from the World's Largest Store because they find it convenient and economical. Style apparel and sturdy work clothing are displayed at attractive prices in our new catalog. Nine million families buy from the book of 35,000 bargains. You should have it, too!



Farming demands good tools. We have them. Most everything used on the farm is quoted in the Thrift Book and at a price way below that asked elsewhere. Our line of hardware, implements, gas engines, harness and cream separators is most complete. Be sure you have our catalog.



35,000 Bargains in this New Spring Book

With this new catalog—"The Thrift Book of a Nation"—you have access to 35,000 bargains, the greatest store in the world!

So complete is this book that practically every need for the family, the home, the farm, and the shop can be supplied from its pages—at prices that insure big savings.

Millions buy from the World's Largest Store because they have found here the quality they prefer; have learned that 99 out of every 100 orders are actually shipped within 24 hours after they are received; have proven to their own satisfaction that they make real savings.

Thrift does not imply self denial. It only means buying right because if you pay less for the things you need, you can have more of the things you want. Our new catalog is ready. Your copy is waiting for you. Just fill in and mail the coupon.

Sears, Roebuck and Co.

Chicago - Philadelphia - Kansas City - Seattle - Dallas

We give
real 24 hour
service

Mail the coupon TODAY to the store nearest you

SEARS, ROEBUCK AND CO., 62K21
Chicago - Philadelphia - Kansas City - Dallas - Seattle
Send me free your big Spring and Summer Catalog.

Name.....

Postoffice.....

Rural Route.....Box No.....

State.....

Street and No.....

WORLD'S LARGEST STORE

WE OWN AND OPERATE SUPER-POWER RADIO
BROADCASTING STATION WLS-TUNE IN ON 345 METERS

The
THRIFT
BOOK
OF
A
NATION

Quality Must Come First

When you give your order to the printer you want the job to look right.

If it is a catalog, you are depending upon it to sell your goods and usually without the help of a salesman's magnetic presence and eloquent words.

If it is a publication, the appearance of the magazine itself must maintain your character, standing and prestige amongst subscribers and advertisers.

Good printing is insured in this plant by—

1. Excellent modern equipment kept in perfect repair.
2. Experienced and loyal workmen who have a direct, personal financial interest in turning every job out RIGHT.
3. Close supervision by the principals themselves.
4. Our customers, if they wish, may visit the plant at any time while their work is in progress and satisfy themselves as to how every step is being handled.

◆◆◆◆◆

Crude and Careless Printing is Not Tolerated Here

◆◆◆◆◆

A call, a phone or a letter stating your requirements and the specifications of your next run would not obligate you in any way and would give us a chance to figure with you and determine whether a printing connection here would not serve your best interests.

FREDERICK L. CHAPMAN

Telephone: Superior 7019

149 W. Ohio St., Chicago, Ill.



Railroad Lubrication

*"When Galena Service goes in—
Lubrication, Troubles go out."*

Galena Service an Operating Asset

RAILROADS enjoying the advantages of Galena Lubrication Service experience very few of the annoyances and difficulties that are always evident where wrong oils or lubrication practices are employed.

There is not only the satisfaction of knowing that equipment on which Galena Oils are used lasts longer and gives better service, but that net revenue is substantially increased through the maintenance expense of locomotives and cars being held at a minimum.

All that is necessary to bring a forceful recognition of the fact that lubrication is a vital influence in the regulation of such expense, is to compare the lubrication performance—the number of hot boxes, engine failures, repairs and packing renewals—of roads using Galena with those using other oils for similar service, over a given period.

*Galena Oils and Service have saved
millions in maintenance costs*



Galena-Signal Oil Company

New York

Franklin, Pa.

Chicago

and offices in principal cities





Abreast of Conditions Since 1887

In the scientific treatment of locomotive feed water—based on laboratory analysis and control—the same organization that pioneered in 1887 is pioneering still in 1926 and the effectiveness of DEARBORN Treatment can be depended upon today as always.

Dearborn Chemical Company
310 South Michigan Avenue
CHICAGO

CONTENTS

	Page
Kansas City Past and Present	5
Organization Facts of 609th Eng. Bn. (Ry) — Wm. E. Jones	9
The Value of Per-Diem — Anonymous	9
Heads The List in Refrigerator Car Release	10
The Meaning of Effective Car Dept. Service — L. K. Silleox	11
From the Bureau of Safety — A. W. Smullen, G. E. C.	13
Sports	14
Claim Prevention	16
Current Railroad News	18
C. M. & St. P. Ry. Women's Club	19
At Home — Hazel M. Merrill	21
On the Steel Trail	27

In Fourteen Years



money deposited in a savings account doubles itself.

Do not let your money lie idle in your home or in your pocket.

Give the money you work for a chance to work for you.

Open a savings account today in Milwaukee's largest bank.

First Wisconsin National Bank

Milwaukee

Capital and Surplus Ten Million Dollars



THE MILWAUKEE MAGAZINE

Volume XIII

February, 1926

No. 11



Kansas City, Past and Present

A hundred years ago, at the place where the Kansas River pours into the Missouri, there was a good landing for boats, in a spot sheltered by the clustering forest from winter winds and summer sun; and hither came the wondering traders and trappers who toured the southwest country in those early days in desultory fashion; and foregathered at certain seasons in convenient spots with their beads and trinkets, and perhaps some firewater, and whatever else happened at the time to be legal tender with the natives savages, to bargain with their Indian brothers for the furs which were brought for barter and exchange.

The place at the Kansas River junction had not then acquired the airs and importance of a real trading post, but at that, it could have been said even a hundred years ago, that the little haven was on its way. Nature seems to have some symbolic insignia that she lays on her "strategic" points which are recognized by humankind; for the real points of vantage on the surface of the earth are rarely overlooked when the right time comes and men are seeking an abiding place or a likely spot for trade.

In 1827 the little settlement of Independence on the Missouri River took definite shape and acquired a name,—to be followed by in 1833 by the town of Westport, on the banks of a little creek near the mouth of the Kansas River.

Independence and Westport were the direct outgrowth of the "freighter" movement out over the Santa Fe Trail to the far settlements of the southwest. Day by day long wagon trains loaded with merchandise and supplies from down river went rumbling out over the plains on this famous "Trail". It was the great highway of the southwest and its history with the wild adventure connected with the freighter transportation, the stage, coaches, and later with the cattle men, the cowboys and the banditry of that notorious period have made the background for many of the wild west thrills of American adventure romance.

In 1839, when Kansas City may be said to have been born, a little settlement of low buildings with about twenty-five white people stood by the river landing while all about,—the scene was primeval indeed. The great rivers sweeping down through the hills, vast bottom lands covered with ancient cottonwoods; precipitous bluffs impossible to scale; deep darksome ravines, tiny patches here and there of cleared land, lots of Indians and a few scattering

and the waterside so that even then it could be foreseen that eventually this little new city would reach out for the hills as its measure of safety when the big rivers claimed the bottom lands as their heritage.

From the time of the founding of Kansas City, until its forward march unmistakably showed the metal it was made of, there was intense rivalry between Independence, Westport, and the young Kansas City. The two last named were merged in 1899 and Independence is now virtually a suburb of its larger neighbor.



"The Scout"

During the hey-day of the freighter traffic over the Santa Fe Trail, Kansas City became the headquarters for many adventurous spirits, either those who were on their way to the golden west to seek their fortune—those who having been out there and found their fortunes were on their way back to spend it in regal style wherever the quality of splendor they were seeking might be found; or those who having been to the far west and not found a fortune, were beating their way "back east" with a forlorn hope of better times amid old familiar scenes. This occasioned a motley crowd of drifters who surged up and down Kansas City's narrow, muddy streets, and those who were familiar with the place in its infant days could, if they would tell many a lurid tale of the youthful city in the days of sowing wild oats.

white settlers who were there because of the Santa Fe Trail, or to trade with the Indians. It looked in that early day like a wild and impassable place, yet within forty years there had gotten under way one of the great cities of the United States. The town, begun on the river front, with those forbidding hills and palisades standing on guard on the landward side, did not seem a promising location if it clung to its precarious footing on the bottom lands where the two rivers could overflow its streets and upset its activities at every flood stage. As early as 1840 therefore the little town attacked the problem of the hills, moving up by dint of sweat and narrow roadways that in muddy weather were prohibitive, but other times, did service as streets, which gave communication between the hill dwellers

It became the home of many of the so-called gambling kings of the southwest and gambling halls were as numerous as the ubiquitous saloon. In those days, as the name indicates, Main Street was the principal thoroughfare, running from the river bottom up toward the hills, and the gambling halls of Main Street enjoyed a country-wide reputation. They were usually on the second floor over a saloon and some of them were "gambling palaces de luxe." Soft velvet carpets covered the floors, lace and damask hangings at the windows and upholstered furniture of the most luxurious style gave ease and comfort to the patrons. Trained waiters dispensed liquid refreshment and smoked quite in the accepted man-

ner of the most exclusive Club. Faro was the gentleman's game. The proprietor of such an establishment was usually the genial host who left the machinery of the gaming to his employees while he circulated among the patrons entertaining his "guests"? People of great note and some of notoriety too, frequented these gaming palaces,—among them the James Brothers, whose home (when circumstances seemed to indicate the wisdom of their being at home) was not far from Excelsior Springs, would drop in and if the occasion seemed propitious, live things up a bit; but although mine host of course knew their identity, and at least did not raise any objections to whatever "pranks" they chose to perform, no word or look of recognition ever passed between them. In 1881 an anti-gambling law was passed and strenuous efforts put forth to enforce it, with varying success at the first, but gradually the "cleanup" spirit prevailed, and less evil report began to come out of Kansas City. The story is told that one fine morning in 1883, a neatly dressed, somewhat ecclesiastically appearing gentleman, pale of countenance, dejection written all over his face, strolled riverward, divested himself of his gold rimmed specs and other impedimenta and walked carelessly into the river, proceeding onward until his hat floated away. Thus ended the earthly career of a one time "Gambling King", discouraged over the hopeless outlook for men of his profession in the midst of so much uplift thought and deed. "If anything happens to me" read a note he left behind addressed to one of his former pals, "give me a decent burial". So this friend with others of the olden time rallied to see that the dethroned monarch's wishes were carried out. The funeral was a solemn and unctuous occasion conducted from the Methodist Church, with singing of "Rock of Ages", "Nearer My God to Thee" and other hymns thought to be appropriate to the Christian burial service. Floral tributes banked the coffin and all the usual trappings of woe attended the departed to his last resting place. Certainly, like the lamented Mr. Shea that defunct Knight of the Green Cloth was "buried decent".

But progress and growth were not altogether confined, even in those early days, to the concomitants of frontier civilization, Kansas City boasts a very wonderful art gallery, the beginnings of which go back to 1879, when it was founded by the City and which has grown in beauty and wealth of Treasure until it is one of the notable institutions of its kind in the middle west.

When the city had grown a half mile back from the river front, it began to encounter the hills, where the steep grades and the clay banks gave the city fathers much food for intensive thinking. There were forward looking spirits who had the courage to advocate re-grading and cutting down the hills and there were the usual number of crepe hangers who called it the most ridiculous extravagance to think of extending the city way up there on the hills and then begin to talk about cutting the hills down. It is the usual story when "improvements" come down stage in any hamlet, village or town.

Enterprise and progress, however, won the day and some heavy cutting commenced. It is remembered, now, when there is hardly an up and down in the business section of the city, that the citizenry came from far and near to see a cut 36 feet deep at Baltimore Avenue and 10th Street. While they were about it, the engineering forces set themselves to the task of widening out the streets, and the present day wide and beautiful thoroughfares are the product of their broad gauge "vision".

Kansas City remained a trading post until the arrival of a railroad in its midst and the completion of the Hannibal & St. Joseph R. R. Bridge in 1866, started it on its all-American gait. Within a few years, "railroad center" was added to its descriptive text. Then it went forward, at a canter. Grain and live stock came rolling in over the rails, were re-distributed and went rolling out on their northern way while the railroad yards and all the industrial plain on the river bottoms thrived with ceaseless activity. Occasionally, in the years when there was an excess of precipitation and moisture was very plenty, there would be flood stages of the two rivers that gave pause to thought and some wise-acre would lift his voice in warning of a flood some day that would wipe the city off the face of the earth. Then in 1903, the flood came, not bringing total destruction, but near enough to make it a pertinent warning. It had rained continuously for many days and the rivers rose alarmingly the people living in the lowlands fled to the hills for the waters gave no indication of receding and the immediate vicinity of the river banks was already inundated. Warnings were sent out that the streams were nearing the danger line and all the territory drained by the Kansas River began to make preparations for an evacuation; but none foresaw the full extent of the disaster. A writer of that day says "On Saturday May 30th, West Bottoms was a Valley of Industry; another day, the Kaw was a raging torrent that washed the foot of the bluffs and extended across five miles to the Kansas side; and as far as the eye could see north and south, roofs of houses and other buildings protruded above the waters like islands. Lines and lines of locomotives and other railroad equipment lay in the water." Nine feet of water stood in the waiting room of the old Union Depot while factories and warehouses were abandoned to the mercies

of the swirling currents. "Higher and higher it rose, pouring over the bridge at Armourdale, while hundreds of buildings rode by on the waves. The bridges at the stockyards went out, followed one by one, by the Union Pacific crossing and then all the others until only the great Missouri Pacific Bridge remained. The double deck bridge at Central Avenue broke away and struck the Missouri Pacific, nearly shaking it from its foundations, but the wreckage was drawn under by the force of the water, between the piers and was stranded below". Thus was the Missouri Pacific bridge the only one left of 17 crossings. It is said this bridge was saved by running six of the railroad's largest locomotives out on the structure, which is credited with holding it in place and thus saving it. Hundreds of skiffs plied the swift currents trying to save the marooned people, but there was great loss of life and an appalling property loss.

Then did the city fathers take counsel of wisdom and out of their sad experiences, a new drainage system grew by which the flood stages of the rivers are diverted from the bottoms and the safety of the "Valley of Industry" reasonably assured.

A new drainage system, however, was not the only innovation. The engineers went at the cutting down of the hills in earnest, a new Union Passenger Station to be located out of the reach of any rising rivers was projected. A street car system eliminating the old inclines that were the wonder and thrill of all the visitors to the city, and the making of broad boulevards to sweep around the hillsides in curving beauty to reach the slightly locations of Kansas City's home-loving and beauty-loving people, were in the new prospectus, and these and many other improvements were begun and carried through to a most successful completion; and now, no more wonderful city lies under the glorious sunlight of the southwest than Kansas City. Its wide sweeping avenues are beautified by parkways and at little vantage points, everywhere on cliff and hilltop are splendid panoramas of the rolling hills and the magnificent valley between, where the teeming life of industry and commerce goes on without ceasing,—the busy picture below and the serenity of the heights and the sunset glow above.

To a railroad story of this kind, perhaps the proper introduction is by way



Missouri Pacific Bridge In 1903 Flood

of the railroad station, and the picture on the cover of this issue of The Magazine shows the great Union Station at Kansas City, the terminal that grew out of the old station which squatted on the bottom lands down in the vicinity of 9th Street. No danger of any floods to mar the beauty of the new station, and no devastating waters can sweep through the

grand plaza on which it fronts, for it is lifted well above these dangers with the approaching streets crossing the tracks on substantial viaducts of cement and stone. While on the slightly hillside opposite the entrance to the station, there is a wonderful Liberty Memorial (now under construction) as a civic tribute to those who perished in the World War.

The Union Station is the third largest in America and the largest outside of New York City. The main building is five hundred and ten feet long and one hundred and fifty feet wide, the building being of Bedford stone and granite outside and stone, marble and tile inside. The grand lobby is 230 x 100 feet with a ninety foot ceiling. There are twenty-seven separate windows for sale of tickets. The main waiting room is the longest in the world, four hundred and ten feet, built over thirty-two tracks, with three hundred trains leaving and arriving daily.

Kansas City is almost in the center of the United States, and is on the border between Missouri and Kansas; and while this story is concerned more immediately with Kansas City, Missouri, there is a large and flourishing Kansas City, Kansas, that is the center of much industry and is swinging along to greater things with a fine stride.

Of Kansas City, Missouri you hear now, that it is the second largest live stock market in the country, where approximately eight and one half million head of live stock are received at its stock yards, annually; and more cattle and hogs are sent to the country for feeding and breeding purposes than from any other market. It is also the second largest horse and mule market in the United States. It is the second largest meat packing center, approximately seven millions and a half animals being slaughtered in its packing houses every year. An annual event in connection with the live stock and meat industry is the American Royal Live Stock Show each November, it being one of the greatest live stock shows in the United States.

Grain and Milling come next, perhaps, in the contributory influences to Kansas City's growth, and it has reached the third place in respect to impor-



The Valley of Industry



Kansas City Live Stock Exchange takes in the grain and milling lists of the country. There are forty three huge elevators with a storage capacity of thirty million bushels; and there are thirteen mills with a capacity of twenty-seven thousand barrels daily, including the largest flouring mill in the Southwest, which has a daily capacity of six thousand barrels. As a distributing point for jobbers and wholesale merchants it is without a rival.

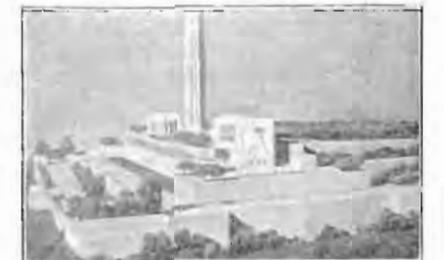
It is designated as the gateway to the great mid-continent oil fields, and many of the oil development and oil refining interests of that territory maintain their headquarters in Kansas City. More than five hundred thousand barrels of crude oil are refined daily in the Kansas City vicinity. The refineries of the city proper are equipped with the latest machinery and facilities for converting crude oil into all the various by-products that are manufactured from this substance. Several of the plants have direct pipe-line connection with the oil fields, many hundreds of miles distant.

Looking down from the hills into the "Valley of Industry," you see the tall factory chimneys of countless industries all of which enjoy the inestimable advantages of Kansas City's great railroad center. It is getting in the raw material and shipping out the finished product.

In the retail districts of "down town" the stores are up to the highest standard and they cater to half a million discriminating people, residents of the city; and in the shopping

country within a radius of fifty miles. Electric street railway service from all parts of the city and the suburban district brings the shopper easily and quickly to the center of town and motor bus lines abundantly supplement the street car. In a story calculated to tell of the wonders and attractions of an American city, there must be included mention of hotels, theaters, movie houses and kindred amusement facilities. Kansas City is not outdone in these particulars by any of her sister cities; and it boasts a convention hall with a seating capacity of 11,500 people and more than 30,000 square feet of exhibit space, making it the largest exhibition building in the world. The city has another "largest building of the kind in the world" in its Live Stock Exchange, which houses a city full of workers and carries on under its roof, daily, the business of a gigantic industry.

Every self-respecting western community in the United States boasts of its schools and other educational institutions, and in this connection Kansas City has every right to whatever high claims it cares to make. With a popula-



Liberty Memorial



Glimpses of Kansas City's Boulevards

tion of over five hundred thousand its public school system embraces eighty four elementary schools, five senior high Teacher's College, a Junior College, thirty one trade, combination and special schools.

In the realm of the home, Kansas City has the lead over many a city of larger growth and greater age. Up on its hills where Nature arranged everything on a wondrous scale of loveliness, the homes have grown up in



Mr. J. S. Adsit and His Office Force
Left to Right: Frank Sowder; Mr. Adsit; F. A. McCarthy; Miss Dorothy Kaufholz; Miss Johnnie Farnstopp; Harry S. Zane; J. D. Reeder.

beauty and in grandeur; the modest home builder has used his opportunities as prodigally within his limit, as has the builder whose only limitation is his taste and imagination. Houses perch high where the view is unspeakably lovely, and they sit in serene dignity in groves of trees with flowers and flowering shrubs growing in a riot of profusion. Color is the keynote in the residence district, made possible by the long growing season, where the daffodils bloom in early April and the chrysanthemums are aflower in November. Without realizing that the boulevard is taking you afar into the outlying suburbs, you come on the Country Club District and its rare surrounding beauty. This district is of country-wide fame, and probably more new homes have gone up in that favored section in the past year than elsewhere throughout the city.

One drives from park to park in Kansas City, through a succession of beautiful boulevards and avenues almost without realizing he is out of one park before he is in another; for the city is said to have a greater extent of park and boulevard than any other American city. It has accomplished the feat of building ninety-five miles of continuous boulevards including the famous Cliff Drive, three and one half miles long, winding along the rim of the cliffs that overlook the broad Valley and the rivers winding through. There are more than three thousand acres of parks open to the public and twelve public and private golf courses.

The Milwaukee Railroad entered Kansas City in 1887. The route crosses the Missouri River at Coburg, where its roundhouses and car repair facilities are located. We have in the Kansas City Terminal, twenty-one miles of side track and two miles of main line; train yards are at Coburg, an industry

yard, warehouse and coach yard at Broadway and a team track and warehouse at Liberty Street.

From our tracks adjacent to Broadway Yard, we serve 32 industries. At Coburg, we have an elevator with a capacity of three million bushels of grain. During the grain season this elevator can load and unload 150 cars of grain daily. The Simond, Shields, Lonsdale Grain Company who operate the elevator, being the largest grain

each month. The car repair force at Coburg and car cleaning force at Broadway Yard, consisting of 58 employes is under the direction of Mr. J. T. Clark, General Car Foreman on the Kansas City Division.

Mr. E. E. Craft is General Yardmaster in charge of the K. C. Terminals and main lines as far east as Birmingham. Between Kansas City and Birmingham in intermediate yards we have storage capacity for 350 cars.

Our local agent is Mr. W. H. Fesler in charge of the freight houses at Liberty Street and Baltimore Avenues. The windows of his office look out on the great Live Stock Exchange, elsewhere referred to. Mr. J. F. Anderson is Assistant Superintendent of the Kansas City Division, with offices in Kansas City, and among the forces over at his headquarters, is Miss Sybil M. Clifford the Kansas City Terminal correspondent for The Magazine, and "one of the best railroad men of them all." Mr. J. S. Adsit is General Southwestern Agent and Mr. E. F. Woodward is General Agent of the Passenger Department; with headquarters in the handsome new City Ticket Office on Walnut Street between 8th and 9th.

To do justice to a great and prosperous city, any story must of necessity be concerned with the material things that go to make up prosperity and wealth and substance; and the busy marts of trade and manufacture must have their full consideration; but turn we now, in conclusion, to pay tribute to the fine feeling for beauty manifested by the young municipality in the possession of its wonderful bronze statue "The Scout", Mounted on a high cliff overlooking the great valley, this wonderful work of art enjoys a national reputation. Standing "at gaze", the beautiful horse with its fine forward-pointing ears and noble outline, bearing on its back the figure of an Indian scout, stands forth etched against the evening sky. Surely no finer or more wonderful picture may be seen in any park the world over. With hand shading eyes, what does that dusky rider see peering into the mists and darkness of the faraway hills? Gone are the lights and shadows of the city and there comes only the picture of the forest primeval, the dim horizon where the frontier fades and the Council Fires blaze forth. The statue, a masterpiece, is the work of Mr. Cyrus Dahlen of Boston, and was purchased about ten years ago, by popular subscription. It is a picture to carry away by which to hold in pleasant memory, a great and splendid city.



Peering into the Future

firm in Kansas City, often have as many as 500 cars of grain on tracks, and on one or two occasions have had over 700 cars at one time.

The business originating at and passing through Kansas City over our line has grown from a total of 306721 cars handled in 1920 to 403356 cars in 1925. Our oil business in 1920 amounted to 12,853 cars and in 1925 it amounted to 36,589 cars. Oil now forms the leading tonnage on our line from Kansas City; grain and flour and stock being next following. Coal and paper are also important commodities.

Our line is the most centrally located of all the railroads in Kansas City in respect to access to the industries and the following list includes some of the leading industrial plants located on our tracks. The Baltimore Transfer & Storage Company; G. B. Beatty Coal Company; Brown Bros. Iron & Metal Company; Bunting Hardware Company; J. I. Cast T. M. Co.; City Coal Company; Columbia Graphophone Company; J. A. Folger & Company; C. E. Gould Cracker & Candy Company; Grand Union Grocery Stores; Independent Coal Co.; J. W. Jenkins Music Company; Jones Store Co.; Keiper Cooping Co.; Kewanee Boiler Co.; Kinney-Rome Co.; H. D. Lee Mercantile Co.; Liquid Carbonic Co.; Marietta Chair Co.; Meriden Creamery Co.; The Milwaukee Elevator (at Coburg) National Biscuit Co.; Nichols Wire & Sheet Co.; J. M. Nurre Glass Co.; Pendergast Distributing Co.; Pennsylvania Rubber Co.; S. J. Schwarz Paper Co.; Seiberling Rubber Co.; United Warehouse Co.; Westinghouse Electric Co.

At Coburg we have a 15 stall roundhouse presided over by J. H. Lord, roundhouse foreman, whose forces are equipped for and can make heavy repairs and turn out one of our large engines

Organization Facts Concerning Enlistment in 609th, Eng. Bn. Ry. The Milwaukee's Own Military

By Captain William E. Jones

Most of the constructive features of our new military law were originally contained in the so-called Wadsworth bill and the general intent of the law is substantially as follows:

"Our present national defense law establishes an economical and democratic military policy thoroughly consistent with our national traditions. It provides for a small Regular Army, to be augmented by great citizen forces in the event of national emergency. This is our traditional military policy. But whereas in the past these larger war forces have been extemporized after the occurrence of an emergency, the new law wisely provides that the framework of their organization shall be established and developed in time of peace, in so far as this is practicable through the voluntary service of our patriotic young men. The Army of the United States as defined in the new law comprises the Regular Army, the National Guard, and the Organized Reserves. It is with the Organized Reserves that this article will deal, and I feel that it is my patriotic duty to encourage the development of this component of our national defense."

It has been the practice of the United States upon outbreak of war to expand a small professional peace establishment into a great nonprofessional war Army. That is, at certain crises in our history, with a vast expenditure of treasure and human energy we have erected a great war organization and then have demolished that organization after the emergency without any provision for making that expenditure a permanent national investment. After being forced to militarize a whole generation we have taken no precaution to make the sacrifices of that generation a heritage of experience for the next generation that may be called upon to bear the stress of war. It is primarily the object of our new law to perpetuate the framework of the organization developed in the World War, so that its tremendous cost can be funded as a permanent investment for all time.

It is the object of our new military law to establish such an organization. With this end in view the War Department has organized, or has in the process of organization, many units of the service. One unit of this great organization is the Railway Engineers. The War Department has requested several of the larger railway companies to build up battalions of railroad men—specialists in their line, such a unit when completed—in time of a national emergency expressly declared by Congress—to be called, as a unit, to the colors as the third component of the Army of the United States. Our railroad was assigned the duty of organizing one battalion which is known as the 609th, Engineer Battalion (Ry). This battalion is completely organized and is now authorized to accept enlistments so as to fill up the existing vacancies in the non-commissioned and specialists grades. This offers an opportunity for the veterans of the war to join this unit on a

voluntary basis and to participate in the training of their ultimate replacement.

The policy and instructions governing the organization, distribution, and training of Organized Reserve units are now published in the Regulations for the Organized Reserves. It is expected that the 609th, Engr. Bn. (Ry.) will be maintained at sufficient strength to include a corps of officers, non-commissioned officers and specialists, organized and trained to receive and train the recruits required in an emergency demanding large forces.

Special Regulations No. 46, W.D., February 16, 1921, says that the Organized Reserves are the third component of the Army of the United States. The Regular Army and the National Guard may be employed separately or together in minor and in major emergencies, but the Organized Reserves constitute purely a war force and can be employed only in the event of a National emergency declared by Congress. To the extent permitted by appropriations for those purposes, members of the 609th Engr. Bn. (Ry.) may be ordered to active duty for not to exceed fifteen days within one calendar year for the purpose of training the Organized Reserves, however it may be supplemented by voluntary training whenever practicable. Correspondence courses are available to those who desire to perfect themselves.

It is requested that as many ex-service men, as can do so, sign up with our battalion. The only requirements are that the applicant be between the age of 18 and 45 and able to pass the physical examination. Enlistment must be for three years except in the case of persons who served in the Army, Navy, or Marine Corps at some time between April 6, 1917, and November 11, 1918, who may be enlisted for one year periods and who, in time of peace, shall be entitled to discharge within ninety days if they make application therefor. Only employees of the CM & StPRy can be accepted for service in the 609th, Engineer Battalion, (Ry). In case of an emergency you have the advantage of serving where your experience would most benefit you and that service would be with men, and under officers whom you know and understand.

Application blanks may be obtained from any of the battalion officers, as per list published in December issue of Employee's Magazine. The following officers have been appointed recruiting officers and are authorized to complete the enlistment papers;—

Major N. A. Ryan, 104 Monroe Blvd, Terre Haute, Indiana. Battalion Commander, Captain C. F. Allen, Roadmaster, St. Maries, Idaho. Commander Co. A, Captain W. E. Jones, N. 2407 Morton St. Spokane, Washington. Commander Co. B, Captain F. R. Doud, Chief Disp. Bellingham, Washington. Commander Co. C.

Company "A" is the M of W Com-

pany "B" is the Mechanical Company.

Company "C" is the Operating Com-

The Value of Per Diem

I would like to call attention to a single little word

That there's not a railroader living can say he never heard.

The mudhop and the callboy—the conductor and the crew—

The agent and yardmasters are all familiar with it, too.

It's a word of seven letters with a hyphen in between,

But what a lot of dollars this little word can mean,

And it's known to all employes by the little word "Per Diem."

Per Diem is just a dollar that this railroad has to pay

For each piece of foreign rolling stock that stays with us a day.

We've got to spend a good hard buck for every load or light

That fingers on our right-of-way past twelve o'clock at night.

It doesn't sound much for that foreigner you've got down on the "Hold,"

Or that bunch of plate mill empties that's getting kinda old—

Or that pair of flats at the structural that's waiting for a trip,

Or the half-a-dozen foreigners that's standing on the rip.

But when you count this station and the other stations, too—

Try to see the hole it's eating in the railroads revenue.

Shake a leg and get them moving; never let a stranger stop

Till it's got a load and going with a waybill right on top.

When you find a foreign flat when making rust spots on the rail,

Find out why it ain't a-moving and then step on it's tail.

Keep'em moving—keep'em stepping, if you have to run 'em hot—

For each day costs just a dollar when they're standing on the spot.

—ANONYMOUS

Too Careless

The editor in charge of the personal column opened his seventeenth letter with a groan.

"I have lost three husbands," a woman reader had written, confidentially, "and now have the offer of the fourth. Should I accept him?"

The editor dipped his pen in the ink. This was the last straw.

"If you've lost three husbands already," he wrote, "I should say you are much too careless to be trusted with a fourth."—St. Helena Echo, Greensburg, La.

No, Suh!

"Ben, I'll give you \$10 to have your picture made in the cage with that lion."

"No, suh, boss, not me."

"He won't hurt you; he hasn't any teeth."

"Mebbe so, but Ah doesn't aim to be gammed to death by no old lion."—Paper Wads.

THE MILWAUKEE MAGAZINE

Union Station Building
Chicago

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

CARPENTER KENDALL, Editor
Libertyville, Illinois

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

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

Heads the List in Refrigerator Car Release

The Car Service Division of the American Railway Association estimate that there are about 1,000,000 carloads of fruit and vegetables loaded in the United States per year, and of that number about 750,000 require refrigerator cars.

The total ownership of refrigerator cars in the United States is about 150,000. The bulk of this loading takes place during the period July to October, inclusive, and in order to meet this peak loading, the American Railway Association have, during the past two years, organized what were known as Perishable Freight Committees, at the larger consuming points in the country. These Committees consisting of a group of representative consignees and one representative of each railroad on whose line the station is located, one of the consignees being Chairman of the Committee and one of the railroad representatives being Secretary.

These Committees co-operate with the railroads to secure the prompt unloading of refrigerator cars after arrival at destination and whenever consignees use more than the free time allowance the Committee handles the matter with the consignee to effect an improvement.

The plan has been very successful in decreasing the detention to refrigerator car equipment, particularly during the heavy loading period and has enabled the railroads of the country as a whole to get through the period with practically no car shortage.

In connection with the work of these Committees, the American Railway Association, Refrigerator Department, distributes a weekly report showing performance at each of the points where Committees are located, showing the number of cars released, number of cars released within the free time and the percentage of total cars released that were unloaded within the free time.

In making up this report, the various stations are ranked as follows:

- 1st class - Perfect - 100%
- 2nd " - Excellent - 99% to 90%
- 3rd " - Good - 89% to 80%
- 4th " - Fair - 79% to 70%
- 5th " - Poor - 69% to 50%
- 6th " - Very Poor - Below 50%

It will be of interest to our employees to know that out of the 140 stations in the United States where Perishable

Freight Committees were in operation last year, Ottumwa, Ia., a station on our line where our Agent, J. W. Calvert, was Secretary of the Committee, headed the list as being rank 1 in the first class. Ottumwa handled 319 cars, all of which were unloaded within the free period.

There were 9 other stations on our railroad in third class; 8 in fourth class and 6 rated below fourth class.

From The Banks Of The Wabash

Roberta Bair

"WINTER"

Winter has arrived and with it comes the snow king and all his icy armored hosts, his legions are numberless and are unmerciful. It seems nothing can escape his snowy touch and his sentinals seem to challenge every passer-by.

The trees raise their limbs to the sky as if in supplication to an unknown power, which might save them from their fate, but they are doomed until spring.

The once bare fields are hiding under their snow white coverlet. The hay stacks look as tho they were giant pine cones decked in a mantle of silver white.

—Fairfax

Cliff spent Christmas in Minneapolis with his brother. He also made a flying trip to Chicago, returning to Austin the morning of Dec. 28th.

