

The
MILWAUKEE
MAGAZINE

APRIL, 1928



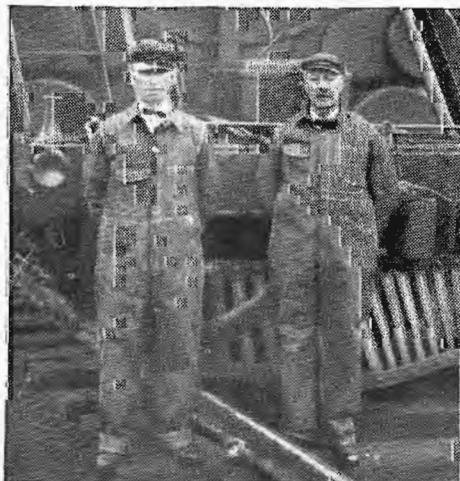
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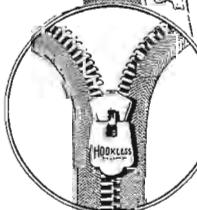
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SOLID GOLD

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RAIL ANTI-CREEPERS**

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The Land of the Setting Sun

By Hazel M. Bilty

TIES that bind bring happiness, even though they be railroad ties for when the setting sun of western skies beckons the traveler, it is the railroad that carries him to the land of his childhood dreams.

The restless winds of spring are in the air, whispering to all, the urge of adventure and travel. Some go north, some go south. Others travel the world around, but no where is there that unique charm of something different that prevails in Rainier National Park, the Mountain Glacier Wonderland of the Pacific Northwest.

Twenty-eight glaciers, covering an area of, 45 square miles emanate from the snowy crest, gouging out deep valleys and ending in turbulent rivers that tire themselves out dashing over rocks and roaring through gorges until they peacefully wind their way through fertile meadows and flow into Puget Sound and the Columbia River. Some are mysterious rivers of ice slowly moving down the mountain side, their surface broken by huge bottomless crevasses; others are merely fields of ice, smooth surfaced lying in rock-rimmed pockets. Some are only a few rods long and others four to six miles in length.

But all is not bleak rocks and wintry snows for mid June brings many beautiful flowers that remain until October snows again bury them. Rainier National Park is known as the land where flowers and glaciers meet. On the edges of drifts where snow is not very deep the flowers, anxious for a drink of warm sunshine, push their buds through. Valleys are carpeted with a luxuriant growth of many hued wild flowers and they do not confine their glory to the meadows but brighten rugged cliffs and barren peaks with a riot of colors.

Game fish are in the mountain streams that dash sparkingly clear over projecting rocks. Swirling rapids and cataracts make the waters hesitate in their downward course to play awhile before leaving the snows that gave them birth. Picturesque waterfalls fill the air with rainbow mists

which blend with the gorgeous coloring of wild flower meadows whose vivid hues put an artist's brush to shame. Cool mossy forest trails lead to shimmering lakes.

Whatever the season, the time of day or night, the Mountain looms above, a formidable ghostly spectre. Little imagination is required to understand why the ancient savage held the great Mountain in awe and worshipped it with reverential fear of evil spirits dwelling upon its summit. It

whispering breathes an air of restfulness and the outside world is forgotten and left behind as the entrance is lost to view.

The village of Longmire Springs is passed where Park Company and Government headquarters are located. Stupendous views burst upon the vision of the traveler as each curve in the road is made. A beautiful sight is the silver forest. Many years ago a great fire swept through the Mountains and burned the forests. The Alaska Cedars alone, sturdiest of all evergreens, remained standing. Stripped of all their green, they stood in nude, charred defiance. Disliking the blackened remains left by her greatest enemy, nature called her forces together and made beautiful grey sentinels of these fire scarred cedars. A memorial to the forest fire battle in which she some day hopes to vanquish the foe. The mighty winds carrying snow, sleet and rain cleared away all the burn and now the trees stand like shafts of moonlight against the luxuriant green of surrounding forests and in the quiet of dusk they truly appear ghosts of bygone monarchs of the forest.

The highway passes the snout of Nisqually Glacier where great masses of ice break away from its termi-

nus, rocks hurtle over the ice wall and the Nisqually river emerges from the innermost caverns in mad glacial turmoil.

The precipitous heights of canyon rim make one fairly gasp in delightful fear as the road skirts the edge and then leads on to Narada Falls, one of the most beautiful waterfalls in the Park. The waters drop 185 feet to the floor of canyon below, filling the air with a dewy mist that freshens the surrounding landscape.

Nature has been liberal with her beauties in the Paradise River and Washington Cascades are next to greet the eye. Tumbling, bubbling waters, forever quarreling with the rocks that bar its way, make these Cascades a cheering sight in the sombre forests surrounding.

Then on to Paradise Valley; its snow fields and wild flower meadows.



Reflection Lake, Mount Rainier

is always majestic and inspiring, always attractive and lovely. Whether touched by the glow of dawn or glistening in bright midday sun; whether colored with rosy sunset tints, or the moon; whether silhouetted clearly glimmering ghost-like in the full of against cloudless skies or shrouded with mists; it is ever the symbol of an awe-inspiring power that entrances all who view it.

Chicago, Milwaukee, St. Paul & Pacific trains operate to Ashford, six miles from the Park Entrance. Here Rainier National Park Company auto-stages are taken for the glorious land of adventure. Portals hewn from forest giants mark the gateway to this National Park. A dense growth of firs lines the highway. Some of them are from 200 to 900 years old and next to the Sequoias of California are the oldest living things on earth. Their

Guide headquarters are located here and start is made of the many saddle horse and hiking trips. Each trip is so vastly different from the other that many weeks can be spent exploring the 200 miles of trail that take one to the far corners of the Park. A corps of trained guides and complete guide equipment wait to serve the visitors' every need.

Paradise Inn is a world famed Mountain Hostelry. The lobby with its two huge fire places and their crackling warm fires are a welcome sight to the weary hiker. The entire Inn is made of silver forest timber; even the furniture is fashioned of these ghost trees. Brilliant hued Navajo rugs and blankets are available and many other typically western remembrances. Delicious food, comfortable accommodations, modern conveniences and all conceivable necessities make a journey in this Mountain wilderness a real pleasure.

A series of adventures beckon the Park visitor that time can never erase from his memory. It is but a short walk to the world famed ice caves of Paradise Glacier. Warm currents of air circulating through openings in the ice melt out vast caverns. Some of them are from 25 to 50 feet in height from the icy stream below to the vaulted ceiling above. Their length varies with the time of season. Late in summer they sometimes extend back under the glacier for hundreds of feet.

A beautiful symphony of green and blue colors is created by the sun shining through the ice of the ceiling; in fact all hues of the rainbow meet in one glorious harmony of color and the deep silence, broken only by the rush of waters, instills in all an awe of these natural cathedrals.

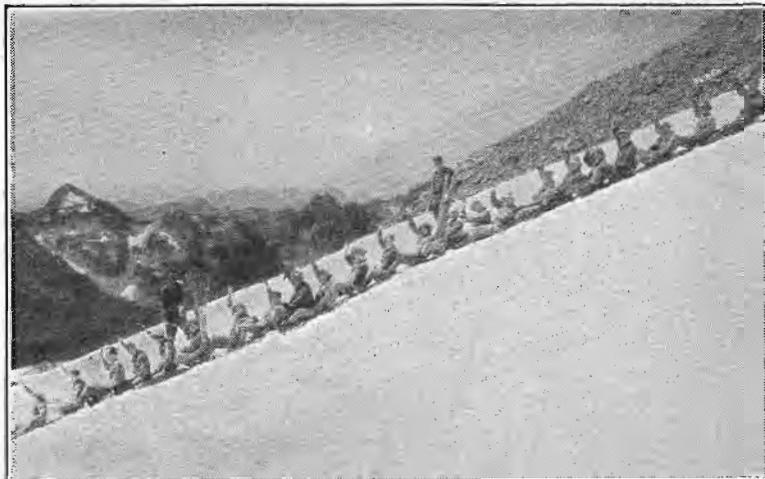
Other short hikes and saddle horse trips lead to towering peaks where the purple haze of distant valleys and the snow crests of Mountain tops merge in glorious vistas.

Summertime snow sports are an important activity in Paradise Valley. Equipped with specially made "tin breeches" the Park visitor goes nature coasting. The fields of snow that remain all summer provide ample space for this unique sport. Seated upon the snow the merry coasters gather momentum as they slide until the foot of the hill is reached in a flurry of snow and laughter.

Until late July and early August the Alaska dog team may be seen whirling across the snow with a sled load of joyous revelers and skiing and tobogganing neath a summer sun is one of the unique pleasures that Rainier National Park only, can offer.

A few minutes walk from snow fields and glaciers is Reflection Lake, nestling like an opal at the foot of Mazama Ridge. This is the scene of summer play. A refreshing swim in cool clear waters is the delight of the weary hiker. Boats are available and the angler is afforded many a battle with the wary trout.

Greatest adventure of all is the trip to the summit of the Mountain. Many have conquered its lofty dome which



Coasting On The Edge of Paradise Glacier



Summertime Tobogganing and a Spill



An Ice Cave In Paradise Glacier



Paradise Inn Above The Valley of Paradise River

rises 14,408 feet above sea level. That Mountain in Rainier National Park was at one time an active volcano. Indian legends tell us of the great eruption, when the mountain blew its top completely off, taking down some 2,000 feet of graceful cone and leaving a rugged crater at the summit. After the great eruption there were several subsequent upheavels which built up another cone to a height greater than the surrounding ragged edges of the old crater rim. This cone is now the summit of the Mountain. The snows of years gather in the crater and the glaciers are formed, and like a caldron of molten ore, the ice and snows flow over the edges of the crater and down the Mountain sides. Steam jets issue from caves in the crater wall and melt fantastic formations in the snow and ice of the summit. This is ample proof that the old volcano is dormant and not entirely cold.

The romance of the Old West still lives in the National Parks. Primeval forests, rushing waters, lakes like jewels hidden in fir-scented regions are the heritage of the American people. Happiness is the goal of all living creatures and beauty, no matter what form it takes brings happiness. Rainier National Park has been left as nature willed and no where else in the

world is there such a variety of gorgeous scenery and spectacular formations in an area so close to civilization.

The hush before dawn is a profound silence in the enchanting Mountain vastness of this Park. If viewed from a valley the sun bursts over the peaks with startling brightness and when viewed from a lofty crest it rises out of purple mists in a glorious sphere of gold. After a strenuous day's play, nature provides a soothing remedy in a gorgeous sunset painting for those who love her wonders. Like a huge ball of fire, the sun slowly sinks into the deep grey hazes of evening, leaving a myriad of blending colors to greet the coming of night. The silvery moon then takes up his duties and beams on all through black evergreen forests silhouetted against a star decked sky.

The nearness of stars; the solitude of the wondrous northwest and the enchantment of this mysterious glacial wonderland are never lived and felt so keenly until the delightful cool of evening soothes your sun burned skin and with the glorious painting of sunset still in mind, you trudge back to the Inn, leg weary and tired, to rest in the shadow of the mightiest snow capped Mountain in America.

When that giant, impatient, panting

locomotive steams into your station—board it and you too go into the land of the setting sun where majestic snow clad mountains watch over you, where laughing streams and sunny wild-flower meadows invite you to play; where the keen mountain air brings peaceful slumber and where happiness and contentment fulfill your dreams.



Pyramid Peak. Squall Grass Blossoms In Foreground

Our Magazine

Dear Editor:

I have thought several times that I would write or get some one of our club women to do so and tell you how much we admire the general "get up" of the magazine—The pictures on the cover are very beautiful—the sketches on the inside are so interesting, and the reading matter is entirely good all the way thru.

Having been an officer of the Women's Club the past year, I received a copy thru the mail each month and want to say thank you for it, and say that I read nearly everything in each one, and if I didn't—it was for lack of time to do so. I think the interesting features on our road are being brought before the public eye in a more and more delightful way that will surely have a great tendency to stimulate the traveling public to go and see for themselves.

Mrs. Frank Ulrick

The Claim Prevention Prize

Agents and station forces are hereby reminded that April 15th is the "dead line" for letters on Claim Prevention intended for entry in the competition for the ten dollar prize offered by the Magazine for the best letter or article on Claim Prevention of not over five hundred words.

The announcement of the award together with the prize-winning article will be printed in the May Magazine. All other letters of merit will appear in subsequent issues.

Progress in Railroad Mechanical Engineering

Extracts from Railroad Division Report of the American Society of Mechanical Engineers

AS 1927 was the centenary of several railroad systems in this country, it will not be out of place in this year's report to include a few figures which will briefly indicate the colossal proportions to which the American Railway system has grown during the past one hundred years.

The total investment in Class 1 railroads now amounts to more than 24 billion dollars, their mileage in excess of 250,000, representing more than one third of the world's total. On January 1st, 1927 these roads operated 62,000 steam locomotives which had an aggregate tractive power of 1,304,400 tons. As of the same date, these roads operated, 2, 350,000 freight cars which had a total carrying capacity of 105,717,000 tons. Over 1,000,000 cars were loaded each week during the year and they carried 3,791 tons of freight one mile for each inhabitant of this country.

These figures give a background for an appreciation of the important place in the economics of this country which is occupied by our basic transportation industry. Lack of progress in development and particularly the business and economic life of our nation. A record of the progress which railway mechanical engineering has made, therefore, is always of value; and as the centenary of railroad beginnings is occurring, it becomes of more than ordinary interest.

During the past year, the progress in railway mechanical engineering has been steadily toward bettering the operating efficiency of railroads by continuing the effort to increase the gross ton-miles per freight-train-hour. This unit is becoming generally recognized as a most valuable index. Part of the accomplishment is due to heavier and more efficient motive power, part to improvements in signaling, heavier car loading, etc.

"Railroad efficiency is a factor of national prosperity" has been a motto always in the mind of progressive railroad men. Efficiency in the purchasing and maintenance of stock material suitable for the requirements, but not involving an unnecessary investment, is an activity which during the past year, has made marked progress. Intensive effort to avoid surplus material has been made.

That some, at least, of the views expressed in previous reports of this committee have been brought into reality may be evidenced from the following quotation of a leading railroad executive: "From the mechanical viewpoint, the most significant developments in the railway field are the design and construction of high-pressure steam locomotives, of oil-electric

locomotives and of very high capacity electric locomotives; the application and operation of capacity and efficiency increasing devices to what may be called the normal type steam locomotive, and the design and construction of locomotives of this same normal type so that they show more reliability in service, more economy in operation and have a lower annual repair cost and a longer life."

The campaign for greater economy in the use of fuel, in which the International Railway Fuel Association and the Traveling Engineers' Association have been factors of great importance, has made progress during the present year.

The average daily movement per freight car for the first seven months of 1927 was 29.8 miles, the highest mark ever attained in any corresponding period, according to reports filed with the Bureau of Railway Economics. This was an increase of one half mile above the previous average established in the first seven months of 1926.