Herb Nurgorden of the Mechanical Department spent Christmas at the home of his mother at Sauk Center, Minn.

R. H. McCoy and wife spent Christmas Day at the home of Conductor and Mrs. McCoy at LaCrosse.

Understand Division Storekeeper Hanover and his wife almost missed eating their Christmas dinner together. Ask C. B. H. what a terrible time he had getting the family together, preparatory to a trip to LaCrosse.

A. L. Piper and R. G. Evenson, spent Sunday January 3rd at the home of Traveling Time Inspector McGovern at Minneapolis.

Roadmaster Walsh and Chief Carpenter Kurzeka have moved their offices to Austin. Their office is now located in the place formerly occupied by the Dispatchers. Herbert Noer, clerk, has also moved to Austin to take charge of the work in that office.

Everyone reports a wonderful time at the Women's Club Dance on Monday, January 11th. Prizes were awarded for the best Charleston Dancers and the best Waltzers.

Mr. and Mrs. E. A. Meyer have gone to Germantown, Wis., where they will attend the funeral of Mr. Meyer's brother on January 14th.

Understand Chief Clerk is quite a ludefisk eater. We only wish our dear friend Whitney, "The Last Man on Earth", could have been here to see him enjoy it.

Baggage man John Williams was forced to take a couple days leave of absence during the early part of January account illness. However, he has now returned to work, fully recovered.

The clerks in the Superintendent's Office enjoyed a Christmas party at the home of Miss Marcella McShane. Everyone received several gifts but we won't say what they were. At any rate, all had a lovely time. Understand Gaskill has been saving his dimes ever since that night, and Marg doesn't know whether or not she should shear her locks.

Marie Stawley of the Superintendent's office entertained with a splendid dinner party Thurs-

day evening at her home in the Griffith Apartments. Marie Tuemler, "Queen of the Ivories", was the entertainer of the evening. The guests were the Misses Slinkard, Blance Centers, Geneva Ryan, Mildred Hughes, Alma Hampton, and the Messrs, Hugh Bragdon, Howard Stewart, Kenneth Welch, Henry Denzler and Jack Richey.

Mrs. T. P. Horton, wife of our Assistant Superintendent, will hold a preliminary meeting at the Red Men's hall, 17th and Hulman Street, Saturday, January 16th, for the purpose of organizing a CMA&STP Women's Club, such as has been organized on other divisions. We hope to have a full fledged organization established by next issue of the magazine.

Mr. R. M. Calkins, Vice President of Traffic, A. C. Hultgren, AGTA and J. T. Averitt, CTA, accompanied by N. A. Ryan, Supt. P. M. Fagan, Div. Fyt. and Pass. Agt. and T. P. Horton, Asst. Supt., made a trip over our Division January 12 and 13th to make inspection of terminals and interchange facilities.

Mrs. N. A. Ryan and daughter, wife and daughter of our Superintendent, will leave soon for an extended trip to Colorado.

Miss Elsie Nelson of the Columbian Enamel and Stamp Company has accepted a position as comptroller operator in the Superintendent's office vice Fairy Garver resigned.

West Clinton

Lon Burke is back on the job and seems to be starting the New Year right.

Irene made her regular trip to Edgar, via "Ford Route."

Ernest McDonald says he sure knows how to cure the girls of being jealous. We want him to demonstrate sometime.

C. McPheeters has completely recovered from his hunting trip. They say he was chasing an opossum and fell over a log and hurt his leg.

Brakeman H. G. Pickhart and wife are in Sarasota, Florida at this writing visiting with Mr. and Mrs. Walter Noble, formerly of this place. We are sure they will have a good time while there.

Best King, machinist, is confined to his home at this writing with an injured ankle. Hope he will be able to be out soon.

The 1926 Almanacs have been received by M. H. McCandless, Agent and distributed among the employees. Nearly everyone remarks that they are even better than those of last year.

Assistant Yard Master Males says the Yard Master's work is interesting but a little more tiresome, when there are "bull dozers," "left handed plows", "clam shells", and other foreign equipment to look after.

At this time, we are worried and perplexed, for we want to know, who is supposed to nail "explosive" cards on box cars. Oh yes, we realize that no one is barred, but the car toads say they are not tall enough and the yard clerks say they are too busy so we will have to let this item go over as unfinished business.

Lon Burke of the store room is back to work after an illness of two long months. He is much improved and everyone hopes he continue to stay well.

When we learned that over 58,000 cars of company coal were billed to the CMA&STP Ry. during the year of 1925 from the West Clinton and Latta fields, we began to realize what a big railroad we're working for, and what a great asset this railroad is to the community about us.

The Meaning of Effective Car Department Service

Third Instalment From A Paper Read By Mr. L. K. Sillcox,
General Superintendent Of Motive Power Before
The Car Foreman's Convention

The practice of following up the bad order car situation is now quite the same throughout the country, the difference being only as to matter of form and application of the data. This involves the question of classification and organization to handle the work and control the bad order situation. For the purpose of simplifying the matter repair points can be classified, each having a stated output requirement based on the classes of heavy and light repair work handled. In our case, class one repair points are those having one hundred men or more, with facilities to handle heavy and schedule work at a specified maximum output. Class two repair points are those with facilities for doing some heavy work, having less than fifty repair men engaged in this work. Class three repair points are those having some facilities and less than fifteen men engaged in repair work. Class four repair points are those stations of a lighter nature not included in the above.

I think bad order cars are apt to be buried on you unless you have some sort of definite daily or monthly report, or make a special drive on them. They will be hidden away some place and lost sight of. We have, therefore a daily bad order freight car report showing by kinds of cars the repairs made each day and the bad order cars left on hand together with the number of men engaged on car repair work, etc. This daily report is sent to the central office for consolidation. In addition to the daily report a special statement is made once each month showing all bad order cars on hand at the end of the month, by individual car numbers, initials, date bad ordered, principal defects and date expected out.

We use the blank back of the daily bad order report for special information, and one of the features is a report of personal injuries occurring each day. Personal injuries are followed up closely and recorded in relation to the turnover of labor, to see whether it is due to new employes or lack of safety measures, methods of handling work, etc.

It is felt that in following up such matters the local foremen are placed in a position where they must naturally assume more responsibilities along this line and keep injuries down to the minimum.

We also show on the back of this report a statement of material shortage confined to that which is handicapping the work. This shows the requisition number, the date ordered, the follow ups, etc., with a view toward assisting the general officers in overcoming the situation.

Passenger Car Cleaning

In the matter of cleaning passenger cars it is natural to suppose that this

is a subject of a minor nature and requiring no special records or supervision; but owing to the fact that on our line we own and operate sleeping cars, this requiring a definite division of the cost, resulting in a constant check by other departments who have to assume the cost incurred by our forces we have felt it necessary to go into this subject rather closely. The cost of cleaning passenger cars is charged to three different accounts, except business cars which may go to many different accounts. The outside cleaning of all cars (except business cars) and the inside cleaning of all but sleepers, diners and business cars is charged to Account 402. The inside cleaning of sleepers is charged to Account 403 and the inside cleaning of diners is chargeable to Account 441. The cost of cleaning of special or officers cars should be lodged against the superintendence account, according to use. This is a rather complicated procedure and as the direct cost of this work is combined with a multitude of other kinds of charges, it is not possible to control the expense without dividing these accounts and determining the direct labor and material charges and the amount allotted in spreading the overhead charge. It is possible to analyze actual individual train operation to control this expense by means of direct labor cost; but this is not always available as the information is based on a variety of data, which is not the same at all times, and a mere control of the direct labor features does not give any idea of the correctness of the allocated charges.

Now in connection with car cleaning, We started out by getting a record of every train and then dividing it into cars and then into points. This is included in our quarterly bulletin. Each station will have a certain number of cars to clean. Take the Pioneer Limited for instance, on our road we take a great deal of pride in that particular train. We had been cleaning the dining and parlor car on that train at Chicago and then again at Milwaukee, where they are cut out. Now our operating officials agreed that a car should go 150 miles on one cleaning. There is no justification for cleaning a car after running only 85 miles on a through train like the Pioneer. Now the crews clean up these a little at Milwaukee, and we give them a regular cleaning by our car department men when they return to Chicago.

Now suppose a point has ten cars a day to clean. Then, some day they may have twenty cars to clean. When that happens we go after an explanation. In order to go after the cleaning cost properly it is necessary to have organization and classification; and we have divided the classes of cleaning into the following:

A—Outside cleaning when a car is scrubbed with water and acid and trucks sprayed with distillate oil.

B—Outside cleaning when car is scrubbed with water only and the trucks cleaned with or without oil spray.

C—Inside cleaning when car is sponged with soap and water and otherwise renovated.

D—Inside cleaning when car is blown out, swept, dusted and mopped.

E—Light cleaning of inside while enroute at intermediate stations.

The classification of cars for making the proper division of the cleaning cost to the appropriate accounts is as follows:

- 1st—Diners and cafe observation cars.
- 2nd—Sleeping, tourist, compartment sleepers and observation sleepers.
- 3rd—Business Cars.
- 4th—All other passenger train cars.

The instructions provide that cafe observation cars count as diners and that the inside cleaning cost shall be divided so that 60% goes to Account 441 and 40% to Account 402, this being based on average dimensions.

A division of the charges for inside cleaning of observation sleepers provides for 30% against 402 and 70% against Account 403. Charges for business cars depend on the account of superintendence to which the officers' pay is charged. Charges for all other work on ordinary cars go for Account 402.

It might appear that this form is too much in detail, but it is as yet an experiment and is lined up for something in the same manner as we handle engine house expense. It is possible to make an entry of all operations each day in the month and then to use the same form for a monthly summary of the system. The summary at once gives us the total charge for cleaning cars as against the various accounts and when the difference between the direct charge and the total charge for cleaning cars as made by the accountant is too great a further analysis is made to determine the reason therefor.

Hiring Of Men

The personnel comprising labor forces reflects the intelligence of the employing officer when selecting new men for the service.

In some cases there are periods when he may be restricted from making his judgment effective in the selection of his men, such as we witnessed during the late war when the labor shortage was tremendous and we were compelled in many instances, to accept men, who under ordinary circumstances, would not meet the requirements. There are other times such as when the forces are to be increased immediately for emergency service. This causes the average foreman to overlook the importance of knowing what kind of a man he is hiring before he is assigned to the job. In every instance where conditions will permit, the objective should be to secure the best available talent, when men are to be hired. The management must ever have this thought in mind when issuing instructions to increase the forces. Much can be accomplished where large numbers of men are employed by arranging for permanent forces, which re-

sults in steady employment to a sufficient number of men to adequately take care of the service. Emergency cases and fluctuations of business can be taken care of by temporary forces, and if hired as such, it will give the employing officer an opportunity to select the best material to be assigned to the regular forces when vacancies occur.

Advancement Of Men

Proper care having been taken in selecting men for the service, it then becomes important that they receive the right training so as to develop natural qualifications they may have for future advancement. Car Foremen who are alert, will quickly discover these traits and will endeavor to perfect their development, resulting in highly competent men being available for positions that require special skill or unusual attention on the part of the workmen. Such men should gradually be worked into the organization in the various positions for which their natural qualifications are best suited.

The great need in industry today, is to provide employment that has an incentive for the employe to voluntarily do his utmost instead of being merely on the job. In many instances, large employers have, at very heavy expense, provided departments to carry out well planned activities of interest to the welfare of their employees, and in many cases, the results have proven a very good investment. These plans are adaptable where the point of employment is confined to a comparatively small territory; while on railroads employment is maintained every hour in the day, every day in the year over thousands of miles, covering in many instances, several states, making it practically impossible to follow such a plan even though it were adapted to the needs. Therefore, of necessity, use should be made of other methods, so that the average man will aspire to do his utmost in the interest of the service. To bring this about, it has been suggested that the following outline be striven for:

- First—Steady employment.
 - Second—Clean sanitary housing conditions.
 - Third—Education facilities.
 - Fourth—A correct and complete understanding of company objectives.
- The proper cultivation of human relations is equally important and mutually desirable in providing an incentive for employees to advance in the service. Every officer should feel that he really exemplifies the spirit in which the management is to be accepted by the rank and file.
- The foreman, in this connection, by his every act, reflects the policy and desires of the management; and if they are cordially and humanly applied it will establish a mutual understanding that develops conditions which instill in the hearts and minds of the men the desire to succeed.

These essentials are eminently necessary to enlist the undivided support and loyal feeling which results in the men liking their work. Once this is accomplished, the way is cleared to perfect an organization among men, who can function in units, that will provide successful accomplishment. Capable foremen readily acquire the

ability to observe men who have this incentive, and who, by their efforts give distinct evidence of being able and willing to secure greater knowledge of the service and assume the added responsibilities involved in the discharge of the duties in each instance where men are advanced to more important positions. Men of this caliber must always be kept in mind and properly trained, so that, eventually, they will be able to understand the fundamentals in connection with handling men; and when vacancies in supervisory positions occur, they should be filled by those whose service merits promotion. If properly handled, advancement will generally meet with the approval of the rank and file, and be further evidence that there exists an opportunity for them to do likewise, if they will fit themselves, and be ready at all times to meet service requirements.

Discipline

The administration of discipline is in itself an act of judgment on the part of the management. No well directed property can function efficiently until the subject of discipline has been thoroughly studied and a definite policy inaugurated, because discipline can rightfully be construed as constructive criticism. Each property has its individual problems to meet, and in applying discipline to employees, it should be done with a sense of justice that will be eminently apparent to those involved. Sentiment and personal favors must be entirely eliminated. Honesty, and a willingness to define the facts, should at all times prevail in order to eliminate the greatest evil in the application of discipline, which is discrimination.

Foremen are apt to apply discipline under pressure, by removing men from service for causes that, when investigated, are not substantiated by fact, resulting in their judgment having to be superseded by higher authority, and employees involved being returned to service. Action of this kind often causes the Foreman to feel that he has not been properly supported, resulting in his becoming indifferent as to the action necessary in subsequent cases. Care should be exercised to impress each supervisor with the necessity of applying the principles (above referred to) in each case and profit by the judgment of his superiors because the details differ materially in almost every case where discipline should be applied. On the other hand, when cases are appealed to higher authority, decision must be rendered in support of the Foreman where the facts and policy of the management warrant the action taken, then, if leniency is to be applied, the employe involved should so under-

stand, and the Foreman informed, so that he will appreciate his duty when other or similar cases arise. If these few facts in connection with discipline are truly observed and applied in harmony with existing conditions, a reduction in labor turnover will be readily evidenced. Close observers realize the tremendous expense, many times avoidable, due to the unnecessary changing of labor forces. If an employe is to be dismissed, it should be apparent that the service is thereby benefitted. Very frequently employees are taken out of service and the new men prove inferior, which clearly indicates that it would be an advantage to the railroad to have kept the employe in service, if a method could be applied that would eliminate any undesirable features that he may have acquired. In this respect there is an element worthy of consideration. We appreciate, I am sure, that there are men who are objectionable and a detriment, and of course, they should, in some way, be dealt with and definitely removed, care being taken that they do not re-enter the service at some other point without satisfying the management of their intention and desire to function so that their employment will be acceptable and of interest to the service. Discipline resolves itself into a feature of management which must be comprehended, but never compromised.

In closing, allow me to suggest a few seemingly important items, as a matter of illustration, to indicate the meaning of Effective Car Department Service, and which embrace:

A—An organization with fixed ideals of attainment, working together and with the right sense and exercise of the importance of individual initiative and responsibility.

B—The proper contribution toward safe and prompt train performance by obtaining maximum miles per car per year with minimum of detention enroute due to inspection, physical defects or damage to lading; and at minimum cost to attain.

Milwaukee Shops

H. W. G.

Mrs. Plant, mother of Geo. Plant formerly in the ME Dept. died Dec. 18th. after a lingering illness.

R. H. Machinist Ernest Wisch has been off duty on the sick list nearly three months, Mr. Wisch is a member of the V. E. A.

Mr. Henry Doile, foreman in the tank shop, was in the hospital over a month, he is getting around again slowly, take care of yourself Henry.

In the death of Engineer Lyman Farrington of Portage Jan. 6th, another old timer has passed on. Mr. Farrington was a passenger



Safety First Precautions Observed By A Traveler

We hear a great deal about Safety First measures. We ourselves, have made suggestions and listened to plans; we have voted for numerous protective laws—and yet, of what benefit are all these things, if they are not religiously observed at all times by everyone?

With this idea in mind, I decided to take particular notice of every Safety First precaution promoted by railroad employes, on my vacation. The result was surprising.

Things I had formerly taken as part of railroad "red tape" took on a new significance. The list of "Don'ts" posted at the ticket window was "score one" for the safety First movement. Down the track to the train, I noticed the engineer testing parts of the engine, while all along men inspecting every wheel, every piece of mechanism on that long train.

The porter assisted me into the car, not however, before I had had time to observe several "Watch Your Step" signs posted in the vestibule. On the way to my section were frequent warnings against putting head or arms out of the window. How many times have I wanted to gaze after some handsome farmer's boy!

I was standing in the coach vestibule when the train started. The wheels had scarcely turned over when the porter slammed the steel door to, and shut off any possible chance of falling off the steps. I had been out there only a few minutes however, when he came back and suggested that I might get rather jostled about standing there—and wouldn't I rather come in? It was a very diplomatic way of cautioning me against standing in either the front or rear ends of coaches.

Back I went to my berth telling myself that Railroads were too cautious, when the brakeman passed through the car. Suddenly he stopped and spoke to a couple who had a suitcase and a box in the aisle. Immediately the man put them out of the way of other passengers. I grudgingly admitted that I should have hated to have stumbled over them during the night.

Feeling positive that I had witnessed the very last act possible in Safety First precautions, I went to get a drink. At the doorway, I came face to face with an automatic fire sprinkler. After that I prepared for anything.

I rose early enough next morning to see men at work in a freight yard. Safety First was right with them all the time. Here and there were laborers picking up loose material from the tracks and around the cars, so that there would be no wrecks or accidents on that account. At either end of every track was a blue flag—something to be reckoned with by every railroad man. At regular intervals were men inspect-

ing cars and tracks, and on every available space were signs of caution, and "Don't" pictures posted. Truly, a man's only excuse for getting hurt would be that he was both blind and deaf.

By this time, I was very impatient to get off, and tried to hurry past "George", but he was too quick for me. With a "wait a minute Miss", he stood on the steps with a "thou shalt not pass" attitude that no amount of restlessness could move. Not until the train had come to a full stop and first he and then all the baggage had descended, was I allowed to get off that train. It was another way of guarding my life, of course, although I didn't appreciate it at the time.

I realize that everyone who has ever boarded a train has had an experience similar to mine; many have, no doubt, seen scores of other precautions at work but that only proves the more conclusively that every railroad employe is unceasing in his effort to obliterate all railroad accidents. Why, our lives are guarded far more zealously than we would ever think of protecting ourselves. Yet we take it all as a matter of course. I am going to extend my appreciation now, for all that was done to take me to my destination and bring me back, safely.

Hazel Cameron,
Daughter of General Car Supervisor,
H. J. Cameron, Chicago.

Safety First In The Shops

Paper prepared and read by E. L. Nately,
General Foreman, Terre Haute, at Division
Safety Meeting, held at Terre Haute.

A very great improvement has been made in the line of injuries and deaths since Safety First is being impressed on every employe's mind. There is still room for a greater improvement if all men were more conscientious in the performance of their duties.

There is no question but what the Company has spent many dollars to overcome unsafe conditions and to make circumstances as safe as possible under which to work. As long as we have men who will say: "I'll take a chance on that link holding", when he knows in his own mind that is just a chance if it does hold, we will still continue to have accidents and serious ones at that. I am writing this article from a Supervisor's standpoint and I know what I am talking about when I say that 80% of the injuries that we have in our shops could have been avoided if some certain man had used his head, and used a perfectly safe practice instead of taking a chance.

My idea of a safe man to work with or around is the fellow with a good imagination. He is always imagining what would happen if the weak link in his chain broke letting an air pump or some heavy object fall on a fellow workman. This same fellow before he even thinks about looking up his chain

will thoroughly inspect it and if a weak link is found, will have it repaired before putting it in service. You can look in this man's tool box and you will not find his sledge or hammer loose on the handle, or his handle punch and chisel bars with mushroom heads, because he has imagined that if he did use these tools in that condition, that the hammer or sledge might come off the handle and seriously injure some fellow workman, or a piece of metal from the mushroom heads of the chisel bars and punches fly off and put his or a companion's eye out.

Where we have one man that has a good imagination, you will find ten who do not think at all, and ten who will take a chance. I personally do not believe that we should devote so much time and money in fixing what some people term an unsafe condition, and devote more of our time and energy in educating the thoughtless and careless man in the safe performance of his duties. We can all sit here and listen to the minutes and suggestions and 99% of them are some trifling unsafe condition. Little or nothing is said of Bill Jones who is laid up with a piece of emery in his eye, caused by not wearing goggles at the emery wheel, or John Green who fell off the running board account his work wrench slipping on a nut causing him to lose his balance and fall with a result of many days of work lost.

Gentlemen, until we make a rigid campaign on unsafe practices, we can fix unsafe conditions until dooms day and still have accidents, and serious ones at that.

I thank you.

The Safety First Institution

Paper prepared by Traveling Engineer Frank Buchanan, Coast Division, and read at Safety First Meeting held at Seattle, Friday, Sept. 9, 1916.

The Safety First institution is recognized today as one of the most important departments in connection with the operation of our railroads, and the steady decrease in fatalities and accidents, despite the increase in business and number of persons employed, goes to prove that this movement can be, and is being, carried out successfully.

However, in order to make it pay, every employe must give it serious thought, and always be on the alert to prevent injury to themselves or others, and I believe more good can be done by frank discussions, timely advice and suggestions especially between the men and supervisors, than in any other way.

It is certainly gratifying to note the success of Safety First, in the ever increasing reduction of accidents and injuries on the railroad in general, but it is appalling to note in a report of the Interstate Commerce Commission that 4,417 persons were killed and 12,839 persons were injured in automobile



S. M. P. Chief Clerks, Milwaukee Staff Meeting

accidents at railroad crossings during 1923-1924, and indications are that these figures will be exceeded during 1925. Our railroad reported that 95 out of 199 automobile accidents at railroad crossings in six months resulted from cars trying to cross directly in front of an approaching train, and the remaining 54 resulted from automobiles running into trains, and the Milwaukee railroad records show that more than one-third of the auto accidents on crossings are due to drivers running into trains.

The state of Michigan has recently passed a law which provides that: "Whenever, in the opinion of the State Administrative Board, the safety of the public demands the stopping of every vehicle, whether motor, horse-drawn, or

otherwise, upon approaching and before passing over any crossing at grade of railroads, interurban, and suburban railways with public streets, highways, alleys, private roads, private ways and crossings, the said State Administrative Board shall designate such crossing a "Stop Crossing."

It is plain that an observance of this law would eliminate such accidents, and would also bring about a big reduction in other cases.

One railroad reported that in one year over 500 crossing gates, lowered to protect the public, were run into and broken down by drivers, while another railroad reports on actual observation of 3,589 auto drivers at crossings, 81% looked neither way before crossing, 17% looked in only one direction, and

only 2% looked both ways.

The railroads have spent, and will continue to spend, immense sums of money to prevent accidents at crossings, and I believe we can be of great assistance in preventing some of these accidents, by constantly discussing the dangerous practices, talking at every opportunity with anyone that might be careless, and impressing on everyone the importance of caution when approaching grade crossings.

In other cases of violation of safety rules, where it is possible, crew should obtain the license number of the offender and make report to Superintendent, who could take it up with the proper authorities, in fact everything possible should be done to eliminate some of the ever increasing crossing accidents.

Railroad & Strikes—Chicago League

This month's steam-roller O. P. Barry 92. Do not think though that Mr Barry cannot make spares, he gave a little exhibition the other night and picked up the 6, 7, 10.

The Auditor of Station Accounts handed the league leading Comptroller a terrible drubbing, Jan. 12th, by taking the entire series from them. Gannon's crew were right and nothing was impossible, they shot games of 916, 919 and 907 against the Comptrollers scores of 895, 904 and 878. Schornack was the heavy wood-getter with a total of 598 which included a nice score of 233.

Our old friend Hank Mohr done his bit also with 588 while Tobin was getting 540, even Gannon was able to check in with a series of 518 while Chas. Preiks was dog with 498. The total of 2742 if fourth high for the year but was not quite enough to knock off third place in the prize money which is now held by the Asst. Comptrollers with 2758.

It is noted that several of the teams are shooting with blinds, what is the matter with the regulars, it is suggested that you show up and thus help your team.

The double century marks are not quite as numerous this month but we have a few for you. Here they are Faus 611, Treskett 606-601, Gutfahr 639.

Felix Speckt came to life Jan. 12th, and shot a very consistent series, here are his scores, 221-108-215 total 544.

The Comptrollers rolled into first place in the high three game average Jan. 7th, by getting a count of 2889 with games of 1034, 889 and 966. The game of 1034 also put them in second place for high team game. Faus done the heavy work with a count of 611, while Stowell fell short by one pin of hitting the double century mark. Feller was low with 551.

Milwaukee is very optimistic this year over the Employees Annual Tournament and state that they hope to have the largest tournament ever held. Chicago is expected to enter at least 20 teams, so it is up to each and every one of you to do your part, we would like to see the league go in a body so if you intend to enter please advise your secretary or president to that effect.

We might give a little space here also to the American Ry. Bowling

S P O R T S

FIFTH ANNUAL EMPLOYEES TOURNAMENT HAVE YOU ENTERED YOUR TEAM? IF NOT WHY NOT?

It is not too late to enter the Fifth Annual Bowling Tournament of the "Milwaukee Road Bowlers". The committee has mailed out entry blanks to all who participated in the previous tournaments and if you did not receive yours notify the Secretary and he will send one to you by return mail.

All Entries must be in the Secretary's hands not later than the night of March 21st, 1926.

Indications are that the attendance at the coming tournament will out-number any yet held by the "Milwaukee Road Bowlers".

Out of town Bowlers should swell the attendance this year due to the fact that Milwaukee can be conveniently reached.

Green Bay, Minneapolis, Madison, Janesville, Dubuque, Chicago, Beloit, Wausau, La Crosse, Portage are some of the points that are expected to do their share and boost. There will be ten (10) alleys to bowl on and let each point make it their duty to bring 10 teams to fill one squad at least. Chicago ought to come across with 20 teams or better.

Are you with us heart and soul to put this tournament on top in attendance?

Write now to the Secretary for blanks; he has plenty of them. Don't be afraid to send them all over. They will bring results.

Remember "Milwaukee — April 11th to 24th, 1926.

Write for early dates.

A. J. Epp, Secretary & Treasurer,
1231 - 2nd Street or
c/o Dist. Stkpr., Milwaukee Shops, Wis.
E. H. Braun, President,
c/o Shop Accountant,
Milwaukee Shops.

MINNEAPOLIS LEAGUE STANDINGS AND INDIVIDUAL AVERAGES

Teams	Won	Lost	Per Cent	High	Average
Machine Shop	33	35	68%	1007	854
O'Brien's Tigers	30	38	62%	944	842
Enginemen	27	24	56%	936	841
Store Dept.	27	21	56%	900	831
Boilermakers	26	22	54%	969	825
Dist. Accts.	22	26	45%	983	828
Superintendents	16	32	33%	921	800
Pioneers	10	38	20%	845	737

INDIVIDUAL AVERAGES

Names	Games	Average
Engstrom	6	185
Behr	45	184
O. Newirth	42	176
Ekman	39	175
C. Johnson	45	174
Lindberg	45	173
Nelson	48	173
Pickler	48	173
Road	48	172
Murek	42	172
Farley	39	172
Hamer	39	172
Tarson	38	171
Hilstadi	45	171
Haggem	45	171
Ritter	45	170
Collins	45	170
Hagen	46	170
O'Connell	27	170
Heinz	48	170
Spencer	36	170

Tournament which is to be held in Chicago during April. This is a National Tournament and teams representing all roads in the United States enter thus establishing the United States Championship among five men, doubles and singles for railroad men. Inasmuch as this tournament is held practically the same time that our Employees Tournament is, why not arrange to attend both of them. The entry fee is only \$1.00 for each event. Be a Booster for both tournaments.

Schelland Winandy of the Auditor of Expenditure team are holding down 19th and 20th position but are being crowded closely by several other who are beginning to hit the wood at a merry clip.

Higaidt is practicing to go on the stage, for further information ask his team-mates how he keeps from committing fouls.

It looks now as though we will have to wait until March 23rd, to see who's who as only six games separate the first four teams.

How do you like the new wood, Snyder says its great when you can draw the 7-10 on a 1-3 pocket hit.

Coast Division C. C. C.

WITH THE TRAVELERS

Mr. and Mrs. Elmer G. Fowler returned shortly before the holidays from an extended Eastern and Southern trip. Their itinerary included Chicago, Richmond Va., points in Florida, Cuba, New Orleans and California.

Mrs. Richard Wende spent the holidays in Chicago with Mr. Wende. Mrs. Wende reports a very enjoyable trip and says Mr. (Dick) Wende is enjoying his work with the Illinois Central.

Miss Rose Lindquist and sister, Florence, enjoyed the Christmas Holidays with their parents in Woodland, Oregon.

Trainmaster W. E. Cummins joined Mrs. Cummins for Christmas with his father and family in Missoula, Mont.

Ed Herzog spent Christmas with his parents. Miss Ruth Rossiter, daughter of Supt. and Mrs. D. E. Rossiter, was home for the Xmas Holidays from Chicago, where she is attending school.

Mr. W. E. Long, of the W. E. Long Co., of Chicago, sales promoters and organizers of chain baking houses, made a recent trip from the Coast to Chicago, and in writing his appreciation of courtesies and attentions stated, "Our trip over your road, was by far the most pleasant part of our journey of more than 6,000 miles." It is indeed gratifying to receive such commendations from travelers on our road.

Another letter of appreciation was received from Mr. Paul Shoup, Vice President, of the Southern Pacific Lines, who traveled on the Olympian from the Coast to Chicago, leaving Seattle, December 9th. Special comment was made of the attention shown Mr. Shoup by Engineer Christensen, and Conductor Charles N. Shriver, while Mr. Shoup was on the Coast Division.

Mr. Harry Derrings, formerly Car Stenographer for Mr. W. C. Albee, retired Northern Pacific Superintendent, has taken the position in Chief Dispatcher Hayden's office, left

CHICAGO LEAGUE STANDING 1 - 12 - 26

Team	Won	Lost	High	Average
Comptroller	38	16	1034	886
Aud. O. K. Claims	37	17	954	894
Car Accountant	32	21	950	807
Freight Auditor	32	22	1007	832
Asst. Compls.	29	25	942	846
Aud. Sta. Accts.	23	31	941	824
Aud. Expenditure	15	39	931	823
A. F. E. Bureau	9	45	920	827

INDIVIDUAL STANDING

	Games	High	Average
Lange	54	232	187-48
Gavin	54	216	186-28
Treskett	54	243	184-44
Dale J.	51	280	184-19
Gutfahr	48	239	183-83
Faus	54	204	183-37
Dale F.	54	216	182-51
Heitinger	54	229	182-17
Stowell	45	216	180-17
Distz	48	224	178-25
Gentz	42	232	178-12
Tobin	51	238	178-8

HIGH TEAM AVERAGE — 3 GAMES

1. Comptroller, 2880
2. Aud. Overcharge, 2866
3. Asst. Comptroller, 2758

HIGH TEAM GAME

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

HIGH INDIVIDUAL AVERAGE

1. Dale J. 986
2. Gavin, 957

HIGH INDIVIDUAL GAME

1. Dale J. 280
2. Ciesinski, 268

vacant by Miss Flake, who has taken a three months leave of absence.

Miss Margaret Olson, requisition Clerk in Supt's Office is also on leave of absence. Due to ill health Miss Olson is sojourning in Southern California.

We are sorry to report the following deaths of employees or members of families of employees during the past few weeks.

William Cuddy, for many years an engineer on this road, passed away December 19th,

G. O. Items

Villa

Below are two copies of letters which were enjoyed to the utmost by Dr. Koy's staff and have been passed on for the pleasure of the readers of the Magazine:

Madison, S. D. 12-28-25.

Mr. J. S. Eastman:

I just discovered that when I left the office a week ago I made a blunder in selecting a pair of overshoes. I took two right ones, which was not right; one should have been left in the office, and I suppose I must have left two left ones, which is not right, one left one is right. So I am sending in the right one which is wrong, and if you will send me the left one that is right, I will then have the right right and the right left; and whoever owns the other will pair will have what is left of the right and left.

Anyway I apologize for making the blunder and hope Miss Wanderssee, or whoever owns the other pair, did not freeze her feet because of my carelessness.

J. S. Prevey,

Inspector Water Service.

Mr. P. S. Prevey,

Inspector Water Service.

The wrong right overshoe you took came all right, and I am mailing you the right which you left.

You need not worry about the lady having frozen her feet due to your having taken her shoe as she left her right and left when

she left some years ago. Miss Wanderssee was horrified to have you think you took her right shoe as she wears small shoes.

You say you had two rights. There is one way you might have avoided your worrying. You had two shoes both rights. Now if you had put on the right first, the other, the wrong right, would have been left and you would have been all right.

J. S. Eastman,
Assistant Engineer.

The girls of the Comptroller's Office gave a very delightful Christmas party at which there were numerous and pleasant surprises. Only a choice few knew what the menu was before hand so the guests were very much surprised when they were served with chicken a la king and creamed crab meat in patties. In the center of the table was a tiny Christmas tree surrounded with gifts and stockings filled with candy and nuts which each guest received during the luncheon. Miss Anna Olson read Miss Ester Krueger's engagement announcement poem composed by the office poet, Mr. Fred Leys, Miss Grace Danfeiler gave an exhibition of the Charleston.