The campaign for greater safety, while not a mechanical engineering problem, is of such intense human interest that endorsement of these efforts is not out of place in this report and such endorsement is heartily given.

Progress in standardization of weighing equipment complying with the requirements of the American Railway Engineering Association and of the Bureau of Standards, has been reported as having made marked advancement during the current year.

The tendency toward higher steam pressures is going forward . . . Auxiliaries are operated with super-heated steam; enlarged grate areas and greater fire-box volumes are being used in increasing numbers, as are also feed-water heaters and exhaust-steam injectors. Three cylinder locomotives are being bought in considerable numbers. Experiments are still being conducted with oil-electric locomotives in switching service. . . . The effort toward long locomotive runs is continuing, and in this effort larger tenders and a better spacing of water stations are proving effective. . . .

Cast-steel underframes for tenders are being more extensively used, and experiments are being conducted with one-piece cast-steel locomotive frames and, on one road, with a cast-steel smoke-box.

There is increased activity in and development of a modified boiler construction permitting more satisfactory service, not only for use with higher steam pressures, but with consideration of better water circulation and the reduction of corrosion effects. Consid-

eration is also being actively given to the proper adaptation of condensing operation as well as to the use of air preheaters. . . .

Indications, from the records covering the first half of 1927, encourage the belief that the fuel savings on locomotives will amount to approximately \$17,000,000 as compared with the year 1926. The consumption per 1,000 gross ton-miles in freight service for the first four months of this year was less than for the corresponding period during the year 1926. If this rate of reduction is maintained, the 1927 figure will be 129 lb. . . .

Experiments are being made with lacquers for both the exterior and interior finish of coaches and dining cars.

The American Railway Association standard box car has been designed, and plans are being prepared for hopper and gondola cars. One road is experimenting with a solid cast-steel underframe for freight cars. Improvements in refrigerator cars involve trials of the "silica gel" process and "dry ice" or solid CO₂.

Automobile cars of new design, embodying side doors 12 ft. in width, have been built by the Chicago, Milwaukee & St. Paul, the Missouri Kansas & Texas, and other roads, to meet an urgent demand from automobile manufacturers for cars with wide side doors, so that easier loading of completed automobiles is afforded. . . .

From the economic standpoint, we have the benefits realized by shippers and merchants because of the rapid and reliable movement of freight and passenger traffic; the rapidly increasing net income of the carriers, which follows the many reductions in freight rates on the one hand and the alarmingly rapid increase in taxes and in payments to railroad workers on the other.

It is gratifying to note a change in public sentiment toward corporate interests, and particularly toward the railroads. A more sympathetic and appreciative viewpoint on the part of the public toward the progressive efforts of the railroads cannot help but have a beneficial effect upon all interested parties.

Greater efforts toward informing the general public of the engineering and operating progress is proving a wise move, and the railroad industry in general is to be commended for its efforts in this direction.

The interest which the railways in the United States and Canada have in the application of roller-bearing journals has shown a marked increase within the last 12 or 14 months, particularly since the American Railway Association's Atlantic City Convention of June, 1926, at which time exhibits of trucks and other equipment thus fitted attracted no small amount of attention. Prior to this time several railways had been operating a small number of test cars. Within the last 18 months, four prominent trunk-line railroads have placed orders for 480 roller-bearing-equipped passenger cars of all types, all of which are now in service. The largest single order yet placed was for 133 cars. At the present

time most of the other roads are disposed to watch the results obtained from the roller-bearing equipment in service rather than to proceed with any wholesale experimenting themselves. It is evident, however, that within the next year or two the manufacturers and the railroads will be possessed of useful data on the operating conditions of this type of bearing, as well as upon the relative merits of competitive types. Particularly is the latter true, as many of the operating advantages have already been well defined by actual tests.

The increase in size of motive power, the length of trains, and the larger-

capacity cars now in use have brought about modification and improvement in draft gears which provide for the more severe service conditions. The problem of slack control in draft-gear design is another subject in which progress has been made. The much better condition in which air-brake apparatus is now maintained by the railroads is to be noted. Research in the air-brake field has been continuous and has resulted in the bringing out of a new type of feed valve having greater stability, reliability, and capacity, and a reduced cost in operation and maintenance.

A Word On Optimism

Paper Read at Meeting of Perry Chapter, The Milwaukee Railroad Women's Club by Mrs. DeWitt Gibson, Wife of Machinist, Perry Roundhouse.

A CLOTHING merchant is optimistic when he sells to a ninety year old customer a suit of clothes with two pair of pants. A politician is optimistic when he broadcasts prosperity and good times during the year of Presidential election.

We, as members of one of the largest families of America have many things to feel optimistic about.

I am going to tell you a story, and its a true story, too. Then after hearing it you will feel it an honor to belong to this great family.

Several years ago, my husband and I, together with our children, made a western trip. On the train and occupying the same coach were some English tourists seeing America. You know how well acquainted you become after traveling three or four days and nights together; and these English people were very pleasing traveling companions. As we were going through some of the most picturesque scenery and nearing the summit of the Rocky Mountains, I looked across at the English woman and watched the expressions come and go on her face. I went over and asked her what was in her estimation the most wonderful thing in America. Without hesitation she turned and said, "Why, Mrs. Gibson your wonderful railroads." Do you know, friends, I was surprised. I thought railroads were things that had to go thundering by, with their noise and dirty smoke—something for automobiles to race at the crossings—A means for Dad to bring home the bread and butter for our family—in other words a very necessary evil.

The English traveling companion made me ashamed. She took me back to her landing in New York—"And when we boarded the train—a palace on wheels—I was fascinated from the very start. Clean snowy beds to sleep in, hot and cold running water, dressing rooms lined with mirrors, carpets, electric fans, electric lights, electric bells to summon the portor for your slightest wish—then on in the dining car—any and everything you de-

sired to eat. If they did not have it—they wired ahead and got it for you at the next station. I was enthusiastic about your railroads from the start.

"The conductors were unusually nice to us, and when we got to Chicago they took us out to some high elevated tracks, and showed us miles and miles of your freight trains.

"They showed us trains filled with live stock, refrigerator cars, whole trains of them filled with meat from the packers, butter, eggs, fish, and fresh fruit and vegetables from Florida and California. Trains of coal and clothing to keep America warm.

"Then, look at this"—as she spoke she waved her handkerchief out the window toward the first section of the train as it climbed like a huge serpent over the summit of the mountain—the highest gauged railway in the world.

Passengers on that train were waving to us as we made the loop—"Truly, Mrs. Gibson"—she said "the most powerful and most wonderful thing in America are your railroads."

Doesn't it make you feel optimistic to know you are part of an organization that feeds America.

But let us not be too sure of ourselves—I knew two young men in my home town, who were in love with the same young lady—All three of them belonged to the railroad family. Tom seemed to be winning the young lady's favor for she was giving him all the dates. His success went to his head and he boasted among his companions that he had "a regular run." His boast traveled back to the girl as news sometimes will—and at a party one evening later as she was leaving with Tom—she looked up into the steady earnest eyes of John, turning to her escort she said, "Tom, I believe you had better 'dead head back'—I am going home with John."

One of the coldest mornings this winter, I watched from our home on the hill, a switchman at work. I don't know who he was, he may be here tonight, any way he is one of our Milwaukee boys. He rubbed his hands

together to keep them warm—pulled his cap down tighter over his ears—turned his back against the north wind as he signaled the engineer and turned the switch—As I watched him, I wondered what the motive so strong could be that caused him to endure things. What spurred him on to serve like that? Then in my mind I could see a lad, looking up into the eyes of that lad—A little girl—his pride and joy—The home fires burning—and the mother of the two.

"Why do you peddle your fruit?"
said I
To a huckster of melons who wandered by,
"Why do you shout from dawn to gloom?"
Said he: "For my wife and kiddies at home."

"Why do you dig in the ditch?" I asked
Of a grimy laborer, sorely tasked.
And this was the reason such work he did:
"I gotta da wife. I gotta da kid."

On they went down the busy street;
Eager toilers with hurrying feet;
Butcher, baker and banker grave,
Why do they work and why do they save?

What is it moves them to work and plan?
What is the motive of every man?
Stop him and ask him what holds him fast,
Dreaming and striving to serve at last.

Polished speech or accent queer,
This is the purpose that you shall hear.
Each will tell, as the digger did:
"I gotta da wife, (I gotta da kid.)"

This is the purpose which rules us all,
Home and the wife and the children small.

And we of the Milwaukee Women's Club know this right well. So, as we move forward in our work and play, let it be done with feelings of faith and pride, and with an undaunted spirit of optimism in both word and deed.



O. N. Bennett, Engineer, H. & D. Division
46 Years' Service

No Doubt About It

"I'm a father!" cried young Jones as he burst into the office.

"So's your old man," replied the boss. "Get to work."

HELP WANTED!



Car Service Rule 5

SEVERAL requests have been made for an explanation of Car Service Rule 5 which, for ready reference, is quoted below:

"If a movement of traffic requires return of empty cars to home road via the junction at which cars were delivered in interchange under load, the home road may demand return of empty cars at such junction, except that cars offered a home road for repairs, in accordance with Division V-Mechanical (M.C.B.) Rules, must be accepted by owners at any junction point.

"Note to Rule 5.—Notice of an intent on the part of any road to invoke the provisions of this rule should be issued by the designated transportation officer to the designated transportation officer of the road to which the notice is addressed, such notice to specify the type of cars and particular junction points involved.

"Such notice may not limit acceptance to the individual cars previously delivered, but may require the return of an equivalent number of home cars of the type specified, at junction point where delivered loaded.

"Interpretations"

"1. The words "Movement of Traffic" in Car Service Rule 5 mean the movement regularly through any junction point of any kind of traffic in (or on) the same class of car.

"2. Car Service Rule 5 gives to a railroad which may deliver regularly, to a connection through any junction, traffic of any kind in (or on) its cars of the same class, the right to require connection participating in the handling of traffic from the junction point, to use that point of interchange for the return of the class of empty cars engaged in the service, instead of returning them at some other junction less favorable to the receiving (owning) railroad."

While the provisions of this rule can only be invoked by the Transportation Department, in response to the requests an outline of the purpose and working of the rule follows:

The purpose of the rule is to provide a way for an originating line to secure relief from an unreasonable burden of excess empty mileage in connection with a regularly defined movement of traffic.

Under Car Service Rule 2, it is permissible to return empty cars to the owning line at any junction point, but when the provisions of Car Ser-

vice Rule 5 have been invoked, that rule supersedes Rule 2.

As an illustration of the working of Rule 5 we will assume, for example, that there is a regular defined movement of coal from West Clinton, Ind., to Hampton, Ia., routed via the CMSt P&P care of the M&StL at Pickering and when the cars are made empty the M&StL find it more convenient to return them at Pickering via the point where delivered under load. The distance from West Clinton, Ind., to Pickering, Ia., is 442 miles, while the distance from Mason City, Ia., to West Clinton, Ind., is 502 miles, and if this movement were carried out the CMSt P&P would have an empty haul 60 miles greater than the loaded haul on each car.

If there was loading for the equipment in the vicinity of Mason City, Ia., we would probably not object but if there were no such loading and it was a regularly defined movement of traffic and the number of loads in this class of equipment delivered at Pickering, Ia., was in excess of the number of empties of the same class received, we might, if unable to correct by mutual agreement, invoke the provisions of Car Service Rule 5.

However, certain conditions must be developed before the rule can be invoked. In the first place there must be a regularly defined movement of traffic. In other words, there must be a regular daily delivery of cars in quantity sufficient to demonstrate that it is a regular movement. If we delivered a few odd cars now and then, that would not be a regularly defined movement. After the regular movement has been developed, it is then necessary to check the interchange to show that there are not sufficient other empties of the same type and class returned via Pickering to offset the cars delivered at Pickering under load that are returned empty at Mason City, as all the rules require is that the receiving line shall return at the point where delivered under load sufficient empties of the same type and class to equal the number of loads received and it is not limited to the individual car.

After the rule is invoked if it should develop that the receiving line is unable to deliver sufficient cars to offset the loaded movement due to the loads being reconsigned at destination to points off their line or delivered to connecting line at destination in switching service and not returned via the switching line, or are returned at other junction points under load, they can offer that in explanation of the failure

and are not required to haul other cars to the junction point to offset.

In event of the receiving line failing to be governed by the provisions of Car Service Rule 5, the originating carrier has no right under the rules to refuse to accept empties at other than the junction points specified when the rule is invoked and the originating carrier, if unable to secure the observance of the rule by its connections, should then report the facts to the Car Service Division of the American Railway Association, who are expected to take the necessary action to secure proper observance.

Generally speaking, railroads avoid invoking this rule whenever it is possible and the few cases where it has been invoked has been in connection with coal, flat or stock cars which, in a way, might be considered in the nature of special equipment. Box cars are of such general service application that hardly any railroad would be warranted in invoking the provisions of the rule on that class of equipment.

At the present time we have invoked Car Service Rule 5 against the C&NW in connection with our system gondola equipment delivered to that line via Blue Island, and the CB&Q and Illinois Central have invoked the rule against our line in connection with their coal cars delivered to us at certain junction points.

The general understanding among railroads is that unless the burden of excess empty mileage is unusually great they should avoid invoking Rule 5, as generally speaking, the return of empty cars via the nearest junction point after being made empty is the best practice for the prompt and proper handling of equipment for railroads taken as a whole.

Question No. 37.

If we deliver foreign car to connecting line at 11:55 PM and interchange made between Agents 8:00 AM next day, does per diem stop as of time delivered or at time interchange report is made between Agents?

Answer to Mitchell.

This is governed by Car Service Rule 6, which reads as follows:

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

"Unless otherwise arranged be-

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

The interchange should be as of 11:55 PM, the time car placed on the designated interchange, even though the interchange report is not made until Agents come on duty the following morning.

Question No. 38.

Seed Company located on CStPM&O track wish to ship car of Seed via our line. Can we furnish system car for the loading or would Seed Company order CStPM&O cars for loading? Could we insist on switching a system car to CStPM&O for the loading and how long could they keep the car before per diem started?

Answer to Mitchell.

Unless local arrangement provides otherwise, shipper should order equipment from railroad that serves his track. If that arrangement is in effect shipper should place his order with CStPM&O who should pick up in their switching district a CMStP&P car or a foreign car that could properly be loaded under Car Service Rules and if unable to do so should order car from our Line. They are not permitted under Car Service Rules to apply CStPM&O car on the order as that is a violation of Car Service Rule 1.

Per Diem starts when car is placed on designated interchange track, but on cars handled in terminal switching service, connecting line is allowed a terminal switching reclaim which in this case would amount to actual per diem with a maximum of 8 days, with the further provision that the total amount reclaimed in any one month may not exceed an average of 5 days per car.

Question No. 39.

How are meat cars handled such as SRL, CRL and ARL? I understand they are not per diem cars. Am I correct?