It no doubt will be very interesting to everyone to know that the Chicago Union Depot Unit of the Milwaukee Woman's Club collected \$109.22 toward the Christmas Basket Fund, which was a very good showing, so again we thank you all.

Mrs. Morrison nearly took our breath away one Monday morning not so long ago, and from the shrieks emitted from the Legal Department it was evident that something startling had taken place. We just know she waited all this time to try to "knock us dead." (She nearly succeeded.)

Miss Larson of Mr. Morrison's office has all plans made for a very nice trip to California. Evidently she is not a skating fan as she would not be going in that direction.

Miss Bessie Peterson caused a lot of excitement when she returned to the office the day after Christmas gracefully supporting a beautiful diamond ring on that significant finger of the left hand. Congratulations Bessie.



Loss and Damage Prevention By

Joe Marshall, Special Representative
American Railway Association

Before
Annual Convention of the Institute of
American Meat Packers, Chicago,
October 17, 1925.

It was in the latter part of 1920 that the railroads began the present intensive co-operation campaign to reduce Loss and Damage. Prior to that date each road worked independently solving its own problems with such help as could be secured from neighboring roads who were sold on the idea that Loss and Damage, by proper effort, could be reduced.

These roads soon learned that effective results could only be secured by enlisting all roads and all shippers and all receivers of freight in a definite campaign that would follow a prescribed path dictated by the experience of those who from actual handling knew the most about each particular line of traffic, and there are many different kinds of traffic.

This big work is being guided by the Committee of Freight Claim Prevention of the Freight Claim Division, American Railway Association. It will require a long time to reach the ends the Committee seeks, because the work is being done against the ever-changing conditions created by the growth of our country and its business, which doubles the railroad business every twelve years or so, but they see success because at this time, in the face of a large business for several years, the Loss and Damage bill for the country is on the decrease and has been decreasing for the past four and one-half years, although never before 1900, twenty-five years ago, has the Loss and Damage bill decreased for a period longer than two years, and this two year decrease followed a business depression, and with the return of prosperity the claim account climbed until the next business depression—this happened in 1908-09, 1914-16 and 1920-22, with the exception that the downward trend did not stop in 1922, but continued to the present day—almost five years.

The first national tabulation of the Loss and Damage bill, by Causes and Commodities, was made in 1914 at the instance of the Freight Claim Association and the Interstate Commerce Commission. This same tabulation is now in effect and enables us to study the subject over a spread of 10 years, and enables us to determine what items have been least affected by the effort to control the causes for Loss or Damage.

On the Loss and Damage form there are 16 Cause columns, five devoted to Loss, five to Damage, five to Miscellaneous causes and one to Delay. When one analyses it by these causes it is found the items known as Losses were

Comparing 1924 with 1914 we have the following averages:

LIVE STOCK EXPENDITURES YEAR ENDED DECEMBER 31st, 1924		
	Carload	Less-Carload
B. Loss	\$130,011	\$2,309
C. Unlocated Damage	632,143	7,755
D. Rough Handling of Cars	467,132	3,753
E. Improper Handling, Loading, Unloading	61,587	441
F. Defective or Unfit Equipment	49,088	339
I. Delay	874,298	2,115
K. Robbery	7,897	237
N. Wreck	201,981	2,902
O. Fire or Marine Loss or Damage	254	3
P. Error of Employee	107,924	1,078
TOTAL	\$2,542,115	\$20,995
5.3 percent of total		

decreased almost 15 per cent while Damage increased 47 per cent and Delay increased 248 per cent, while Miscellaneous causes increased 34 per cent.

The Loss causes were more readily uncovered and corrected. The Delay causes are more difficult because of the rapid growth of our country with its increased pressure in all channels of traffic and business. The Damage causes are more or less out of sight at the time of happening—over 72% of it applying to carload traffic 75% of which is loaded by shipper, unloaded by consignee—all the railroad man does is to haul it. All eyes are now being focused on these last two items as pointing to the field which must be worked to accomplish the ends sought by the railroad prevention worker, which is to cut the present Loss and Damage bill another 50%—a result more than accomplished during the past 5 years and possible of repetition when all those interested have gathered together the lines now being laid to this end.

Your subject is Live Stock—this sums 5.3 per cent of the total bill. In 1914 the railroads paid \$2,217,652 in Loss and Damage and in 1924 paid \$2,536,110, an increase of 15.6 per cent, although receipts at stock yards increased 41.2 per cent that period. This small increase is practically all found in Damage—Delay being but 17 thousandths greater in 1924 than in 1914.

The causes for Loss and Damage to Live Stock in 1924 were as follows:

MEAT AND PACKING HOUSE PRODUCTS EXPENDITURES YEAR ENDED DECEMBER 31, 1924		
	Carload	Less-Carload
A. Loss (entire package)	\$ 25,911	\$80,970
B. Loss (other than entire package)	8,496	9,617
C. Damage	68,021	28,414
D. Damage (Rough Handling of Cars)		19,331
E. Damage (Improper Handling, Loading, Unloading or Stowing)	97,035	
F. Defective or Unfit Equipment	13,436	8,742
G. Improper Refrigeration or Ventilation	17,429	2,214
H. Freezing or Heater Failure	285,338	32,803
I. Delay	6,013	1,333
J. Robbery (Entire Package)	336,461	75,506
K. Robbery (other than entire package)	13,979	6,192
L. Concealed Loss	8,560	4,229
M. Concealed Damage	1,214	1,831
N. Wreck	2,481	1,563
O. Fire or Marine Loss or Damage	219,664	12,116
P. Error of Employee	667	12,146
Total	\$1,123,466	7,456
	290,584	\$290,584
	\$1,414,150	

Only 21 thousand dollars of this is less-carload, so Live Stock is almost wholly a carload problem, and will require the co-operation of shipper, railroad, and receiver and everyone interested in the industry to keep it moving safely. The fact that it is a live commodity has always caused it to receive preferred handling with special supervision on all Live Stock carrying roads. This supervision is now being supplemented by the assistance of Loss and Damage Prevention Committees on individual roads and similar territorial committees in each Claim Conference Territory aided by the special educational work being done in the West by the Western Weighing and Inspection Bureau. The Western Lines carry more than twice as much Live Stock as the balance of the country and the hauls are longer.

The hazard in transit stands in about this order: Calves—hogs—sheep—cattle—horses. The Loss, however, is greatest on hogs. From a prevention standpoint hogs have impressed the prevention worker more than any other class of animal, for two reasons. The first by the nature of the animal it should ride safely. Second, inherent weakness and disease resulting from the quality of handling before shipment causes the greatest Loss, which Loss becomes evident while hogs are in transit.

In the Loss and Damage account Live Stock is not separated by class of animal. I can only roughly separate them in the claim account—they will fall as follows:

Loss	\$130,320	5.1	per cent
Damage	649,901	25.4	per cent
Rough Handling	470,915	18.4	per cent
Improper handling, Loading, Unloading	61,828		
Defective Equipment	49,227	2.4	per cent
Delay	876,443	1.9	per cent
Robbery	8,134	34.2	per cent
Wreck	204,883	3	per cent
Fire and Marine	257	8.0	per cent
Error of Employees	109,602	.01	per cent
	\$2,563,110	4.3	per cent
		100	per cent

Much work has been done to educate both the shipper and the railroad man, including wide distribution of the results of the Second Conference on Live Stock Shipping Losses held in Chicago, May 5th, 1925, and subsequent dates. This educational work includes radio talks—speakers on staff of railroads and Western Weighing & Inspection Bureau, with moving pictures, individual line circulars and educational matter in printed publications of the Agricultural Departments of the railroads, demonstration train pamphlets and state and county fair work, plus distribution of discussions and conclusions of individual line and territorial committee meetings. The American Railway Association issues educational material for distribution to the public each year with the coming hot weather—all this matter has been kept going in an ever widening circle.

With Live Stock in transit, life hangs by a slender string, and our purpose is to help every one follow the laws of nature as nearly as possible in order that this string may not be cut unintentionally. Then we always have the moral hazard on this traffic, the nature of it tends to the filing of excessive claims, so prevention work on Live Stock is of double importance.

An example of improvement is shown by the figures of the Western lines who load over seventy per cent of the hogs moved to market. In 1919 there was one dead hog to each 436 shipped and in 1924 one dead hog to each 728 shipped, a difference of 242 more live hogs to every dead one.

For the first six months of this year the Loss and Damage bill is \$334,400 less than for the same period last year. Dividing this by causes we find the Damage items to be \$160,739 under last year.

At Chicago the cattle deaths are decreased 43 per cent, fiscal year 1925 against 1924, with a 5 per cent decrease in cars handled. Calf receipts increased 17 per cent and the double deck deadage increased the same percentage, while the cripples increased 400 per cent. Hog receipts decreased 17 per cent, single deck deadage decreased 17, double deck deadage increased 39 per cent, single deck cripples increased 21 per cent. No cripples in double deck straight hog shipments.

Sheep receipts increased 5 per cent, single deck deadage decreased 48 per cent and double deck 26 per cent. No cripples in either case.

Mixed shipments involve the matter of partitions. There was 1 crippled animal to every 604 straight shipments

and one to 237 in mixed shipments, a difference of 136 per cent.

The dead ratio on straight shipments is one in every 72 while in mixed shipments the ratio is one in every 80, a

difference of 10 per cent in favor of the straight shipment.

Mixed shipments and hog and calf shipments both mixed and straight, need special study.

On fresh meats and packinghouse products, the railroads paid \$1,414,150 in 1924 and in 1914 paid \$1,031,633,—or 3.19 per cent of total, in 1924 it was 2.04 of total. In view of all that has happened in our country during the past ten years we have not much to complain of here, but we, of course, want to keep Loss and Damage as low as possible and this product receives attention as part of our perishable freight campaign.

And as we ask the packing plants for such help as they have to offer with particular reference to peddler cars, you have to hammer on you marking and loading just as we have to hammer on our merchandise loading in order to reduce complaints and errors. We know what you have done to insure the safe carriage of fresh meats and we want to help do those things that will prevent failures in transportation.

We want any suggestions the Live Stock industry have to offer for the railroad men and we hope our experience will continue to provide helpful suggestions for the industry. For example: the matter of proper feeding of hogs before shipping, some time ago 13 dead hogs, 175 pounds each were unloaded, post mortem showed death by founder, the average stomach content was 80 per cent whole wheat, 10 per cent cracked corn, 10 per cent oats, Unsafe under ideal conditions, what will be said for such high feeding of fat hogs about to undergo railway shipping.

Evidently proper feeding before shipment of all kinds of stock should be stressed by every one interested in safe carriage.

We think a study of the proper feeding before shipment and after arrival at market will do much to lessen controversy about alleged shrink in transit and will favorably influence the item called Delay in the Loss and Damage statement.

An increasing number of shippers are hanging ice in cars of hogs. If in addition to preventing deaths this method saves alleged shrinkage which some claim, your knowledge of this business should confirm that theory, if correct, and shippers will follow your advice in such matters.

Some shippers are getting away from bedding for hogs in warm weather, if this is good practice your experience or investigations would put the stamp of authority on it and we could help sell the idea.

All kinds of bedding is being used, not long ago a man interested in this question was advocating cinder for hogs, which reminds me of a head butcher who complained because certain kinds of cinders eaten by hogs caused the linings of the intestines to be punctured when emptied for use as casings.

Another fellow used straw, cinders and wood ashes, and when the hogs were drenched 27 were burned by the strong alkali reaction set up by this mixture. There is still a lack of exact knowledge in certain localities as to what constitutes the best class, kind and distribution of bedding for different kinds of animals, under varying seasonal conditions, this subject of course is influenced by the local conditions and the accessibility of the bedding material.

We think much information of value in prevention work will be available if you succeed in making effective the resolution adopted at the Fourth Shipping Loss Conference at Chicago, December 14th, 1921, to secure data from Federal Inspection in packing plants as to causes for condemned carcasses and the number of such.

As you gentlemen know, the cattle hazard is influenced by territory and quality of the animal and educational work is governed accordingly.

We have issued suggestions as to partitions in mixed loads. Much of this work has been done by others and much remains to be done to provide as many shippers as possible with information which will enable them to realize the necessities when separating their mixed loads, the foundation and reason for this can be observed in any stock yard.

Another question difficult of solution, but worthy of study, is that involving the function of caretakers. The business seems to have outgrown the caretaker and he cannot or does not function. If he does not function we should not continue a practice just because it was once successful, if it cannot be made successful under present conditions, it should be discontinued.

We are in agreement with the Shipping Loss Conference resolution bearing on the increase in the hours of confinement law. We are sure a change in this law will help both the railroads and the shippers.

I have devoted more time to Live Stock because it is a greater problem than that of fresh meats and packinghouse products, prevention from our standpoint is an endless story and I do not wish to burden you.

Just now the railroads are paying special attention to the question of Damage since this item is one which carries so many hidden elements and which covers the railroad activity like a blanket, it involves every man in the service and the educational work is directed to keeping the thought of the men pointed to those things that will prevent one man doing something or failing to do something that may cause another man to create a cause for Rough Handling or Delay. The detail of this work is rather involved because it covers, as I have said, almost every activity of railroading.

Ten Million Dollars Worth of Silk!

In Single Shipment via the Milwaukee Railroad

A shipment of ten thousand bales of silk which left Yokohama, December 27th on the Osaka Shosen Kaisha steamer "Arabia Maru" has arrived at the Seattle Docks.

By the time this item is printed it will be moving speedily eastward in two solid trains of 25 baggage cars over the Chicago, Milwaukee & St. Paul Railroad from Seattle to Chicago.

Total time in transit from Japan to New York will be about fifteen days. On account of its great value (interest on ten million dollars amounts to nearly \$1650 per day) it is necessary to handle the shipment fastest passenger train speed.

The silk is in raw form, as taken from the worm cocoon and wound in skeins by nimble Japanese fingers. On reaching its various destinations in the United States it will be spun into thread, woven, and manufactured into cloth.

This is the largest single shipment of silk on record.

GOOD TALKING POINTS

The following typical instances of the meaning to industry of the improvements which have recently been made in the character of railway transportation service are taken from a recent address by Dr. C. S. Duncan of the Association of Railway Executives.

There are businesses today that rely so absolutely upon regular scheduled delivery of freight, upon the dependable movement of the freight car despite all obstacles, that if some unexpected and unforeseen event should obstruct for a day the movement of freight cars the business operation would come practically to a standstill.

A large manufacturer of automobiles has an assembly plant turning out five hundred machines each day. Such reliance is placed upon the regular delivery of freight to this assembly plant that stocks are no longer carried as formerly in an attached warehouse. The parts are taken from the car in the freight yard to the assembly floor. Thus the daily operation of that assembly plant depends upon the regular daily delivery of the freight car.

In the Middle West there is a jobber of sanitary ware. He has reduced his stock in the warehouse to a minimum, relying for emergency orders which he is unable to fill from his depleted stock on over-night deliveries from Chicago. Any obstruction to the movement of the freight car between these two points would be disastrous to the sales contracts of that jobber.

There are certain furniture manufacturers who have adopted the method of consolidating their shipments into carload lots for distribution at destination to fill their less-than-carload orders. These dealers rely wholly upon the promptness with which traffic is being moved to maintain this service for the distributors.

Certain large consumers of coal are no longer making future contracts but

Current Railroad News

are relying entirely upon the prompt movement of the freight car to meet their immediate needs. Any obstruction would spell disaster.

The freight car moves not only with regularity but with celerity. It was recently declared by one connected with the business that copper ore moving from the mines in Missouri to the La Salle Smelter Group in the Illinois field formerly required about fifteen days in transit. Today the time in transit has been reduced to about seven and a quarter days, which is a reduction of more than fifty per cent.

The Secretary of the National Lumber Manufacturer's Association recently said that prior to three years ago the average time in transit of lumber from mill to retail yards was about fifty days. The transit time today is from fifteen to twenty days. In this industry, at least three-fifths of the transit time has been cut away by more expeditious service.

An oil refining company reports that it has been able to return to their owners 200 tank cars which it has been using on a rental basis. This results in an annual saving of approximately \$100,000 per year to that company. It is able to return these cars because of prompt and reliable freight service.

One manufacturer of automobiles states that until recently his schedules called for a turn-over three of four times a year. At the present time, due to dependable and expeditious service, he is making a turn-over every two weeks. Another automobile manufacturer estimates that his average reduction in inventories is from 40 to 10 days supply.

A large jobber of hardware in the Middle West has said that the regular and dependable transportation service afforded by the railroads has placed his company in a position where it does not have to carry large stocks of goods at any of its various distributing points. This company knows just how long a shipment will be in transit, so that it is now carting its goods directly from the railway station to its customers instead of passing the goods through its warehouse.

The reduction of time in transit of freight has been thus expressed by one traffic official: He said that a few years ago the time in transit was measured in weeks, and that lately it has been

measured in days, but now the period has been reached when it is measured in hours and minutes.

One of the most striking instances of saving derived from adequate transportation service is to be found in the decline of loss and damage claims. The figures show that the loss and damage to freight has been reduced from \$137,000,000 in 1920 to \$50,000,000 in 1924 for the railroads as a whole. During the first six months of 1925 loss and damage claims amounted to \$20,380,000 although the number of cars loaded with revenue freight in those months was the greatest ever handled by the carriers during any corresponding period.

This dependable and expedited freight service has had another effect. It is reported that mail order houses have found that they can use freight service instead of express service and thus save to the consumer in transportation charges.

Freight Movement 30.9 Miles Per Day

The daily average movement of freight cars on the steam railroads of this country in November, 1925, was the highest for any November on record, it is reported by the Bureau of Railway Economics.

The daily average movement in November was 30.9 miles per day, which was an increase of 2.5 miles over November, 1924 while it also was an increase of 1.6 miles above the daily average for November, 1923. For the eleven months to November 30, the average movement was 28.4 miles in 1925 which was 1.5 miles greater than during the corresponding period in 1924.

In computing the average movement per day, account is taken of all freight cars in service, including cars in transit, cars in process of being loaded and unloaded, cars undergoing or awaiting repairs and also cars on side tracks for which no load is immediately available.

The average load per freight car in November was 27.2 tons, the same as that for November, 1924, but an increase of one-fifth of a ton over November, 1923. Compared with October, 1925, it was an increase of nine-tenths of one ton.



Veteran C. & M. Division Conductor Charles N. Nourse and his two Veteran Brakemen

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

Chicago Chapter

Laura Rhae Hanscom, Historian

The regular monthly meeting for January, Chicago Chapter was held at the Club rooms on Saturday, January 9th. Luncheon was served at one o'clock, and the business of the afternoon taken up immediately afterward. Election of officers was the principal business and the Nominating Committee presented the following names: President, Mrs. Grant Williams; 1st Vice Pres., Mrs. M. J. Larson; 2nd Vice Pres., Mrs. Carl S. Jefferson; Recording Secretary, Miss Agnes Howard; Corresponding Secretary, Miss Georgianna Daniels; Treasurer, Mrs. O. P. Barry; Historian, Mrs. Howard C. Hanscom. The official list is the same as last year, with the addition of a Corresponding Secretary and a Historian.

In outlining the work for the coming year, the President suggested that the Chairman of the various committees call upon the members of the Club for assistance in the work in order that none should be overburdened, and to create a deeper interest through working together for the general benefit of the Club.

She also announced that the dues for 1925 are now payable. Also all members are urged to bring in new members. If each Club member makes an effort to get even one additional member it would make a very creditable addition to our membership.

On February the Chapter will give a card and bunco party at the Davis Tea Rooms, at 2:30 P. M. Mrs. Alfred H. Sharenberg is in charge of the arrangements. Tickets 75 cents. All are urged to attend.

The young women at Fullerton Avenue have reported several delightful parties at the Club Rooms, and a motion was made and carried that a raffle be held, the proceeds to be used in purchasing a Victrola for use on these occasions.

It was voted that a mid-month meeting be added to the Club Calendar for the benefit of those who are unable to attend the Saturday meetings. The first one of these will be held on Monday, February 15th. The usual business and social sessions will be held, followed by sewing to help the Welfare Committee.

Union Station Unit, Chicago Chapter

Florence Anderson, Recording Secretary

A meeting of the Chicago, Milwaukee & St. Paul Railway Women's Club, Union Station Unit, was held Tuesday, January 13th, at 5:00 P. M. in the Ladies' Rest Room, Third Floor, Union Station.

The minutes of the preliminary meeting held November 6th, 1925 were read, and there being no corrections, were accepted.

Mrs. Mabel Costello made a report of the Nominating Committee as follows: President, A. C. Olsen; 1st Vice Pres. Dorothy Robertson; 2nd Vice Pres., Margaret Darleth; Recording Secretary, Florence Anderson; Corresponding Secretary, Grace Baldwin; Treasurer, Nellie Stebeck; Historian, Beatrice Morrison; Librarian, Vera Snapp.

Miss Margaret Pagels moved that this report be adopted. This motion was seconded and carried, and the officers unanimously elected for the year of 1926.

The following Committee Chairmen were appointed by the President, and they in turn will appoint their own Committee.

Constitution and By-Laws, Gertrude Schoyer; Ways and Means, Patricia McNamee; Mutual Benefit, Erma White; Membership, Mabel

Costello; House and Purchasing, Hazel Merrill Social, Dorothy Shanberg; Programme, Margaret Pagels; Auditing, Grace Doyle.

A special meeting of the Officers of the Union Station Unit and the Chairmen of the various Committees is to be held Friday, January 15th, 1926 at 5:00 P. M.

It was unanimously accepted that the regular meetings would be held the first Tuesday of each month at 5:00 P. M.

There being no further business at this time, the meeting adjourned.

Milwaukee Chapter

On Monday evening, December 21st the Milwaukee Chapter held its regular Monthly Meeting.

Election of officers was the main business feature of the evening. The following officers were elected:

Mrs. C. G. Jenau, President.
Mrs. R. N. Scott, 1st Vice Pres.
Mrs. Ida Zimmerman, 2nd Vice Pres.
Mrs. Jeanette Cassell, Secretary.
Mrs. Grover Scheele, Corr. Secy.
Mrs. John Judge, Treasurer.
Miss Gladys M. Chambers, Historian.

Here is hoping the new officers have all the success that the officers of 1925 had.

After the meeting the Club had their Christmas Party, and all those that were not present can read this and WEEP! The Montgomery Melody Five furnished the music. Three members of the orchestra are sons of Lineman and Mrs. H. E. Montgomery.

Frank Montgomery and Edith Chalmers danced the Charleston and Mr. Herman Leggold, tenor soloist of the Marquette Glee Club entertained with two wonderful solos. Mr. Leggold tells he will be glad to sing for us again if we will let him know a little in advance and THAT we certainly will do.

Oh, say, Girls, Mr. Kelly and Mr. Smith are wizards when it comes to dancing the broom dance! Ask Myrtle.

Punch and cookies were served and everybody seemed happy and enjoyed the good time planned. In here's hoping everybody comes to the next party, which will be held soon.

Dubuque Chapter

On December 18th Dubuque Chapter held their first Christmas party. There was a huge Christmas tree, generously decorated and lighted with electric lights, bags of candy, nuts and animal crackers, crisp pop corn balls for everyone and plenty of music and entertainment.

In the afternoon about three hundred children of C. M. & St. P. Railway employees attended the party. They were entertained by Bebe Marie Johnson with a violin solo, Isabel Smith played a piano solo, Betty Muir sang a little song, Louis Masu played a piano solo, Crete Abbot and Bobby Whelan gave recitations and Margaret Whelan gave a little dance. A children's orchestra composed of Dorothy Kammeller, Kermit Hardie, Earl Wolfe, Horace Setle, Richard Williams and Ralph Zimmerman played several selections and played for the dancing in which Santa Claus was the leader.

It was a real Christmas party thoroughly enjoyed by the children and Dubuque Chapter hopes to make it an annual affair.

In the evening the grown-up folks were entertained by a very fine program opened by the reading of our Birthday poem by Miss Millar, who is also, the composer. Stanley

Muir and Ruth Muir played two violin and piano selections, Geraldine Hammond dressed as a mammy gave an excellent log dance, Mrs. Louis Shortell accompanied by Dr. Shortell sang two very beautiful solos. Miss Lorraine Ayr gave two well chosen readings, Miss Emogene Leonard appeared in fancy dancing her piano accompaniment being played by Miss Georgina Rafferty and Miss Lucille Theisen, accompanied by Miss Rafferty at the piano, rendered two songs.

Mrs. J. P. Whelan as Santa Claus was the hit of the party. In the afternoon she delighted the children with her songs and dances and they were enjoyed equally as much at the evening party.

At the conclusion of the program, bags of candy etc. and popcorn balls were served, and the remainder of the evening was spent in dancing, the music being furnished by the boys orchestra that has played for us on several occasions.

The Christmas party was a huge success and the committees in charge feel amply rewarded for the immense amount of work it entailed.

On the evening of December 19th the Dubuque Chapter went to Bellevue and put on their minstrel show which was very well received.

At Christmas many baskets were sent out for relief work, also, to people who were ill.

In the meantime the Sunshine Circle is always busy with relief work in various forms.

Next meeting is election of officers and a commencement of work by new committees for the coming year.

Sioux City Chapter Notes

Tuesday evening, January 5th, the Sioux City Chapter met at the Continental Hall on 5th & Douglas Streets, and installation of officers for 1926 was held.

The new officers for this year are Mrs. E. H. Bannon, President; Mrs. W. C. Givens, 1st Vice President; Mrs. R. C. Doods, 2nd Vice President; Mrs. G. H. Rowley, Secretary; Mrs. Earl Murphy, Treasurer; Mrs. Burton Johnson, Corresponding Secretary; and Miss Ruth Bershon, Historian.

At this meeting, it was also decided to hold a dance Wednesday night, January 20th, at the Wintergarden Hall, and a committee appointed to take charge. Those on the committee were Mrs. W. C. Givens, Miss Helga Flynn, Miss Arlene Seales, Miss Ruth Bershon, and Mrs. John O'Neil.

At a Board of Directors' meeting at Mrs. Bannon's home, Tuesday afternoon, December 29th, the chairman of the committees for 1926 were appointed.

Mrs. W. A. Jenkins was appointed chairman of the membership committee, and they are planning to make a large drive for membership in the very near future.

Marion Chapter

The Milwaukee Women's Club met Friday, January 8th, in the Memorial Hall, Marion. The report of the Sunshine Club, given by Mrs. Willis Jordan, showed assistance has been given in five cases and that the club had been instrumental in getting aid for several others.

Mrs. Ros Conford, Chairman of the Auditing Committee, complimented the retiring treasurer, Mrs. George Barnoske, Jr. on the way in which she had kept the books and reported the club to be in a good financial condition. A committee of three was appointed by the President, Mrs. M. J. Flanagan, to plan with the Ways and Means Committee for the club party. Refreshments were served by the entertainment committee, composed of Mrs. Jennie Vandercreek, chairman, assisted by Madames John Corne, F. E. Wilbur, C. L. Oxley, W. E. Neff, William Holdorf, H. A. Davidson, George Barnoske, Sr., R. S. Brown and A. J. Campbell.

Janesville Chapter

At the regular meeting of the Janesville Chapter of the Woman's Club, held in Castle Hall, December 29th, 1925, the following officers were elected for the year of 1926:

Miss Harriet Mulligan, President.
Mrs. Geo. J. Ryan, 1st Vice President.
Mrs. Thos. Fox, 2nd Vice President.
Mrs. Louis Michaels, Treasurer.
Mrs. Ervin Krenke, Recording Secy.
Mrs. Geo. Allen Corresponding Secy.
Mrs. Herbert Sarney, Historian.

After election of officers, refreshments were served.

A very successful Christmas Party for the kiddies was put on under the leadership of Mrs. G. J. Ryan, Dec. 22nd, 1925 and little folks as well as big folks had a dandy time.

It is planned to have a card party January 25th, 1926 and a large meeting for the evening of January 26th as it will be the first meeting of the Club for 1926. We are also planning on putting on a Valentine Dancing Party, Friday Evening, February 12th, 1926.

Lewistown Chapter

At the regular meeting, on Jan. 12th 1926 of the Lewistown Chapter of the Milwaukee Woman's Club, twenty-four members were present and a short session ensued, followed by a get-together recess. A vote was taken to ratify the proceedings of the December meeting all members concurring except a possible three or four.

After this, Mrs. N. B. Lupton, graciously consented to act as Grand Marshall, pro tem, and escorted the new President, Mrs. W. M. Anderson to the important Chair.

The new President proceeded to get into the business of the evening, without delay, after expressing her gratification that the election-program of the December meeting had been ratified by the members present at the January meeting; and admonishing the ladies that she expected to do all in her power to make our Milwaukee Club, a complete success for everyone connected with it.

Later a delicious repast was served by Mrs. Nels Sandborg, Mrs. T. J. Hanson, Mrs. N. B. Lupton, Mrs. Stanley Spring, and Mrs. L. C. Scarles, and a social time was enjoyed by all, during which many expressions of regret were made concerning the fact that Supt. Gillick was about to leave for his new position at Mohridge. Thus ended the first meeting of the New Year of 1926, with many prospects of good luck for the Woman's Club of Lewistown.

On Friday the following week a few members of the Lewistown Chapter gathered at the Milwaukee Station to bid Supt. Gillick good-bye. These paid the much-anticipated Superintendent a farewell visit in his office, during which Pres. Anderson, of the Women's Club made a graceful speech, expressing the regret of the ladies at his sudden departure and thanking him for his assistance in the activities of the Club and for the comfortable room that had been given to the ladies.

On Monday afternoon Jan. 18, 1926, on the call of the President, the newly-elected Officers met at the beautiful home of Mrs. William Fosling on Spring Street and enjoyed the hospitality and the delicious cake and coffee, dispensed by their generous hostess. During the afternoon the business of appointing committees was duly thrashed out, all officers present freely assisting President Mrs. William Anderson.

After much painstaking labor the following heads of committees were appointed: Program Committee, Chairman, Mrs. J. L. Lindbloom; Auditing Committee, Chairman, Mrs. Claude Brown; Home and Purchasing Committee, Chairman, Mrs. W. J. Rutafilds;

Mutual Benefit Committee, Chairman, Mrs. T. J. Hanson; Telephone Committee, Chairman, Mrs. S. G. Spring; Constitution and By-Laws Committee, Chairman, Mrs. R. S. High; Ways and Means Committee, Chairman, Mrs. N. B. Lupton; Social Committee, Chairman, Mrs. J. Dunbar; Membership Committee, all of the Official-personel and every member of the Chapter was decided to constitute the Membership Committee.

Mrs. R. A. Loveland, Historian.
The officers elected at the December meeting and later ratified by the Jan. meeting were as follows:

President, Mrs. W. M. Anderson, Vice President, Mrs. Harry McDonald, Second Vice President, Mrs. E. B. Cornwell, Recording Secretary, Mrs. William Fosbag, Corresponding Secretary, Mrs. C. P. Warner, Treasurer, Mrs. E. W. Johnson, Historian, Mrs. R. A. Loveland.



Mrs. D. L. Rossiter, President, Tacoma Chapter

Tacoma Chapter

Mrs. J. W. Severson, Historian

Tacoma Chapter held the first meeting of the year on January 8th at the new Odd-Fellows Hall. The newly elected officers took their chairs, and the following committee chairman were appointed by the President, Mrs. D. E. Rossiter: Benevolent, Mrs. F. Buchanan; Social, Mrs. R. Cummings; Refreshment, Mrs. F. S. Rebbeck; Program, Mrs. Kirkland; Hospital, Mrs. Wm. Sommers; Membership, Mrs. Siefert; Auditing, Mrs. W. S. Johnson; Home and Purchasing, Mrs. Cleveland. The retiring Treasurer, Mrs. W. S. Johnson reported a balance of \$204.46 in the Treasury. Mrs. Snyder reported that with the \$25.00 voted by the club and numerous donations by club members, sixteen Christmas baskets were filled and sent to needy families. Mmes. Cleveland, Schmidt and Steele helped in packing the baskets; Mmes. Beechwood and Wright in gathering up donations and in distributing the filled baskets. Mr. A. J. Krohn kindly gave the committee such supplies as could be purchased through his department, at cost. Mrs. F. M. Allemann, Chairman of the Auditing Committee reported the books audited and found correct. The club gave a rising vote of thanks to the retiring officers and chairman, and Mrs. W. S. Johnson replied in an appropriate speech. Mrs. Geo. Cassford resigned as Historian and Mrs. J. W. Severson was elected to fill the vacancy. Mrs. Harris was appointed Club Pianist.

LaCrosse Chapter

Edith Caring, Historian

La Crosse Chapter was organized in October, with a membership of fifty. We hold our meetings the first Thursday of each month in the 20th room of the Y. W. C. A. Our officers for the year 1926 were elected at our January

meeting. Mrs. H. J. Bullock is our President, and is a very capable official. We feel, under her splendid leadership, we shall have a Chapter well worthy of recognition in this great organization, of which we are a part.

This month we are sponsoring a "movie," from which we hope to realize a neat little sum, so as to begin our benefit work. We hope to increase our membership materially in the next few months.

Portage Chapter

Mrs. F. E. Galvin, Chairman Publicity Committee

The first meeting of the year was held in our club rooms on Saturday January 8th. Election of officers took place and the following were elected for the coming year: President Mrs. O. H. Frick; 1st Vice President, Mrs. Theo. Buechler; 2nd Vice Pres; Mrs. F. P. Miller; Recording Secretary, Mrs. N. Buzien; Corresponding Secretary, Miss Elizabeth Bloomfield; Treasurer, Mrs. W. E. Jones

A very fine musical program was given under the direction of Mrs. H. E. Parker, who has also formed a glee club.