Answer to Mitchell.

Privately owned freight car equipment is handled on instructions of the car owner and in the case of refrigerator cars, such as mentioned, the car owner is paid 2c per car mile loaded and empty covering distance handled with the proviso that the total empty mileage must be equalized with an equivalent number of loaded miles or in event of failure to do so, empty mileage may then be billed against the car owner at regular tariff rates. There is no per diem on privately owned equipment, but it is important nevertheless that it be handled promptly and that delivery to connecting lines be accomplished prior to midnight whenever possible as the prompt handling of equipment largely influences the amount of business private car owners route via the various lines and prompt handling also increased our average miles per car per day.

See Help Wanted column in Company Magazine issue September 1927 covering the handling of privately owned equipment other than tank cars. Help Wanted Column May 1927 issue, explaining compiling average miles per car per day.

Question No. 40.

If a car is loaded and billed by a shipper located on G.N. Rails at Sioux City for a point on the I.C. Ry., and CMStP&P transit is used and car is billed by the CMStP&P to final destination against what road may the G.N. reclaim? CMStP&P or I.C.? At present the I.C. are allowing the reclaim but since the service is being performed by the G.N. for the CMStP&P I think we should allow the reclaim even though the car would not appear on our interchange record as car is delivered direct to the I.C. by the G.N.

Answer to Sioux City.

This is covered by American Railway Association interpretation 5 M, which reads as follows:

"Question:—A car moving into a junction point over Road "A" is delivered to Road "B" for handling in terminal switching service in connection with stop or milling-in-transit tariff authority, Road "B" not participating in the freight

rate, and the shipment is subsequently delivered by Road "B" to Road "C" for outbound road movement. Should Road "A" pay to the terminal switching road the unloading reclaim and Road "C" pay to the terminal switching road the loading reclaim?

"Answer:—Yes. However, unless otherwise agreed, adjustments should be made whereby the carrier road for which the service was performed as indicated by its tariff will assume the terminal switching reclaims paid by the other carrier road; the method of settlement to be determined by local agreement."

According to this interpretation, the I.C.R.R. as the outbound carrier road are properly responsible to the GN Ry., as the terminal switching road for the loading reclaim, however, subject to reimbursement from our company as the carrier road for which the service was performed, unless otherwise agreed.

She Got 'Em

Fussy Old Lady: "I wish you would give me two good seats in the coolest part of the theatre."

Ticket Seller: "Certainly, here's two in Z row."

—Two Bells.



And the Arrow Brought Them
ON February 6th, last, a notable delegation of Nebraska business men arrived in Chicago on The Arrow, The Milwaukee's crack Omaha train. They came as delegates to the Interstate Merchant's Council which held a three-day session in Chicago in February. The party shown above came in a special car and chaperoned by Messrs. George Laing and Wm. Eng-

strom, Omaha representatives of Carson, Pirie Scott & Company who were instrumental in organizing the party and chartering the car for their comfort and convenience. The purpose of the great meeting was "business building, plans and interchange of ideas"; and it was the thirteenth annual meeting held under the auspices of the Chicago Association of Commerce.

THE MILWAUKEE MAGAZINE

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Wedding Bells

On March 11th, at the home of the bride's parents in Omaha, occurred the marriage of Mr. Henry A. Scandrett, President of this Company and Mrs. Frances Hochstetter Daugherty. The congratulations and good wishes of the Milwaukee organization are tendered to Mr. and Mrs. Scandrett upon the happy event.

The Season of 1928

THE signs of Spring, with Summer not far behind, are rife in the offices of the passenger traffic department. General Passenger Agent Dixon is lining up his soldiers and getting things in readiness for the travel campaign. Already the birds are singing over the golf links at Excelsior Springs, the sunhsine is inviting and The Southwest Limited is groomed and ready for the Springs visitors.

The opening of Yellowstone Park is but little more than sixty days' distant, at this writing, and already the Gallagaters are signing up for the greatest of all the tours on this Continent; with the Gallatin Gateway Inn at Gallatin Gateway, the wondrous drive through West Gallatin Canyon where the noisy, chattering stream tumbles its downward way between towering cliffs and lofty peaks, while the beautiful highway climbs steadily upward above the roaring river, to the West Yellowstone entrance of the Park, for the Park tour.

Rainier National Park will be open on the same date, and if you want to know of its wonders and beauties, read Hazel Bilty's story in this issue of The Magazine. Miss Bilty is a Rainier enthusiast. She is also a member of The Milwaukee Family, being the daughter of Chief Mechanical Engineer, C. H. Bilty, of Milwaukee.

Likewise the Black Hills, the Puget Sound Country and the countless other objectives where summer pleasures and summer beauties are calling, will soon be open for visitors.

All of us, of whatever calling in this great organization, are interested

in putting over a record business this year, and we are going to add the business-getters to our other duties, and everyone pitch in to "Boost The Milwaukee, Boost it every day" and boost it wherever we can learn of any one of our friends, or our friends' friends contemplating a vacation trip. We know there is no finer service than is offered by our splendid trains manned as they are, with loyal and efficient employes whose every effort and ambition is to give good service and to insure to our patrons an incomparable trip to our vacation lands. We take pleasure in assuring our associates of the traffic department our undivided and loyal support for the 1928 season.



The Pioneer

Bob Stewart, genial T. P. A.,
Was in our town, the other day
Tellin' all, or pretty near
Of the classy Pioneer.

Bob met a live, prospective lass
Fairly radiatin' class,
An' man alive, you'd ought to hear
Stewart boost the Pioneer.

He looked at her, with glowin' eye,
An' didn't let no time go by
Before he poured, into her ear
Facts about the Pioneer.

"Believe me, lady, she's some train;
She's some train", I'll say again
Roller bearin's an' such things
Make her ride, like she had wings.

"She's bran' new from roof to wheel,
Done in colors, that appeal,
Sleepers nice an' light inside,
An' even rooms, with beds beside."

He told her all about the diner
Nothin' better, nothin' finer,
"Mother's meals were good," said he
"But our's are better, you'll agree."

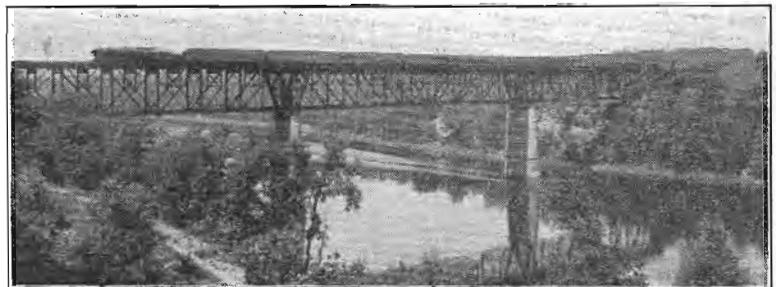
He filled her full of good suggestions,
Answerin' a hundred questions,
An' when she left, to me 'twas clear
That she would travel "PIONEER."

Milwaukee Service Includes Enthusiastic Employes

RECENTLY the Editor of the Tomahawk (Wis.) Leader had occasion to travel from his home town to Appleton, Wisconsin, and while in a Milwaukee sleeper, between Tomahawk and Milwaukee, he overheard a couple of Milwaukee Railroad employes discussing some improvements in the handling of freight, which the Superintendent of the Division had inaugurated. They were speaking so enthusiastically over the promise of better service, that the Editor of the Tomahawk paper broke into their conversation with some comments and questions. Apparently from the drift of the editorial which later appeared in The Leader, that editor had been under the impression that the word "service" was an overworked quantity, until he came in contact with some of our employes who took great pains to explain and illustrate some of the problems of freight handling which were being worked out in order not only to give better service; but also in order to be of greater use and convenience to the shipping and traveling public.

The incident so impressed the Tomahawk man that when he arrived at Appleton, he spoke to some of the shippers at that place about his experience, and found that all those employes had told him, was true in that section, as well as over on the Wisconsin Valley Division.

The Leader editorial concluded with the comment that the experience had been a new and pleasant one, because while he had expected, when he broke into the conversation in the sleeping car, to hear the usual criticisms of the superior officers and of what fool tactics were being followed in the operation of the railroad, etc., he had heard "the boys" tell wonderful stories of their boss and how he was working out some difficult problems; and how they were all "for him" first, last and all the time, to help put over a better service and make a greater record for the Milwaukee Railroad, among the shipping public.



The Pioneer Limited On Short Line Bridge

Signals and Signaling

Edmond S. McConnell

Concluded from March Magazine

THE division of non-fixed train operation signals into auditory and visual signals is somewhat of an arbitrary division, made as a matter of convenience. The development of such signals was very gradual and more or less haphazard until they were standardized all over the country when the American Railway Association adopted the "Standard Code of Train Rules and Signals" in 1899.

The steam whistle signal is almost as old as the locomotive itself, for it is said to have been invented by George Stephenson in 1833, but even before that time engine whistle signals had been given by lifting the safety valve balance. In the United States the first mention of a whistle in connection with a locomotive was on one built in 1837, which because of its attractive sounding whistle was purchased by the president of the first railroad built in Ohio, then under construction. Electric locomotives as well as steam locomotives make use of whistle signals, but the whistle is operated by compressed air instead of steam which gives it a peculiar high pitched tone.

In the tabulation herewith the prescribed whistle signals are illustrated by an "o" for short sounds and "—" for longer sounds.

Engine and Motor Whistle Signals

Sound	Indication
1. o	Apply brakes; proceed.
2. — —	Release brakes; proceed.
3. — o o o	Flagman protect rear of train.
4. — — — —	Flagman may return from the west, provided all necessary precautions have been taken to insure that the train will not be overtaken by a following train. This applies when train has made an unexpected stop.
5. — — — — —	Flagman may return from the east, under the same circumstances at No. 4.
6. — — —	When running, train parted; to be repeated until answered by the proper hand, flag or lamp signal. It is also used in answer to the same signal.
7. o o	Answer to any signal not otherwise provided for.
8. o o o	When train is standing, back. It is also the answer to the corresponding hand signal or train air signal. When train is running, it is the acknowledgement of train air signal "o o o" meaning stop at next station.
9. o o o o	Call for signals.
10. — o o	To call the attention of yard engine and other trains to signals displayed for a following section of the same train.
11. — — o o	Approaching public crossings at grade.
12. — — — — —	Approaching stations, junctions, railroad crossing at grade, and drawbridges.
13. — — o	Approaching a meeting point with another train.
14. o —	Inspect air brake train pipe for leak.
15. Succession of short sounds	Alarm for persons or animals on the track.

The operation of the train air signal system between train and engine cab will be explained in the chapter on air brakes. The code of signals is given in the accompanying tabulation.

Hand, flag, and lamp signals are used to signal the engineer for certain train movements. The most simple

signal is given by a movement of the hand and arm, or if the distance is greater than can be readily seen by enginemen as in the case of a long freight train, a flag is used. At night a white lantern is used in the same manner. The old fashioned signal oil lantern is traditional with railroad men,

but it is being replaced by electric lanterns, particularly in the passenger service.

Certain train signals consisting of flags and marker lamps carried on the front and rear of engines and trains are used to indicate certain classes of train and train or engine movements.

Communicating Train Air Signals

Sound	Indication
1. o o	When standing, start.
2. o o	When running, stop at once.
3. o o o	When standing, back the train.
4. o o o	When running, stop at next passenger station.
5. o o o o	When standing, apply or release air brakes.
6. o o o o	When running, reduce speed.
7. o o o o o	When standing, recall flagman.
8. o o o o o	When running, increase speed.
9. o o o o o o	When running, increase train heat.
10. —————	When running, look back for signals.

Hand, Flag, and Lamp Signals

Manner of Using	Indication
1. Swing across the track.	Stop
2. Held horizontally at arm's length when the train is moving.	Reduce Speed
3. Raised and lowered vertically.	Proceed
4. Swung vertically in a circle at half arm's length across the track when the train is standing.	Back
5. Swung vertically in a circle at arm's length across the track when the train is running.	Train has parted.
6. Swung horizontally above the head when the train is standing.	Apply Air brakes.
7. Held at arm's length above the head when the train is standing.	Release air brakes.
8. Any object waved violently by anyone on or near the tracks.	Stop

There are quite a number of these signals, but only the more common ones need be given.

Track torpedoes and fusee signals are used to protect the rear of the train when it stops or runs at reduced speed in an unexpected place. Track torpedoes are placed on the rail in the rear of the train by the flagman to be exploded by a following engine. The explosion of two torpedoes is a signal to reduce speed and to look out for a train or other obstruction ahead. The explosion of one torpedo means the same as two, but the use of two is required as a measure of added safety.

A fusee signal is used under practically the same circumstances and with practically the same indication as torpedoes. A fusee consists of a slow-burning inflammable powder compressed in the form of a stick or candle about an inch in diameter and about eight inches long, mounted on a sharp spike which will readily stick in the ground or in a cross tie. When ignited a fusee will burn for about five minutes with a brilliant red light. A lighted fusee is thrown off by the flagman before the train comes to a stop in an unexpected place, or at intervals as long as the train continues to move at reduced speed in an unusual place. The indication of a lighted fusee is to look out for a train or other obstruction ahead, and a train coming upon a lighted fusee will stop and extinguish it and then proceed with caution.

Train Signal

1. Two white flags by day and both two white flags and two white marker lamps carried on the sides of the front end of the locomotive boiler.
2. Two green flags by day and both two green flags and two green marker lamps carried on the sides of the front end of the locomotive boiler.
3. Two marker lamps having four faces, three green and one red face each, carried on the sides of the rear of a train.
 - (a) Unlighted marker lamps
 - (b) Lighted marker lamps showing green toward engine and sides and red to rear.
 - (c) Lighted marker lamps showing green toward engine, sides, and to rear.

Now-a-days one hears a great deal about automatic train control and train stop systems, and the "Milwaukee" has recently completed an initial installation of what is called the Continuous Inductive Train Stop System on the River Division between Bridge Switch (across the river from La Crosse) and Hastings, a distance of about 108 miles. The train stop system is almost entirely electrical, and is superimposed on the regular alternating current, automatic block, semaphore signal system. No devices have been added to the roadway except a few additional signal circuits and the "B" points between signal locations. These "B" points which you will likely notice along the right-of-way consist of an iron box housing a number of relays.

The major part of the equipment is carried on the locomotive. Two inductive receivers, consisting of coils of wire on an iron core, are carried on the pilot at the rear of the tender, a few inches above the rail, while the vital electrical parts are carried in a weatherproof box on top of the boiler near the sand dome. A few additional valves are required where the train stop system is interconnected with the regular air brake system.

By means of the train stop system the roadside signal indications of red,

Indication

- Engine running forward as an extra train.
- Engine running forward displaying signals for a following section.
- Rear of train by day.
- Rear of train by night when running.
- Rear of train by night when on siding to be passed by another train.

green and white are repeated in the cab, and a change of indication to a less favorable one is accompanied by an audible whistle signal. Unless forestalled by an alert and conscious engineer within six seconds after a change to a more restrictive indication, an automatic full service application of air brakes will be initiated which can not be released until after the train has stopped, when it becomes necessary for the engineer to leave the cab in order to reset the device.