Plans are now being made by the Sunshine, Publicity and Finance Committees to give a Silver Tea the latter part of January.

The next meeting will be an open one and a six o'clock dinner will be served to the members and their husbands and invited friends.

Savanna Chapter

Minnie Silberg, Historian

Savanna Chapter held a Christmas party for the children of the members on December 16th. A large number of fathers and mothers also attended the party. The meeting was opened by singing of the hymn, "Joy To The World," and an address of welcome by Superintendent, C. Urbutt, after which a very interesting program was given by the children. A recitation by Hope Alden; piano solo, Mary Goss; recitations by David Raymond; Mary Joan Tyler piano solo, Mary Brown recitations by Betty Jane Heck; Ruby Jean Cline; Virginia Tyler and Donald Bristol; song, Keath Dahl; recitations by Virginia Reese and Mary Raymond; piano duet, Mary Goss and Virginia Tyler; saxophone solo, Marie Haly; piano solo, Virginia Tyler; Christmas readings, Helen Cole; violin solo, Edward Hameyer. A telegram from Santa Claus. Missed train at Dubuque, — on the way in an airship, requested children to wait for him; recitation, Mary Goss solo, Carol Rolphe; recitation, Edwin Haly; recitation Evelyn Winston; violin solo, George Hansen; recitation Audry Sharp. Another telegram from Santa Claus. "Just leaving Hanover. Listen for my engine. My pack is heavy. Will be there soon"; piano solo, Virginia Reese; recitation, Carol Rolphe; piano duet; Dorothy and Stewart Johnson; accordion solo, Mr. Olaf Hansen. Mr. Hansen responded to three encores, Chorus, Carol Rolphe, Evelyn Winston, Audry Sharp, Mildred Nutt, Mary Leonardo, Ester Doster, Neta Smith. Santa Claus arrived and presented boxes of candy to each child. It was a wonderful party for both the children and grown-ups. A huge Christmas tree with its many colored lights and decorations was a beautiful sight. After a social hour visiting and dining, all went home saying the party had been a grand success.

The first annual meeting of Savanna Chapter was held in R. N. Hall on January 6th, with fifty two members present. The meeting was called to order by our President, Mrs. Urbutt and opened with the song "How do you do." Reports of Committee Chairmen were received. The Chairman of the Clear Committee reported having remembered the shut-ins at Christmas time with baskets of fruit and candy, and grocery baskets were needed. An interesting report of the year's work was read by the

Historian. The Nominating Committee brought in the following list of officers: President, Mrs. C. F. Urbutt; 1st Vice Pres, Mrs. Harry Cunningham; 2nd Vice Pres, Mrs. John Reagan; Recording Secretary, Mrs. Rose O. Heck; Corresponding Secretary, Miss Eunice Stevens; Treasurer, Mrs. Fred Cole; Historian, Mrs. Chas. Stoberg.

Mrs. Urbutt, in her sweet way, thanked the members for their cooperation in making the Club so successful. A motion was made and carried to send a letter of appreciation to Mrs. Waymack, who had to resign as Secretary, account of ill health. Cards and refreshments followed and all remained until a late hour.

Janesville Chapter

The first annual Christmas party of Janesville Chapter was held Tuesday evening, Dec. 22nd, and was a decided success, more than 175 members and their children attending.

Under the direction of Miss Harriet Mulligan the following program was presented; piano solo, John Dale; vocal duet, Catherine and Carrie Young; reading, Loren Kennedy; cornet solo, Everett Meadows; Charleston Dance, Ellen Jane Pather; piano solo, Vivian Lovatt; violin duet, Chas. Naeser and John Riley; clarinet solo, Arthur Wobig; reading, Rowena Brennan; Christmas Carol by all.

Margaret Anderson won the beautifully embroidered apron donated by Mrs. Louis Michaels, and Mrs. John Shieker was the winner of the sunshine cake donated by Mrs. Frank Dren.

Apples and candy canes, taken from a wonderful tree were distributed to the children. Refreshments were served, with dancing closing the evening. Mrs. George Ryan was Chairman of the Committee of Arrangements of the Christmas party, and was assisted by Miss Harriet Mulligan and Mmes. E. F. Keenke, Louis Michaels, Frank Sullivan, Herman Dahlman, James Fox, Wm. McDermott and M. Kelleher.

Green Bay Chapter

Mrs. H. E. Ballard, Historian

On January 6th, held the regular meeting, with election of officers the principal business. Yearly reports were read by the Recording Secretary and the Treasurer. Mrs. O. A. Keyes reported on delivering several Christmas baskets to needy families.

The meeting was brought to a close by Mrs. F. C. Dow giving a very interesting talk on the activities of the Club since its organization, the records showing that the past year had been a very successful and prosperous one. Our new President, Mrs. J. F. Dun, who was unanimously elected for the coming year, thanked the Chapter and promised to make this a prosperous year too.

Following officers were elected: President, Mrs. J. F. Dun; 1st Vice Pres, Mrs. H. J. Culbertson; 2nd Vice Pres, Mrs. P. H. Neugent; Recording Secretary, Mrs. Glenn G. Jones; Corresponding Secretary, Mrs. Frank Sattamou; Mrs. C. B. Cheany; Historian, Mrs. H. C. Ballard.

Sanborn Chapter

Sanborn Chapter held its regular meeting on Nov. 20th, at the home of Mrs. A. V. Brady. The evening was spent in sewing, which was provided by the Welfare Committee. This was followed by a program consisting of a group of songs by Mrs. M. B. Ronald, and a letter by members of the Club.

The December meeting was held at the home of Mrs. Chas. A. Allen on the 17th. The election of officers resulted in Mrs. M. M. Burns being re-elected President by unanimous vote. Other officers are: 1st Vice Pres, Mrs. J. C. Petersen; Secretary, Mrs. Frank Johnson; Treasurer, Mrs. Chas. Leonard. Reports were made by the various committees, the Welfare

Committee giving a very fine report of help rendered in various ways,—one being the case of a family where the mother and daughter were ill for many weeks with typhoid fever. For thirty days members of the Club sent in a hot dish each day at noon, there being younger children in the home. At the close of the business session, a social hour was enjoyed during which the members exchanged their favorite recipes. Then came the Christmas grab bag, with a gift for each one and several special ones that added to the pleasure of the occasion.

The Beloit Chapter

Mrs. Fred Miller, Historian

Our chapter is entering its second year with many new members and we hope to have twice the number of last year. That shy, distant attitude that we all had at first, was completely disappeared and in its place is the "Get-together-and-Roast-the-Club" feeling.

On Dec. 16th Mrs. Marsh and Mrs. Miller of Shieland gave a luncheon and card party. There were fifty-two members and their friends present. A violin solo and reading by two little Shieland girls was enjoyed very much. The afternoon was spent in playing "bridge" and "500." Two ladies from Durand won the "500" prizes and Mrs. McCann and Mrs. Miller from won the bridge prizes.

Mrs. Marsh and Mrs. Miller proved themselves abled bodied hostesses and the Club is glad to have them on its list of members.

On Dec. 17th the C. M. & St. P. Base Ball team gave a benefit dance for themselves and the Woman's Club. The dance proved to be a great success, the boys giving the Club forty-six dollars. We are very grateful to the team and will try to be at the games when the boys "bat 'em up" next summer.

A New Years Eve party was held at the passenger depot and if noise had anything to do with it, it was a howling success. There was quite a large attendance considering the many various entertainments of that special evening. The depot was very prettily decorated in Xmas trees and lights. Mrs. Black, Mrs. Connors, Mrs. G. R. Habawford, Mrs. Hughes and Mrs. Craig were on the committee. Dancing from nine till one. At twelve o'clock refreshments were served consisting of assorted cake and delicious coffee. Every one reported a good time, thanks to a hard working committee.

In Memoriam

Monday, Dec. 14th marked the passing of Mrs. W. B. Carmody, after a short illness. Mrs. Carmody was the wife of Conductor Carmody and was greatly beloved by all who knew her. Our deepest sympathies are extended to Mr. Carmody in his bereavement.

Council Bluffs Chapter

Council Bluffs Chapter held its meeting in November at the home of Mrs. Frank Colburn which was largely attended. The evening was called to order by the President, Mrs. M. Gallagher. After the various committees gave their reports, several of the members who attended the Get-Together luncheon, gave a report of their trip to Chicago which was greatly enjoyed by all. Plans were made for a bakery sale, which was held the latter part of November. Following the business meeting a White Elephant Sale was held. Mrs. Cud Taylor acting as auctioneer. Proceeds of both sales increased our funds considerably. Light refreshments were served by the hostess.

The December meeting was held at the home of Mrs. E. W. Sewer, at which election of officers was held. Due to the absence of our president, Mrs. M. Gallagher, Mrs. W. L. Butler presided. The following officers were elected: Pres. Mrs. M. Gallagher, 1st Vice Pres Mrs. W. L. Butler, 2nd Vice Pres Mrs.

Frank Colburn, Treas. Mrs. Wm. Schyll, Rec. Sec. Mrs. J. A. Bellinger, Cor. Sec. Mrs. H. E. Rooney, Historian, Mrs. Barbara LePlans were made for a membership drive. Two captains were chosen, Mrs. W. A. Taylor and Mrs. B. A. Olson, at the close of the drive, March 1st, the losing team with entertain the winners at a chicken dinner. The next meeting will be held Jan. 23rd at the small Eagles Hall.

At the close of the meeting, refreshments were served by Mrs. Senior.

Austin Chapter

Austin Chapter gave its first Christmas party at the Y. W. C. A. Hall on December 15th. A delicious baked ham dinner was served at 6:30, with sixty members present. The Christmas colors were used and a large and beautifully decorated Christmas tree occupied one corner of the dining room. After dinner the meeting was called to order by the President, Mrs. E. A. Meyer and was opened with singing the Club songs, followed by Christmas carols, with Mrs. Meyer as leader. August Blighy donated 100 community song books which were used for the first time. Committee reports were read, the Welfare Committee showing some excellent work among the sick and needy employes.

A big dance is planned for January with Mrs. J. J. Graf, chairman; Mrs. F. R. Jeffries, Mrs. O. D. Wolfe, Mrs. Harry Joward, Mrs. James Gallagher, Mrs. Douglas Stewart, Mrs. Jake Barusy, Mrs. Roy Williams, Marcella McShane, Margaret Dunbar, Alma Erickson, Mrs. Frank Doering, Mrs. J. D. Williams and Mrs. Charles Hays. A ping pong table thanks was given the Y. W. C. A. for the use of the room.

Presiding the dinner, Mrs. H. G. Dimmitt read "A Christmas Carol of a Human Family", and after the business meeting a chapter of the story was acted, with the following ladies taking part. Mrs. Meyer as Mrs. Ruggles, and her nine children were: Mrs. Bert Eickson, Baby Larry; Mrs. H. J. Keck, Susan; Mrs. Melvin Erickson, Ed; Mrs. Carl Voelker, Sarah Maude; Mrs. Harold Seale, Clement; Mrs. O. D. Wolfe, Kitty; Mrs. Adeline Boyars, Peoria; Mrs. P. Clarity, Peter; and Mrs. S. D. Smith, Cornelius. The parts were well played and the playlet was one continuous roar of laughter. All expressed the hope that there might be more of these playlets in the future. Gifts were exchanged, Mrs. F. R. Jeffries acting as Santa Claus.

Miles City Chapter

Miles City Chapter is planning to give the first annual dancing party on January 12th. Mrs. Edward Murray is chairman of the Committee and her assistants are Mrs. M. D. Whitney, Miss Helen Kirwan, Mrs. Guy Hotelling, Mrs. Alice Buggy, Mrs. A. C. Bowen, Mrs. Geo. Cobb, Mrs. W. N. Ross, Mrs. Elmer Books, Mrs. Thomas Brown, Mrs. H. E. Riggs, Mrs. Ed Ripberger, Mrs. R. C. Falek, Mrs. Ed Mathieson, Mrs. Dave Rivers, Mrs. Fred Arndson and Mrs. Thos. Morgan. The advance sale of tickets for the dance indicates a fine turnout and a great success.

Miles City Chapter is to have its own club house. Through the interested efforts of Superintendent A. C. Bowen, the old station at Saugus was acquired and has been moved to Miles to be used as a clubhouse.

The building has been located in the station park and when finished will be a credit to the station grounds and vicinity. A kitchen will be added and the structure will be heated from the passenger station heating plant. Plans for furnishing the building are being made, including a piano and kitchen furnishings.



Ottumwa Chapter's Fourth of July Picnic

Ottumwa Chapter

Our Chapter had the pleasure of helping to bring happiness to seven needy Milwaukee families on Christmas by supplying each with a basket well filled with provisions. Also sent a bushel of apples to Sunnyslope Sanatorium and Christmas greetings were sent to eight Milwaukee patients at this institution. A sick friend was remembered with a basket of fruit.

Ladies of the Chapter donated special clothing and bedding, which was greatly needed by some of the unfortunate families. The Welfare Committee has been very busy altering garments and making clothing for a number of children who were in need of the proper kind of clothing for the winter weather.

Mrs. J. H. Valentine, 1st Vice President, was Chairman of the Committee in charge of the New Year's Party, which was held at the Club House from 3:00 to 5:00 P. M. on New Year's Day. Mrs. Valentine was assisted by Mesdames M. Reynolds, R. E. Ruckman, B. LeBow, and Chas. Liddle.

A very entertaining and enjoyable program was given, after which delicious refreshments were served.

The program consisted of the following: Mrs. Martin's Boys' Orchestra, Selections; Miss Verna Law, Reading; Cline Greer, Violin Solo; Miss Helen Louise Martin, Charleston Dance; Mrs. Martin's Girl's Orchestra, Selections; Cline Greer, Readings; Miss Marguerete Kissinger, Vocal Solo.

The mirror donated by Mrs. Kendall, Editor of the Milwaukee Magazine, to our Club House has been received and is now hanging in a very convenient place in the Club House. Same is greatly appreciated, and found very useful by the ladies.

The Kitchenette has been added to our Club House. We have purchased new dishes and an electric stove and are now all ready for "Short Orders".

Spokane Chapter

Ellen Shank, Historian

The meeting in January was held at the Y. W. C. A. tearoom on Tuesday, January 12th, and was preceded by the usual luncheon at which there were 43 present.

The various reports of the Committees were read.

Mrs. H. E. Moody, Chairman of the Ways and Means Committee told us of her plans for a dance and card party to raise money. The club voted to have a dance just before and a card party during the Lenten season.

A very interesting program was enjoyed by everyone, consisting of a whistling solo by Miss Geneva Beyers and a vocal solo by Mrs. D. M. Ruffner. Accompanist Mrs. Nathan B. Jones.

Next meeting will be held February 9th, at the Elks Temple to consist of luncheon, business meeting, followed by cards.

Mitchell Chapter Elects Officers

Florence Paullin, Secretary

The regular meeting of the Milwaukee Wo-

men's Club Mitchell Chapter was held Monday evening Dec. 21st in the K. C. Hall. Due to the severe cold weather there was not a bumper crowd out. Mrs. S. M. Grunland, 1st vice president acted as chairman in the absence of our former president Mrs. R. D. Miller who has since moved to Milwaukee. Regular business was transacted followed by the election of officers for 1926: The following officers were elected:

Mrs. S. M. Grunland President.
Mrs. Harvey Schwartz 1st Vice President.
Mrs. L. R. Erskine 2nd Vice President.
Miss Florence Paullin Secretary.
Mrs. E. O. Wright Treasurer.
Mrs. Theo. Reise Historian.
Mrs. C. H. Bradbury Sunshine Chairman.
Mrs. Jack Entwistle Pianist.
Membership Com. Mrs. Andrea & Mrs. Paulin.
Social Chairman Mrs. Fred Rogge.

No further business the meeting was adjourned and spent socially for an hour. Later a committee in charge of Mrs. G. B. Laurence served pop corn and Christmas candy.

Mitchell chapter is fast gaining new members and more enthusiasm. During the holidays quite a little relief work was done among the Milwaukee Women's Club. A box was placed in one of our grocery stores where gifts and eatables were taken to be delivered amongst our sick members.

We have also to boast of a generous donation from the Milwaukee Men at this point. Due to the fact that we have not had a hall furnished us by the Company Mr. J. S. Shelby sponsored a drive to raise money to pay our hall rent for the year 1926. A committee was appointed by Mr. Shelby in the various departments at Mitchell and a purse of \$65.75 was turned over to our club. Thanks to the Milwaukee Men who so generously donated to this fund.

Plans are under way by the Milwaukee Men to entertain the Women's Club some time this month so the next time you hear from us we will tell you what good entertainers the men really are.

Bensenville Chapter No. 3

Mrs. Leticia Knowles, Historian

On Sunday afternoon December 13th, the members, their families and friends of Bensenville Chapter were entertained at the new Club House, it being the occasion of the formal dedication of the building, and a housewarming party.

The party opened with singing the Club Songs, after which Mrs. Ingraham introduced the speakers of the day: Mrs. C. L. Whiting, and Messrs. Emerson, Whiting, Costello, Bodenberger, Miller, Wykoff, Sampson, G. Franzen, J. J. Lockabaugh and W. F. Ingraham. Letters were read from Mrs. H. E. Byram, Mr. and Mrs. H. H. Field and Mr. J. T. Gillick. A social hour was enjoyed and a delicious luncheon was served by the committees, which certainly deserves great credit for their work decorating the Club House, which was done in yellow and maroon, the Company colors. The members of the Committee were Mrs. F. Ahrens, chairman; Mmes. Bodenberger, J. Bartholemey, E. Bartholemey and Cooper. The remainder of the afternoon and evening was spent in dancing to popular and old time tunes played on the piano by Miss Louise Bodenberger. We wish to acknowledge the gift of a beautiful wall clock, from Mr. J. J. Lookabaugh our town jeweler and a check for five dollars from the Bensenville Business Men's Association.

On January 6th, Chapter No. 3 met in the Club House for its first regular meeting of the year. The Relief Committee reported helping many needy families and visiting all the sick members and employees. The Ways and

Means Committee reported \$301.31 net proceeds of the dance given in Social Hall, November 21st. The Membership Committee reported a total membership of 89.

Following were the officers elected for the coming year: President, Mrs. J. Bodenberger; 1st Vice President, Mrs. H. Nicodemus; 2nd Vice President, Mrs. H. Gibson; Recording Secretary, Mrs. J. O. Capoot, Corresponding Secretary, Mrs. McKinsey; Treasurer, Mrs. E. Steffen. The Girls Glee Club of the High School, under the direction of Miss Cobb, sang two selections, Miss Selma Fisher at the piano. A poem was read by Mrs. Florence O'Donnell. Just before adjournment, Mrs. W. F. Ingraham was presented with a diamond dinner ring as a farewell token from the Club. Mrs. Ingraham has been our president for the past year and has done so very much to bring our Club to its present prosperous condition.

She is leaving Bensenville to join Mr. Ingraham who has been promoted to the position of Superintendent of the I. & D. Division, with headquarters at Mason City. Mason City can be very proud to acquire such an active worker, although their gain is our loss. We hope that Mason City will not crowd Bensenville altogether out of her heart. The meeting adjourned for a social hour.

Twin City Chapter

Mrs. F. J. Ober

The Annual meeting of the C. M. & St. P. Ry. Women's Club took place on Monday evening, December 14th, 1925, at which time the officers for the ensuing year were elected and are as follows: For President, Mrs. L. T. Johnston; 1st Vice Pres., Mrs. J. H. Foster; 2nd Vice Pres., Mrs. W. C. Stackpole, (in place of Mrs. C. H. Crouse.) For recording secretary, Mrs. T. A. Bryant, (Mrs. A. L. Willoughby former rec. sec.) for corresponding secretary, Mrs. Marie S. Woerner, and for Treasurer, Mrs. G. A. Van Dyke.

The Committee Chairman are as follows: of the House Committee; Mrs. C. F. Holbrook; Membership Committee, Mrs. W. P. Harter, Program Committee, Mrs. H. G. Doods, (formerly Mrs. Jans Williams); Sunshine Committee Mrs. C. E. Langan; Social Committee, Mrs. W. M. Weidenhammer; Rules Committee, Mrs. Tabor Anderson; Library Committee; Mrs. J. H. Chandler; Supplies Committee; Mrs. W. J. Lieb; Publicity Committee, Mrs. F. J. Ober, and Telephone Committee; Mrs. H. Turnbull.

The business of electing these officers was dispatched in record time, and we then turned our attention to the more agreeable business of, first, the singing of our club songs under the leadership of Mr. A. G. Bently, and, then, of listening to a well arranged musical program. This was followed by light refreshments, a little informal dancing, and the good night handshake.

It is the main object of these general meetings to promote the better acquaintance of the members of the club, both men and women, and judging from the increasing attendance each month, we feel that our object is being satisfactorily attained.

On the evening of Jan. 4th, also a regular general organization meeting night, we held a basket supper; each couple bringing its own sandwiches, etc., and our social committee serving coffee and ice cream. About 150 men and women were in attendance and enjoyed the friendliness of our indoor "picnic" after which there was a short business meeting, followed by a musical program.

Among the singers was a member of the Milwaukee family, Mr. Krohl, brakeman on the H. & D. Division, who delighted his listeners with a group of well selected songs, and

who was accompanied by his wife. Also Betty Lou, the little daughter of Mr. A. G. Niess, also a Milwaukee employee, danced and sang most charmingly.

Then came our Musical Club "song" under the able directorship of Mr. A. G. Bently, whose resonant voice and magnetic personality make it a pleasure to follow his baton to the best of one's ability. And so another successful get-together came to a close, all too soon.

I would like to say a word in regard to the splendid work being done by our welfare committee. Of the many homes that were cheered at Christmas time thru their thought and effort, of the many sick calls made each month, and of the many temporarily rough spots made more smooth by their timely aid. Too much cannot be said of the accomplishments of this committee, which carries on its work unostentatiously, but most efficiently.

In closing it is a satisfaction to be able to state that our membership steadily grows, since Dec. 14th we have acquired four new women members, twenty-five men members, and twenty-two renewals. Let us hope the good work continues.

Marmarth Chapter

Mrs. Wm. Mikkelsen, Historian

Marmarth Chapter has held several very interesting meetings since our last report to the Magazine. We have had two general meetings and several specials as we had a great deal of work to do and much good was accomplished.

Our standing Committees have been appointed as follows:

Constitution and By-Laws; Mmes. Chas. Williams, Paul Byington, S. O. Dahl; Mutual Benefit, Mmes. S. L. Richey, L. N. Larson, Frank Skeel, C. Years, John Sterback, Frank Granger, Frank's, C. Leming, James Barnes and Adrian Gray; House and Purchasing Committee, Mmes. Wm. Morris, Jack Leonard, Henry Baker and Sam Hunter; Programme Committee, Mmes. Ted Lowry, Frank DeLange, Art Crowley and Grant Jacob; Advertising Mrs. Bert Dowd; Ways and Means Committee, Mmes. Ed. Streible, Roy Pridgin, Harry Catcy, T. A. Childers, Leo Stone, R. West, J. Stapleton, Ora Miller; Membership Committee, Mmes. Vern Cotton, A. Rugeisen, George Dutrow, Mike Woods, Harry Morse, A. Bude, M. T. Tasnady; Social Committee, Mmes. Mike Ryan, H. Patton, Frank Morrison, Roy Keating, Frank Martin, Willis King, P. J. Bott; Assisting Committee, Miss Olga Grothe, Mmes. Walter Byington, M. Greer

Our President, Mrs. H. V. Wynan in choosing these committees has covered every department at this terminal.

Under the auspices of the C. M. & St. P. Women's Club a Community Xmas tree and Program was held in R. R. Park on Xmas Eve. A large crowd was present, including Santa and four fairies.

Program as follows: Opening Prayer; Rev. McGuire; Song, "Holy Night," by School children, Song, "Joy to the World," by audience Closing Prayer by Rev. Eng. The children led by Santa then marched to the Mystic Theatre where Santa assisted by the Fairies passed out Xmas boxes of Nuts and Candy to them. As 700 boxes had been provided, no one was slighted. Sunday following Xmas the four Sunday Schools in our village were supplied with these treat boxes, which were again distributed to the children. We still had a good many boxes on hand, so we sent them to the surrounding rural schools to be distributed, so practically every child in this community received 2 treats from the Community Xmas tree fund. This fund was raised by donations from the Lodges, Business men and "Xmas cheer" jars. The Committee placed Mason jars with slits cut in the lids

in 24 conspicuous places in town, and a big sum was collected in this way. We have \$77.00 of the Xmas tree fund left, so we have a nice start for next year. We had a beautiful tree sent to us thru the kindness of W. N. Ross and Thomas Kelly of Miles City.

Our Mutual Benefit Committee and fund took care of and gave Xmas cheer to a number of families. One family of eight children, supplied with underwear, rubber toys and books. A little crippled girl in the country had asked for a sled so her sister could take her to school. She got the best sled we could buy here and a beautiful doll. A young lady leaving home with 2 little children on a journey to Wis. was given a box of lunch, fruit and \$5.00 to pay for any other provisions they would require on the trip. All these children were also supplied with Xmas boxes from the Community Fund. The father of the two children who left for Wis. with their aunt, has been ill for several months and he has also gone to Wis. to recuperate.

Our Pres. Mrs. H. V. Wynan has made one trip to Miles City with Magazines and will soon go again. We send our Magazines to the Hospital there.

At our last meeting 65 members were present and it was a very successful meeting, both from a business and social standpoint. We have 92 members at the present writing.

On Jan. 22nd we are giving a dance that we plan to be the BIG DANCE of the season. Mrs. Emma Wagner Miller has composed words and music to a song, the title of which is, "Marmarth, I hand it to you!"

Musselshell Minutes

Helen Kirwan

Well, with his little stroke of the ven we're taking Spare ribs and Gravy off the menu and substituting a little bit of green stuff—namely, "cattar tops". And right here and now I want to caution Gravy and his hard to "Let the Bumble Bee be". You remember what they said about our collaborating bee down in Nebraska.

Here's to the happiest New Year you've ever had—all of you—readers and writers of the Milwaukee Magazine. I'm not going to wish you prosperity—we don't need it, happiness is the only thing worth while and really worth striving for—so if we haven't already got our share of it—let's get it!

Mr. and Mrs. Henry Brown, of Baker were visitors in Milwaukie recently. Mr. Brown is section foreman at Baker.

Keith Burns, son of Mr. and Mrs. P. J. Burns, returned to Missoula to resume his studies after the holidays spent with his parents.

Edith Urban enjoyed her vacation recently and this the only dope we have on it.

The Scribe also enjoyed her visit with "home folks"—yes, that's what I said, Spare ribs; and right here I want to say that I know the new trainmaster on the Aberdeen Division is right on the job. Do you know I saw him on the platform down there at 4:30 in the morning going out on the line, and he was smiling that same old friendly smile at everyone—and when he saw me, of course that smile grew a little larger, at least I thought it did. Mr. Strenson asked to be remembered to all his old friends on the Musselshell and I am taking this means of conveying the greeting to them.

The Milwaukee Women's Club are receiving congratulations on every side—their first annual ball given January 12th was the most successful event of its kind ever given in the city. Much credit is due Mrs. Edw. Murray, chairman of the dance committee, and her corps of workers, for the success of their affair. The festive dances: the Highland Fling by Jeanette Gay, accompanied on the piano

by Richard Schmickrath, and the Charleston, danced by Donald Rivers and Miss Marion Clifford, were very much enjoyed, especially by the onlookers in the balcony.

Mrs. H. Wynan president of the Milwaukee Women's Club, and Mrs. Shirley Ritz, of Marmarth were guests of the Milwaukee Women's Club at their annual ball and they very cordially invited the members of the Miles City Chapter to attend their dance January 22nd, and a number of the ladies are looking forward to going down for the event.

Last: One shoe at the fire in Melstone Hotel recently. E. D. Mathieson and thereb hang a tale! A hot time was had in the old town of Melstone recently when the howl caught on fire and some of the railroad boys were seen running toward the depot at top speed with their hands in their shoes. This is a very brief synopsis—if I had time and space I could tell you a very interesting story.

Among the Milwaukee folk in the hospital recently were: Mrs. Oscar Johnson of Railroad, Ralph Burbridge, Miles City, Monte Rogers of Mildred and a number of others. We hope these folks are all well now and have returned to their homes by this time.

Mr. Frank Wolfe, W. W. Ross and Supt. Bowen have been on the sick list the last few days.

We wish to express our sincere sympathy to the families of Mr. F. M. Richey, Mrs. E. C. Boyer, Mr. Nat Wright, Mrs. E. B. Perry and Mrs. J. F. Hayes, in their late bereavements.

Obituary

Frank Mory Ritchey, who helped build the Milwaukee Railroad from Harleton to Miles City and who for thirty-five years had been in the employ of the Milwaukee, since 1908, as a conductor was found dead in bed at his home here January 2nd. Heart disease was the cause of his death. Mr. Ritchey, who was sixty-five years of age was born in Illinois. He had lived in Miles City since 1908. He was widely known in railroad circles and the news of his death will be a distinct shock to his host of friends. Three daughters, Hazel and Ruth, three sisters and a brother survive.

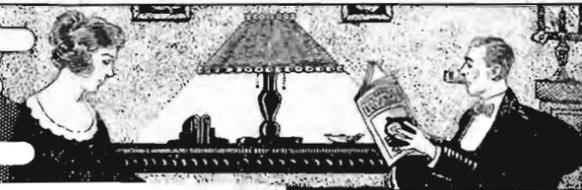
Nat Wright, who has been employed on the Musselshell Division since August 3, 1919, as an engineer died on January 12th as a result of a ruptured appendix. Mr. Wright was held in high esteem in this community and among the men in railway circles he was held in the highest regard. The remains were taken to Sturgeon Bay, Wisconsin for burial. The deceased leaves to mourn his death a wife and two children and his mother, who was with him when he passed away.



Dining Car "Dan Healy". Columbus Crawford, right; Grover Stewart, left.

Soph: "Between you and me, what do you think of Jack's girl?"
Fresh: "Between you and me, not so much, but alone—oh, boy!"

AT HOME



HAZEL M. MERRILL, Editor



Billie and Jack, Twin Grandsons, K. C. Division Conductor Geo. H. Porter

Mid-Winter Fashion Notes

Just at this season of the year, when winter fashions are in full swing and it is early to forecast what Dame Fashion will offer us for spring, there is not so much that can be said that has not been said. Accessories form an important part in the costume of today and they must be suited in type and color to the costume for the whole appearance depends much upon the sum of the accessories. The small hat plays the largest part in head gear, and the most popular type fits head closely from top to eye-brow, with small brim just over the eyes or turned up at front, back, or side front. The close, bell-shaped crown, fitted to the head with cross-wise plait remains popular, although they are experimenting with high crowns square crowns, just high in the back, which are chic but severe. Hats with broad brims are popular for sports or for the country. The new hats are made principally of felt, velour, suede, faille, silk, duvetyne, satin, ribbon, grosgrain silk, satin, georgette, metallic fabric and brocade. These small hats when designed and trimmed attractively, as they have been for the past few seasons are certainly chic and attractive. They may be trimmed with pins, metal and leather ornaments, feather fancies, narrow ers. Hats for spring may match the grosgrain ribbon, velvet, and small flow-costume, harmonize with it, or form a decided contrast, according to mi-lady's fancy. Of course, the hair-dress remains small and smooth and follows the shape of the head closely, whether long or short. It may be worn straight or waved, parted in the center, at the side, or worn straight back. Stockings for sports are of wool, mostly one-toned, and quiet patterns, although a few wild ones are in evidence. Fine chiffon lisle and silk are correct for tailored suits and wool dresses. For afternoon wear, silk in light nude shades, some gray and gun metal, either plain or with the drop-stitch clock. For evening hose is very fine and sheer, nude, or matching the satin slippers.

Shoes for sports are of brogue type with low heels, and are of tan or black. Shoes for street wear are of calf, ante-lope, and alligator, of pump or strap style

For afternoon dress, there must follow with sensible heels. For afternoon dress, there are many pleasing designs, some quite ornate in cut and trimming, although in general, they are simple and extremely dainty. Pumps with or without buckles are good, and may be of kid, suede, satin, or patent leather. Evening slippers are very fancy and fascinating. Gloves are of delicate shades, biscuit, nude, gray, beige, matching the hose. They have scalloped edges and inconspicuous stitching. Umbrellas are short and stubby with very fancy handles and may be had in almost any shade. If your costume is otherwise inclined to be dark, you can give it a touch of color by carrying one of the new bright kid, pouch-shaped bags, or it may match the hat, hose, gloves, or shoes, as it seems it must match or harmonize with something. There are certainly many beauties on the market, some mounted on amber, tortoise, gold, or mounted on frame covered with same material as bag is made of. Jewelry, too, must be in keeping with the "ensemble." Bracelets and necklace match pins which trim the hat; large pearl earrings and pearl rings are worn together. Now add the finishing, smart touch of a flower, (worn on the lapel or collar of coats and coat dresses, and on the shoulder or hip of afternoon and evening dresses) and so far as accessories are concerned, you are strictly in it.

January Sales

I see by the January Magazine that Ye-Ed in Chief promised you I would give you a few notes of the January Sales, and I thought I best had do it, so I hied me over to the loop yesterday afternoon to see what I could see. Such pretty tub-silks of every description as they had on display; every shade and almost every style imaginable. Dresses of washable silk are becoming more popular each year, and make it possible for the business girls to wear light colors as well as light-weight garments. There were also pretty sports dresses of linen trimmed with bright collars and cuffs. Wash suits for little boys and dresses for girls. Of course, every good housewife knows this is the month to replenish her stock of table cloths and napkins, sheets, pillow cases, towels, curtains; also a good time to lay in your supply of wool and soft cotton blankets, long cloth, etc. If you do your own sewing, gingham, white goods, and all materials by the yard may be purchased much more reasonably in January—the shoe stores are having sales of fine shoes, too.

Household Helps

To clean silver easily, place it in large aluminum or enamel pan and cover the articles with thick sour milk, allowing them to stand in it for several hours. Then take them out and rinse in hot soapsuds and dry carefully. No other

polishing is necessary and you may clean either solid or plated silver in this manner.

What seems to be the standard height for coal and kerosene cooking stoves and also kitchen sinks, is too low for the woman of average height. If you will have your stoves set up on blocks, your table raised on casters, and have your sink raised, your work will be much easier and your efficiency increased.

Greetings from Puget Sound

Where mountain heights and valleys lend Their charms unto the westward trend, And fertile lands all-way surround The shores and slopes at Puget Sound— There comes a January bloom, Proclaiming quaintly, without boom, That Nature holds abundant store, Each Season adding something more— As Early Greeting it comes out: All Hail, the Pussy Willow Sprout. Walter E. Ruemelin, 2245 E. Fairbanks Av. Tacoma, Wash.

Des Moines Division Items

Frenchy

F. L. Waters made the Des Moines Division a visit in December.

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

Miss Jean Dallas had quite a time during the Christmas Holidays. She received so many presents that she was unable to do much work. Had to watch the postman on every trip and gather in the numerous packages addressed to her. Postman was laid up for a few days after Christmas probably due to the heavy mail for Miss Dallas.

Miss Florence Nelson spent Christmas with her people in Rockwell City.

Brakeman Robert E. Davis was married on December 18th (Pay Day) to Miss Edith Faulkner of Des Moines.

H. H. Jacobs is getting acclimated for the grand opening at Spirit Lake in June when the co-eds convene at that point. Thought he had better try the winter season first.

It is hard to get anything exciting in the way of news since the Caskey-Hartshorn-Luther combination has been broken up. Everything has been running along peacefully since that time.

Conductor Frank Ritchey who has been with the Milwaukee for a great many years died in Miles City, Mont., in January and the funeral was held in Des Moines, January 14th. His many friends on the Milwaukee will sympathize with the family in their loss.

Mrs. W. J. O'Brien, president of the Milwaukee Woman's Club, is visiting in Georgia.

The little son of Dispatcher Olson has recovered from his recent serious illness.

Mr. & Mrs. J. L. Tidball visited their daughter in Storm Lake at Christmas time and their son in Sparta, Wis., on New Years.

Send 15c in silver or stamps for our UP-TO-DATE SPRING AND SUMMER 1926 BOOK OF FASHIONS. Address Miss Hazel M. Merrill, 802 Union Station, Chicago, Ill.

The Stamp of Character

Means

MTC

Cross Ties Plus—

Plus—

That security which has its foundation upon the ownership in fee of thousands of acres of standing timber—

Plus—

A stock of cross ties always on hand, assembled with foresight and held in preparedness for those who depend upon us—

Plus—

The ownership and absolute control of treating plants where value is added to the natural product, not only through the mechanical and chemical processes involved, but also through the experience, care and business integrity that are an integral part of the seller's obligation—

Plus—

A warranty that the product bearing this brand is delivered in accordance with the terms and spirit of our promises and that this warranty survives acceptance by the purchaser—and last, but greatest of all—

Plus—

The pride and ambition of all the men who stand back of this brand eager to carry on the good name of a business founded over forty years ago and to make this brand truly a present-day symbol of their very best efforts.

T. J. MOSS TIE CO.

SAINT LOUIS

Directory of Equipment, Supplies and Service

- Acetylene, Compressed**
Air Reduction Sales Co., N.Y.; Chicago; Seattle.
Gas Tank Recharging Co., Milwaukee.
- Alcohol**
Barber Co., W. H., Chicago.
- Anti-Rail Creepers**
P. & M. Co., Chicago.
- Axles, Car and Locomotive**
Baldwin Locomotive Works, Philadelphia.
- Banks**
Central Trust Co. of Ill., Chicago.
First National Bank in Miles City, Miles City, Mont.
First Wisconsin National Bank, Milwaukee.
Larabie Bros., Bankers, Deer Lodge, Mont.
Minnesota National Bank, Duluth, Minn.
Nat. Bank of Com. of Seattle, Seattle.
Spokane & Eastern Trust Co., Spokane.
- Bearing Metals**
Magnus Co., N.Y.; Chicago.
- Belting**
Deckert, W. L., Milwaukee.
- Binding**
McBee Binder Co., Athens, Ohio; Chicago.
Sentinel Bindery, Milwaukee.
Hillison & Etten Co., Chicago.
- Bolsters**
Bettendorf Co., Bettendorf, Iowa.
Pressed Steel Car Co., Pittsburgh.
- Bolts**
Am. Bolt Corp., Boss Nut Division, Chicago.
Continental Bolt & Iron Works, Chicago.
- Brake Beams**
Pressed Steel Car Co., Pittsburgh.
- Brass and Copper**
Interstate Brass & Copper Co., Chicago.
- Brass Castings**
T. & B. Brass Co., Tacoma, Wash.
- Brake Beam Supports and Safety Devices**
Chicago Railway Equipment Co., Railway Exchange, Chicago.
- Brush Manufactures**
Badger Brush Co., 657 E. Water St., Milwaukee.
- Canvas and Duck Products**
Carpenter & Co., Geo. B., Chicago.
- Carbide**
Gas Tank Recharging Co., Milwaukee.
Air Reduction Sales Co., N.Y.; Chicago; Seattle.
- Cars**
Bettendorf Co., Bettendorf, Iowa.
- Pressed Steel Car Co., Pittsburgh.**
- Castings (Brass & Bronze)**
Magnus Co., N.Y.; Chicago.
- Castings, Malleable Iron**
P. & M. Co., Chicago.
Pressed Steel Car Co., Pittsburgh.
- Castings, Steel**
Buckeye Steel Castings Co., Columbus, O.
Falk Corp., Milwaukee.
Hubbard Steel Foundry Co., East Chicago, Ind.
Pressed Steel Car Co., Pittsburgh.
Tennent Steel Casting Co., Tacoma, Wash.
Union Spring & Mfg. Co., Pittsburgh.
Wehr Steel Co., Milwaukee.
- Chemicals, Boiler**
Bird-Archer Co., Chicago.
Dearborn Chemical Co., Chicago.
- Coal**
Binkley Coal Co., Chicago.
Rosengrant Coal Co., Chicago.
Shoemaker Coal Co., D. C., Chicago.
- Coffee and Tea**
Chase & Sanborn, Chicago.
- Couplers**
Railroad Supply Co., Chicago.
- Cylinder Cocks**
Prime Mfg. Co., Milwaukee.
- Derailers**
Railroad Supply Co., Chicago.
- Draft Rigging**
Union Draft Gear Co., Chicago.
- Engravers and Printers**
Columbian Bank Note Co., Chicago (Print C. M. & St. P. paychecks).
- Feed Water Heating Devices**
Superheater Company, Chicago.
- Floodlights**
Pyle-National Co., Chicago.
- Flooring, Composition (Flexolith)**
Tuco Products Corp., Chicago.
- Flooring, Built-up Wood Block**
Carter Block and Flg. Co., Kansas City, Mo.
- Furnaces (Oil Burning)**
DeRemer-Blatchford Co., Chicago.
- Gauge Cocks**
Prime Mfg. Co., Milwaukee.
- Grease Cups**
Flannery Bolt Co., Pittsburgh.
- Grease Plugs**
Prime Mfg. Co., Milwaukee.
- Greases**
Galena-Signal Oil Co., Franklin, Pa.
- Guard Rail Clamps**
P. & M. Co., Chicago.
- Hose Couplings**
Prime Mfg. Co., Milwaukee.
- Hose**
Milwaukee, Wis.
Co., 1340 Fond du lac Ave., Northwestern Factory Supply
- Hydrogen**
Air Reduction Sales Co., N.Y.; Chicago; Seattle.
- Iron (Staybolt)**
DeRemer-Blatchford Co., Chicago.
- Lag Screws & Bolts**
Am. Bolt Corp., Boss Nut Division, Chicago.
Continental Bolt & Iron Works, Chicago.
- Leather (Imitation)**
The Pantasote Co., N.Y.; Chicago.
- Lighting Accessories**
Pyle-National Co., Chicago.
- Linseed Oil**
Barber Co., W. H., Chicago.
- Lock Nuts and Washers**
Am. Bolt Corp., Boss Nut Division, Chicago.
- Locomotives**
Baldwin Locomotive Works, Philadelphia.
- Loose Leaf Specialties**
Miller Co., H. C., Milwaukee.
- Lubricants**
Galena-Signal Oil Co., Franklin, Pa.
- Lumber**
McKenna Lumber Co., McKenna, Wash.
Nashville Tie Co., Nashville, Tenn.
National Lumber & Creosoting Co., Texarkana, Texas.
Pacific Creosoting Co., Seattle.
- Nuts, Square and Hexagon**
Am. Bolt Corp., Boss Nut Division, Chicago.
Continental Bolt & Iron Works, Chicago.
- Oils**
Galena-Signal Oil Co., Franklin, Pa.
- Oil Cups**
Prime Mfg. Co., Milwaukee.
- Oxygen**
Air Reduction Sales Co., N.Y.; Chicago, Seattle.
Burdett Oxygen & Hydrogen Co., Chicago.
- Paints**
O'Neil Oil and Paint Co., Milwaukee.
- Paper**
Import Paper Co., Chicago.
- Printing**
Bulfin & Son, Ed., Milwaukee.
Collins' Sons, J. J., Chicago.
Goodman Printing Co., (Maurice Goodman), Portage, Wis.
Hillison & Etten Co., Chicago.
Keogh Printing Co., Edw., Chicago.
- Northwestern Printing Co., Milwaukee.**
- Provisions**
Aaron & Sons, E. A., Chicago.
- Rail Anchors**
P. & M. Co., Chicago.
- Railroad Car Trimmings**
Loeffelholz Co., Milwaukee.
- Rust Preventatives**
Dearborn Chemical Co., Chicago.
- Searchlights**
Pyle-National Co., Chicago.
- Signal Oil**
Galena-Signal Oil Co., Franklin, Pa.
- Springs, Coil**
Union Spring & Mfg. Co., Chicago, Pittsburgh.
- Stationery**
Miller Co., H. C., Milwaukee.
- Stay-Bolts**
Flannery Bolt Co., Pittsburgh.
- Steam Superheaters**
Superheater Company, Chicago.
- Stone and Stone Products**
T. R. Coughlan Co., Mankato, Minn.
- Tie Plates**
P. & M., Chicago.
Railroad Supply Co., Chicago.
- Ties**
Moss Tie Co., T. J., St. Louis.
Nashville Tie Co., Nashville, Tenn.
National Lbr., & Creosoting Co., Texarkana, Texas.
- Trap Doors (Vestibule)**
Tuco Products Corp., Chicago.
- Trucks for Cars**
Baldwin Locomotive Works, Philadelphia.
Bettendorf Co., Bettendorf, Ia.
Pressed Steel Car Co., Pittsburgh.
- Tubes, Arch and Stay**
Globe Steel Tubes Co., Milwaukee.
- Turpentine**
Barber Co., W. H., Chicago.
- Varnish**
Thresher Varnish Co., Dayton, Ohio.
- Washout Plugs**
Prime Mfg. Co., Milwaukee.
- Water Softening Compounds**
Bird-Archer Co., Chicago.
- Wheels, Car and Locomotive**
Baldwin Locomotive Works, Philadelphia.
Pressed Steel Car Co., Pittsburgh.
- Wire and Cable**
Kerite Insulated Wire and Cable Co., N.Y.; Chicago.
Burdett Oxygen & Hydrogen Co., Chicago.

Conductor Sid Raymond is now back on his regular job at Waukesha and says he is well rested up and in good shape for the heavy jar at Waukesha.

Ernie Smoot, brakeman, is looking very blue having been bumped off the Waukesha switch run. Not so much at losing the job, as at not being able to come and go to work in his Buick six.

Mr. Gregory, Chief Carpenter, is considering the advisability of putting on a crew of carpenters at Waukesha to keep the Madison street crossing gates in repair. It might be well to consider installing rubber gates that would spring back to shape after being run through by Fords.

Ira S. Neese, Bill Clerk, at Waukesha, recently made a flying trip by auto to his old home at Waynetown, Ind. Ira says never more will he try to beat the railroads.

Rac Scherneck, has been helping the Store Department during the illness of Lola Bradford.

The recent cold snap tested the heating appliances to the maximum. Some needed adjustment more than others. Fergie's new furnace refused to do business without fuel so he had to lose a perfectly good rest period rebuilding the fire.

Brakeman and Mrs. Forest Holcomb lost their two and a half year old son, by pneumonia, last Saturday, January 9th. We all sympathize with them in their loss.

John Marr, Car Foreman at Mineral Point, has resigned, after about twenty years service with the Milwaukee.

Traveling Auditor, J. B. Wallis, of the Council Bluffs Division checked a few stations on the Madison Division around Christmas time, which enabled him to spend Christmas at Mineral Point, his home town.

The first week in the New Year bills were posted at Gratiot announcing an old time dance, part of the program to be furnished by James Gallagher, and A. G. Verch. We understand, however, that both the gentlemen had back fever, and were unable to appear. Needless to remark there were many disappointed people.

Passenger Agent Fred Zimmerman has been on the sick list for the past week, but we are indeed glad to know that he is back on the job again with the same old smile.

Along with our speed artist, Frank Sullivan, we have another on skates—Car Foreman W. B. Wilcox. And he is some skater, and I don't mean IF.

We'll soon know after the Card Party at Janesville on Jan. 25th, who the Champen shark in cards, is. Imagine Bob Young will be near the top.

Ask Hostler Kerl what almost caused his death due to heart trouble one night in December when the turntable refused to move. He will tell you about it.

C. A. Parkin says the two big thrills in his life was the Ketchell Papke bout in Milwaukee (in which C. A. P. kept rehearsing his story of the ORT meeting which he was to recite later on that Eve) and the trip to Niagara Falls where he says he consumed more ham and eggs than any two that made the trip.

Bill Hardy, Waukesha switchman comes the nearest to doing the Charleston when giving car signals of any brakeman on the Madison Division.

Doc Hart, Milton Jct. passed through Waukesha on his way to Milwaukee carrying signals.

Bill Hardy has a new cottage on White-water Marsh. He is now all set for spring duck hunting. Bill may not shoot many ducks but we know something he can shoot.



Simplicity

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

THE BETTENDORF COMPANY

OFFICES AND WORKS BETTENDORF, IOWA

POLARIZED MERCURY BOILER CHEMICALS

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

B-A Anti-Foaming Chemicals

Stop foaming and priming in the lightest waters by the use of only one pound to 5,000 gallons of water evaporated.

The Bird-Archer Co.
122 South Michigan Ave. CHICAGO

BUCKEYE CAST STEEL YOKES

A single Integral Casting designed to meet fundamental requirements for A. R. A. car design. Conforms to A. R. A. Specifications for Grade "B" steel.

THE BUCKEYE STEEL CASTINGS CO.
COLUMBUS, OHIO
New York-Chicago-St. Paul-Louisville-London

Florida is Calling You

Do you want to get away
From the grind of every day—
From the drudgery of things you have
to do?
Do you want to settle down
Near a lively, busy town,
Where the joy of living will appeal to
you?

Do you want to scent the breeze
Coming through the orange trees?
Do you want to hear the birds call—loud
and clear?
Are you seeking perfect health
That's combined with certain wealth
And an income from an orange grove,
each year?

Do you want a piece of land
That will grow to beat the band
All the different garden crops that you
enjoy?
Do you want to make a "Nest,"
And a permanent bequest
For the future welfare of each girl and
boy?

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

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

Do you want to read a book
That will make you want to look
On the finest land that lays beneath the
stars?

Send a letter right away,
Put it in the mail today,
We will send this Booklet absolutely
FREE
After you have read it through,
If a thought occurs to you—
Just address another letter here to me.

We will answer straight and true,
Questions that occur to you.
We have nothing to evade or to conceal.
On an Orange County Farm
Life will take on added charm.
And you'll never lack a dollar—nor a
meal.

Send for our Big FREE illustrated Book—
"TWENTY ACRES AND PLENTY." It
tells of almost unbelievable profits made
from trucking and fruit-growing in our
part of FLORIDA. Also about sick-and-out
of-work clauses, and other protective fea-
tures of our contract. Address Sylvester
E. Wilson, Dept. Y-1, Orlando, Florida,
Advertisement.

Make \$2.50 an Hour
YOUR PROFITS IN ADVANCE
STAY-PREST TROUSER
PRESSER sells quick—every-
where. Thousands in use. Sales-
men and saleswomen cleaning
up. Sells on eight-minute dem-
onstration. Reasonable price.
40% clear profit for you. You
take orders. We deliver.

Wonderful New Invention
Puts perfect crease in trousers.
Takes out wrinkles and baggy
knees. Easy to use—takes less than a
minute. Folds into small size. Finely
finished. Looks rich. Saves clothes and
tailor bills. Every man wants one or two.

Make Big Profits—Others Do
Jack Ames made \$24.00 in four hours.
Randle sold twenty-five the first day.
Mary Roberts made \$100.00 in one evening.
Others making good in full or
spare time. So can you.

Write us quick for free
sample offer and full
details.
FREE

FOUR PATENTS
The Getgoy-Jung Co., Dept. 8197G, J. Bldg., Cincinnati, O.



I & D Items J. L. B.

Operator R. I. Colvin has been absent
from his duties on third trick at Calmar ac-
count sickness. Hope to see him back soon.

Fay O'Neil, who has been employed as
clerk in Supts. office, Mason City, Ia., has
handed in his resignation. We understand
that Fay has accepted service in other lines.
We are wondering just how Ruth is going to
get home, now that Fay's big car won't be stand-
ing outside waiting for her at 5:15 every
evening.

Conductor and Mrs. J. M. Smock have been
off for about ten days visiting friends at Vin-
ton, Ia.

Operator W. L. Whitney, Algona, Ia., took
a months vacation, visiting friends and re-
latives back in old New Hampshire. He re-
ports having a fine time and much needed
rest.

We understand the E. J. Hacket, Agent,
Calmar, Ia., has accepted a position as travel-
ing Auditor, out of F. H. Jeffrey's office, Chi-
cago. Mr. Hacket is a wideawake and prom-
ising railroad man, and we wish him every
success in his new venture. His place at Cal-
mar is being temporarily filled by E. L. Hatha-
way, Extra Agent.

Miss Kathryn H. Decker is the comptom-
eter operator in the superintendents office, Mason
City, Ia. Miss Decker is filling the vacancy
caused by Miss Mabel Byrd being promoted to
the position of Maintinance of way clerk.

Mrs. J. L. Burns, wife of Operator Burns,
is back from a visit to Sanborn, where she
visited her parents, and other relatives and
friends.

Passenger brakeman, H. O. Davis is reported
on the sick list, he having suffered a touch of
pneumonia. We hope to see him back on the
job before long.

E. W. Chase, Agent, Everly, Ia., is being
relieved by Extra agent, A. M. Choate on ac-
count of Mr. Chase having to attend court,
as a witness, for the company at Sioux City,
Ia.

Mr. C. E. Maertz, second operator at Spen-
cer has been appointed Agent at Jonia, Ia. in
place of A. M. Choate, who has been appointed
second operator, Sheldon, Ia. Operator M.
A. Budak relieved Maertz at Spencer.

Miss Lucille Elson, second Operator at Shel-
don has been appointed Agent, Hutchins, Ia.
This is the second time Miss Elson has held
this position, and we are beginning to think
there is some special attraction at Hutchins
that brings her back to that particular station.

Mrs. Al. Zack, wife of Electrician Zack at
the Mason City Roundhouse has left for an
extended visit with friends and relatives in
Misson, Texas. Mr. Zack and their daughter
Rheem accompanied Mrs. Zack as far as Chi-
cago.

I & D Division—Sanborn West

Mrs. C. S. Beckly and son, Paul returned
Saturday from Spencer, after a visit with Mrs.
H. W. Taylor there.

Mrs. Conductor Frank Huribut entertained
at her home, the Nudridge Club and Kard
Klan on last Wednesday evening. Auction
bridge was played.

Mrs. Conductor A. K. Foote and daughter
Jane returned this week from a visit to Wash-
ington, D. C. and report a very enjoyable
time.

Conductor M. M. Burns returned Thursday
from a visit at Dubuque, where he went to see
his mother.

L. Sebald, our local storekeeper has a new
1926 Ford coup, and each night finds him in
a different part of the county taking in a
dance or a show. By the way, Louie says that

Lukens
Locomotive
Firebox
and Boiler
Steel



Champion
Structural
and
Boiler
Rivets

**Tyler Lapweld Steel and Charcoal Iron
Boiler Tubes**

Rome Staybolt and Engine Iron
Black-Galvanized and Alloy Coated Sheets
Bars, Angles, Beams and Channels
All kinds of Pressed Steel Work

A. M. CASTLE & CO.
CHICAGO, ILL. SEATTLE, WASH.

Guilford S. Wood

Mechanical Rubber Goods
Inlaid Linoleum Upholsterer's Leather
Rolled Steel Tie Plates for
Domestic Use

WOOD'S
Flexible Nipple End Air Brake Hose
Protector

Monadnock Building
53 W. Jackson Street
CHICAGO

**ATWILL-MAKEMSON
COKE & COAL
CO.**

COKE
For Every Purpose

Suite 1423
McCORMICK BLDG. CHICAGO, ILL.

*The money you earn doesn't come easy.
You earned it through hard work.
Therefore you are unquestionably entit-
led to at least Ten Percent of this hard-
earned money, and to place it where it
will remain permanently yours as a just
reward for a year's hard toil.*

JOIN OUR TEN PERCENT CLUB

The Seattle National Bank
Second Avenue at Columbia
SEATTLE, WASHINGTON

on account of the unsettled condition of things
on the Ry. just now, he doesn't think he'll
move his family out yet.

How many of you are able to get E. Keifer,
humorist, over the radio from Pittsburgh. Er-
nie is some boy. If you can't get him there's
something the matter with your radio.

Mrs. H. Schoonmaker and son Clifford, re-
turned Monday from a visit at Minneapolis,
with her daughter Mrs. Harold Graves.

The Harmon Hitchcocks are enjoying a vis-
it with Mrs. Alex Fleury and children of
Rondeau, Montana.

Mrs. G. S. Melvin visited friends in Hart-
ley, Monday.

This is all the news we were able to round
up for this month, but with the co-operation
of the rest of you in helping us get news, we
will have a lot more next month. So please
drop in at the roundhouse office and tell us
of interesting happenings in the lives of C.
M. St. P. people.

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

Nora B. Decco

It looks pretty funny to me, "how it happens
that person who writes the Union street news
doesn't sign those classics 'it' turns out? How
can we talk back when we don't know if its
a lady or who it is we are taking to—Yes
I have heard all about those shake ups you
have back there and understand the most popu-
lar one is the one they have drawn the line
on in our dance halls here, since the earth
quake, well everything is in perfectly good
condition, you understand, but the Charleston
has wrecked plenty of dance halls that had
never been thru an earthquake and the folks
out this way are taking no chances.

Well the first trick operator at Donald cer-
tainly wears a wide smile these days—a fine
big son born to Mr. and Mrs. R. D. Crowder
on January 8th at Willow Creek—Congratu-
lations.

George Westbrook and wife are visiting both
their parents in New York state for a few
weeks yet. They were there for the Christ-
mas holidays and expect to return about the
first of March.

Conductor Coffin and wife have returned
from a short visit in Omaha visiting friends
and relatives during the Christmas holidays,
everything was fine indoors they report but
not so good out side, well this is the place to
stay during the winter—up to January 16th
we had nothing that would give the weather
man a job if it wasn't just that he had the
job any way—no snow, no wind, no cold,
nothing but clear sky and sunshine.

Engineer Mahone and wife spent a few
weeks with relatives at Aberdeen, South Da-
kota last of December and Mr. Mahone has
returned to work, while Mrs. Mahone will
spend a few weeks visiting in Minneapolis be-
fore her return. Mr. Mahone is working on
passenger in Mr. Douglass absence, the latter
having taken a few months vacation.

Dispatcher Josephson who has been ill for
some months at Rochester where we understand
he underwent a very serious operation has re-
turned to Deer Lodge and will soon resume
duty there again. We are all glad to know
Mr. Josephson is improving so rapidly.

Otto Heims fireman who was injured some
time ago, is still on crutches and it will be
some time before he is back on the road again.

Engineer D. P. Elliott and Engineer M.
F. Elliott are California visitors, having been
absent about a month.

Mrs. E. M. Hopkins and family spent the
holidays with relatives at Raymond, Wash.

celebrated Christmas on the ranch and saw a
real Santy Claus and everything that goes with
it, and upon my return, relieved Mr. Ralph
Kemberling who spent a week with friends
around the Valley. Mr. Byrne was transferred
to Deer Lodge when leaving here.

Engineer Charles Davis who has been quite
ill in the east and has about recovered from
an operation is back again on the passenger
trains.

Engineer Crockett has been assigned to the
Lombard helper which was vacated by Engineer
Davies taking an east end turn. Engineer
Echard and wife are spending the winter in
Iowa and at the Springs where life is nothing
but fun. Engineer Butler is relieving Mr.
Echard on the Lombard helper.

Engineer Chambers who has been over on
the R. M. for about a year has gone back to
his first love the Nor Mont Div account of
slow business.

Engineer Lieb has also gone over there and
will take the Lewistown Great Falls passenger
job for a while.

Mrs. Harry Simms wife of fireman Simms
at Lombard has been quite ill in a hospital
in Butte but is improving at this writing and
expects soon to be home again.

Gladys Sickmiller our pleasant stenographer
from Mr. Hopkins office who has been visiting
her mother on The Musselshell division at
Melstone has accepted a nice position in the
chief dispatchers office in Deer Lodge, hope
they treat her nice down there.

Fireman Dickerson has gone to the Nor
Montana division account slow business on the
main line. Fireman Rodda has bumped Fire-
man Wade at Piedmont and will move his
family there soon. Mr. Wade will go to the
Butte Helper and since he has a fine new
Jewett, he should worry so he has paved
streets to run it on.

We are glad indeed to welcome Eng. Theo-
dore Asher back again. Mr. Asher spent some
weeks in California and reports everything
lovely there too, but it has nothing on us dur-
ing the month of Jan. at least, still there may
be a long winter ahead you never can tell
till its over.

Conductor Kirwan's family and Mr. Kirwan's
brother all spent the Christmas holidays with
home folks in South Dakota, they returned re-
porting a very enjoyable time—and the Butte
Miner of recent edition contains a most beau-
tiful photograph of a young lady who answers
to the name of Miss Marie Kirwin—her dad
has reason to be proud.

We are glad to announce the promotion of
our Chief dispatcher Mr. D. J. Hagerty to
the position of Train Master of the Missoula
Division with headquarters at Avery, Idaho. Mr.
R. W. Magette for some years night chief at
Deer Lodge has been promoted to the position
of Chief train dispatcher and Mr. T. F. Ole-
sen to the position of night chief there. Mr.
T. J. Hamilton whose place Mr. Hagerty will
take, has been appointed to the position of
Asst. Supt. on the Coast Division and Mr.
Roy Cleveland will take the position held by
Mr. Gillick of the North Montana.

Mr. E. F. Rummel has been appointed to
the position of General Supt. held for many
years by Mr. E. H. Barrett with headquarters
at Butte, who will take a long needed rest
and forget the railroad for a while.

Mr. Spaulding who has been travelling en-
gineer for some time here has been promoted
to the position of inspector of electric loco-
motives Spokane to Harlowton.

We offer all these men our congratulations
and very best wishes and trust that success



**\$40.00 Suits
for only \$23.50**

How would you like to sell a line of men's
clothes, made of the finest quality of pure Vir-
gin Wool—guaranteed to fit the wearer and
please him in every way—and all at the one
low price of \$23.50? Then read the facts about
just such a proposition we here offer you.

We are manufacturing tailors. We make a
line of men's clothes which we sell direct to
the consumer through special representatives, all
at the one low price of \$23.50.

Our clothes are ready to wear. This makes pos-
sible the greatest economy in production and the
greatest promptness in delivery. Prompt delivery
is a big feature in selling. It is a big factor in
satisfying customers and in building business.
You can do both when you go out to sell
BARTLETT Clothes.

Every fabric used in the making of BARTLETT
Clothes is pure Virgin Wool. Every fabric is of
a quality generally offered only in suits selling
at \$40.00 or more. This is a fact, as we can
prove. So that you may judge for yourself the
stylish appearance of BARTLETT Clothes we
show you above an untouched photograph of a
coat taken at random from our regular stock.
It shows you just how BARTLETT Clothes
look to the unprejudiced eye of the camera.

The BARTLETT Selling Outfit is, we believe,
the most powerful ever put into the hands of a
salesman. It is complete. It is comprehensive.
Yet it is compact and convenient to handle. In
it is everything necessary to do business, in-
cluding generous quantities of advertising and
selling matter. We know of no house more lib-
eral than we in this respect.

Back of it all we stand, a big successful institu-
tion, training and directing the new man whose
experience is limited and who needs such train-
ing; and co-operating with every man regardless
of his experience, to the limit of our abilities
and resources.

As to our responsibility, we refer you to the
Mercantile Trust, and the Union Trust Bank of
Chicago.

If you are an honest, clear-thinking, straight-
forward man who believes that worth-while
success is to be achieved only through worth-
while effort—

If you believe that "He profits most who serves
best"—

If you agree that selling a man a suit of
clothes for \$15.00 to \$20.00 less than he has to
pay elsewhere is rendering that man a genuine
service—

And further, if you have the confidence in your-
self to believe that you can successfully sell a
line such as we here describe, when given the
same training and co-operation that enables
2,000 other men to sell it successfully—

Then let us hear from you—at once. Sign the
coupon and mail, or better still, write us a let-
ter. Either way, you'll get careful considera-
tion and a prompt reply. Address Dept. 747.

William C. Bartlett, Inc.
850 West Adams Street CHICAGO

Please send me the full facts about the BART-
LETT proposition without obligation to me. 747

Name

Address

\$1



Brings You the Finest Quality Railroad Men's Shoe Made!

The Best Double Sole Shoe Made

We Guarantee Perfect Fit

\$1.50 a Month

"Long Hours" Last No. M. M. 602 \$7.45 Pay Only \$1.50 a Month

"Long Hours"—a shoe just made especially for men on their feet a lot—a shoe with real wearing qualities—real comfort built into it—

Yes, you should see some of the letters we get daily from your brother railroad men. They tell us these are the finest shoes they've ever worn.

And "Long Hours" is a shoe with unusual wearing qualities. It has two full soles, grain leather insole, Goodyear "Wingfoot" rubber heels, padded leather tongue and leather trimmings. Black is the favorite, but we also have a dressy dark brown. Sizes 6 to 12. M. M. 602—\$7.45.

Guaranteed to Fit

Send one dollar with coupon below and pay \$1.50 a month. If you are fully satisfied with the pair you get. Act now while you can get this unusually low price! If you know the size you wear (length and width) just put it in the coupon. However, as is very simple to insure a perfect fit by taking off your shoes and placing your stocking foot on a piece of paper. Trace around the outside of your foot with a pencil and attach the coupon.



the drawing to

L. J. BARTLETT, INC.
16th St. and Indiana Av. Dept. M. M.
CHICAGO, ILL.

L. J. Bartlett, Inc.,
16th St., Indiana Ave., Dept. M. M., Chicago, Ill.
Gentlemen: Enclosed find \$1.00 as first payment for which please send me a pair of shoes. If shoes are as you say, I agree to send \$1.50 each month until paid for—otherwise I will return in 48 hours, you to refund my \$1.00 and return postage.

Style No. _____ M. M. 602 _____ Size _____ Color _____

Name _____
Address _____
I work for _____ R. R. as _____

Employed _____ years Work under Mr. _____
Send letter with above coupon and \$1.00. Tell us just enough to we know with whom we are dealing.

Page Thirty-two

Splinters From The Wooden Shoe
Brownie

During the Christmas Holiday rush forgot all about the news for Magazine, but seeing that is now over with everyone should be on the lookout for some news and send to me.

The change in conditions on the Ontonagon Line is very satisfactory to the men, by having switches placed on each end of logging track. Before when cars had to be pushed ahead of engine and distributed, it was a dangerous situation. New condition is safety first and great saving in overtime.

Conductor J. M. Hanahan has arrived at Channing with his snow shoes to take out the O&B Way Freight.

Will some kind hearted person ask conductor Thos. Tuel what the attraction is at Ontonagon.

Conductor D. W. Caine expects to leave soon for the West.

Engineer E. Johnson has joined the church. Look out, Ebby. Did you ever hear the story about the engineer that died and asked St. Peter for forgiveness. You can't guess where he sent him. He said go back on the Superior Division and speed up a little and then when you make your run satisfactory and you get to end of the line and the block is placed at danger you know there is no more overtime.

Logging business is picking up on the Division. Expect our Assistant Trainmaster J. F. Sullivan will be a busy man from now on.

Quite a few changes are taking place around the office at Green Bay. Mr. Paul Wilson from Seattle, Wash. is now in our midst as Division Freight and Passenger Agent Harry Washburn has accepted a position with the Road at Tulsa, Okla. as Chief Clerk in Division Freight Agent's Office. James Foster has deserted the Railroad and gone into the business of selling Victrolas for the Vandenberg Music Store. Of course, Jim has other interest in the Vandenberg Music Store beside the selling of Victrolas. Pretty nice when you can get right in the business.

Freight houseman Claude Nelson has been sick for some time. Be glad to see him back on the job again, as it is making it pretty hard for Joe.

Chef on Business Car 5809 is the proud father of a baby girl. Congratulations Ben.