Such an application of brakes will bring the train to a stop before reaching the next signal location. The train stop system does not function under normal conditions of operation, except to repeat the roadside indication in the cab, accompanied by an audible whistle. When changing to a more restrictive indication, but in case of death, disability, or loss of absolute alertness and consciousness on the part of the engineer, the train stop system functions to bring the train to a stop before derailment or collision can occur.

What Else Could She Expect?

Teacher (sternly): "This essay on 'Our Dog' is word for word the same as your brother's."

Small Boy: "Yes, ma'am; it's the same dog."

A through freight conductor's work is very important, as he comes in contact with the through freight business and stock shippers. His treatment to them can win or lose a large amount of their business. I have had some of our stock shippers who would say, "I hope I catch so and so on the next division (who has in some way made his past trip pleasant)," and again others would say, "What has become of so and so? I do not care to catch him as conductor." So you see it is up to the through freight conductor to handle these men to their best advantage and treat them with courtesy and respect. When they are shipping stock over our lines make them feel at home in the caboose and before arriving at your home terminal, allow them to have access to soap and water. I have found these men get off of our caboose with a good feeling for the crew and company.

After a certain number of years of service on through freight, the conductor has prepared himself for local

work. The local conductor comes in contact with all the local shippers. He is personally known by the stock men, train dealers, merchants and farmers, either as a good or bad conductor. They all look to him to handle their business promptly and carefully. If he meets them on the platform with a smile and pleasant word, he is gaining both friendship and the good will of the public. It does not cost any more to give a pleasant word than it does to have a frown on and it always pays a bigger dividend. I have had these shippers to meet me sometimes during the week for a friendly chat which helps in getting and holding business. A local conductor should be just as much of a business man as a merchant, and should run his train in the same manner as if it belongs to him, for he is helping to sell transportation.

I know a shipper on our line who lives at a competitive point where he has always let the competitive road transact all of his business, but on account of one of their employes giving him a short answer he has diverted his business over to our line. So you see how an employe of a railroad can be a detriment to his company by mistreating a patron.

The conductor, after serving for years in local service, is promoted to a passenger train. He is now a big man in a big place, for he now meets people in all walks of life but high and low. He should be very genteel, kind, patient and thoughtful, for as he goes about his work all eyes are watching him. His treatment of the passengers is always remembered.

So let us ask ourselves if we are running our trains to the best advantage to ourselves, to our company and to the people we serve, so that it will be a pleasure to the people to travel or ship their commodities over our lines. Let us be a live wire and a booster for the best railroad, the best officials, through the best territory in the United States. The conductor who is worth while is the one that can smile when everything goes wrong.

What I Learned in Twenty Years of Service

By a Conductor from the Short Grass Country

Reprinted from the Missouri Pacific Magazine

ONE of the biggest assets to a railroad is the conductor, as they are the ones who meet the public in a direct way. The first thing that is necessary to be a good conductor is courtesy to the patrons and obedience to the company. A good conductor is one of the biggest investments any railroad can have, and it depends on the manner in which he handles his train and patrons whether he is an asset or liability to his company. He can build or destroy the present and future business for the company of which he is employed.

There are three different trains with which a conductor comes in contact. First, through freight; second, local freight, and his promotion, the passenger.

April Shower Frolic and Dance

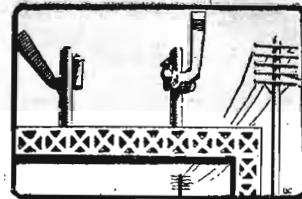
ON April 14th, the C.M.St.P.&P. Athletic Club of Chicago holds its annual April Shower and Frolic in Union Station Building. The Windy City Orchestra will provide the musical entertainment and the members and their guests will do the rest. A good time is assured to all, and an invitation to attend is extended to all employes, their wives, husbands, sweethearts, sisters, cousins and aunts and their friends.

The recently elected officers of the Athletic Club are: Milton Field, president; Leo Mascovich, Vice President; Stanley Hansen Secretary; Harold Netter, Treasurer; Michael Shimkus, Geo. Welick, Sargent-at-Arms.





BUREAU OF SAFETY



Safety First in Our Daily Life

ENGINEER Carl Beyers, of the Chicago Terminals Division, writes as follows: A great many of us do not realize how important a factor SAFETY FIRST has played as we go about our daily labors—how we could by a little act or effect on our part make conditions more safe for ourselves, as well as for our fellow workers. We go about our work seeing unsafe conditions, but make no effort to have them rectified as long as we get by without personal injury, never thinking that perhaps some one of our fellow workers may not be as fortunate as we have been in evading this condition.

If every employee would put his shoulder to the wheel, thinking of the safety of his fellow workers as well as himself, we would by far be nearer 100% SAFETY FIRST than we are now. It is not my desire to say that I am 100% perfect, but I do wish to say that I try to do all I can to promote the cause of SAFETY, although I am not able to attend the meetings which are held monthly to discuss the cause of Safety, I go about my work and whenever an unsafe condition comes to my notice and I am unable to rectify it myself, I call it to the attention of the proper authorities and have always found that they would see that such condition was taken care of.

I believe if every employee would take a little more interest in the work of SAFETY FIRST, we would be getting nearer that 100% SAFETY mark.

* * * * *

A View of Safety First, as Seen From the Cab of a Locomotive
By Guy L. Amundson, Engineer
River Divn. & T. C. T.

THE Safety first movement was started many years ago by the railroads of this Country, and since that time has spread to nearly all other industries. It has become a national, in fact an international movement.

The phrase "SAFETY FIRST" has become a slogan wherever the English language is spoken. It has developed into a movement that has done more than any other one thing to save the life and limbs of human beings. So universal have been the benefits accruing from this simple phrase that no longer are the employees of industries alone in boosting for the movement; they have been joined by the general public; municipal and state governments have entered the campaign for "SAFETY FIRST."

For instance, the state has provided stop-boards at railroad crossings to warn the public of the danger ahead—another step in the safety first movement.



Some time ago a switchman working with our crew at the Twin City Terminal lost his arm while switching cars. It was at night, and very dark. He was riding on the side of a car and was about to get off when he stumbled over a large block of wood. His arm went under the wheels and was crushed. I feel that this was a preventable accident. It should not have happened. Not that the unfortunate man was at fault. He could not foresee that he would encounter the obstruction. I cannot but feel, however, that some one was guilty of neglect in leaving the block in so hazardous a position.

An engineman's view sometimes differs from that of the men on the ground. Not so long ago, while switching in the St. Paul terminal, we had pulled a string of cars out on the lead to be switched. The Foreman gave the proper kick-signal, but the headman failed to get the pin, and we stopped. The headman gave a stand still signal and disappeared between the cars. A few seconds later the Foreman, standing down the lead a few cars from where the headman entered, gave another kick-signal, but I did not move. The pin lifter on the right side of the car was inoperative, making it necessary for the headman to crawl through to the left side to pull the pin. In doing this, he had given the Foreman a signal to kick them. However, this did not relieve me of responsibility as I believed he still was between the cars. I was practicing Safety First. I received several signals from the foreman, but didn't respond. Finally the foreman surmised

what caused me to hesitate and walked up to where the headman was working, then gave another signal. In this instance there was no one who was taking a chance, but it illustrates the difference in view from the cab and from the ground.

After we had the cars switched I called the foreman's attention to my point of view. He was pleased at the extra precaution taken, and readily agreed that I had done the right thing.

Safety First doesn't apply merely to railroads and their employees; it applies to the general public as well. The other day, approaching a crossing at grade at a speed of about fifteen miles an hour, a bus loaded with passengers came dashing up to the crossing, making the regulation stop as required by law. Then, undoubtedly considering himself a good judge of distance and speed, the bus driver dashed across just ahead of the engine. He was indeed a good judge of both speed and distance, for he barely made it. Nevertheless he was taking a chance, not only on his own life, but on the lives of many passengers who were depending on him for their Safety.

There are many exciting moments in the care of an engineman, and some of them are furnished by automobile drivers who insist on "beating the train to the crossing." Which reminds me of a story.

Three men in an automobile were approaching a railroad crossing. The driver, his mind bent on getting to the crossing ahead of an approaching train, said to his companion in the front seat, "Watch me beat that train to the crossing." Here's \$10 that says you can't do it," said the other. At this point the third man, seated in the rear seat, chimed in with: "Well, I don't give a tinker's damn who wins, but I hope it isn't a tie."

Yes, and so do we. It is only the "ties" that one hears about, while there are hundreds of chances taken that the men in the cabs are the ones to get gray hair over.

There have been many changes. In bygone days the engines were small. The largest part of the engine was the cab. One could get a fair view both ways. Now, with the larger power, such as an L2 engine, a man standing on the footboard cannot be seen from the cab. The only thing visible is his arm, or lantern, projecting out from the side of the engine. When that disappears, one may imagine a number of things; for he may be adjusting the coupler, or performing some other hazardous task. So, the safest way is to stop a little short of making the coupling. SAFETY FIRST!

Accidents on railroads, as well as in other industries, cannot be entirely eliminated. By close observing, and applying safety first practice, that is refusing to take unnecessary chances, much can be done to reduce accidents to a minimum.

* * * * *

Accidents Don't "Happen"

Much credit is due to whoever it was who said "only one per cent of all accident 'happen'. The other 99 per cent are 'caused'.

THAT is the very foundation of the campaign for eliminating accidents the world over. If accidents happened, there would be very little difference in the comparative accident reports from month to month, and the elimination of certain accidents would be merely luck and not good judgment on the part of the workmen to whom credit is largely due for prevent accidents, but such is not the case. Accidents have really been prevented and judgment and cautiousness upon the part of the workmen are responsible for this prevention.

It is the "cause" that the Safety movement is after. If an accident can occur, it is apt to occur, and the only way to prevent it is to eliminate the cause. Some accidents, in the past, have occurred because of dangerous conditions and when these dangerous conditions were corrected and made safe, accidents at those particular points immediately stopped, but accidents from carelessness are still occurring at frequent intervals and the only way to prevent this class of accidents is to educate the workmen to substitute safe and cautious habits for careless habits, or to replace the careless men with safe men, and one of the two is absolutely necessary.

A safe man will also assist in making dangerous places safe. When he sees a dangerous condition, he will immediately report it to his foreman for correction, and his foreman will immediately see that it is corrected so by this it can be plainly seen that the elimination of accidents always has, and always will, depend largely upon the interest taken by the men on the job and the foreman who has charge of the department.

Reduce the percentage of "caused" accidents by being safe men, and keeping places safe for safe men to work.

* * * * *

Luck Ruled by Law

TAKE a pack of cards, shuffle them, lay them face down on the table and draw the ace of spades. The chances are fifty-one to one against success. If you repeat the operation a great number of times you will draw other cards fifty-one times as often as the ace of spades.

This follows a mathematical law called "the law of probabilities," to which there are no exceptions. You may draw the ace on the first attempt; if so you will call it "luck." However, it is not luck; it follows the law of probabilities. Repeated attempts—a

sufficient number of them—will prove it.

Accidents (with the possible exception of catastrophies caused by such natural phenomena as earthquakes, tornadoes, lightning, etc.) do not just "happen" but are "caused" by combinations of circumstances. These combinations are not controlled by luck but follow the law of probabilities.

It is not luck, for example, that permits me to step out from behind a trolley car and escape injury from an automobile coming in the opposite direction; it is merely that the necessary combination of circumstances has not yet been completed. Under the law of probabilities, if I continue to repeat the performance the missing circumstance will some day make its appearance—it may be a mere particle of dust blown into my eyes, or a stumble due to re-soled shoes, or some other trivial happening—but it completes the combination and I have lost the gamble in which I staked my life against an infallible "system."—Like any other gambler I believed in "my luck."

There is just one way to beat the game: **DON'T PLAY IT!** Give up taking chances, with your life and you will have no cause to complain of your "luck." Thousands have already learned this, but thousands more will learn it too late. Don't be one of them.

* * * * *

A Little Thing

He caught his hand, a little thing,
He hardly felt the sting.
He could not stop for iodine, so—
Five weeks in a sling.

He ran a splinter in his knee,
Why, what is that, I beg?
He could not stop to fool with that.
The Doc cut off his leg.

He got a cinder in his eye;
Removed it with a knife.
He goes around half blind now,
But he's glad they saved his life.

He grabbed a piece of foreign wire
In quite a careless way.
The flowers were most pretty
At his funeral, they say.

He climbed to fix a cable,
On a ladder with a crack.
We're standing six feet over him,
He's flat on his back.

We're always hoping for the best
When we should fear the worst.
It's best to tend the little things
With "First Aid" and "Safety First."

All For Safety

Guy E. Sampson

IF anyone thinks that the SAFETY FIRST work is not getting a great boost from Terminal employees just let them attend the regular monthly meetings held at the Union Depot and see for themselves that many more of our boys are getting interested every month. B. of R. T. Lodge No. 119 is taking an active part in the Safety

First work and have appointed a member in each district in the terminal to gather data and suggest what both the company and the employees can do to make our duties less dangerous. The subject finds place in the regular lodge meetings and much interest is being taken. Every employee who is working around yards, shops, round houses or tracks are in a position to gather more ideas for Safety First than any of the supervising officers whose work keeps them at an office desk from day to day. If you notice whereby an improvement can be made, don't "hide your light under a bushel" and in a meeting and make your discoveries known. To know of an unsafe condition and not report it makes us to a certain extent to blame for any accident that might occur because of such unsafe condition. Let's not allow any unsafe condition to go unreported. Don't even wait for the next meeting, but call the Superintendent, who is chairman of the Safety First Committee, by phone and make it known to him and then follow it up at the next meeting. In almost every case you will find he has taken action long before the meeting and if he has not, then take it up again and see how much good you will get personally out of attending the meeting. Start now and say you will attend the next two or three Safety First meetings and we will wager that you will find yourself wanting to attend all of them. In Chicago Terminals we showed a good reduction in accidents last year, but we all want to do better this year, and if attending one meeting a month will bring about the desired effect, who of us would hang back and not help?

Safety Meeting at Bensenville

Marion R. Rands, Acting Secretary

A special Safety First Meeting was held in Bensenville, Ill. March 5 at 8 o'clock in the Club Rooms of the Milwaukee R. R. Women's Club—about 50 people were present. The ladies were very happy to have the Safety First Committee take advantage of their standing invitation to use their Club Rooms at all times.

Meeting was called to order by Mr. Sampson Local Chairman of this special meeting who gave a short address of welcome, and introduced Mr. W. H. Cobb District Rep. of Safety First who was to speak later in the evening. Mr. C. L. Whiting Supt. of Chicago Terminals and Chairman of the Safety First Committee then took charge of the meeting. Thanking the ladies for their kind invitation and reading letters from Mr. Gillick, Mr. Harstad, Mr. Rummel and Mr. Lollis, regretting they were unable to attend and expressing kindest wishes for the success of the meeting.

Mr. Whiting was very pleased to notice that the women are becoming more and more interested in this great work of accident prevention and urged even greater co-operation as Safety First is not a selfish proposition on behalf of the R. R. Co., but a motive adopted to protect employees and their families. He was very sorry to report several accidents in the last few months, and these were due largely to carelessness. If thoughts of Safety

(Continued on page 47)

Current Railroad Topics

A Ton of Freight Moved One Mile for A Cent

Receipts Per Ton-Mile Last Year Were 15.3 Per Cent Less Than 1921; Result of Downward Rate Trend

AMERICAN railroads do a bigger transportation job at cheaper rates than any other country in the world.

The railroads last year received an average of 1.080 cents for moving a ton of freight one mile. This represents a decrease of 15.3 per cent as compared with receipts in 1921.

For transporting a passenger one mile, the railroads received last year an average of 2.896 cents, a decrease of 6.2 per cent as compared with 1921.

These decreases are the results of innumerable individual rate readjustments which have been going on throughout the country in the last few years.

Decrease in Revenue Greater Than Decline in Traffic

In an analysis of this situation, just issued, the Bureau of Railway Economics says:

"In the freight and passenger services, the decrease in revenue in 1927 was relatively greater than the actual decline in traffic. Respecting the other services, known factors do not exist by which to measure the physical amount of the service rendered.

"The explanation for the greater drop in revenue than in traffic lies in the declining price of transportation in 1927, that is, what the public paid the railways per transportation unit. In both the freight and the passenger service, average receipts per unit were lower in 1927 than in any previous year since 1920.

"The average receipts per ton-mile and passenger-mile, year by year from 1921 to 1927, are presented in the following table. These averages measure with a fair degree of accuracy the respective price levels of the two principal kinds of transportation service rendered by the railways."

Receipts Per Ton-Mile and Passenger-Mile, 1921-1927

	Receipts per ton-mile (cents)	Receipts per passenger-mile (cents)
1921	1.275	3.086
1922	1.177	3.027
1923	1.116	3.018
1924	1.116	2.978
1925	1.097	2.938
1926	1.081	2.936
1927	1.080	2.896

Per cent decrease:

1927 under 1926.....	0.1	1.4
1927 under 1921.....	15.3	6.2

Class 1 railroads in 1927 attained the greatest efficiency in the use of fuel by road locomotives on record, according to complete reports for the year just filed by the railroads.

An average of 131 pounds of fuel was required in 1927 to haul 1,000 tons of freight and equipment, including locomotive and tender, a distance of one mile. This was the lowest average ever attained by the railroads since the compilation of these reports began in 1918, being a decrease of six pounds under the best previous record established in 1926.

For every pound of coal or its equivalent used, the railroads in 1927 hauled 7.6 tons of freight and equipment one mile.

This means that for every 2.1 ounces of coal, the railroads in view of the striking increase in efficiency, hauled an average of one ton of freight and equipment one mile.

Class I railroads in 1927 utilized for road locomotive fuel, 95,459,840 tons of coal and 2,042,137,055 gallons of fuel oil. In each instance a decrease was shown under 1926.

An Appreciation

March 6, 1928.

Supt. of Dining Cars,
Chicago, Illinois.

Dear Sir:

I want to take this opportunity to write you how I enjoyed the dinner served on this famous train.

I especially want to call your attention to the steward on this train—1st section out of Chicago, March 6th, 6:30 P.M.

I believe the gentleman's name is Mr. Lewis. He deserves commendation for the courteous service he renders.

It seems the passenger's comfort is foremost in his mind; but the young man is such a decided contrast to some of the stewards I come in contact with that I could not refrain from expressing my appreciation.

Yours very truly,

(signed) J. F. Van Druten

Palo Alto, California.

An Agent Addresses His Station Force

THE running of a railroad requires the active cooperation of all of the employees from the President down to the Section Foreman, in fact while different titles prevail the employees are taking care of other people's property and the other people are the stockholders and bondholders. They endeavor to put the best men available at the heads of each department. The boss of each department must depend upon the subordinates to properly carry out the work and where, a bond of sympathy and understanding between employer and employee is not the hoped-for result things do not go right.

In the last month we had a case of very rough handling of a merchandise car. The Conductor has no record of the car being roughly handled and as no report was made to the Agent by the Yard forces, it is doubtful whether, if the rough handling occurred in the Yard, that anyone took precautions to guard against a similar occurrence. Rough handling of cars not only causes claims but puts our patrons to a great inconvenience in trying to get their damaged merchandise into a salable condition. Sometimes the merchandise that is damaged is an item that the patron has been waiting for. Imagine his chagrin when we have to tell him that it is all broken up and he may have to place a wire order to have the goods duplicated. Accidents will happen no matter how carefully we guard against them but the careless performing of one's work should not be tolerated.

We hear complaints about discourteous treatment of patrons at the hands of corporation employees. Some time ago Babson, nationally known statistician, criticised our railroad for employees smoking cigarettes while waiting on customers at ticket windows. This criticism was given considerable publicity. Criticism of railroad employees, locally, also gets considerable publicity. As long as offices are open for business the public should be waited on even if it happens to be closing time. We never should tell patrons that it is after closing time and don't know whether we can do this or that. Human nature is very, very fickle. One discourtesy will be remembered longer than ninety-nine acts of kindness. Keep this in mind.

Ever Try It?

Mutt: "I stayed awake all night, Jeff, on that train. I can never sleep in a berth!"

Jeff: "Oh, I have no trouble at all—after I once get in the hammock."

His Doormat Love

"Go on," he remarked teasingly, "if I were to die tomorrow, you'd marry again in no time."

She wheeled from the gas range and said in a voice trembling with emotion, "I wouldn't wipe my feet on the best man who ever lived, except you."

And he went back to his work feeling real happy.

CLAIM PREVENTION

FRIGHT UP THIS HANDLE WITH CARE

Freight Claim Payments Year 1927

YOU will note from the diagram on the next page that Rough Handling and Unlocated Damage were responsible for 51% of our total freight claim payments during the year 1927, amounting to over one-half million dollars.

The next largest account you will note, is Unlocated Loss, amounting to \$133,000.00. This account includes loss of entire package and loss of other than entire package and represents freight that simply never shows up at destination, although properly receipted for at the originating point.

We also give you statement of freight claim payments by months for the year 1927, showing the freight revenue, claim payments and ratio of freight claim payments to revenue.

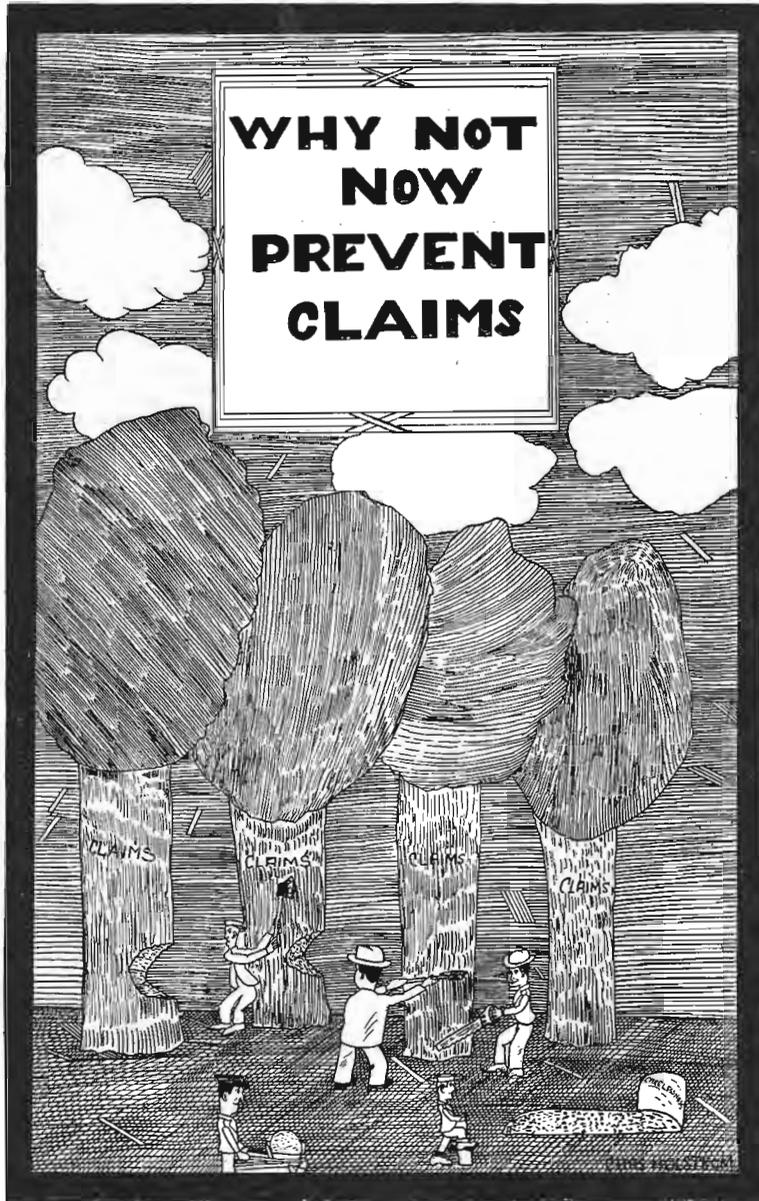
Account 418 which represents the loss and damage claim payments is included in the total of transportation expense, therefore, any cut that we can make in the freight claim payments will have a corresponding reduction in transportation expense.

Live Stock Handling

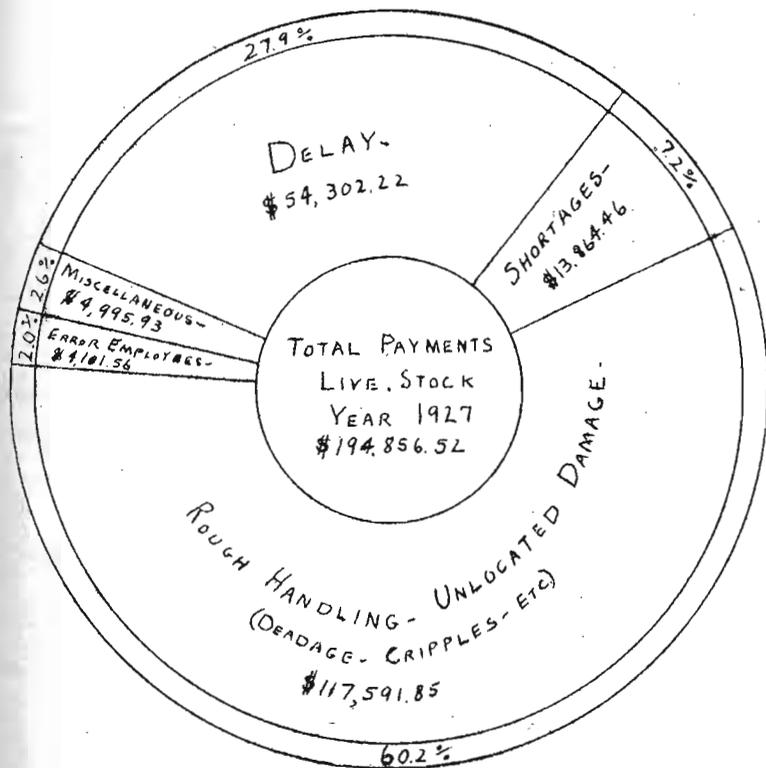
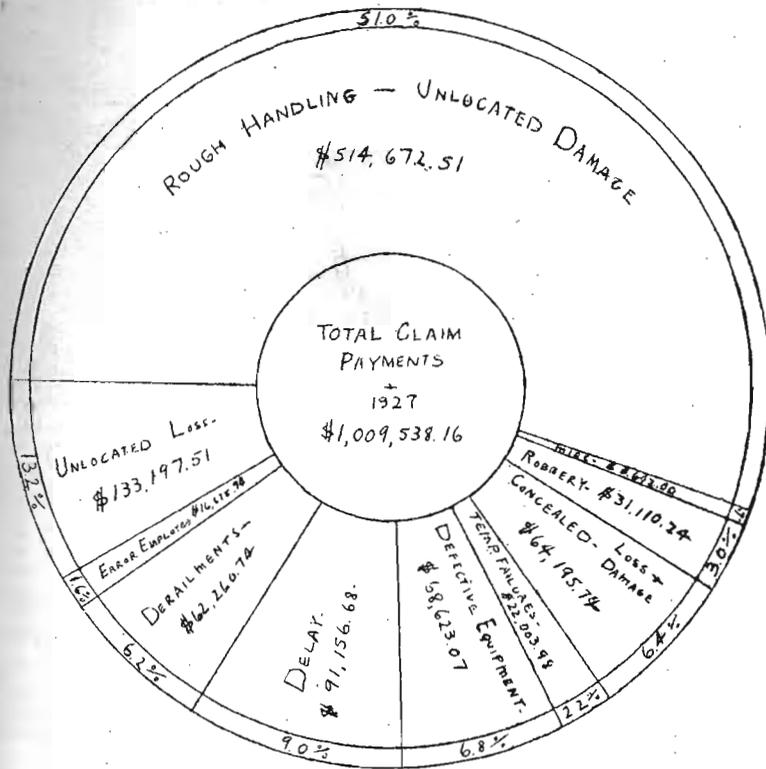
REGARDLESS of all that has been said about the importance of checking shipments of live stock at time of loading, we are still finding that in a great many instances stock is being loaded at time when station employes are on duty and no check is actually being made as to the condition of the individual animals at that time. As a result, shipments are arriving at markets with a large number of dead and crippled animals and claims are being paid due to the fact that live stock contracts fail to indicate any exceptions existing at time of loading.

During the year 1927 this Company paid out in live stock claims a total of \$194,856.52, an increase of \$11,977.26 as compared with the previous year, this representing practically one-fifth of our total claim payments and due to the fact that we handled less live stock than we did in the previous year, our claims per car covering all classes coming under this heading show an increase of 16c; in other words, we paid out in freight claims \$1.24 for every car of live stock we handled during the year.

We are rapidly approaching our first real warm spell and too much cannot be said as to the importance of seeing to it that cars furnished at this time are thoroughly cleaned previous to loading, that showering plants are hooked up and ready for operation and that they are put into use just as



1927	Freight Revenue	Claim Payments	Ratio
January	\$ 9,319,907.01	\$ 101,695.37	109
February	9,475,156.00	85,057.54	.89
March	10,804,309.95	84,289.63	.78
April	9,434,727.06	92,541.16	.98
May	10,315,415.56	80,535.45	.78
June	10,490,902.86	74,164.61	.71
July	10,149,797.65	61,651.83	.62
August	11,924,147.91	79,559.41	.67
September	13,869,078.11	82,408.88	.59
October	14,476,686.64	80,040.66	.55
November	11,411,355.29	82,547.10	.72
December	9,501,195.35	105,047.02	1.10
Total	\$131,172,764.39	\$1,009,538.16	.77



LIVE STOCK.

soon as the weather conditions warrant. Agents and other station employes can do more than any other class of employe in bringing about a reduction in this account by giving the handling of live stock the attention

its importance deserves and we are sure that if this is done, we are going to make a very splendid reduction in our claims per car during the current year.