Well Carl Matthews has gone and taken unto himself a wife. We all tried our best to keep him from getting in wrong but it was no use, he just went to Chicago, got the girl and was married some time in November and never broke the news to us until January 2nd. Well, congratulations Carl.

Well we at last have new lighting arrangement in the office. The ceiling is a very pretty affair with pipes all twisted in very artistic shapes. The only sad part is that John Phillips can not tell when the two main lines are lit. The other day the lights were burning very nicely, John gets up in a rush and goes and turns them off. He didn't know the difference. Cheer up, John some day the Store Department will get lamps strong enough so that we will be able to tell the difference.

Mr. Dow has been confined to his home for a week due to a severe case of the gripple. We hope to see him back soon, as his cheery smile is missed.

Jim has been quite worried for the last week. His best girl gave him a dog and now the dog is about to die. He surely feels bad about it, but reports today that the dog is a little better and looks like it will recover.

Pete Jenny, our Division Engineer, has been around robbing the office force with a little raffle game. Of course, we can't say he rob-

bed us as we didn't come out so bad. Most of us got candy and Harry W. received the main prize, which was a nice blanket. Pete makes a pretty good salesman, very near as good a salesman as he does an Engineer.

Another great surprise to everyone on the Division was an announcement in the paper the other night of the marriage of Engineer Harry Terens to Mrs. Vera Call. Congratulations Harry.

CM&StP have now organized a Basket Ball Team and is playing with the Y M C A Industrial League. They haven't won a game yet, but chances look good.

John Sullivan is on the sick list.

Engineer Wm. Sharkey passed away. Engineer Sharkey was a Veteran Engineer on the Superior Division and has been on the Menominee Line for a number of years.

Engineer Horace Dickey has gone to Menominee to pilot the engines on the Menominee Line.

We note that Ed. Soboda's bowling team is now at the head of the list. Don't know who they go there, but hope to see them stick.

Jay Thorse is firing in the ring out of Green Bay and John Desmond has taken his place on the Hilbert Line.

River Division News
M M

Section Foreman Herman Worth passed away at his home at Menominee Jan. 8th at the age of 58 years. Mr. Worth had been in failing health for some time. Funeral was held at Menominee Jan. 10th. Engr. Fritz Marine is a brother-in-law of the deceased.

Engr. Hilger has been having quite a time attending the "Vanishing Parties" although Mr. Hilger strongly contends that it is mostly Fade-Away with him.

A. R. Langdon who has been Roundhouse Foreman at Faribault for the past two years left for Wessington Springs, S. D. where he will take charge of the roundhouse at that point. Mr. Langdon's many friends wish him every success in his new field of labor.

Roadmaster McClellan left here Dec. 22nd for a visit with relatives at Ottumwa and other points in Missouri and Iowa. Mac said he couldn't stay long for he was thinking constantly of the joy that is connected with operating that snow flanger. Well, Mac the snow is here so get busy with the flanger.

Engr. Bill Reed had to take his radio down town the other day and have the carbon cleaned out. By so doing Bill missed a good concert. Don't see why carbon had to accumulate in Bill's radio. Better get a good one like Shepard's.

Well of all the surprises that one does receive these days. Now who would think that Traveling Engineer F. G. Hemsey has spent thirty or forty years in service with the Company. Can't hardly believe it yet.

Mr. Steinbaker, fireman at Winona, spent the holiday season with his daughter at Chicago.

Roundhouse Foreman Fleming at Wabasha heard about Mr. Turney's Ford so he thought that he would like a Ford in addition to his Jewett. Well Mr. Fleming bought a Ford but somehow or other he has forgotten how to drive one so he doesn't use it—saving it for his summer drives.

The Freight Office Force has been relieved of some of the work at Wabasha. The Chief Carpenter's Clerk and the clerk from the roundhouse each have taken part of the work.

Engineer Jerry McGraw has been taking

his ten days lay-off from his Wabasha-Faribault run and incidentally celebrating the event of a grandson's arrival at the home of his daughter.

Supt. L. T. Johnston called at Wabasha the past month. Everyone is always pleased to have Mr. Johnston call.

District Master Mechanic John Turney and Trainmaster J. W. Blossingham made a business trip over the Division the past month stopping at Wabasha and Winona.

Illinois Division
M J S

Lured by the promised riches of Florida, a Denver, Colorado, man wife and five children staked their all on the golden vision of easy wealth in the sunny south, sold their home in Denver and left for Florida. Recently they reached Savanna on their way back to Denver, penniless and stranded. The husband and father is a former Union Pacific employe and made the Florida venture when he was laid off in Denver during a slack spell.

On his arrival at Savanna he appealed to the Savanna Yard employes and in a few minutes \$60.00 was raised. The little brood were fed, and they resumed their trip home. Needless to say they will long remember the fine generosity of the Savanna railroad men.

Savanna has a new orchestra known as "Brownie" Troubadors, which will soon make its "debut". "Brownie" himself, is our own CM&G Clerk, a "Saxophone Wizard", with Dispr. Geo. Lanning, cornet, and Charles Stitely, son of Chief Caller Harry Stitely, alto saxophone. We are anticipating wonderful harmony from this new band of musicians.

Since the Christmas season, we note several of our department with "sparkler representatives". In this item, let it be intimated that our Signal Department also, is well represented. We are hoping for the glad news later on.

We have been heralded with the news that our former Chief Clerk of the Savanna Store Department, C. B. Hanover, has received the promotion of Chief Clerk to Purchasing Agent G. H. Walder located at the Chicago new Union Depot. Clarence has been Division Storekeeper at Austin, and we welcome him back on the Illinois Division, as well as wish him well in his new position.

James McKay, young son of Engr. G. E. McKay, Agent for the Liberty Magazine at Savanna, was the prize winner in the Liberty Boys' Contest held in December. Good work Jimmy!

Savanna Yard Items

Our genial Asst. Yardmaster Kentner, Savanna Yard, spent Jan. 7th, 8th, and 9th in Chicago touring the loop district looking for some of his army pals. He took in several of the big shows and the way some of the folly girls danced was beyond Mr. Kentner's comprehension.

Our energetic stenographer, C. Jansen, is sporting a "barber pole" necktie. It reminds one of the times of Abe Lincoln. He said clothes and the preacher's mixed up.

Miss Mary Kennedy spent New Year's Eve dancing at the LaChairs Winter Gardens in Moline. She says she never had so much to eat in all her life.

Chas. Welch is back on his old job as Operator at Savanna Yard after his illness. It is felt that he has fully recovered as he is telling the boys how it should be done.

Savanna Yard has had another good year. In 1925 we handled 1,138,806 cars in 31,686 trains, compared to 972,961 cars in 31,407 trains in 1924.

If the weather keeps cold it will not be long before the ice harvest commences. GYM W. G. Chipman spent a day in Chicago last month. He visited most of the jewelry stores looking over Elk emblems, and is fully attired now.

Carl (Sparkplug) Nehlsen has relinquished his share in the Radio Shop. Carl said it cost too much money putting in radios on trial, as quite a few of them are out on trial all the time.

Switchman Bert Follett is intending to take up the Charleston as our Shirk, Bill Clark Correll and Steno. Chris Jensen are very adept at the new dance. Mr. Correll is considered one of the best Charlestonians in the Mississippi Valley and shakes a wicked pair of Froshcoims.

Some thief entered our establishment recently—lifted most of Bill Clark C. Wilson's personal belongings. If the guilty party is apprehended it is going to be pretty hard on him as most of these were family heirlooms and Mr. Wilson treasured them most highly.

Lawrence Smith (Demolay) has been promoted to Chief Caller. Hours 12:00 AM to 8:00 AM. The girls are all glad to see Mr. Smith back on these hours as they can get rid of him earlier. He is always telling us how wild they are about him, and they will surely be crazy without him.

Savanna Roundhouse

Machinist Harry Hoffman and wife are enjoying a two month's trip to sunny California. Sympathy is extended to James Palford, Hostler at Savanna Roundhouse, on account of the sudden death of his wife, Dec. 27th. Burial was made at Lyons, Iowa, December 30th.

Chief Clerk J. Mulder spent New Year's in Milwaukee, watching the Old Year out and the New Year in—it was more visible from Milwaukee than from Savanna, maybe!!!

Asst. Foreman Hogan spent Christmas in Dubuque, Iowa visiting "a friend." We also note by December toll charges at Savanna Roundhouse that Chief Caller Hogan is charged with a call to Miss Margaret Butler at Dubuque. Investigation is in order.

OOOHHH!!! You should just see the dandy big sparkler that Clarabelle Frashey is wearing now—"Wasn't a Christmas present, either. It sure does cast pretty lights—mostly red, judging from the "reflections" in her face whenever anyone looks at the ring. We have not learned just when THE DAY is, but will report that later. Congratulations, anyhow.

General Roundhouse Foreman Suter and wife spent New Year's Eve in Davenport, visiting friends. A little bird told us that they had some "nice, bright, cold, sparkling champagne", well, we're not supposed to tell WHAT. Happy New Year.

Iowa Division Engineer Wainna Shapiro is spending a month in California, visiting his daughter.

Helen Kane, Charleston Export, is giving Chief Timekeeper Walter Goss a few lessons in the art. What is bothering Walter just now is WHERE Helen parks her knees while she is dancing.

The girls in the DMM and Roundhouse office were invited to a party recently, much to the annoyance of Chief Clerk Mulder and Timekeeper Goss, because they could not find out just when and why the party was to be. They say curiously visited a woman, one time, but it came near being the death of two fellows that time. (And they don't know yet).

Gang Foreman Bill Sheetz is making a side line of selling eggs. He is taking orders by next summer, but as yet we do not know just where he intends to get the eggs to fill all the

Official RAILROAD TIME BOOK

BEST EVER PUBLISHED
Good strong covers; inside pages high grade bond paper, contains latest, approved time sheets, special record pages, useful data and other information.

GIVEN FREE TO RAILROAD MEN

ASK FOR A COPY NOW AT YOUR OVERALL DEALER'S — IF HE CANNOT SUPPLY YOU—WRITE US

SUPER CROWN SHRUNK

The Million Dollar Overall
Guaranteed Not to Shrink and Not to Fade

The Only Overall On Earth With This Iron Clad GUARANTEE

A NEW PAIR FREE IF THEY SHRINK

Costs No More Than Ordinary Overalls UNION MADE

The CROWN OVERALL Mfg. Co.
Largest in the World - CINCINNATI, OHIO

Piles Can Be Cured Without Surgery

An instructive book has been published by Dr. A. S. McCleary, the noted rectal specialist of Excelsior Springs, Mo. This book tells how sufferers from Piles can be quickly and easily cured without the use of knife, scissors, "hot" iron, electricity or any other cutting or burning method, without confinement to bed and no hospital bills to pay. The method has been a success for twenty-six years and in more than twelve thousand cases. The book is sent postpaid free to persons afflicted with piles or other rectal troubles who clip this item and mail it with name and address to Dr. McCleary, 551 St. Louis Ave., Excelsior Springs, Mo.

You Can Play It



If It's a Buescher Saxophone

We give 3 free lessons with each new instrument. They start you. Teach yourself. It's great fun practicing because you learn so quickly. Even though you play failed with some other instrument, you can learn the Buescher Saxophone. And it will make you the most popular person in your set. 6 days free trial in your own home. In your set. 6 days free trial in your own home. If any instrument. No obligation. Easy return free if you decide to buy. Send now for beautiful free literature: A postal brings liberal proposition. Address: Buescher Band Instrument Co. 1322 Buescher Block Elkhart, Ind.

Cured His Rupture

I was badly ruptured while lifting a trunk several years ago. Doctors said my only hope of cure was an operation. Trusses did me no good. Finally I got hold of something that quickly and completely cured me. Years have passed and the rupture has never returned, although I am doing hard work as a carpenter. There was no operation, no lost time, no trouble. I have nothing to sell, but will give full information about how you may find a complete cure without operation, if you write to me, Eugene M. Pullen, Carpenter, 10, M Marcellus Avenue, Manassas, N. J. Better cut out this notice and show it to any others who are ruptured—you may save a life or at least stop the misery of rupture and the worry and danger of an operation.

PILES STOP

New Internal Treatment Will Do It
No Operation—No Delay
SEND FOR FREE TRIAL
Thousands have written of their cure by the Page Method—just the combination treatment with the tablets and the piles leave. They heal internally—the correct way. Salves and ointments give only temporary relief. Write today for Free Test Package—it costs you nothing; the Page Method will heal your piles. Send for free test.

E. R. PAGE CO., 214 Page Bldg., Marshall, Mich.

Tire Punctured 857 Times Leaks No Air

A new and amazing scientific puncture proof discovery has been perfected by Mr. O. S. Nelson, 2106 Logan Building, Mitchell, South Dakota, with which an automobile tire was punctured 857 times without loss of air. Makes all old as well as new tires puncture proof. It increases the mileage of tires enormously. Makes ordinary tire troubles go forever. Prevents tire changing. It is inexpensive. Mr. Nelson wants agents and is willing to send samples for demonstration at his own risk. Write him today.

Ford Owner MAKES \$120 A DAY

J. M. James actually made \$120 in just one day with the amazing little device which makes practically any car give double its regular mileage a gallon. Vernon Gaines netted \$94 in eight hours. With this astounding new invention many cars go 37 to 57 miles and even 60 miles on a gallon. The demand is enormous—you can make \$250 to \$500 a month in spare or full time. And now the inventor will send you a sample at his own risk. Write to J. A. Stransky 5500 Stransky Bldg., Pulwanna, So. Dak.

PATENTS Booklet Free—Highest References—Promptest Assurances—Best Results. Send drawing or model for examination and report as to patentability.

WATSON E. COLEMAN
PATENT LAWYER
644 G Street Washington, D. C.

LAW Personal Instruction

By Mail Be a lawyer, businessman, quality to earn \$2,500.00 to \$35,000.00 a year. University method. TUITION LOW. EASY TERMS. Text books furnished. Practical and authoritative non-resident course. Endorsed by bench and bar. Preparation for bar or business. Over 60,000 students. PERSONAL INSTRUCTION. Government to coach free any graduate willing to pass our exams. SPECIAL REDUCED TUITION OFFER now in force. Write today for particulars and book on how FREE.
AMERICAN CORRESPONDENCE SCHOOL OF LAW
Dept. 1529, 3601 Michigan Avenue, CHICAGO

orders taken. (What commission do you get on the sales, Bill?)

We understand that Chief of Police Layton is on the trail of Asst. Foreman Hogan for setting mouse traps in his cupboards without having a trappers' license.

On Time Line—Kansas City Division M. F. K.

A. P. Lutz, Assistant Accountant in the Superintendent's office, left December 21st for Chicago, where he has accepted a position in the office of the Auditor of Expenditures.

Conductor W. C. Harris and family will leave the 18th of January for Tampa, Florida, where they will spend the remainder of the winter. This seems to be an annual affair with Mr. Harris.

Mrs. James Brodie and sister, Lillian Ferguson, daughters of Agent E. Ferguson at Muscatine, have returned from a ten days visit in New York.

The employes at the Muscatine freight house recently organized a basket ball team to play in the city league. They played their first game January 4th against the H. J. Heins Company's team with a score of 17 to 9, Heins's favor, which was a creditable showing as that company has a very good team, while the Muscatine team played this game with no preparatory practice.

During the year 1925 the Kansas City Division handled out of Kansas City 36,463 cars of oil which is an average of better than 3,000 cars per month and at the rate of about 100 cars per day. This compares favorably with 27,505 cars of oil handled out of Kansas City during the year 1924 and 12,873 such cars out of Kansas City handled during the year 1920.

The oil business is increasing month after month and a good deal of it is being delivered to us from the Santa Fe, CRI&P and other roads some of which traverse practically the same territory as this railroad, which indicates that on account of the exceptionally good service that is given this class of commodity over the Milwaukee railroad, we are enjoying this business.

Joe Bodenberger, General Road Foreman of Engines, has been on the division at various times during the month. He is putting over a campaign on fuel conservation.

Since taking over one of the through runs, Conductor J. W. Reynolds has reserved a box seat for the season at one of the popular theatres at Kansas City. Conductor P. Savage has also taken one of the through runs. These runs have proven a big success and the men seem to be liking them better as time goes on.

Master Mechanic R. C. Hampstead and family spent Christmas at Clinton with Mrs. Hampstead's relatives.

Night Chief Dispatcher J. Niman is spending several weeks in California. Dispatcher L. Wilson is taking his place during his absence, Mr. Morrison taking Mr. Wilson's place as dispatcher.

Born December 18th to Mr. and Mrs. T. A. Genchio, a son. Mr. Genchio is a fireman on this division. Congratulations folks!

Passenger Brakeman J. Worman, has been off duty for a month, taking his annual winter vacation. Conductor A. F. Scott has been absent from the Southwest Limited for a few weeks due to illness. We hope Mr. Scott is much improved by the time this issue of the magazine comes out. Conductor J. G. Gurwell has taken Mr. Scott's place.

Operator R. L. Walden has made application for a pass for himself and wife. Ordinarily there is nothing unusual about requesting a pass for one's wife but when one has no wife, it sounds very much like a "honeymoon."

Union Spring & Manufacturing Co.

Manufacturers of
Steel Castings, Coil Springs,
Spring Plates, Elliptic Springs, Journal Box
Lids, Kensington Journal Box

(ALL STEEL)

WORKS—NEW KENSINGTON, PA.
PITTSBURGH OFFICE—300 GRANITE BLDG.

50 Church St., New York, N. Y.
Fisher Bldg., Chicago, Ill.
Todd Building, Louisville, Ky.
Mutual Bldg., Richmond, Va.
Munsey Bldg., Baltimore, Md.
2nd South 25th St., Philadelphia, Pa.
Chemical Bldg., St. Louis, Mo.

Spokane and Eastern Trust Company

SPOKANE, WASH.

Capital & Surplus \$1,250,000.00

The Banking Home of Railroad Employes

Checking and Savings Accounts
Deposits may be made by mail.

100% Service

Northwestern Printing Co.

PRINTING IN ALL
ITS BRANCHES

Manufacturers Home Building
62 Mason Street MILWAUKEE

Interstate Brass and Copper Co.

SHEET BRASS—COPPER TUBES
ROD WIRE

13-19 No. Peoria Street

Phone Haymarket 7214

CHICAGO

trip. Further announcements will be broadcast next month folks.

Our sympathy is extended to the family of former General Yardmaster James P. Stewart who died at Kansas City, December 10th, 1925. We feel that this is a great loss as Mr. Stewart was an ingenious worker and enjoyed a host of friends not only at Kansas City but over the entire division. Mr. E. E. Craft has been appointed General Yardmaster at Coburg.

Chief Dispatcher E. J. Klahn was on the sick list a few days the fore part of January.

J. Quick has been appointed Safety First Committeeman representing the yardmen. Any suggestions on the part of yardmen to promote safety first movements will be appreciated.

News from Muscatine find several of our employes in the convalescent stage. Mrs. A. C. Burger, wife of yard clerk is recovering from an operation. J. P. Conway, day baggageman has returned to work after a six weeks illness.

Two of our employes representing the younger generation, have been on the job this month. Train Timekeeper G. E. Sticker secured one Rockford and two Chicago passengers from Seymour, Iowa. Miss Leona Lamis, stenographer, was responsible for a party using our line to San Francisco via St. Paul and Seattle.

On January 3rd this railroad handled a party of University of Wisconsin students and faculty from Kansas City to Davenport with engineer James Maybanks, engineer James Gordon and conductor J. P. Schlater in charge. The train, consisting of four extra cars, a total of eleven cars, left Kansas City on time and arrived Davenport on time. It is the on-time performance of a train that speaks well for the railroad when the train is run on time in spite of obstacles that come up. It usually is an easy matter to run a train on time under normal conditions but when extra cars are put on the train in such number as occurred last Sunday, it means that everyone must be on the job and exert an extra effort to bring about an on time performance which was certainly the case with this train.

No doubt the correspondents could all put out various and sundry items concerning the many New Year's eve celebrations. Yes, we could, but in most cases we don't dare. However, it might be in line to mention that our genial Roadmaster on the East Division, Mr. E. Schoesch, (Shuck) spent New Year's eve in Ottumwa and "an enjoyable time was had by all" including conductor "Colonel" Mann, Car Foreman O. C. Westberg, as well as Chief Timekeeper C. H. Baker, Exalted Ruler of Ottumwa chapter of B. P. O. Elks.

Get ready all you good people for the big dance which the Ottumwa chapter of the Railway Women's Club is to give in the very near future at Hotel Ottumwa. It you don't dance, you can play cards, so be sure to all plan on coming.

Chicago Terminal Doins

Guy E. Sampson

Well there are a lot of things happening around this little "Old Chicago" already this new year. But we don't get to see it all and perhaps it's a good thing we don't or the editor would have to enlarge our magazine to print it. On Sat. Jan. 9th two switchmen became "Papa" when a little daughter came to each of their homes. Did you notice the smile on Herman Wicperts face that day and all because a sister had arrived to keep their 3 year old boy, company. And Henry Tanning, Oh such a smile, that kind of a smile that always arrives with the best born. Both young ladies and their mothers are doing just fine, and the cigars their papas handed out were the very best ones.

And Frances, our Galewood third trick telephone operator, departed the first of the month for a six weeks trip on the Western coast. We are wondering if she kept all the other travelers awake calling "Number Please" in her sleep the first night or two. We know she will have a good time and enjoy a much needed rest.

Mr. Hull, clam shell operator, was called to Janesville by the death of his father. The sympathy of all employees extended.

Employees of the Terminal were shocked to learn that switchman Sam Mahon, while waiting for the coach run at North Avenue Sunday night Jan. 10th had been struck and instantly killed by a east bound C. & M. passenger train, and the same night switchman Ralph McLaughlin had also died after a five days illness with pneumonia. Both employees were buried from their homes on Wed. Jan. 13th. The heart-felt sympathy of all employees is extended to the bereaved ones.

James Miller of the Galewood car department spent 10 days the later part of Dec. visiting relatives at Wauzeka, Wisconsin where Mrs. Miller is spending the winter with her parents and Mr. Millers father.

Mr. and Mrs. H. F. Gibson are now settled in the home, built and formerly occupied by W. F. Ingraham at Bensenville.

Switchman Charles Allen recently has his hunting eye open when he discovered a switch chain lodged in a switch frog in time to get the engineer stopped before an accident occurred.

George Shaw of the Bensenville car department accompanied his family to New York state to spend the holidays. George says that we think it gets cold in Chicago but, Oh, Gee, you ought to go east to get a real chill.

The laborers camp has been moved to Bensenville and every thing is being put in readiness to fill the companys big ice house at that point.

The stoker fired boilers are being installed in the new boiler room of the Bensenville power house, the new 150 concrete smoke stack is completed and all will soon be put into service. More Power to everybody concerned.

Supt. W. F. Ingraham came down to Bensenville to spend Xmas with his family and they will move to Mason City, about Jan. 20th. Chicago terminal employees wish them a happy reception in their new home.

Miss Esther Brettman formerly of the Chicago Dental Society has taken up the duties of stenographer at Bensenville Round House. We wish her success in her new position.

We are very sorry that our timechecker, Teddy, didn't get his turkey when the car load was supposed to have been distributed. Don't feel bad, Ted, if a carload of them is given away next year, Santa Claus won't overlook you.

We are glad to see John Wolf, Asst. Foreman, back after ten days sick leave, and we compliment him on his ability to dodge the operating table.

We think it worthy of mention that the janitor at Bensenville Round House is so interested in his work that he looks bored when he learns that he will have to take a few days off and make a trip of several hundred miles to attend to personal business involving several thousands of dollars. Little things will happen to take the joy out of life.

We wish to inquire if Messrs. J. H. Hale and Joe Hynes have succeeded in formulating a proposition that will kill the worms that have been reported to be eating the boilers at Galewood.

E. A. AARON & BROS.

General Commission Merchants
SPECIALTIES
BUTTER, EGGS, POULTRY, GAME,
FRUITS AND VEGETABLES
Hotels, Clubs, Restaurants
and Dining Car Supplies
72-74 W. South Water St. CHICAGO
PHONES: Central 0640-0641-0642 & 5103

Binding Railroad Records

IS OUR SPECIALTY

THE McBEE BINDER CO.
Chicago Athens, Ohio New York
St. Louis, Mo.

DON'T SUFFER LONGER FROM

The Brooks Appliances Most Wonderful Discovery ever made for rupture sufferers. No surgical operation of any kind. Autogenic Air Circulation. Binds and draws the broken parts together as you would a broken limb. No scars. No plaster. No ties. Durable. Clean. Many Imitations. None equal.

SENT ON TRIAL. CATALOGUE FREE. THE BROOKS CO., 115C State St., Marshall, Mich.

Locomotive Maintenance Costs Reduced by Keeping on Hand Adequate Repair Parts

In order to reduce maintenance costs, there should be no delay in ordering supplies of duplicate and repair parts. If needed parts are on hand when required, the actual time lost in making repairs to locomotives will be short and entail practically no loss whatever.

Our representative will help you make up a list of those parts most likely to be needed.

THE
Baldwin Locomotive Works
PHILADELPHIA

Advertise in the
Milwaukee

Electric



Castings

Steel

WEHR STEEL COMPANY MILWAUKEE WISCONSIN

TENTS CAMP EQUIPMENT COMFORT

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

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

United States Canada

The Name

"CONTINENTAL"

on your Policy means Guaranteed Protection

for yourself and family when accident or illness stops your pay. The latest policies provide income for life for total disability. Premiums payable in cash or through your Paymaster—as you desire.

Continental Casualty Company

(The Railroad Man's Company)

H. G. B. ALEXANDER, President

Chicago

General Offices: CHICAGO, U. S. A. Canadian Head Office, TORONTO

CUT OUT AND MAIL TODAY

Continental Casualty Company

910 Michigan Ave., Chicago, Ill.

I am employed by the MILWAUKEE SYSTEM

Please send me information in regard to your health and accident policies such as are carried by hundreds of my fellow employees.

My age is

My occupation is

NAME

ADDRESS

Twin City Terminal Happenings

N. A. H.

The new St. Paul Roundhouse is getting organized by degrees and the latest on the staff are Messrs. Medinger, Boilermaker Foreman, Carry Slip Foreman and Hamilton, Night Roundhouse Foreman. Mr. Hamilton is a new candidate in this territory and previous to this move, was located at Manilla.

Traveling Engineer W. C. Blass made a trip to Virginia on Company business and comes back saying he would like to live in that burg.

Mr. John Fleming from Wabasha surely wasn't all together by the time he reached the Master Mechanic's office on a very cold day in January. There were a number of phone calls trying to locate Mr. Fleming to see what happened. How he found his way without his spectacles is a mystery and some even go so far as to say he was minus his coat and hat. Mr. Fleming has the opportunity to put us all right on this.

Messrs. Hight and Beecham, Duluth Division Engineers were very fortunate in their find in Duluth on a cold night about midnight and were the means of saving the life of a young girl from freezing to death—she was properly cared for and she owes her young life to these two men.

Another of our River Division Passenger Engineers Mr. Chas. Leckelt, passed away a few days before Christmas Day. Mr. Leckelt has worked very little since last June and his departure is greatly grieved by all his fellow workers and all extend their sympathy to his widow and family.

Messrs. Hopp and Martinson, Master Mechanics from Aberdeen and Montivideo respectively, were at Minneapolis in connection with assignment of power on the through runs, Minneapolis to Moberge.

We all extend our sympathy to Miss Elavi Conroy, Timekeeper for the Back Shops, Minneapolis, in the death of her sister who was fatally injured in an auto collision.

Aberdeen Division Notes

N. M. R.

Now that the Christmas rush is over, everyone is trying to get back to earth.

On Sunday Jan. 3rd. we had a sample of practically all kinds of weather. Sunshine in the morning, rain in the afternoon and snow in the evening.

Emma Quinn is now filling the position of stenographer in the Superintendent's office.

Jesus Goetz is now walking between town and the stock yards. He says the reason is that he wants to reduce and get in shape for several fishing trips to Enemy Swim this coming summer.

Max Hanson is sporting a new Ford Sedan.

Master Mechanic Hopp had the misfortune to injure his arm the other day. Hope it will be OK before long E. W. H.

The second dance sponsored by the Milwaukee Woman's Club of the Aberdeen Division was held in the waiting room of the passenger station Friday Dec. 18th. Invitations were presented at the door, and a large crowd reported having a jolly time. Good music was furnished by the Merry Makers Orchestra.

Mr. O. A. Amos took a trip to Milwaukee recently.

We were all glad to see our old friend Mr. Lathrop who was in Aberdeen recently.

One of the social events of the winter season was the marriage of Miss Bonita Duvall of Timber Lake, S. D. to Frank Albert Faeth of the local freight office. The ceremony was performed at Timber Lake on Nov. 23rd. The bridal party passing thru Aberdeen on the honeymoon trip to points south. Upon arrival at Mitchell it was discovered that owing to a teachers convention about 3,000 teachers had taken possession of every available room in the city. Thru the kindness of the station forces at Mitchell the waiting room was turned over to the Newlyweds. Elk Point and Sioux City were also visited, a two mile walk in the early hours of the morning, thru the Sioux Valley bottoms amongst the sighing trees and fantastic shadows lending variety to the trip.

The Newlyweds are now comfortably settled in their home on South Congress St. The groom having lost considerable weight in his efforts to keep the furnace fires burning and in commuting between his suburban home and the office. We all extend best wishes to the happy couple.

R & S W South Line

E. J. C.

Patrick Horn returned to work Jan. 1st, after a ninety day vacation on a motoring trip to Florida and other States, and reports he had pleasant trip. We are all glad to see Pat back on the job.

Conductor C. W. Hansen left for Milwaukee Jan. 3rd, on official business for the O. R. C. Let us hope Christ has a good time, and doesn't forget that present that he promised.

Conductors Wm. Baxter and Jack Wright and families spent a week during the Holidays with relatives at Laad.

Judge J. T. Hight of the Car Dept. spent Christmas with his son, Chas. Hight at St. Paul, Minn.

Congratulations to Mr. and Mrs. John Chiomi on the Christmas present of a fine baby girl. Perhaps Santa will bring a boy next Christmas.

Engineer Helms, has a new Willys Knight

Freight and Passenger

CARS

Of Every Description

Cars Repaired

Repair Parts

Castings

Bolsters

Forgings

Brake Beams

Cast Iron Wheels

PRESSED STEEL CAR CO.

New York

Pittsburgh

Chicago

St. Paul

quite an expert with motor cars.

Engineer Frank Smith was called to Lewis-town, Maryland, Dec. 31st, account of death of his mother. We extend Frank our most sincere sympathy.

F. R. Wiley, Agent Scarboro, has been on the sick list. We are glad to hear he is able to resume his duty again.

Jack Egan is sporting a new Cleveland, and Geno Muratori, an Overland Six. I understand Jack is going to take the Mayor out to show him what a real car can do. I hear Geno is making all stops at through streets now days, he says safety first is his motto.

Dubuque Division

J. J. Reilly

We are surely making up this season for the shortage of snow we had last winter; pretty snappy temperature too.

Harold Martin, Ed Doran, Martin Jaeger and Jay Brady have entered the skating tournament to be held at the Municipal park, Dubuque this month.

Harold Earling is in charge of the station at New Albin while Mr. Bock is taking his annual mid-winter vacation and enjoying the sights in Chicago.

Myron Newman is planning the building of a home near Moo's Creamery, Rockdale road. Yes, Frank Duffy is still staying home evenings.

A Christmas card from Conductor "Spike" Hanley whose injuries were mentioned last month, says that he hopes to be out an dable to take in the opening baseball games this spring.

Agent Ed Back of New Albin had an Atwater Kent radio set installed in his apartments last month.

Harold Martin, the popular collector of the Martin & Strelcau Co., Dubuque is always on

the job and is the first person each morning to greet the Freight house force. Harold is quite a Milwaukee booster and is very much interested in the news items in our magazine.

On account of the continued illness of Telegrapher Vic Drumb, and no assurance as to when he would resume work as first trick operator at the Marquette ticket office, the position was bulletined temporarily last month.

Engineer Billy Hilton, of the Waukon branch left Tuesday, Jan. 5th for Tampa, Florida, called there by the death of his mother who was residing in that city. It is possible that he may remain in Florida until about March first.

Conductor Kearney, who removed his household effects to LaCrosse last fall has decided to return to Dubuque and this month is going back to the old home—the best town in Iowa.

Louis says maybe this year, but don't bet any money.

While on duty at Marquette one evening last month Telegrapher R. A. Wilkinson suffered a stroke and has since been confined to the hospital at McGregor. Operator Murphy is temporarily on 2nd trick at the passenger depot.

We regret very much to announce the death of E. Lambert formerly agent at Zwingle, but who has been in poor health for the past two years and during that time has been an inmate of the Masonic Home at Wichita, Kans., at which institution Mr. Lambert died. Mrs. Lambert has the sincere sympathy of the many friends of the family.

Tom Manton, formerly perishable freight inspector at Marquette, but who is now stationed at Cedar Rapids in the same capacity sprung a surprise on his many friends Tuesday, Jan. 12th by being united in marriage to Miss Marie Geraghty of Monona, Iowa. The bride is one of Monona's most popular young ladies,

"Standard o'er the earth on account of greater work"

Steam Turbo-Generators 500 Watts to 7 1/2 K W.

A Complete Line of—

Headlight Cases—Sheet and Cast Metal Reflectors—Metal and Glass Portable Headlight Cases Searchlights

Lamps for rear of tender Lighting accessories, such as switches (open and enclosed), sockets, dimmers, connectors, junction boxes, etc. Write for Catalogue No. 101

Makers of the Famous "Nonglare" Glass Reflectors for Locomotive Headlights

FLOODLIGHTS

INCREASE SAFETY AND PRODUCTION Better Illumination With Fewer Units With "Pyle-National" Floodlights,

THE PYLE-NATIONAL CO. The Pioneers and Largest Manufacturers of Locomotive Electric Headlight Sets General Offices and Works CHICAGO, ILL.