The accompanying diagram shows

us very clearly that practically 88% of our entire claim payments on live stock is due to delay, rough handling and unlocated damage. Under the heading "Unlocated Damage" we allocate all claims paid on deads and cripples.

The one remedy is more careful inspection at the time the stock is loaded at originating point, with a notation on the live stock contract and waybill of any exceptions noted.

"The Third Knot"

Guy E. Chinn, Engineer, Des Moines Division

"RAILROADING today is a pretty stiff game for all concerned; that is, if we get business that would not naturally come to us, as the rates are regulated by others and we are in a field of strong competition. We have, however, a weapon which if used by all employes would be very effective. This weapon is Courtesy.

"Sometime ago I read an article about a famous surgeon performing a very serious operation. There were several doctors present and they noticed that in stitching up the wound this noted surgeon tied three knots instead of the customary two. It aroused their curiosity so after the operation one of them asked why he had tied the third knot. The old surgeon replied 'I always tie a third knot, it may not be necessary but it is that much safer and I sleep the better for it.'

"In the state of Louisiana there is a custom among the merchants of giving the thirteenth roll for the dozen, a few potatoes on the basket after the scales have balanced for the bushel, or some other little extra. This little extra the merchant gives is called Lagnappe and this is the merchant's Third Knot. It doesn't amount to much to either of them but it mellows the atmosphere and promotes a good feeling between them.

"Now on the Milwaukee we have no rolls or potatoes to give, but we can tie a Third Knot and make our road the preferable way to ship and travel, by each employe never missing a chance to extend a courtesy to a passenger, prospective passenger, shipper or prospective shipper. Our competitors are tying two knots the same as we by delivering passengers and freight to their destination but let us tie a Third Knot and make our road the preferable one by being courteous to our customers. A few courtesy loaves cast on the waters will float back to us in carloads of freight to be moved and we will all profit by it."

Signs of the Times

"Good heavens, man, what is the matter with your face? Were you in an automobile accident?"

"No, I was being shaved by a lady barber when a mouse ran across the floor."

—Santa Barbara News.

Isn't It So?

Just as soon as a man begins to think he knows everything, along comes his twelve-year-old boy and asks him a question in geography or arithmetic or English which he cannot answer.

SPORTS

STANDING OF
C.M.St.P.&P. Women's Bowling League
Final Week Ending March 5, 1928

Teams	Won	Lost	Average	Prizes awarded	
				each Team and	Individual
Computing No. 1	59	4	405.4		\$29.50
Car Accountant	50	13	392.3		25.00
Typing	40	23	357.54		20.00
Ticket Auditor	23	40	313.48		11.50
Computing No. 2	23	40	313.32		11.50
Freight Auditor No. 2	19	44	305.38		9.50
Auditor of Expenditure	19	44	305.8		9.50
Freight Auditor No. 1	19	44	302.40		9.50

INDIVIDUAL AVERAGE

Player	Won	Lost	Average	Prizes awarded	
				each Team and	Individual
1. E. Albright	63	140.18	235		\$10.00
2. J. McDonald	63	145.3	206		9.00
3. V. Fulton	63	138.10	106		8.00
4. M. Porten	60	133.24	204		7.00
5. G. Narjes	63	131.61	190		6.00
6. M. Maney	60	116.53	177		5.00
7. M. Freitag	63	114.51	170		4.00
8. C. Lakowsky	63	113.45	156		3.00
9. M. Prestin	60	113.20	160		2.00
10. E. Rock	63	112.50	200		1.00
11. M. Drebes	63	112.27	164		
12. E. Ryan	57	111.7	203		
13. L. Teske	63	104.20	155		
14. G. Dorr	63	104.6	154		
15. C. Barber	48	103.9	148		
16. H. Teske	63	101.42	153		
17. E. Schulz	54	101.23	161		
18. D. Beam	63	96.21	148		

HIGH TEAM AVERAGE—THREE GAMES

Computing No. 1, 1387—\$4.00 2nd, Car Accountant 1324—\$2.00

HIGH SINGLE GAME

Computing No. 1, 488—\$4.00 2nd, Typing, 467—\$2.00

HIGH INDIVIDUAL AVERAGE—THREE GAMES

E. Albright, 535—\$4.00 J. McDonald, 491—\$2.00

HIGH SINGLE GAME

E. Albright, 235—\$4.00 J. McDonald, 206—\$2.00

RESULT OF "MIXED DOUBLES" HELD AT CRYSTAL ALLEYS SATURDAY, MARCH 10, AMONG EMPLOYES OF C. M. ST. P. & P. R. R.

Name	Total
1. E. Albright	503
H. Tobin	533
2. C. Mackreth	403
R. Gentz	632
3. J. McDonald	411
F. Specht	580
4. G. Narjes	369
T. Gavin	626
5. V. Kulton	415
H. Schell	564
6. R. Ryan	407
J. Ciestinski	548
7. E. Reck	409
J. Dale	542
8. E. Schulz	380
J. Gannon	557
9. C. Lakowsky	373
H. Treskett	537
10. L. Mackh	364
B. Hegardt	542
11. M. Teske	351
D. Ramsey	544
12. F. Dorr	353
C. Lange	531
13. M. Porten	301
G. Martwick	486
14. M. Maney	364
J. Balderson	493
15. M. Prestin	308
E. Knoll	548
16. M. Drebes	320
E. Kulton	419

PRIZES OUTSIDE OF MONEY

High Men's Game, J. Gannon 211

High Ladies' Game, E. Schulz 163

High Team Game, G. Dorr and C. Lange 347

Low Series, M. Drebes and E. Kulton 739

Notes of Chicago Women's Bowling League

THE first annual Women's Bowling League of Fullerton Avenue, came to a close March 5, and proved to be a great success.

In the final standing published below, along with prizes awarded each winner, it may seem that the league was somewhat onesided, but among the members of the league it did not prove thus, as each individual was always up and fighting to win.

Two or 3 teams had hard luck in losing some of their players on account of sickness, but as a whole about 90% of the Girls bowled the full schedule of 63 games which is very remarkable, and would be a credit to any league.

These girls are all bowling their first year, and as you readers will note, by glancing over the final standings, that some very good scores were bowled, at least the different leagues throughout the City must have thought so, as a challenge was issued some two months ago in the Chicago Herald & Examiner to any Railway Girls for a match game, but no one to date has accepted the challenge.

The Teams this year, were composed of 3 girls on each, representing 8 different departments of the building, and as so much added interest has been shown by additional girls taking up the sport it seems as though each team next year, will be composed of at least 5 members, and possibly 6.

The girls have all had a little tournament experience now, as 24 of them were entered in the Daily News Classic, however, only one, being Caroline Mackreth, was able to cash, not being discouraged, 2 teams captained by E. Albright and M. Maney entered the City Tournament and as it turned out, M. Maney's team was good enough to get their entry fee back.

In the Chicago Evening American Tournament to be staged March 24, to 31st, 32 Girls all from the Fullerton Avenue Building, have entered in a body and a special squad for them only, has been arranged for Thursday, March 29, at 6 P. M.

The Women's Club (Fullerton Ave. Unit) are sponsoring a team composed of the 5 highest individual bowlers of the league in the National Women's tournament to be held in Detroit in April.

Much credit should be given to Messrs. Huebner and Narjes, proprietors of the Crystal Alleys, for the moral of their establishment as shown while this crowd of girls were bowling this season.

He Couldn't Be Bothered

An engineer, surveying the right of way for the proposed railroad, was talking to a farmer.

"Yes," he said, "the line will run right through your barnyard."

"Well," answered the farmer, "ye can do it, if ye want, but I'll be jiggered if I'll git up in the night just to open the gate every time a train comes through."



Answer to Cross Word Puzzle of Last Month

Between Me'n'U He Liked the Menu

ONE of the regular dinners, served on The Pioneer Limited Diner, one recent evening called forth the letter that is here reproduced, from Mr. Henry A. Rumsey of Chicago to Mr. L. (Large) M. (Meal) Jones, Superintendent of S. & D. Cars.

In order to get the real "spice" of the letter, the Menu is also reprinted.

As far as I could see every CRAB in the car was BISQUED, and the CRISP CELERITY with which the BLACK AND TAN OLIVES were devoured was only exceeded by the ALMONDS, which, doubtless, you could not have caught in any other than by the SALTING process. As I don't like my JULIENNE BEEFY I let the BROTH go, but let me say that "A Night In Spain" with those GRILLED MACKEREL would be no punishment at all.

The Pioneer Limited

DINNER

- | | | |
|-------------------------------|----------------------------|--------------------------|
| Crisped Celery | Cotuit Oyster Cocktail | Button Radishes |
| Mixed Olives | | Salted Almonds |
| Bisque of Crab | Grilled Spanish Mackerel | Beef Broth- Julienne |
| | Maitre d' Hotel | |
| Concord Baked Ham with Apples | Cranberry Sherbet | Boiled Capon Imperatrice |
| Glazed Jersey Sweet Potatoes | Creamed Silver Skin Onions | Mashed White Potatoes |
| | Head Lettuce Salad | |
| | Thousand Island Dressing | |
| | Banana Shortcake | |
| | Whipped Cream | |
| Hostess Ice Cream | Tokay Grapes | Pecanettes |
| | Pabst-Ett | |
| | Toasted Water Crackers | |
| | Dinner Rolls | |
| | Coffee | |
| | Mints | |

Mr. Large Meal Jones, Chicago, Milwaukee & St. Paul R. R., Chicago, Illinois.
Dear Mr. Jones:

Being called to Minneapolis on some specially sweet business matters, I took your road in preference to others because of my recollection of the old Dining Car run by St. Paul, or some other genius whose name I cannot recall at the moment.

As I sat at the table and looked at your Menu, I was certainly ELECTRIFIED, and may have made a PUGET SOUND when I gave my order, but from the looks of the card I would say it certainly was the PIONEER UNLIMITED DINNER.

The first order being GO-TU-IT COCKTAIL, I naturally obeyed and enjoyed the oyster clear to the tail, mean goose-flesh, either.

Being of a peaceful disposition I could not fight the battle of CONCORD over again with the HAM and William Tell's ammunition, therefore I ate the IMPERATIVE BOILED CAPON with your CHEREBET, which was the best bet I have made for some time.

Have seen many JERSEYS milked, but never saw one produce such SWEET POTATOES, hence conclude that you have some brand of GLAZED JERSEYS for this particular Dining Car Service. Had to pass up the MASHED WHITE POTENTATES in order to try those ONIONS and want to say that never has a cloud had anything on the SILVER lining of their SKINS.

The LETTUCE SALAD DRESSED my head with a THOUSAND little ISLANDS, which rose to the taste, and I do not

When I found that the HOSTESS had SHORT-CAKED the BANANA with WHIPPED CREAM, I made up my mind that the PECANETTES were a delicacy in the way of inside decoration, which must be more feminine than masculine and passed them up so that I might not have the TOKAY GRIPES.

But when I saw that PABST had ETT, I simply said: "Me too," feeling that DINNER ROLLING under my waist-coat so that I was prepared to go to a flesh remover the next day. Being so satiated, I could not request the EGG or FISH to force an ENTREE. In fact, I was so thoroughly SUR-CHARGED with EXTRA PROPORTIONS that I carried the BUT-TON RADISHES away with me to take the place of those that burst from my clothing.

Outside of the above, I have no SUGGESTIONS FOR THE BETTERMENT OF THE SERVICE, but want to say that even the steward was polite to the waiter, and that is going some!

Yours sincerely,
Hungry A. Rumsey

Signs of Spring

E. J. Vollmer, Baggage-man,
S. M. Division

The baggage car needs more windows,
The mail car needs some paint;
The rear steps on the coach are broken
The engine's on the blink.

The chief clerk's gone a-fishing
The carpet's on the line;
The office girl's a-leavin'
It's just house-cleanin' time.

Evelyn's flirtin with the conductor
The brakeman won't do a thing;
The baggage-man's got the fever,
Don't talk to him of spring.

The engineer's on the rampage,
The fireman shuts off the steam;
The mail clerk says he's sleepy,
These're only signs of Spring.

Hark!

The whistle's shriek!
'Tis here!
The daily west bound passenger
Comes to a screeching, grinding stop
The Con swings off with practiced hop
Impatient and with watch in hand
He looks on while the travellers land
The mail is off—and baggage too—
The panting engine waits it's cue
Ah! There it is! His hand high flung!
'Tis starting and aboard he's swung
The snorting engine's free again
To race o'er hill and rolling plain
Careless of burden—on and on—
Hark!
The whistle's shriek!
'Tis gone!

—J.R.W.

The Timely Reminder

The following sign is posted by the road-side as you enter a western town. It says:
4,076 people died last year of gas.
39 inhaled it.
37 put a lighted match to it.
And 4,000 stepped on it.

What a Pity

"I hear that you have lost your valuable little dog, Mr. Taylor."
"Ya-as, in a railway accident. I was saved but the dog was killed."
"What a pity!"

The Milwaukee R. R. Women's Club

Kansas City Chapter *Flossie Lipp, Historian*

ON December 29th a special meeting was called by Mrs. J. F. Anderson, Acting President, for the purpose of electing officers for the ensuing year. 31 members were present including Miss Etta Lindskog, Corres. Sec'y. Gen. from Chicago, whom we were very much pleased to have with us. Miss Lindskog gave us a very interesting talk on the work that was being done by the various Chapters and it was certainly an encouragement for us to do more and better work in the coming year.

After the business was disposed of, we were served with very lovely refreshments by Mrs. Watson, Mrs. Anderson and some of the other ladies of the club.

The following officers were elected for the year, 1928:

Mrs. J. F. Anderson, President; Mrs. Harry McKinley, 1st Vice Pres.; Mrs. J. H. Lord, 2nd Vice Pres.; Mrs. W. B. Jackson, Recording Sec'y; Miss Daisy Sweeney, Corres. Sec'y.; Mrs. C. F. Etter, Treasurer; Mrs. Flossie Lipp, Historian.

Terre Haute Chapter

Mrs. Flossie Waggoner, Historian

WE had a "Pot Luck" supper in the Club House, on Friday, February 3rd, and it began to look like we would have to build an addition to the building, as members and their families numbered about seventy-five and tables had to be stretched in all the rooms. It is needless to say there was everything good to eat and plenty of it, too. After supper cards were enjoyed, and everybody reported a fine time, expressing the wish that we have many more of these suppers.