W. H. CROFT
First Vice-President

M. S. PAINE
Secretary-Treasurer

MAGNUS COMPANY

(INCORPORATED)

Journal Bearings and Bronze Engine Castings

NEW YORK

CHICAGO

Telephone Wabash 5408

HILLISON & ETTEN COMPANY

Personal Service

PRINTERS - BINDERS

638 Federal Street

CHICAGO

GLOBE TUBES--

Seamless steel, either hot
finished or cold drawn



Manufactured by

GLOBE STEEL TUBES CO.

MILLS—Milwaukee

Tie Plates :: Derailers

Highway Crossing Signals and Accessories

THE RAILROAD SUPPLY COMPANY
BEDFORD BUILDING CHICAGO, ILLINOIS

for the past several years being bookkeeper for the Light and Power Co., and as for Tom, no where on the system will a finer young man be found. We all unite in wishing the happy young couple a most happy matrimonial voyage.

R & S W Division
Lillian L.

Mr. P. L. Rupp conducted classes for promotion of Brakemen to Conductors on the R & S W Division January 12th and 13th. The following eight men were promoted to Conductors. A. B. Kreger, C. L. Coakley, Wm. Nelson, John Weber, W. E. Bates, R. E. Poland Ole Midtum and E. A. Martin.

Everyone has to wear smoked glasses when they go into the Roadmaster's office since Esther is wearing that new diamond.

Necessity is the mother of invention, at least one of the boys in the Dispatchers' office thought when his wife went away for a day or two and left instructions for him to clean the furnace while she was gone. He used the vacuum cleaner, and aside from breaking a damper, a grate and knocking down several lengths of pipe, it worked first rate. He considered it such a success that he is now cleaning furnaces on the side for a little extra pin money. Anyone having a furnace to clean and who desires a good job done, apply to Swede Anderson at Beloit.

Charles Larson, employed in the Accounting Department, resigned December 15th to go into Radio work. He is succeeded by Miss Florence Buck.

Tom Crago was supposed to sing the Prisoner Song at the Women's Club Mixer on New Years eve, but when he was warned that if he attempted such a thing he might have to change places with the "prisoner" he changed his mind.

Mrs. George Blackford entertained in honor of Mr. Blackford's birthday during December. There were a number of out town guests present from Rockford, Milwaukee and Seattle.

Conductor Willard McIntyre and family spent the holidays in New Orleans with Mr. McIntyre's sister.

Miss Nellie Menhall, clerk to Master Mechanic Hughes, spent New Years in Youngstown, Ohio.

Conductor and Mrs. W. B. Thompson enjoyed the holidays with their son at Lorain, Ohio.

Mrs. Fred Miller has been appointed Historian of the Women's Club at Beloit, and we are sure you will enjoy reading the club notes in the future.

Felix Raue spent Christmas and New Years at his home in Horicon.

Mrs. D. Gillen is improving after a serious

illness.

Ask Leonard Lightfield about that bus-tasch he intends to sprout under his nose. It is invisible to the naked eye at present.

Conductors C. F. Hayes, A. E. Irwin and J. N. Kelley were all three wearing the brass buttons during the holidays. They all of them look pretty nice when they get dressed up and their faces washed.

Mr. Fred Fairchilds, Baggage man at Beloit, sprained his back and hip shoving a truck and was laid up for two weeks the latter part of December and first part of January.

Things are surely coming their way up at the John Corbett's. Mrs. Corbett is ill and four of the kids have scarlet fever.

Conductor and Mrs. J. T. Barrett and Jim Jr. went to Madison New Years eve and stayed over the week end.

Miss Louise Flasch spent Christmas at her home in Watertown.

Miss Helen Fenlon spent the week end at Chicago the first part of January.

Tom Crago enjoyed a visit over Christmas with his father, mother and brother from Merrilan, Wis.

S. M. West—Notes
Ray H. Hoffmann

F. B. Easton's oldest son is making quite a record for himself and his school as a member of this year's basketball team at the Bradley high school. Bradley has won from some of the best teams in this part of the state.

Engineer Fred Peck and family spent Xmas with relatives at Egan, S. D.

Chas. Murphy and family, of Madison, spent Xmas at the home of his brother at Flandreau.

Conductor Dan. Lawler and wife of Madison, spent the holidays with their son Joe at Woonsocket. Conductor Joe O'Brien relieved him on the M & B passenger run while he was away.

John Petsch of Madison, spent the holidays at the home of his son Jack, at Forestburg. John looked like Santa Claus the day he left, loaded down with presents for his little grandchildren.

Section Foreman Elmer Hanna and family of Erwin, spent Xmas at the home of Mr. Hanna's parents at Hettinger, N. Dak.

Section Foreman Richard Hotzler of Bradley, spent Xmas at the home of his sister-in-law at Minneapolis, Minn.

Four inches of snowfall which covered the S. M. West with a white blanket the day before Xmas, made an ideal setting for the holidays. Both Xmas day and New Years were the nicest that South Dakota has experienced for many years.

The Company is at present operating a Gas Electric Car between Bristol and Milbank, S. D. This type of motor car is put out by

Chicago Bearing Metal Company

Journal Bearings, Engine Castings, Brass and Bronze Castings for all purposes. Babbitt Metal.

Office and Works:
2234-2252 W. Forty-third St.
Chicago

J.J. Collins' Sons
ESTABLISHED 1878
PRINTERS
MANUFACTURERS OF BILLS OF LADING
PAPER RULERS, BOOK BINDERS
BLANK BOOK MAKERS, WAX
ENGRAVERS, ELECTROTYPERS
LINOTYPE COMPOSITION
LOOSE LEAF BINDERS
Multigraph Plates Made From Our Composition
STANDARD RAILWAY FORMS
THE COMPLETE PLANT
1315 to 1321 W. Congress St.
CHICAGO, ILL.

Milwaukee Envelope Mfg. Co.

Manufacturers and Printers
of All Kinds of . . .

ENVELOPES

337-7th Street Milwaukee, Wis

"Service and Quality Our Motto"

Per-fex-ion Auto Black

makes any small car look better, last longer and worth more. A few hours work and your car will look like new. Clip this ad now and send with \$2 for 1 qt. Auto Black, 1 pt. Top Dressing, Sandpaper and Brush.

THE
THRESHER VARNISH CO.
MANUFACTURERS
Dayton, Ohio

the General Electric Co., people and is intended for short runs only, carrying passengers, mail and baggage. The car leaves Bristol in the after-noon and returns in the evening each day and ties up over-night at Bristol. It has the standard "Milwaukee" colors, same as the regular passenger coaches, is equipped with a small snow plow on the pilot and presents a very neat appearance. The railroads throughout the country have put a good many cars of this and similar types into service the past few years on short runs and branch lines in order to compete with the buses.

Engineer John T. Kaisersatt of Madison, spent the holidays with his daughter, who is employed as a stenographer at Austin, Minn. Henry J. Wandberg, Boiler Inspector, with headquarters at Minneapolis spent a few days at Madison recently giving the boilers at the Round House their periodical inspection. Mr. Wandberg is a man of sterling character and we are always glad to have him visit us.

Round House Foreman McCaughey and Head Boiler-Maker Erickson of Madison, received a bottle of expensive perfume each from the Dearborn Chemical Co., as a Xmas gift. They had better use it with care, or somebody will mistake them for drug-store clerks.

The Annual B of R. T. Ball was held in the gymnasium of the Normal School at Madison on the evening of Dec. 30th. On one side of the gymnasium was hung a large banner, representing a locomotive and cars, upon which was painted the words "Madison Lodge." Music for the dance was furnished by Russ D. Hene-gar's orchestra, of Mitchell, consisting of nine pieces. A nice lunch was served at midnight by members of the auxiliary. A large crowd was present, about 300 tickets having been sold and everybody had a fine time. The orchestra was an exceptionally good one and all together the dance was one of the most successful ones ever held by the lodge.

Le Roy Loetsch of Oldham, acted as relief clerk, at Artesian, during the holidays.

S. J. Kurzeka, recently appointed Chief Carpenter on the S. M. Division, called at the Roadmasters office at Madison, while on a tour of inspection, over the division. Mr. Kurzeka is a pleasant man and a hard worker and we welcome him to our midst. He succeeds E. J. Auge, who has been Chief Carpenter on this division for many years and who has retired.

Mr. Paul S. Prevey, Water Supply Inspector, with headquarters at Chicago, has been at Madison the past week, looking over the new Water Treating Plant, which, is about completed and which will be put into operation very shortly. Mr. Prevey is now at Jackson, where a similar plant is nearly completed. Water Treating Plants are also being constructed at Okabena, Fulda, Chandler and Egan, So. Dak., and an Artesian Well is being drilled at Boswell which is expected to supply soft water and another well will be drilled at Bryant, S. D. This will make a big improvement in the water supply situation on the S. M. West.

Rail Rumbings From St. Paul

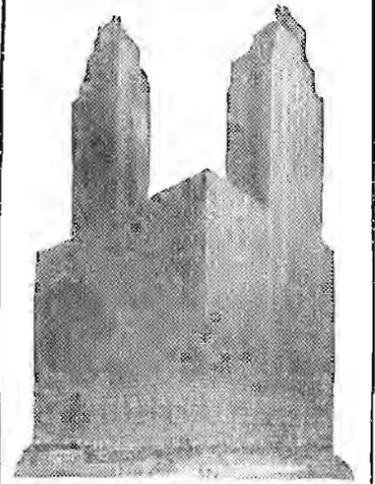
By Allen

Irvin Conry, check clerk freight house passed away shortly before the first of the year after an illness of several years.

The remains were taken to Chippewa Falls for burial.

Ben Berry of the freight house has been seriously ill, for the past two months.

That young man you see sprinting back and forth along the river bank these days is not in training for the Olympic games but he is our own messenger Eddie Liljedahl making his bi-daily trips to and from the new St. Paul yard. However if he decides to enter the games



The New Morrison, when completed, will be the largest and tallest hotel in the world, containing 3,400 rooms

When in
Chicago
Stop at the
**MORRISON
HOTEL**

Tallest in the World
46 Stories High

Closest in the city to offices,
theatres, stores and rail-
road depots

Rooms \$2.50 up
all outside, each with
bath, running ice water
and Servidor

Garage privileges for every guest

MORRISON HOTEL
THE HOTEL OF PERFECT SERVICE
IN CHICAGO
and TERRACE GARDEN RESTAURANT
CLARK AND MADISON STREETS
IN THE HEART OF CHICAGO

▼▼
**THE SENTINEL
BINDERY**
JOHN C. SALZER
MILWAUKEE, WISCONSIN
▲▲



JUST A MOMENT!

Stop and think of this when you want real high grade jewelry at right price. I invite your personal inspection of my stock and a rigid investigation of my methods.

Should you wish to purchase a very fine Diamond allow me to compare quality and prices is I ask; I guarantee every Diamond I sell to be absolutely perfect or money refunded. Let me tell you about my high grade railroad watches and quote you prices.

C. M. & St. P. R. R. Watch Inspector

MILTON PENCE

High Grade Diamonds and Jewelry

Room 701 Heyworth Bldg.
29 E. Madison St., Chicago, Ill.

CARDWELL FRICTION DRAFT GEAR



UNION DRAFT GEAR COMPANY

CHICAGO OFFICE MSCORMICK BLDG.
CANADIAN OFFICE TRANSPORTATION BUILDING MONTREAL.

we believe he will not lack for training.

And now his brother Harold is following his foot steps for he too is doing it. The girls thought he is just the picture of a little Shiek so now he has the pleasure of carrying the nick-name Rudy. So Rudy it is.

Mr. Cutts received an offer the other day from New Jersey for his lots on the Atlantic Coast. As mentioned before in these columns Mr. Cutts went down there on his vacation one summer and found the Atlantic squadron anchored there and now the gentleman making the offer wants to buy the lots by the gallon. Better sell by the gallon Chas. you will get more than by the front foot.

Who said it wouldn't be a hard winter. That grey streak you see passing these days on the Point Douglas Road is nothing but Mr. Dehmer's new car and nothing but is right. It sure is some boat and we sure wouldn't mind owning it. No not in the least.

We understand someone else here also bought a new car but we are not going to mention any names until "That Certain Party" has his Coming Out.

Denny Sullivan has been engaged to dance the Charleston at Green Isle, Minn. St. Patrick's day. He should get by big.

The Cudahy packing plant are going full blast. They are not only loading cars for all over the country but all over the world. They load cars for Denmark, Belgium, Switzerland, Germany and Cuba.

The St. Paul freight office is now handling this firm's business both inbound and outbound.

MCB Gossip

"Lee"

Little did Alvin Barnett think Weber's couple who wanted to listen to his new phonograph, would turn out to be a "couple" hilarious MCBites. He was either very much surprised or else not very cordial at the first onslaught of uninvited guests, but his hospitality increased with the added arrivals. The dancers found the floor a little crowded when the Charlestoners attempted to do their stunt, and Oh me Oh my didn't Weber's "limbs" fill the atmosphere when he interpreted the Charleston. When we had worn out the phonograph, Weber came to the rescue with a few tunes on the piano. Frank Skola sprang the second surprise of the evening when he joined the dancers in a very finished manner. The hot dogs, pickles, and torts just hit the right spot as was evidenced by the speed with which the plates were emptied. This Dutch Treat Surprise Party certainly was anything but a "flat tire" and here's hoping we have another one, Frank Skola suggested a bowling party. What say?

Mr. Barndt wasn't the only one surprised this last month. Dorothy Yakes surprised all of us by showing up a sparkling rock on her left hand. I think in this case congratulations are due both parties.

Martin's sweater is a knockout for cheerful colors but Steve's sweater certainly gives it a lot of competition.

Did you see that lovely exhibition? Frederick Andrews certainly guided Helen Moran over the ice most gracefully. How does it happen that he always just happens to meet one or the other of the stenographers when he proceeds to scratch up the ice?

H. Weiss is the new AFE clerk and we certainly wish him success.

Ethel Carpenter and her little Ford seem to be having rather hard studding on their daily trip in from Waukesha.

Several of the clerks took a week's vacation by request. Irving Clouse spent his week in

Darlington, where the thermometer was 28 below—so he says at least.

Lillian Skobis had saved one week of her vacation until now and had a gay time during the holidays.

More than just the Electrical Department was depressed when Lee Murray said goodbye, to take up headquarters in Tacoma, but we all wish him the best of luck and happiness.

Lucile Janzen, Steve Filut, Marcella Claffey, Bernice Kruse, and Alice Hammill went to Chicago during the holidays.

Northern Montana Division

M. N.

Cashier Claude M. Brown, wife and son spent Xmas holidays with Mr. Brown's mother and sister in Passaic, N. J. They also visited in Marion, Ia.

Born to Mr. and Mrs. Karl Loritz, December 22nd, 1925, a 8½ lb. baby girl. Congratulations, Karl.

Understand there was a big celebration at the Frank Bailey home the other day when Mike returned after a two months absence.

(Mike by the way, is the family cat).

Miss Dorothy Jones of Wauhay, S. D., spent the holidays at Lewistown with her mother, Mrs. Anna B. Taylor.

R. G. Randall and wife of Great Falls, spent Xmas in Lewistown.

Mrs. Pauline Coville left Sunday for South Byron, Wis., after a three months visit with her son Frank M. Bailey.

Miss Catherine Maxeiner has returned to school at Elmira, N. Y., after spending the Xmas holidays with her parents at Lewistown.

W. E. Ring, Division Engineer, spent Xmas in Butte.

Division Accountant, O. S. Porter, spent Xmas in Ft. Dodge, Ia. Mrs. Porter and Children have been visiting there for some time, and will return later.

Roadmaster Geo. Fritsen and wife, are visiting in Chicago. They expect to be gone two weeks, and will also visit at Oconto, Wis. and Minneapolis.

Caller Harry E. Graham has returned to work after being confined to the hospital for several days with tonsillitis. Harry C. C. Hanson was calling during his absence.

H. F. Morris, Instrument Man, spent Xmas in Great Falls with his parents.

A very pretty wedding occurred December 23rd, 1925, when Miss Helen Cornwell became the bride of Mr. Robert M. Bowen, at the home of the bride's parents, Mr. and Mrs. E. B. Cornwell. After a short honeymoon the young couple will reside in Bozeman, Mont. where the groom is in business. May all good luck and happiness attend them.

Deer Lodge Notes

W. D. S.

J. W. Hurst, Chief Power House Engineer, is visiting his daughter in Alhambra, Calif.

James Pedersen and Joe Newell, of Milwaukee, visited home folks in Deer Lodge during the holidays.

Arden Nelson and John Lappin, of Miles City, were visitors here during the holidays.

W. J. Liddell has been employed as machinist here.

Tom Bird, electrician, has accepted a position in Deer Lodge, that is some folks call it a position, but most of the electricians call it a job.

Maat Lynch, brother of Ted Lynch, electrician, started in the employ of the company last month.

L. J. Sonamers was elected Secretary-Treasurer for the B. A. R. E. for the year 1926.

Lee Murray and wife were Deer Lodge vis-

itors last month. They were on their way to Tacoma from Milwaukee. Lee has a position in Tacoma now.

Hugh Evans and Russell Marsh are driving new cars. Mae Cunningham is still riding in the same old car.

Sybel steps out in a new car occasionally. Laura and Rosemary are sticking to the same old cars.

Mr. Edw. Sears and Chief Clerk E. H. Foster went hunting rabbits recently, but rabbits seemed scarce. Mr. Sears emptied his pump gun at some buzzards when two rabbits jumped up. Foster started to shoot and his gun broke and the rabbits got away. That was all the the rabbits they saw that day.

Bill Hobart is serving time in the drawing room. He's getting so good he can now trace with his feet.

Why do they call Max "Moon?" Wrong. It has nothing to do with that popular beverage. It is because he sets so pretty and regularly and sometimes looks kinda wan and pale when the sun shines bright.

Tommy Lang is thinking about getting married. At least that is the way I would interpret the expression on his face.

There are so many new diamond rings in the Superintendent's office that all the girls will have to buy one to be in style, even if they have to get it themselves. Or they might borrow one like Margaret Bullwinkle did.

Earl Beckel is the new machinist apprentice from Milwaukee.

Trans—Missouri Division

"Gene"

Mrs. Alex Sawdy, wife of wrecking foreman at Moberge visited her parents at DePere, Wisconsin for several days during the holidays.

John Murray, Car Inspector is taking an extended trip to New York City, and also visiting relatives and friends in St. Paul.

Albert Reich spent a few days recently at Jamestown, North Dakota.

Mr. Fred Brooks and family of Milwaukee spent the holidays with Car Foreman, H. W. Stroman.

We are very sorry to hear that Alfred Magera, Car Repairer, who is spending the winter in Florida is suffering from an attack of the flu.

Quite a number of our gang were visiting during the Christmas holidays:—I. C. Brewer, roadman, Arden Raynor, Car Dept., H. Whitfor, Chief Clerk Store Dept., R. H. Smith, Division Engineer all spent their time on the Coast, O. J. Swanson, Conductor visited his parents in Minnesota, A. F. Manley and family were in Minneapolis, H. H. Rinderneck at Sioux Falls, Joe Peschl, Timekeeper was also at his parent's home.

Ben Hoppen, electrician at the roundhouse who has been gone for some time on account of ill health has returned to work.

Walter Horn, third trick dispatcher at Moberge has moved into a new home. His mother and sister Lyla Bell will winter here with him.

J. P. Rothman and wife, Trainmaster of the Trans-Missouri Division spent the holidays at Mrs. Rothmann's home at Menominee, Michigan.

Dora Anderson, clerk in the freight office has taken a leave of absence and is leaving for Florida. Eileen Moran is taking her place for the time.

Transportation Inspector W. A. Pass from Seattle is spending a few days with us.

E. M. Greenwalt, Engineer on this division since 1909 was taken suddenly ill and died within a few hours at his home. We all extend our sympathy to Mrs. Greenwalt and family.

Iowa East Division and Calmar Line

J. S. Raymond

Train Baggageman B. C. Sears was called to Boston, Mass., the latter part of December on account of the death of his mother. The magazine extends sympathy to Mr. Sears and family in their great loss.

Conductor J. H. Higgins has resumed duty on the Monticello-Davenport passenger run after being absent for several weeks on account of sickness. Ed Templeton, who has been relieving him has gone back on the Monticello-Calmar run.

Passenger Brakeman W. R. Johnson was called to Lost Nation the first part of January on account of death of Mrs. Johnson's mother. Our sympathy is extended to the family in their bereavement.

Brakeman Fay Marsh has gone to Florida on business.

Passenger Brakeman B. S. Holmes has returned from a visit of several weeks in Florida. He and his wife made the trip by auto.

Conductor Phil Shoup, who has been off duty for several weeks suffering from sciatic rheumatism has gone to Hot Springs, Texas to seek relief. His many friends hope for his speedy recovery.

Conductor S. A. Parmenter is off duty on account of sickness. It's hard work for this veteran to keep away from the rails, so expect he will be on the job again soon.

Conductor F. E. Pike is off duty account of an infected toe, which may have to be amputated. Thos. Costello is relieving on the Maquoketa-Davenport passenger run during his absence.

Engineer L. C. Low left Marion Jan. 11th for Los Angeles, Calif., where he expects to spend a couple months. Mrs. Low accompanied him.

Brakeman Ed Zak and family have gone to California for a couple months visit with relatives.

Conductor Frank Cornelius is off duty for a few days account committee work for the ORC. Wm. Simonton relieving on Nos. 19 and 8.

Passenger Brakeman J. A. Neff was off duty for several days account sickness, but is now back on the job again.

Charles Laird, who for the past three years has been Chief Clerk to Division Storekeeper Meyer at Marion, has accepted a position as Store Accountant at Minneapolis. Mr. Laird has made many friends on the Iowa Division during his stay here who regret to see him leave but are glad to hear of his advancement.

Ernest Failor has been appointed Chief Clerk in the Division Storekeeper's office at Marion vice Charles Laird transferred. W. McGowan has taken the place left vacant by Mr. Failor.

Irene Levasseur of the Division Master Mechanic's office has gone to California for a months vacation. Mrs. Beulah Whittington of Solon is taking her place.

Miss Hannah Johnson, a popular member of Supts. Clerical Force, took a week's vacation the later part of December, spending some time in Cedar Rapids, Arlington and Chicago.

Passenger Brakeman C. N. Brown of Marion had the misfortune to lose his household goods and part of his clothes in a fire which destroyed the house in which Mr. and Mrs. Brown had an apartment.

Passenger Brakeman W. R. Pollard was off duty for a couple of trips account sickness.

Passenger Baggageman E. E. Goodwin who runs on the Manilla-Omaha local passenger run was off duty for a week or ten days visiting relatives in Nebraska.

Brakeman Ray Mark of Co Bluffs was off

United States Canada

"CONTINENTAL"

on your Policy means
Guaranteed Protection

for yourself and family when accident or illness stops your pay. The latest policies provide income for life for total disability. Premiums payable in cash or through your Paymaster—as you desire.

Continental Casualty Company

(The Railroad Man's Company)

H. G. B. ALEXANDER, President
General Offices: CHICAGO, U. S. A.
Canadian Head Office, TORONTO

FALK Castings

The Falk Foundries specialize in acid open hearth steel castings from 1 to 100,000 pounds for railroad, marine, mining and hydraulic machinery.

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

Let us furnish an estimate before you place your next order for castings.

The Falk Corporation

Milwaukee Wisconsin

Flannery Products

F. B. C. Welded Flexible Staybolts
Tate Threaded Flexible Staybolts
Taper and Button Head Staybolts
Water Space and Radial Stays
Flannery Grease Cups

FLANNERY BOLT CO.

Flannery Building
3532 Forbes St. Pittsburgh, Pa

IMPORT PAPER CO.

Largest Distributors of

Lightweight PAPERS

Also Carry a General Line of
BONDS - WRITINGS - LEDGERS
INDEX BRISTOLS

620 S. Wabash Avenue
Wabash 3342

LARABIE BROTHERS BANKERS

INCORPORATED
DEER LODGE, MONTANA

Capital and Surplus \$200,000.00

The Oldest Bank in Montana
1869-1923

Old in years but young in spirit.
We invite you to use our Banking Service.

DEPARTMENTS
Commercial Savings Trust
Foreign Exchange Safe Deposit

KERITE



For Signal
Service, Car
Wiring, Light-
ing and Power
Service

KERITE INSULATED WIRE & CABLE COMPANY
NEW YORK CHICAGO

IT IS NOT IMPERATIVE

THAT YOU KNOW A THING
SO LONG AS YOU KNOW
WHERE TO FIND IT

YOU WILL FIND EVERY
THING FOR THE OFFICE

AT
H. C. MILLER CO.

Manufacturing Stationers
Loose Leaf Specialists
342-346 Broadway, Milwaukee, Wis.

duty for several days account being drawn for jury service in the Municipal Court at Co Bluffs.

Passenger Brakeman John Q. Worman who runs on the Marion-Ottumwa local passenger run is off duty on account of sickness.

Engineer John Cain of Savanna is convalescing slowly and is able to take short walks when weather is good, we hope to see him back on the road again before very long.

Operator A. J. Campbell spent several days around Jan. 1st visiting relatives at Savanna and Elk River Jct., W. E. Hutchinson relieving.

Operator L. F. Fialo of Clinton was away during Christmas holidays on a vacation, Opr. F. E. Sorg, relieving.

Agent A. J. Gibson of Dixon was laid up at a Davenport hospital with lockjaw, he is reported to be improving.

A group of employes from the various departments at Marion gave a sleigh ride party in honor of Charles Laird and afterwards an Oyster stew at the home of Miss Alice McGuire, Mr. Laird is being transferred to Minneapolis, he has made many friends in Marion who very much regret his leaving.

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

The sensational feature of our news budget for this month is the tragic death of George E. A. Farrow, our watchman at Dock Three. He was a passenger, being on his way to work, on the ill-fated Lincoln Avenue Street Car, which on the evening of December 30th got beyond control of the motorman on the approach to the Eleventh Street Bridge, rammed out of the way an automobile just ahead of it waiting for the bridge to close, crashed through the bridge gates and plunged over the edge of the open space into the Bay, sixty feet below. Five passengers were killed. The crews of a tug and of other steamers tied up near by had boats in the water within three minutes after the crash, and worked desperately to save the survivors.

Mr. Farrow was among those rescued from the water and was immediately rushed to a hospital but the injuries sustained were such that he expired soon afterwards, just as Mrs. Farrow who in the excitement and confusion had some difficulty in finding out to what hospital he had been taken, arrived there. The Milwaukee family at Tacoma showed its deep sympathy with the bereaved widow and family by a beautiful floral piece, representing a broken car wheel.

Mr. W. S. Burroughs, Cashier at the Local office, Mrs. Burroughs and their son, Howard went on a week's trip to San Francisco, December 22nd to visit their son Walter who is at the University of California, at Berkeley. We have not heard for which side Walter cheers when a Washington football team comes down there to play a California team. — During Mr. Burroughs' absence all the heavy brainwork fell on Fay Clover, Assistant Cashier, but he seems to have thrived on it.

Congratulations and hearty good wishes go from the Milwaukee family at Tacoma to Paul Wilson, heretofore Agent at Seattle, on his promotion to be Division freight and Passenger Agent at Green Bay. We point with pride to the fact that he received his railroad training at Tacoma, having held almost every position at the Local Office and Docks from

messenger boy up to Assistant Agent, and everybody here says that he was a prince of a good fellow, not to mention a first class railroad man who will surely make good at Green Bay as well as he did on Puget Sound. We wish him continued success and promotions.

Mr. Fred Rhyner of Monticello, Wisconsin, a cousin of Mrs. Alleman, is visiting with the Alleman family at present, having come here via Los Angeles. So far he speaks well of our mild and balmy, if somewhat damp, winter climate.

Miss Frieda Marty, recently made a brief trip to Spokane to visit some cousins living there.

Miss Sophie Hanson of the Local Office, is entertaining her brother Martin, who is here on a visit from the wilds of Alaska.

Thomas E. Lindsley, O. S. & D. clerk at the local office recently took a four-day holiday trip to Walla Walla. We wonder at the reasons why anybody should want to make a trip to Walla Walla unless escorted by a large and husky deputy sheriff. (If any Easterners read this let them understand that the Washington Penitentiary is located at Walla Walla).

Never before has Orville Ray Powels, the tall sycamore of the Wabash, who ornaments the Claim Desk at the Local Office, been so willing, nay, anxious, to tell any casual inquirer the correct time as he has been since this Christmas. The reason is apparent when we inform our readers that the members of Tacoma Lodge No. 22 F. & A. M. of which he was Worshipful Master during 1925, in recognition of his able administration presented him with a magnificent gold Hamilton watch, suitably engraved. Ray is none of those clock-astronomers, but one can hardly blame him for consulting the splendid new time-piece quite frequently.

Kenneth Alleman of the Local Office went to Paradise Valley Raiwier National Park Jan. 3rd to indulge in the winter sports for which The Mountain is becoming famous. One would hardly believe it possible, but we are informed that he actually got up at 4 A.M. in order to get an early start.

The radio bug has struck the Local Office pretty hard. Among the chief radio fans we may mention C. S. Ebbesen, Chief Accountant, who is said to have a portable set so that he may keep in touch with the world while going to and from work; Fay Clover, Assistant Cashier, who gets programmes from Shanghai and Boston equally well; H. M. Baldwin, Assistant Cashier in the Cage, who it is most interesting to brag of his exploits; Billy Alleman, whose radio set and baby boy arrived on the same day and who is said to think—or at least talk—more of the radio set than he does of the baby; Ray Powels, who has been known to stay up until five A.M. with the radio; Ray Harwood of the Freighthouse force; Miss Sophie Hanson, who spends the first hour after she arrives at work in relating what wonderful success she had in picking up Puyallup, Sumner and Steilacoom. Doubtless there are others of whom we have not heard as yet.

Tubby Gleb, good-natured and rotund member of the Freighthouse force, had been behaving so well of late that he did not manage to break into print, but we knew it couldn't last, and sure enough, what does he do but go and drop a pail of Salt herring, spilling them all over the warehouse floor. It may not have hurt the fish but it made the floor look bad and Tubby smelt to himself by the time he got them picked up, and back into the pail. Ray Powels, who in his capacity as Claim Clerk keeps a fatherly eye on Tubby, declares the latter is getting so careless that he is going

to ask Frank Clover, the Warehouse Foreman to make Tubby sign for the daily car seals.

Miss Willa Linday, Assistant Bill Clerk at the Local Office, is showing wonderful organizing talent in getting together some musical genius which was heretofore going to waste. She has under her direction the world's most famous mouth organ orchestra, consisting of Oswald Thiele, Emmet Maloney and Tom Lindsley. This orchestra performs during the lunch hour and after 5 P.M. thus giving those whose musical education has been neglected an opportunity to escape before the performance begins. If the Humane Society does not interfere the orchestra thinks of going on the Pantages Circuit.

W. J. (Scotty) Kear, Assistant Foreman at the Docks, almost was a passenger on the ill-fortuned car which plunged into the bay. He had intended taking the car just ahead of it, but came near missing that one and intended to let it go and take the fatal car. When the motorman happened to see him and stopped for him after all. He is still congratulating himself on his narrow escape.

Ed Rogers, one of our old reliable checkers at the Dock, went to Centralia to eat the Christmas dinner with friends in that city and came back almost too replete for utterance.

Roy Kidd, Chief Clerk at the City Office, the other day in the goodness of his heart went along with Jimmie Hogan, Ticket Agent at the City Office, to help Jimmie fix a tire. As his overcoat naturally hindered him in the work he took it off and laid it down. When the two tire experts got through with the job and Roy wanted to don the overcoat again the garment had disappeared. Frantic search failing to reveal it Roy called up the Police Department and got the sleuths to working on the case, meanwhile being greatly pained at the miscreant who had purloined the coat and at the prospect of having to buy a new one. Fortunately, before matters got that far, the overcoat turned up in good condition under the back seat of his car where he had absent-mindedly laid it himself—to the great disappointment of the detectives who had already developed several perfectly good clues. Here Ray will look under the back seat before he lodges any complaints with the police.

Speaking of the Kidd family, the Kidd Kids, Donald and Virginia, are both sick with the whooping cough at this writing, but we hope they will soon be well again.

Mrs. Richards, wife of Mr. Richards of the City Office, made a batch of biscuits during the holiday season which were exceptionally good even for so accomplished a culinary artist as Mrs. Richards. Our readers are requested not to form any hasty judgment as to the quality of the biscuits when they learn

of the sad fact that Mr. Richards broke out a perfectly good tooth in eating them.

Mrs. Stone stenographer at the City Office, was one of the many to attend the New Year's Eve dance at Ingleside, the popular resort near Tacoma. Miss Stone says that the dancing room was very pretty but that the chicken dinner was as tough as usual.

We are pleased to see that Wm. H. Campbell who became Chief Clerk at the City Office in May 1924 and was then promoted to the agency at Raymond, has now become Agent at our neighboring village of Seattle, to succeed Paul Wilson. Mr. Campbell during his comparatively short sojourn here made a host of friends by his uniform tact, courtesy and helpfulness and all of them offer congratulations and good wishes. That he got first-class railroad training while here with us is evident from the way in which he has made good since and we feel sure that he will rise higher, thus upholding Tacoma's reputation for turning out good railroadmen.

Fullerton Avenue Building J. T. Green

The question has been asked "Why does Dick Ewald, Freight Auditor's Office carry a tooth brush?"