The regular business meeting was held in the Club House, on February 9th, with quite a number of ladies present. Our President, Mrs. E. L. Kenny, being ill, First Vice, President Mrs. Rollie Blackwell took charge. The Sunshine Committee reported several sympathy cards mailed during the month, also several plants sent to members who were ill. A few of the members, who had been ill, personally expressed their thanks for flowers they had received, which shows that this is worth while.

We express our sympathy to Mrs. Alonzo Henry and Mrs. A. E. Wright account recent death of husband and father. Mr. Henry was a Veteran employe, having been in the service more than 27 years, as an Engine Carpenter, most of this time being spent at Bedford, Ind.

Perry Chapter

Ruby Eckman, Historian

THE January meeting of the club was a dandy. A bunch of which filled the club house. There was a fine program, good eats and a lot of interest manifested.

The January activities of the Ways and Means Committee included a public dance which netted the club a nice sum.

All concerned congratulate the Des Moines Chapter on winning the prize. We could have used the money but we did the best we could with out membership which was all any club could do. The new members added

during the campaign are all taking an active interest in the work.

Des Moines Chapter

THE regular business meeting of the Des Moines Chapter of the Milwaukee Women's Club was held in the club rooms on the afternoon of January 27th. About twenty members were present at the meeting. Every one was very much elated over the fact that the Des Moines Chapter succeeded in securing the prize offered by the Employes Magazine for the largest percentage of new members, at the close of the membership campaign ending December 31, 1927.

It was moved and seconded that a piano be bought for the club rooms and the Ways and Means Committee was authorized to investigate and if a suitable one was found to purchase it.

A card party was held on January 21st about fifty members and their friends being present. Bridge and Five Hundred were played during the evening, a number of nice prizes being awarded to the parties having the high scores. Every one present seemed to have an enjoyable time. Another card party is scheduled for the evening of February 18th.

Dubuque Chapter

Olive Romig, Historian

THE Dubuque Chapter held its regular monthly meeting, Thursday, January 19th at Eagles Hall. Owing to the very unfavorable weather conditions, quite a number of the members who had planned on coming were unable to do so, but those who were brave enough to come out enjoyed a very interesting meeting.

After the minutes of the previous meeting were read, also the bills passed on, the installation of officers for 1928 was held. Mrs. J. O'Connor acted as conductor.

The new Chairman of the Sunshine Committee, Mrs. J. Grice, had a splendid report, showing that forty-nine calls had been made during the month, seventeen cards sent to the sick or bereaved and a total of \$39.75 spent on welfare work.

A card party had been planned for January but has been postponed until February 16th.

Our meeting nights have been changed from the third Friday to the third Thursday of each month and will continue to be held at Eagles Hall, corner 6th and Locust Sts. We cordially invite any members from other chapters who happen to be in our city to attend our meetings.

Austin Chapter

SINCE last month's report was sent in, the Austin Chapter has had a busy and pleasant time.

The Board met in the club rooms in the Milwaukee depot early in the month, and made plans for card parties and other meetings, also heard full reports from the various committees. The Welfare Committee had considerable to report in money, food and clothing given out, cheer cards and various kindly deeds.

An unusually successful card party was held in K.C. hall Feb. 9th, the hall being crowded

to capacity, and bridge and 500 played, after which Mrs. Billington's committee served refreshments.

The regular February meeting was held the evening of the 14th, and was in the form of a picnic dinner with the men as guests. A short musical program followed, and the balance of the evening spent in playing cards.

Before the end of the month, one of a series of card parties will be held in the club rooms.

Beloit Chapter

THE first meeting of the New Year was held, as usual, in the Depot. The subject of hiring a hall was discussed pro and con. The "Pros" won for our next meeting is to be held in the Legion Hall.

Chairmen of the different Committees were named, each choosing their own co-workers. Coffee and doughnuts were served.

A Special Board Meeting was held at the home of our Pres. Mrs. F. T. Black. The subject of the moment was decided upon as well as our regular work.

Our loyal Contributing Members, so satisfied with their last dance, gave another one which also proved a great success. The quilt tied by Our Shirland Twins was raffled off—Sid Malleck being the lucky one. That added \$28.30 to our Welfare Fund.

Mrs. Frank Beeler—our new Sewing Chairman has begun her sewing campaign with the same zest she puts into everything she tackles. She is out to swell our fund and we must sew and sew and sew—until we smell the coffee.

Our Feb. Meeting was held in the Legion Hall with a very good attendance. It has certainly proven an ideal place for our meetings and the Card Parties and dances can be handled without so much extra work by the Committee in charge. The kitchen, so well equipped makes us, one and all, long for a Pot Luck Supper.

Mrs. Wood, head of the Visiting Nurse Association, gave a very interesting talk on her work. I doubt if any of us realized just what they did and the difficulties they have to contend with. To assist them in their work we have undertaken the making of Thirty Layettes. Groups according to the alphabet, are meeting at the home of Mrs. Beeler and they are sure turning out the work. They say "The devil finds work for idle hands" but we aim not to give him the chance.

Several couples attended the Card Party and Dance of The Milwaukee Chapter. They report a wonderfully good time but beg with tears in their eyes, to have the next one in warmer weather for it was a long cold ride home.

The Dispatchers' wives are planning a St. Patrick's Card Party in the Legion Hall and other groups are busy planning after Lent activities.

Three Forks Chapter

Mrs. Thomas Young, Historian

ON Wednesday evening Feb. 15 our chapter held a meeting in the Milwaukee club rooms. The attendance was very good. Mrs. Coffin our President presided at the meeting.

The Chairman of the standing committees gave their monthly reports. We voted to allow our Mutual Benefit committee five dollars each month from the general fund to be used for their work.

The Sunshine committee were allowed a

dollar each month to be used for any members who might be ill or as they thought best for the benefit of any member if needed.

It was decided to serve refreshments at each meeting, the Social committee to have charge. The menu will be kept to a limited amount. The meeting will be held in the evening as more of the members of our chapter find they can attend the evening meetings better than afternoon.

Since the change of the name of our Railroad club is now called the Milwaukee Railroad Women's Club.

An interesting report was given by the Treasurer, and our total receipts were seventy dollars with a balance on hand of \$8.48.

The Sunshine club used fifty dollars for their work, and club house furnishing was \$7.50, miscellaneous expense \$5.00.

Our members are not renewing their membership as fast as last year and now that our Secretary, Mrs. Kolhase has our new receipts all ready to issue and they are such neat little cards we feel sure each member will be present at the next meeting or else send Mrs. Kolhase their yearly dues.



Above you will see a picture of the Three Forks Chapters club room which was taken at the Christmas party and will give an idea of the beautiful decorations used for our December party. By the way the decorations are still being used. The colors are in white, red and green and give a very pretty effect when the lights are on.

The use of this room has been given to our chapter by the men of the Railroad and is being fitted up for use as rapidly as possible. The spacious room is located in the Railroad club building used by the employees of this division. To the rear is a large room elaborately furnished which the club ladies have been using when entertaining with parties and the two rooms open into one which give plenty of room to entertain all members and their families with dancing.

Milwaukee Chapter

Marie Callahan, Historian

THE regular monthly meeting was held in the Club Room, Union Station, on Monday evening, Feb. 20, 1928, our new President, Mrs. Minnie Wightman, presiding.

The meeting was opened by citing the Club Motto in unison, and singing the Club Song under the direction of Mrs. Schunk, our pianist, and Mrs. Dixon, our soloist.

Splendid reports were given by all Chairmen.

Mrs. Deards, our Program Chairman, tendered a very fine program, namely, piano solos by Mildred Herman, and recitations by Eunice Dréws, after which cake and coffee was served by the February hostesses.

The dance and card party held in the Auditorium on Feb. 18th was a great success, about 600 persons being in attendance. Approximately \$175.00 will be realized, which will be used for welfare work.

Mitchell Chapter

Florence Diehl, Historian

MITCHELL Chapter was entertained by its men contributing members at the last meeting, held February 30th.

A short business meeting preceded the entertainment, after which the men took charge of the program. The hall was decorated with two electric headlights, switchlights and a brakeman's lantern in each window. Mr. C. H. Bradbury had charge of the program which consisted of two piano solos by La Vaughn Paullin; two vocal solos by Mrs. Paul Smock; two readings by Wayne Barnard; two piano selections by Maxine Entwisle and two whistling piano solos by Mrs. H. L. Wiltrout, our new president.

After the program, games and dancing furnished the entertainment for the rest of the evening. The pretty feature was when the headlights, draped with white paper, and lanterns were lighted, the electric lights turned off and the moonlight waltz was played.

The men served a very fine supper. About 300 were present and all gave the men a rousing vote of thanks for the delightful evening.

The new officers elected at the January meeting were: President, Mrs. H. L. Wiltrout; 1st Vice Pres., Mrs. C. Schirmer; 2nd Vice Pres., Mrs. J. Sunquist; Secretary, Mrs. Geo. M. Foote; Treasurer, Miss Florence Paullin; Historian, Florence Diehl, Corresponding Secretary, Miss Louise Lane. Welfare Chairman, Mrs. Axel Peterson; Entertainment Chairman, Mrs. R. Paullin; Ways and Means Chairman, Mrs. H. J. Kearny; Membership Chairman, Miss Emma Raynor.

After the election, the men were invited and cards were played. A light luncheon was served.

Wausau Chapter

Mrs. A. I. Lathrop, Historian

THE Wausau chapter is experiencing a very healthy growth and a period of prosperity. At the first meeting of the new year, held at the club house Jan. 17, Mrs. Charles Conklin, Jr., treasurer, and Mrs. A. I. Lathrop, retiring secretary, read their annual reports, which showed the club had passed a most successful year. Mrs. B. F. Hoehn, the new president, presided. Mrs. J. W. Held, chairman of the Ways and Means committee, announced that a dancing party would be held at the club house Jan. 31. Favors in five hundred were won by Mrs. Lawrence Nowitzke and Mrs. William McEwen, and in bridge by Mrs. William McCarthy and Mrs. M. M. Harrington. Out-of-town guests at the meeting were Mrs. R. E. Baumgartner, Mrs. Werner Trimberger, Mrs. Harry Norenberg, Mrs. Carol Siesennop, Mrs. Robert Barton and Mrs. O. L. Sutherland, of Tomahawk. At the close of the afternoon, lunch was served by Mrs. J. W. Held, Mrs. Henry Wagner and Mrs. James O'Brien, with Mrs. John Schultz acting as chairman.

On the evening of Jan. 31, members of the railroad club and friends enjoyed a dancing party at the club house. Dancing continued from nine to half past twelve o'clock, and a program of new and old-time dances was carried out, under direction of Mrs. J. H. Held and the other members of the Ways and Means committee. During the evening, a lunch was served. It is probable that the proceeds will be applied toward the purchase of a musical instrument for the club house, as the need for one is felt, if the club holds dances and other programs there.

On the afternoon of Feb. 21, the Wausau Chapter met at the club house. Mrs. N. P. Thurber of Beloit, a former president, gave an interesting and worthwhile talk on the work of the Beloit chapter. Later, cards were played, favors in bridge being awarded to Mrs. Phillip Lennert and Mrs. Albert Mohr. Mrs. Lawrence Nowitzke and Mrs. William McEwen were again successful in winning prizes for the best scores in five hundred and Mrs. Thurber received a guest prize. Mrs. Harry Norenberg, Mrs. Louis Schultz, Mrs. Edward Urban, Mrs. Robert Dalton and Mrs. Carol Siesennop of Tomahawk were out of town members in attendance. Lunch was served by Mrs. John Brown, Mrs. Herman Bedlich, Mrs. Elmer Nienow and Mrs. F. L. Doxtader. It was decided that there would be no charge for playing cards at the regular meetings, but that a fee would be charged on guest days. It was voted to give something for the Milwaukee memorial to the Milwaukee railroad boys who gave their lives during the world war, and the general sentiment of the club was that a mountain memorial, to be saluted by passing trains, would be very fitting. Details about the renting of the club house were discussed. Mrs. J. W. Held announced that a dancing party would be given at the club house on Saturday evening, March 17. It was planned that those who attend come in fancy dress costume. Mrs. Held is very successful in her work as chairman of the Ways and Means committee, displaying an enthusiasm that is very contagious, as well as practicable ideas on the subject of earning money. A food sale will be given later in the spring.

Channing Chapter

Mrs. John Kramer, Historian

REGULAR meeting of Channing Chapter was held at the Club rooms Tuesday eve. Feb. 21st. A large number attended, and we were all pleased to see four new members present. Several contributing members also were reported.

We are very sorry to mention the loss of a member Mrs. John Clark who died very recently. The Club extends their sympathy to Mr. Clark and small daughter.

Mrs. John Krause Chairman of Social Committee is very ill at the Bellin Memorial Hospital at Green Bay. The Club wishes her a speedy recovery and hope to see her back with us soon.

Mrs. Schwanke Chairman of Ways and Means is planning a series of card parties. We expect to entertain a large number of people and thereby add to our Welfare Fund.

A Safety First Meeting was held Monday evening at the Club rooms. Lunch was served to fifty by the ladies of Women's Club.

Savanna Chapter

Nelle Nolan, Historian

THE regular business meeting of the Milwaukee Women's Club was held at the Lydia Byram Club House on the evening of March 12th. After the regular business was taken care of, the corn game was played.

The following report of good work done during the month of February was read:

Total donations and loans—3
Total Number of calls made—86
Total Number of gifts of flowers, fruit, etc.—40

Total number of cards and letters of sympathy—51

Spokane Chapter

Cecil Johnson, Historian

SPOKANE Chapter met at the Spokane Hotel for the January and February meetings with a luncheon at 1:00 o'clock, and both meetings were very enthusiastic. The new officers were in charge and our President, Mrs. McDonad appointed the chairmen of the various committees for the year and they in turn chose their committees.

At the January meeting we enjoyed a short talk from Mrs. Robinson of the Chronicle Staff on the work being done in the community by the "Good Fellows." A very clear description of the work was given.

The February meeting was in the form of a Valentine party and a Pep meeting. The dining room carried out the Valentine part in decorations and the members furnished the Pep. The ladies came with placards representing as nearly as possible their names, and the varied designs made it a hard task for the judges to decide which was worthy of the prize, but after much study the decision was made in favor of Mrs. Mitchell.

The meeting was held the first Tuesday of the month out of courtesy to the Community Chest Drive during the 8th to 16th who had asked the various Clubs to postpone their meeting during this week, that every one might participate in this drive. Mr. Starling addressed the Club for a few moments on the work done by the Chest Organization in this Community.

During the business meeting a letter from Miss Lindskog was read telling that Des Moines Chapter was the winner in the Membership Campaign, while Spokane was fourth in the race. We offer congratulations to the Iowa City and while we did not win the \$25.00 prize we feel greatly honored to be as near the top as we were and to be the only chapter from Lines West to be mentioned. We also know that our position so near the top was due largely to the efforts of Mrs. Wm. O'Bryan who brought in so many new members and worked practically over the entire Division, and in appreciation of her work the Club presented Mrs. O'Bryan with one of the new Milwaukee Club Pins. Mrs. O'Bryan has also been appointed Chairman at Large of the Membership Committee for 1928 and indications are that this chapter will be 100% before the year is over.