On Tuesday evening January 12th, the girls of the Interline Forward Balance Bureau, Freight Auditor's Office gave a bunco and luncheon in the Women's Club Rooms. The luncheon was a wonderful success and a very pleasant evening was passed with singing, playing and prizes for the winners. A feature of the evening was a vocal solo by Ottilia Mayer and a scarf dance by Amelia Kellner who surprised her girl friends by her graceful skill. The girls wish to express their thanks to Mary Mancy and Agnes Howard for fitting the rooms up for the occasion.

Attention "Ye Olde Fellows of the Ringed Circle" Dorothy Mohler Comptroller operator, Auditor Overcharge Claim Office has received cupid's lasso around the third finger of the left hand. Congratulations were handed out quite freely (costing nothing) also advice (meaning nothing) so now Dorothy is happy to think everyone was interested in her welfare. The employes are a unit in congratulations to Miss Mohler and Mr. George Lohr of the C B & Q R. R. General Offices.

On Thursday evening (January 7th, the Women's Bowling team of the Ticket Auditor's Office went into action for the first time. Mina Baier is captain and anchor man, Gail Kinally is pivot man the other stars on the team are Mabel Arfquist, Myrtle Fretag and Florence Arfquist. Mildred Schreiber is sixth man and is ready to step in as soon as one of the regulars weaken. At present the scores

CROSS TIES AND SWITCH TIES

WHITE OAK RED

Pine—Chestnut—Mixed Hardwoods



NASHVILLE TIE CO.

NASHVILLE, TENNESSEE

Sales Office, Storage Yard and Treating Facilities
Terre Haute, Ind. A. D. Andrews, Representative

Where Savings are Safe



Capital, Surplus & Profits \$2,000,000
Resources Over \$25,000,000



PRIME'S PLUGS

THE PRIME
MANUFACTURING CO.
MILWAUKEE, WISCONSIN

Dependable RAIL ANTI-CREEPERS

CHICAGO THE P. & M. CO. NEW YORK

Danatured and Wood
ALCOHOL
LINSEED OIL
TURPENTINE

Gum Spirits—
Steam Distilled Wood

SEND US YOUR INQUIRIES

W. H. BARBER COMPANY
CHICAGO, ILL. MINNEAPOLIS, MINN.
3650 So. 1501 Franklin
Homan Ave. Ave., S. E.

WE are Miners and Ship-
pers' of Pine Ridge,
St. Bernice and Essanbee
Coals.

5000 tons daily produc-
tion from West Clinton
District, Indiana.

Write for Prices

BINKLEY COAL CO.
1924 Burnhan Bldg.
CHICAGO

First National Bank Bldg., Mason City, Ia.
Security Bldg., Minneapolis, Minn.
Meyer-Kiser Bank Bldg., Indianapolis, Ind.

Established 1889

Ed. Bulfin & Son

Commercial and
Railroad Printing

355-357 East Water St.
Milwaukee, Wis.

"PROMPT EFFICIENT SERVICE"

**Continental
Bolt & Iron Works**

West 43rd Street & Western Ave.

CHICAGO

Phone LaFayette 1701

Machine and Carriage Bolts
Hot Pressed Nuts
Bridge Bolts
Lag Bolts

are nothing to write about (I suppose not) but just you wait in a few weeks time the leaders in the CM&StP league better look out, or they will be passed up by someone of our stars of the gentle???? sex.

Monday, January 4, Emily Gannon, Ticket Auditor's Office played hostess to eight girls in honor of Katherine Stackpoole and Edna Grenz. Through out the evening it was noticed that Katherine and Edna were continually looking at the third finger of their left hand. The prospective brides were presented with small doll brides wearing the conventional veils and satin gowns. It is hoped that the girls are not contemplating an elopement as we want to dance at their respective weddings. We have tried to obtain some information as to how he proposed, i. e. how did he propose, when and where it happened, did he kneel, just how did he say it, but I guess the answer is, experience is the best teacher as no two propose alike.

Alma Kramp, Freight Auditor's Office entertained a crowd of her co-workers at her home on January 5. Several games were played and it is reported that Sabina Cohen was the winner of the evening. They sure rolled nice. Sabina says all you got to do is talk to them. Those present were, Elsie Soldman, Bessie Cohen, Ollie Anderson, Rose Geraldine, Mildred Bartels, Gertrude Stuermer, Sabina Cohen, Laura Hinley, Alma Aramp.

On January 11, occurred the death of Wm. Scanlon, one of the most faithful employes of the Freight Auditor's Office. The sympathy of the employes are extended to the bereaved ones.

Laura Weitendorf Car Accountant's Office is wearing a diamond ring, Congratulations.

It looks as though there will soon be an important announcement from two popular young people of the Freight Auditor's Office, by the names of Helen and Chuck. May luck be with you Chuck, but I think you have a hard road to travel.

Margaret McCarthy, Car Accountant's Office was working on a January statement when suddenly she asked "Say was New Year's on the 4th, last year?"

No, Bill Mauch, Car Accountant's Office has not got a new hat, its the old one returned to him by a prospective job seeker, who returned it with his sister, who demanded six blotters in return. Hang your hat on a hickory limb Bill hereafter.

Miss Lila Magee, Ticket Auditor's Office was very much surprised to find her many friends were in the audience on the evening of January 12th when she made her debut as a Prima Donna, the program consisted of a two act play in which Miss Magee took a leading part. She showed marked ability and an individual style and her portrayal of a sweetheart was most realistic, in the future Lila, don't be so modest as we are convinced that some day we will see your name emblazoned in front of one of the leading theatres in large electric bulbs.

We wondered why Stella Paris, Freight Auditor's Office was so busy during recess and lunch time stitching pillow cases, etc., she is getting her hope chest ready. She received a diamond ring from Stanley. Congratulations.

Rose Wachter, Freight Auditor's Office has been married since Thanksgiving. Secrets will out.

Katherine Schmitt, Freight Auditor's Office is wearing a diamond rin, congratulations.

Any news items you may have for insertion will gladly be received for publication.

**A Line of Cheer from the Central
Typing Bureau**

The two office flappers, Margie and Harriette, are giving the DePaul dances a strong

play. What's the attraction girls?

Joe Teevin certainly knows how to pick 'em. (Police Dogs) Sell the dog Joe, and buy a farm.

The ring on Miss Maleska's finger is surely keeping us in suspense. Why all the darkness Jewel?

Florence Hammel certainly believes in orchestra seats, when frequenting the theatre. Mow'd you enjoy "Big Boy" Flo?

Maryon Hayes sure must have struck oil lately. How's it coming Tootie? (the new uniform)

Ann Sundin-Who's that big "Bovine Breeder" you were tuting around in the lobby of the "Beach" last Friday P. A. Hang on to him Ann, he looks pretty prosperous.

We all want to know why Eleanor Samek is in such a rush at 5 o'clock, is it Ice skating or the Good-looking Dentist.

Sick room bouquets were sent to the following employes by the Employees Association. A. A. LaRue, Freight Auditor's Office, Theo. Hoppenrath, Freight Auditor's Office, Roy Olson Freight Auditor's Office, Sylvia Severson, Ticket Auditor's Office, James Graham, Assistant Comptroller's Office.

Bad Land Echoes

"Bill Mike"

Since Butschi's joined our office fouse,
We've got the pedigree
And all about how things are done
Down on the old "S. P."
"They used to do things this here way"
And he'll explain you see,
How things were done when he did work
Upon the old "S. P."
I often wonder what he'd spill
Had he worked two or three.
I also wonder should he go
Back to the old "S. P."
Would he tell them how things were done
Here on the St. P.
Now all these things are very nice,
We'd like to learn to be
As good railroaders as he says
They were on the "S. P."
But take it all in you know,
With a good re'pree
I think we'd far surpass the bunch
That's on the old "S. P."
I don't aim to cast reflections,
On one's ability,
But I'd like to ask some question
Of that same old "S. P."
I like to see a man be true,
But yet we'll all agree,
We'd rather see things done to suit
Than hear of the "S. P."
Did you ever meet the people,
Who can never take a joke,
Who are there to laugh at other
But stir up a lake of smoke
When they think someone is laughing
At some joke that's near at home
And they do a lot of fessing,
Like the winds stir up the foam?
I don't aim to make excuses,
For the things I've said in jest,
I'll just mention to all petople,
That I've really tried my best.
To tell things in rhyming measures
As those things were told to me.
So as for an apology,
I have none to make, you see.
If some people take exception
To the things that I may write,
And prepare to do me battle,
In a linal sort of fight.
I will calmly sit and listen
To all they may have to say
And then when they all have finished,
I will wish them a "good-day."

Ted Johnson has been at Miles City for a winter operation, Yardmaster Richey has been on the sick list as "Bill" Loudermilk also. Dornbach's were all back to Marion, Wisconsin for the holidays. Loudermilk's were visiting in Illinois, Shirley Streng, Ted Gumble and George Youmans have all been home on vacations. "Nobody don't know no News"—so what can we say? Come across with some—don't be a "fraidy cat"—I'm still alive and kicking.

Sioux City & Dakota Division
H. B. Olien

If you please, little Miss Barbara Ann has arrived at the home of Supt. and Mrs. E. H. Bannon and will make her home permanently at the Bannon residence.

Dispatcher C. L. Jacobs had the misfortune to fall on slippery walks injuring his arm and ankle.

Miss Beulah Brown who is attending Teachers College at Cedar Falls, Ia., spent the Holidays with her parents Agent and Mrs. H. J. Brown at Hawarden, Ia.

Operator "Jim" Resigue has taken a six months leave of absence account of sickness, relieved by Operator Motion.

Miss Hazel Olson who is teaching school at Hull, Ia., spent the Holidays with her parents, Sectionman Chris and Mrs. Olson at Hawarden, Ia.

Mrs. Chester Belknap, wife of Passenger Brakeman Belknap is confined to the hospital with a severe case of pneumonia—however at this time she is reported as recovering nicely.

Fireman Dale Rennie seems to have rather gone from bad to worse when he traded his "Chevie" for a Ford. The other morning as he was about to depart on a hunting trip and while in the act of "winding up Lizzie" the darn thing ran over him and fractured two ribs. He is recovering from the jolt but will securely see that all the "air" is applied before cranking that said Ford again.

Operator Jess Hartson has settled down on 2nd trick at Hornick, Ia., after "hucking the extra list" for some time as relief agent. Jess started right in by improving the appearance of the office. Jess believes in real illumination and the Hornick office possess that feature.

If you do not think Agent Charles Simpa, Mapleton, can run, just blow the fire whistle.

Operator "Ike" Isaacson must be planning on going to Canton this year as we learn from good authority that "Ike" is a becoming ski jumper.

Operator R. L. McNertney is relieving Opr. Kite at Stuben St. Yard office. Kite must have gone to Florida again to make his millions in real estate.

Luck was with Conductor Mac Maroney and No. 70 when Mac stopped to repack a hot box near the esboose at Mapleton. When ready to leave, Maroney noticed the caretaker in a poultry car which was in his train, giving "wash out" signals, Maroney proceeded to the poultry car expecting to find a brake rigging down but instead, found the front wheel on front pair of trucks on poultry car broken in two, had traveled about half a mile around a curve however did not take to the ditch. Luckily no damage but Mac says had he been the man in the Poultry car he would have started over the top towards the engine—Same here Mac.

On December 24th, Charles Arnold employed in baggage room at Sioux City passed from this life. Mr. Arnold had worked in the baggage room for about six years and was 66 years old at the time of his death. Charley Arnold was a man among men, he was liked by all, and will be greatly missed at the Bag-

gage room. We extend sympathy to the family. Wayne Howe, formerly cashier at Elk Point, but now employed in Mr. O. P. Barry's office Chicago, visited his parents during the holidays at Elk Point.

Section laborer, Thos. Kerrigan at Elk Point now has a "45" year service button and believe it or not, Thos. is very proud of it, that's not all, we are proud of you too, "Tom."

Chief Carpenter, R. E. Nichols who has been confined to his home with small pox for three weeks, is now back on the job hearty as ever. Miss Dorothy Fletcher, daughter of Agent and Mrs. Fleches, Elk Point, and who is attending Nurses School at Sioux City, spent the holidays under the parental roof.

We extend our sympathy to Engineer John Myers in the death of his aged mother, Mrs. Adaline Myers who passed from this life on January 11th. Mrs. Myers was 78 years old at the time of her death.

Miss Charlotte Parrell, Sioux City, spent Christmas week end at her home in Milwaukee, Wis.

Miss Gertrude Mahoney, our Trainmaster's clerk, came down to the office after Christmas with a diamond on the third finger of her left hand. We always did think "Tracy" was a nice name, Gertrude.

Miss Lydia Hagler spent the Holidays in Mitchell with home folks.

We wondered who the man was in the Dispatcher's office with the heavy black beard, but upon closer inspection, it proved to be Chief Dispatcher, W. C. Givens who had forgotten how to use a razor while at Springfield.

Conductor Tom Biggs went over to his farm near Bonilla, S. D., last week and while there said he did not feel that he was very far from home as nearly all the farmers now have radios and its just like being in the city.

Miss Georgiana Kruck, sister of Engineer Henry Kruck, has been the winner in several Charleston contests. Miss Kruck is very proficient in dancing the new creation.

Miss Helen Flynn opened the top drawer of her desk one morning to get some envelopes. Seeing what she thought to be a dirty string or the like, sticking out of the back portion of the drawer—there being a partition between the front and back part, Helen bravely took hold of it, opening the drawer further to determine what it was, and found it attached to a live monster rat—she having taken hold of the tail. Mr. Rowley gallantly came to the rescue, catching the rat and killing with his bare hands while Helen took retreat in the highest chair that she could find.

Tuesday night, December 22nd, the force in the Superintendents office had a Christmas party in the office. Names had been drawn previous to the date of the party, and many tantalizing looking bundles were on and around the Christmas tree that night. Division Accountant Osthoff was Master of Ceremonies and handed out the parcels, although it took two men to lift the box for Mrs. Rowley, which when the final wrappings had been removed, contained a set of tin dishes, Miss Helen Flynn received a pair of rubber heels, (but flying from the sound when she walks, they have not as yet been applied). Come to think of it, they were almost large enough to fit Hoberg's shoes and that is saying a lot. Bob, by the way, got a telephone—had we been able to connect it, he would have saved wazy steps to the front of the office. Mrs. Arthur's toy engine seemed to be the favored toy of the evening, altho' many other appropriate gifts were received. After partaking of pop some balls, candy and other goodies up-

**Keep Your
Balance**

One of the most useful and difficult lessons to learn is always to keep your balance. Nothing steadies a man better than a savings account.

Our Coupon System for saving is an incentive to save systematically with ease.

**CENTRAL TRUST
COMPANY OF ILLINOIS**

125 West Monroe Street
CHICAGO

W. L. DECKERT

Distributors of—
Alexander Bros.
Leather
Belting

5th Street :-- MILWAUKEE, WIS

**NATIONAL
SURETY COMPANY**

"The World's Largest Surety Company"

Joyce & Company, Inc.

Chas. H. Burras, Pres. John McKechney, Vice-Pres.
Robt. E. Still, Secy-Treas.

GENERAL AGENTS
The Rookery CHICAGO Wash 4662

DEREMER BLATCHFORD Co.

747 Railway Exchange
Chicago, Ill.

Direct Mill Representatives

LOCKHART IRON AND
STEEL COMPANY
PITTSBURGH, PA.

Vulcan Bloom
Staybolt Iron

Vulcan XX Engine
Bolt Iron

Economy Oil
Burning Furnaces

Economy Com-
bustion Chambers

The World Comes To Your Window

Most Salesmen have to go out after their business. Your business comes right to you. Anyone who buys a railway ticket is a live "prospect" for A Travelers Accident Ticket; needs one, probably want one, and will buy one if given half a chance.

Before you slide back his change, just ask: "A Travelers Accident Ticket for the trip—five thousand dollars for a quarter a day?"

Do this consistently, and watch your commissions grow!

Ticket Department

The TRAVELERS
INSURANCE COMPANY
HARTFORD :: CONNECTICUT

stairs, the party went down to the Van Noy Interstate lunch counter, where they were served with a dainty and tasty luncheon.

The Ry. Employes Progressive Club Masquerade dance on Jan. 8th at Sioux Falls was a complete success with about sixty masked couples and a dancing good time every one pronounced it the "best" of the season.

On December 21st, The Milwaukee Ry. Women's Club at Sioux Falls put on a Christmas party for the "kiddies" of all employes at the Passenger station. Now this was a real treat. Peter Fosberg, Roundhouse Foreman acted as Santa and came to the station on a real train which was illuminated with red lights and was indeed a sight worth while. A nice large tree had been placed with presents for all kiddies, candy etc. Much credit is due Train baggageman Zane Jenkins for his excellent work in lighting the tree, this took considerable time and work, but the effects were most beautiful. Local paper commented upon this particular event as being the "most real honest to goodness Christmas party."

The last Safety First meeting which was held at Yankton was one of the best attended in that city. Yankton is coming right to the front and while as yet, Sioux Falls maintain they have the best percentage in attendance, they will have to take one step forward now to best the river town.

Humphrey Griffiths, Assistant freight house foreman, Sioux Falls spent the holidays in St. Paul, Minn.

"Dad" Farr, who has been employed in the Sioux Falls freight house for the past thirteen years, has resigned and will reside with a son who operates a farm near Montrose, S. D. Good luck to you "DAD" we will miss you in all these good years of service you have rendered.

Mr. Nick Kelley, Ass't. freight house foreman Sioux Falls together with his wife, have gone to Shreveport, La., where they will remain until the latter part of February.

Dubuque Shops Jingles "Ossie"

Napoleon at Waterloo "got his" tis said, in his day
But just whisper "Bellevue" to the Minstrel Girls
And then quickly run away.

Brophy and Jess are our two latest "pugs"
They punch each other right in the "mugs"
They both, you know, are such nice little boys—
They were merely at practice, making some noise.

Ye scribe spent New Years in Minneapolis, enjoying a brief visit at the home of Dist. Storekeeper and Mrs. Richards. GTR wants to be remembered to the Dubuque "gang", he also murmured—

"Mid pleasures and palaces altho' I may roam
There's no place like Dubuque—that's where I call home."

The "Ironmen" are doing good work this year—playing big teams from far and near (mostly). With "Paint" sinking baskets from all angles of the floor and Harry claiming NO ONE can pass him, as he guards "the outer door." (I know, Harry, there isn't any outer door, but what other word will rhyme with floor?)

Peggy ate cake, Peggy ate jelly—
Peggy went home sick with a pain in her—
Now don't get excited, nor don't get misled
For Peggy went home with a pain in her head.
(Punloined)

Tom and Jack, the "Curtain Pullers"
Are the hoodoo boys for sure—
Or maybe its the new Trainmaster
That made the attendance so poor.

Thank you for the flowers, Olive,
And the visit paid to me
As a sick-caller SURE are
One regular jim-dand-dec.

You are hereby warned, Mr. Eddie Herbst,
If you don't get your hair cut the very worst
Will happen to you—you will meet the fate
Of Johnny O. who was out of date.

Loco Engineer—the French Dude Shetler
Visited the Key City last week—
He's now making the Eastern Cities,
"Fresh Laurels" for to seek.

LaCrosse Division C. W. Velsor

It is our sad duty to mention the death of Engineer Lyman Farrington, who passed away at his home on the evening of January 6th at the age of 77. Mr. Farrington was born in Tecumseh, Mich. September 3rd 1849 and came to the Milwaukee Road at the age of 25 as a fireman. Mr. Farrington's unselfish life, his joyful disposition and his pleasant greetings for all with whom he came in contact, have endeared him to a host of Portage friends and railroadmen who will sincerely mourn his going.

Bill Hill the popular passenger Conductor on No. 5 is at home with a severe cold. Bill says that anyway its a good excuse to stay home in bad weather.

Every old timer will be glad to know that Frank Harrington, better known as the "old sport" is now in Minneapolis and in the best of health and is reported to weigh 138 pounds, this he says is more than he has weighed in the past twenty years. Frank sends his best wishes to all the employes on the division.

Conductor Leroy Shackley, is laying off for the winter and resting up at the home of his daughters in LaCrosse. Roy says, "This is the life of Riley".

D. M. M. Frank P. Miller, has moved to his new office and is now making arrangements for a little party and house warming as soon as he is all settled.

Dispatcher Sam Hunter does his daily dozen on the wood pile every morning. Fill-up Sam as he known to the freight men says that this is what gives him all the zip. Sam bought an acre of land and is cutting the wood.

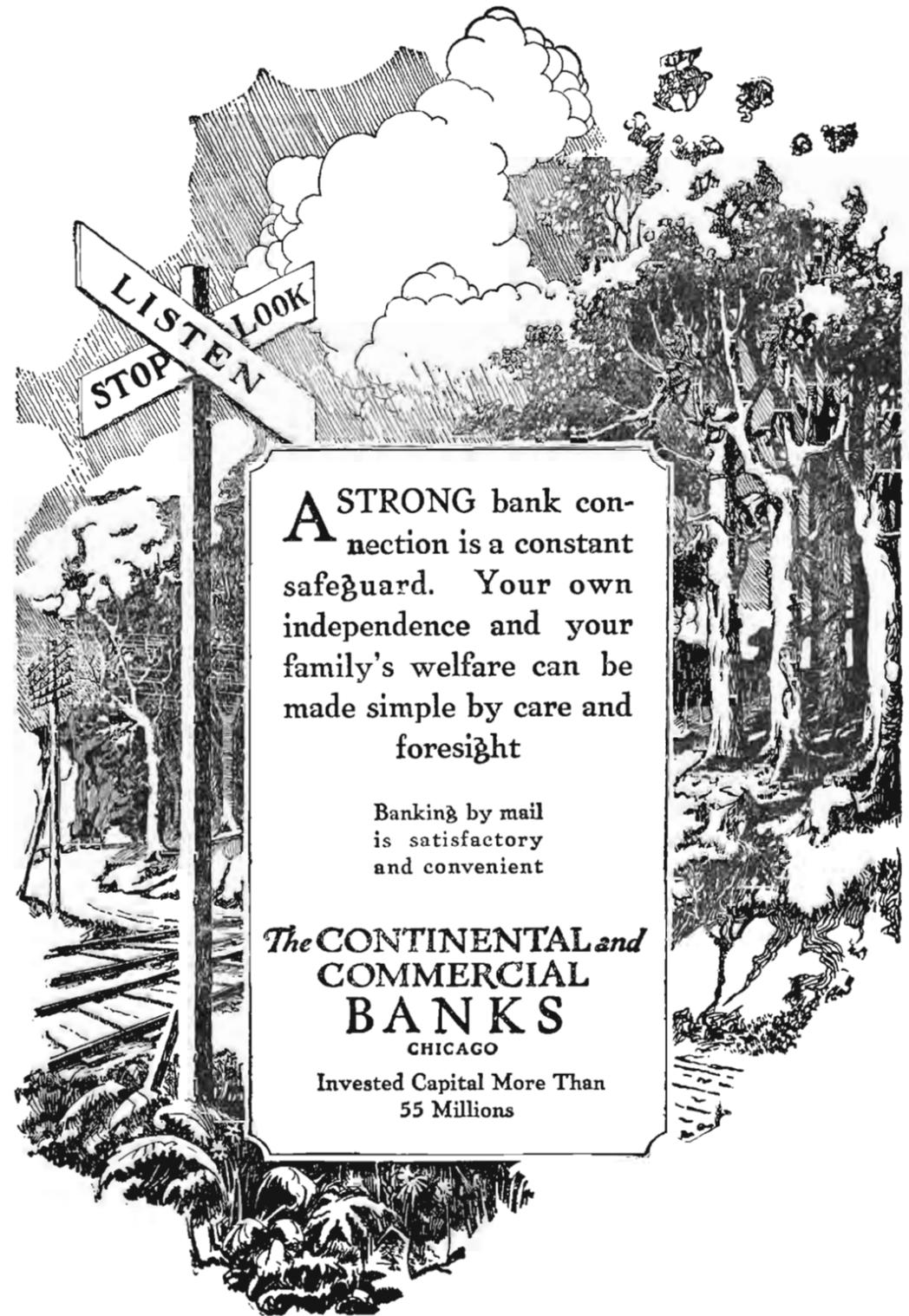
Its a sure sign of real winter now, "Believe" Cadman is going to take a switch run. Bill Sheely bought him a new pair of "Zippers" for Christmas and Sam is wearing them on the engine.

Mechanic Frank Galvin, of the Portage Round house is back on the job after a few weeks visit with his parents in Iowa.

Engineer Ed. Bloomfield and Fireman Wm. Wing have taken a passenger job for the winter. It sure must be a soft one.

Mrs. Ed. Fenner and Mrs. Harry Taylor, wives of our two most popular conductors and officers of the Ladies Auxiliary of the Portage Lodge of the Order of Railroad Conductors, took the goat of the Portage lodge to LaCrosse for the initiation and installation of many new members and the new officers elect to ride. Mrs. Taylor reports a good time an no one seriously injured who rode their goat.

Our sympathy is extended to the bereaved family of Coalshed foreman Rucker, who for many years handled the coal shed at Portage, knowing every engineer by his nick-name, and the amount of coal he needed. Mr. Rucker



A STRONG bank connection is a constant safeguard. Your own independence and your family's welfare can be made simple by care and foresight

Banking by mail is satisfactory and convenient

The CONTINENTAL and
COMMERCIAL
BANKS
CHICAGO

Invested Capital More Than
55 Millions

Pantasote

Trade Mark

A perfect substitute for leather and one-third the cost of genuine leather. Will be pleased to forward samples upon application.

THE PANTASOTE CO.

250 Park Ave. Peoples Gas Building
NEW YORK Chicago, Ill.
793 Monadnock Bldg.
SAN FRANCISCO

MAKE WOOD LAST LIKE IRON

Creosoted Douglas Fir lasts like iron for bridge building, structural work, docks, railroad ties, cross-arms, etc., and for paving in the form of our new KORRUGO Creosoted wood.

Pacific Creosoting Company

Northern Life Building Seattle, Wash.

died after a brief illness and will be missed by his many friends.

News From The Northern

Hazel M. Whitty

Howdy, folks—We just felt we couldn't leave the best Division of all go unheard from forever, so we are making a desperate attempt to re-instate the Northern in the good graces of the Editor—New Years Day was the day of resolutions, and we thought one of the best resolutions we could make would be to send in some items regularly—So here goes and if they are not quite up to standard, we trust we will grow better as we grow older.

H. Rausch, T. Whittingham, G. Warnke, section foremen, have forsaken the pleasures of patrolling track, and handling snow on nice frosty mornings for the comforts of their homes. We expect to see them back early in spring.

Ye shades of George Washington—Farmer John Brammer found H. Bensings pocket book recently containing \$100.00 and returned it. Somebody please explain this.

Mart. Coughlin is not on his usual run these days, but the run is still under his supervision, as he checks them up each day, and watches the train register pretty closely.

Fred Holt has forsaken the natural scenic beauty of Wisconsin for the artificial beauty of California.

Ed. Monague, expert yard man at Horicon, still juggling cars and making up trains. Business booming all along the Northern, Doc getting the biggest bulk of the grief. Put the Northern Division boys on a desert island and they could still rail-road.

We like the new officials at Portage fine.

It seemed impossible to cut away from Milwaukee as our headquarters at first, but we are gradually falling in line with our Portage brethren.

We often wonder how Charlie Wolf from spends his Saturday nights in Horicon.

Somebody please instruct Adolph Hammermeyer what Y. M. C. A. means. Every time Kammy sees these letters, he thinks they mean, You May Come, Adolph. Co.Sabarators Oakes and crew are as lost as stray dogs ever since the depot restaurant closed its doors. We are wondering if Weary is cooking for them now. Wonder what Robertson will do if he ever runs out of cigarettes or matches—It's a long cold walk to town, Jerky—Better prepare.

We understand our old friend R. D. Miller is back in Milwaukee, as Asst. Supt. of Terminals. This is fine—Hope he comes out to see us some time.

Anyone wanting to take lessons in dog dancing, apply of Earl Burns, Agent at Horicon. He gets plenty of practice, while supervising the freight house gang.

Slightly Mixed

Little Harold had been reading "Treasure Island" since early morning and it was only with a great deal of persuasion on the part of his mother that he finally consented to put it up when he went to bed. But his dovout mother was not prepared for the variation he sprung when he was saying his prayers:

"Give us this day our daily bread—yo ho ho and a bottle of rum!"—Portland (Ore.) Journal.

Brass Founders and Finishers

ESTABLISHED 1856

LOEFFELHOLZ CO.

Manufacturers of

RAILROAD CAR TRIMMINGS

OF EVERY DESCRIPTION

170-82 Clinton Street

MILWAUKEE, WIS.

LOCKS
WATER COOLER
FAUCETS
CASTINGS
of any Formulae
SILVER and
NICKEL
PLATERS

GIBBS
ELECTRIC
LIGHTING
TRAIN
CONNECTIONS

THE NATIONAL LUMBER & CREOSOTING CO.

SALES OFFICES

Texarkana, Texas

Kansas City, Mo.

Houston, Texas

St. Louis, Mo.

Treated Cross Ties, Switch Ties, Bridge Timbers, Piling and Poles.

Large stocks at our treating plants enable us to make prompt shipments.

National Creosoted Pine Poles have full sapwood penetration, clean surface and do not bleed.

TREATING PLANTS AT

Texarkana

Houston

Kansas City

Finney, Ohio

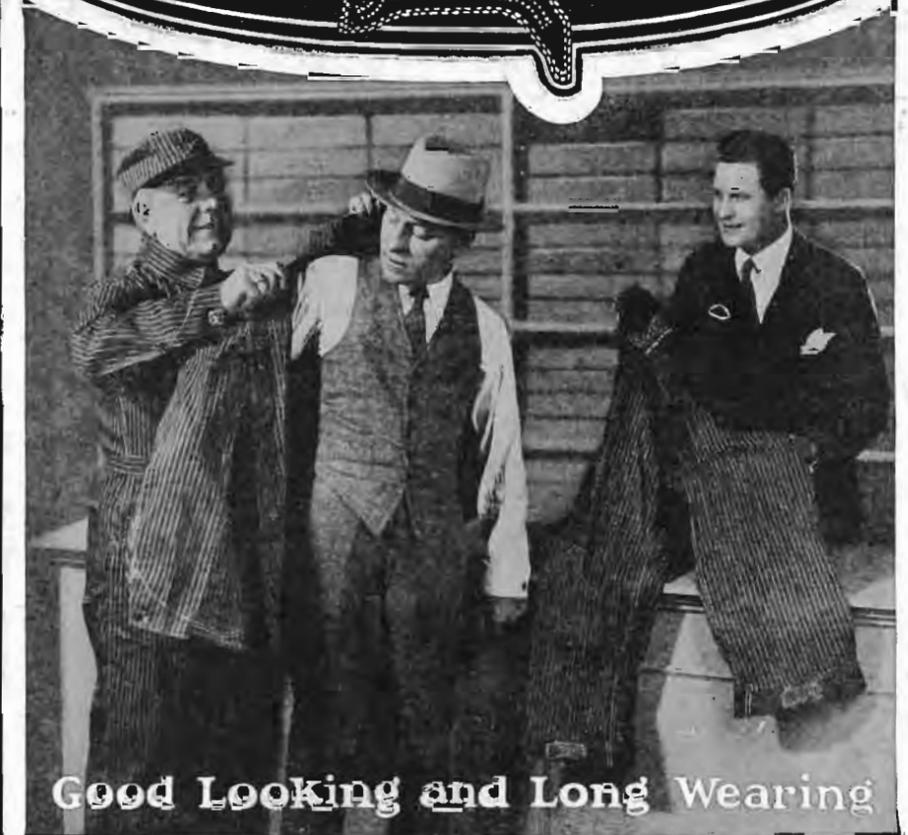
Stifel's Indigo Cloth

Standard for over 75 years

"The white won't weaken"

REGISTERED U.S. PATENT OFFICE
CANADA AND OTHER COUNTRIES.

MADE IN  U.S.A.



Good Looking and Long Wearing

Regardless of the trade or occupation you serve, your personal appearance during work hours is important—important to you and to the boss.

You will always look neat in work garments made of Stifel's Indigo Cloth. Fine construction and close weave protect your under-garments from dust and dirt better than

any other work-cloth material made.

Garments made of Stifel's Indigo Cloth not only wear longer than ordinary work cloth materials, but the colors are absolutely fast. The garments never fade, wash out or shrink. They can be washed at home indefinitely, which is a big economy to you.

Also insist on Pants made of Stifel's Pantex Cloth and Childrens dresses made of Stifel's Playmate Suitings.

Garments sold by good dealers everywhere.

We are makers of the cloth only.

J. L. STIFEL & SONS

Indigo Dyers and Printers

Wheeling, W. Va.

17 Years at the Throttle with His Hamilton



Engineman Castle of the Pennsylvania Lines knows what Hamilton time service means.

Men who know a thing or two insist on having accuracy and dependability from their watches. The Railroad Men of America, who must have unfailing accuracy, have turned instinctively to the Hamilton.

Twenty years ago Engineman Charles W. Castle purchased his Hamilton. When he stepped up to his job at the throttle three years later, his watch stepped right up with him. And his Hamilton has been with him on that job since 1909.

Ask your jeweler to show you the new Hamilton Railroad Model here pictured. You will like the sturdy case, designed especially for you, to be had in either green or white or yellow filled gold. You will like the dust-proof feature and the easy-to-read dial, but best of all you will like its time-proved accuracy and its dependability, that make it the most economical accurate watch that you can buy.

We will be glad to send you a copy of "The Timekeeper," and a booklet on the care of your watch.



HAMILTON WATCH COMPANY
"On the Lincoln Highway"
LANCASTER, PENNA., U. S. A.

Hamilton Watch
"The Railroad Timekeeper of America"