A musical program was enjoyed after the business had been taken care of and the members learned the club song and motto. During this part of the entertainment we found material for a ladies quartet which will be heard from at a later date.

At the close of the meeting a Penny Drill was held and from the amount collected a portion was used for cards for the Mutual Benefit Committee and the balance was given to the waitresses in appreciation of the service they gave.

The next meeting will be on March 15th at the Frigidaire display rooms. This will also be guest day, each member to bring a guest or a prospective member. Refreshments will be served by the Frigidaire Distributors.

Jasonville Chapter

Mrs. K. F. Duncan, Historian

JASONVILLE Chapter met in regular session on the evening of Wednesday, March 7th, in the Club Room.

The meeting was opened by President, Mrs. Fred Perdiw. After the minutes of the previous meeting were read, reports from the various committees were made, on which some very interesting comments were made. After the regular routine of business, arrangements were made for a big basket supper to be staged on our next regular meeting. After the supper, games will be played and contests held in which prizes will be awarded to the winners.

Plans are being made to give an entertainment at one of the local theatres, in conjunction with the regular programme, from which a goodly sum should be realized by the Jasonville Chapter.

Our treasury is in fairly good shape considering our small membership, but with our membership drive getting nicely under way, we should have a very good chapter in a short time.

Only one case of illness was reported among our ranks.

We wish to report the birth of a son to our treasurer, Mrs. Elmer Smith. If the little fellow keeps on growing it wont be long until we will have another contributing member.

Our Secretary, Mrs. G. H. Michael, is entertaining her mother and father, who are visiting here from Oklahoma.

Our President Mrs. Fred Perdiw, and husband, motored to Terre Haute Friday.

Recently one of our Conductors, Roy Morgan, happened to have bad luck when he got his left foot cut off by falling under a car.

Mrs. Ray Acton, wife of Carman Ray Acton, is recovering nicely after an operation at the Linton hospital.

Our President, Mrs. Fred Perdiw, and Treasurer, Mrs. Elmer Smith attended a farewell party given in honor of Mrs. Clyde Hawk, who is leaving for their new home in Ohio.

After our next meeting, March 21st, we should have many other interesting items to report from our Chapter.

Seattle Chapter

THE regular monthly business meeting of the Seattle Chapter, Milwaukee Railroad Women's Club, was held in the Club Rooms, Union Station, February 28th. Luncheon was served under the direction of Mrs. R. A. Parrott to about sixty members, many remaining for a social hour after the luncheon and business meeting.

After the reading of the minutes the President introduced the Chairmen of the various committees, as follows:

Social, Mrs. A. H. Barkley

Programme, Miss Valerie LaFortune

Constitution and By-Laws, Mrs. A. J. McCarthy

Mutual Benefit: Welfare, Mrs. C. G. Lovell

Sunshine and Good Cheer, Mrs. E. T. Beaumont

Membership, Mrs. F. J. Gallagher

Ways and Means, Mrs. A. A. Wilson

House and Purchasing, Mrs. R. Beeuwkes

Auditing, Mrs. Jessie Hatfield

Custodian, Mrs. Bessie Steed

It was voted to change the day of meeting to the third Thursday of each month instead of the last Tuesday, the former date being more convenient for many of the members.

At the suggestion of the President, it was voted to donate a set of one hundred or more books to the American Merchant Marine Circulating Library. Each set is kept intact

and exchanged at various ports throughout the world. The books, contributed by members of the Club and their friends will be Stamped with the Club name.

Twin City Chapter

Mrs. T. A. Morken, Historian

THE Twin City Chapter held its regular monthly meeting March 5 in the new club rooms at 1508 E. Lake St. The meeting was called to order by our President Mrs. C. S. Christoffer. Community singing was led by Mr. Thos. A. Morken. After the business session the meeting was turned over to the Twin City Milwaukee Girl Employees. Miss Georgia Perry presided. They furnished us with a delightful program which consisted of a Talk by Mrs. Oliva Johnson president of the Railway Business Women's Club.

Mrs. Johnson gave us a condensed history of their club. The Twin City Ry. Club has been instrumental in keeping similar clubs in their organization from Boston to Seattle and all thru the South.

Three pupils of Miss Lenore Monley of St. Paul gave several dance numbers which were greatly appreciated.

Miss Elizabeth Hessburg and Ted Marquis were a splendid team in black face comedy. Miss Hessburg is always a favorite.

Miss Kitty assisted Miss Perry in arrangements.

The girls were singing in their green smocks and we sincerely hope they will soon furnish us with a delightful evening.

The board is sponsoring another card party on March 13 in the Club Rooms from 2 to 5 o'clock. Mr. B. Stanley chairman of the Ways and Means will be in charge.

Our party last month was a very successful affair. We entertained 50 ladies and splendid prizes were given.

Our April meeting is to be a most enjoyable affair. The club is giving a School Day Act. Some of our members will be sweet little things once more; while some of the men will get an opportunity to act like Pecks bad boy.

Green Bay Chapter

Mrs. W. E. Bartlett, Historian

GREEN Bay Chapter met Feb. 2nd, in Club Rooms and despite the cold weather we had a large attendance. Mrs. Geo. A. Waldron, Chairman of House Committee reported on Club Rooms being enlarged which now gives plenty of room and adds greatly to the appearance of the Club House. Many thanks to our Supt. Mr. J. H. Valentine. Mrs. W. E. Bartlett gave a splendid report on card party held in Club Rooms Feb. 17th and wishes to thank her committee for their co-operation. Mrs. Bartlett plans on purchasing silver for Club Rooms with proceeds of party.

We were all so happy to have our Sunshine Chairman Mrs. W. H. Tierney with us again and hear her splendid report. Our social afternoon Feb. 15 was a great success. Members played bridge, five hundred and bunco. Mrs. Chas. J. Heyrman Chairman. We are all looking forward to the next social afternoon which will be Mar. 21.

A fine Board meeting was held in the Club Rooms Feb. 13, Chairman from Marinette, Menominee, Hilbert Jet and Elkhart Lake came in for the meeting. Much work was planned and a fine time enjoyed.

Our Chapter extends sympathy to Mrs. E.

A. Rupert and children of Marinette in the loss of their father. Mr. Rupert was a fine man, a faithful employe and liked by all who knew him.

Mrs. Anna L. Edwards who was confined at St. Vincent's Hospital and underwent an operation is out and able to be around. We are all happy to have her with us again.

President Mrs. John F. Dunn welcomed Mrs. J. H. Valentine into our Chapter and hopes to make it as pleasant for her with us as Bensenville Chapter did for her while in Chicago. Mrs. O. A. Keyes Chairman of Welfare is still looking after two needy families. Every member is busy at Green Bay all trying hard to increase our membership. Lots more employes at Green Bay who could be contributing members. Wont you please give in your name to Miss Johnson at the shops? We need you in this great work.

St. Maries Chapter

Mrs. Chas. Conley, Historian

MRS. HENRY VOGEL entertained the St. Maries Chapter at her home Monday afternoon Jan. 16th. There were 22 members present.

The meeting was presided over by the Pres. Mrs. C. J. Leonard. During the business session, Mrs. E. J. Casebeer was appointed Chairman of the Good Cheer and Relief Committee. Mrs. J. R. Moffatt having resigned. Mrs. T. May and Mrs. R. M. Darst were also named to serve on the same committee.

Mrs. A. Blond was appointed to assist the Ways and Means Committee. Mrs. O. L. Simms having resigned.

Mrs. C. Shewnack Chairman of the Membership Committee reported her committee was still securing members and now had close to 100.

On Feb. 20th Mrs. E. J. Casebeer was hostess to the Ladies of the St. Maries Chapter. Reports from the dance, by Mrs. J. P. Downey, Chairman of the Ways and Means Committee, was given. Every one had a delightful time. We are hoping the committee will be able to have a Gallatin Gateway Ball some time before the park opens.

Mrs. E. J. Casebeer Chairman of Good Cheer and Relief reported 10 visits made to the sick and flowers also sent. A spray for the Robert Clark funeral was also given.

Mrs. C. Shewnack chairman of the Membership Committee reported we have 105 members. We are now waiting for the club house to be turned over to the Ladies.

Mrs. O. L. Simms was appointed as Treasurer filling the vacancy caused by Mrs. S. Sybrant moving to Plunmier for a few months. Mrs. Casebeer served lunch to 20 members.

Madison Chapter

The Milwaukee Railroad Women's Club held its regular meeting on Feb. 16 at 2:30 in Esther Vilas Hall. 35 members and 5 officers present. Mrs. Macdonald introduced Mrs. Carpenter Kendall, first vice president, and Miss Lindskog, corresponding secretary of the grand chapter in Chicago. Minutes of previous meeting read and approved. Mrs. Parker gave a report on membership drive. Our President read correspondence from Miss Lindskog, reporting the Des Moines Chapter winning the prize on the greatest increase in new members. Miss Lindskog then told us how Des Moines had acquired these in such short period of time.

Treasurers report read and approved. Mrs. Murray gave report on success of the dance

and submitted a letter from Treas. Dept., Milwaukee, to be read on exemption of tax on proceeds from the dance. Invitation was read from Milwaukee Chapter inviting us to their annual dance. Next twenty minutes was used in discussing club house, reports being heard from Mrs. McDonald, Mrs. Van derhie, and Mrs. Murray. Suggestions were offered on furnishings from Mrs. Kendall and Miss Lindskog. A Washington's Birthday party to be held in club rooms was discussed but no decision reached.

Mrs. Fagg reported the sick getting along nicely. A card acknowledging sympathy and a letter thanking Club for plant sent in recent illness was read.

Short talks from Mrs. Kendall and Miss Lindskog were enjoyed after which the meeting adjourned and members were invited on an inspection tour of the new club rooms.

Mobridge Chapter

Mildred Richardson, Historian

THE last regular meeting of the Mobridge Chapter was held in the Club House on Monday evening, Feb. 27th with a large membership in attendance. First Vice-President Mrs. Rothman presided at the meeting in the absence of Mrs. Gillock who is spending a vacation of several months in California. The minutes of the previous meeting were read followed by a program prepared by the Entertainment committee. Miss Nadine Beaver sang a solo accompanied by Miss Mazie Ahrens; Misses Miller, daughters of Roadmaster Miller, sang a duet accompanied on the piano by Mrs. Miller. Mrs. J. S. Warren favored the meeting with several selections which proved her ability as a reader. After the program, everyone joined in an old-fashioned spelling match which ended in those who were fortunate enough to be able to spell all of the words, being asked to spell the words backwards. Lovely refreshments were served at the close of the meeting.

The Club House is all finished and certainly is a credit to the Mobridge Chapter. New chairs have been purchased and there is no need now for anyone to have to stand up or crowded. We have received some new dishes which have been placed in the kitchenette.

The Membership Committee reports a membership of 550 paid up members for the year 1928 and are still working and expect to be able to secure a great many more.

Union Station Unit

Mabel M. Costello, Historian

TUESDAY, March 6, 1928, the Union Station Unit gave its second dinner party, which was held in the new club room located at Room 340, Union Station. About eighty members attended.

Mrs. O. W. Dynes, President of the Unit, presided at the business meeting and after reports and the usual business introduced Mrs. H. H. Field, who gave an interesting talk on the pictures on exhibition in the club room; the pictures were secured by Mrs. Field through the Arts Club and from her artist friends. (The members who have not seen the pictures are invited to view them before they are replaced by others which Mrs. Field has promised to secure).

The members then played bridge, 500 and

bumco and the lucky ones received beautiful as well as useful prizes. At each meeting a prize is raffled off for the benefit of the Lydia T. Byram fund of the Union Station Unit. The winner on March sixth was Mrs. Crowe of Elgin.

The members will be glad to learn that since the meeting some of the furniture has arrived and our busy president is making preparations to have the room in readiness soon for members of the Union Station Unit as well as visiting members from out of town chapters.

Please advise the secretary of any change of address. Also plan to attend the Chicago Chapter Dance at the Stevens Hotel, Friday evening, April 27, 1928.



Bensenville Chapter No. 3

Above is a front and south side view of The Milwaukee Railroad Women's Club Chapter No. 3's club rooms at Bensenville, Ill. It is located one block east of the depot and between the railroad tracks and Railroad avenue. Railroad Ave. was paved last fall with a 40 foot concrete paving and the grounds around the club house filled in and as soon as spring arrives the grounds will be leveled off and a beautiful lawn started both east and west of the club house. The club house has a large meeting room, a cloak room and a good sized kitchen where city water and gas have been put in. Large cupboards well filled with dishes are also found in the kitchen. A nice piano, folding card tables and chairs are found in the main room. In one corner of the main room will be found long shelves well filled with books for old and young. This is the clubs library and under the supervision of the club librarian, Mrs. McKenzie has had a wonderful growth and patronage. No. 3 now has over a hundred members and many pleasant social events have taken place in this beautiful club house. The photo was taken at the time the roof signs were being repainted after the addition to our roads name, hence they are missing.

Tomah Chapter

Mrs. Henry Thom, Historian

ON Wednesday evening, March 7, the Railroad Women's Club held a regular meeting in the community room of the Public Library. Mrs. A. C. Harris, President, presided.

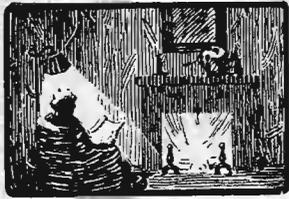
Letters of interest were read.

The Treasurer and Secretary gave their reports.

A musical program was given by Ann Steinmetz, also, a violin solo by Agnes Brown, with piano accompaniment by Phyllis Brown.

The Chairman of the Ways and Means Committee has asked each member to give a card party at their home, or some other entertainment.

The next meeting will be held April 4th.



AT HOME



What's New on the Clothes Line

THE heralded longer skirt is with us, and likewise the touted shorter waist. But these details are to be seen only on the gown for formal wear, especially the fitted waist and the skirt of more exaggerated length. For street and sports wear, we have the straight silhouette, such as we have seen and worn for the past several seasons. The sports skirt reaching two to three inches below the knee and the sweater or blouse or cardigan jacket over the plaited or circular skirt is the smart mode; and this note in the costume is the leit motif, so to speak, for business wear, because this style of gowning is comfortable while it has chic; and without chic in this latter day, one may as well get off the earth. It is an absolute essential to the woman who wishes to be smartly attired. There is a compromise between the old favorite short dancing skirt and the newer, (but not one half so pretty longer hem line) in the uneven line of the hem, curving upward from a group of pleats on one side, to the opposite side where a long, graceful pleated panel sweeps floorward just over the shortest part of the skirt. This is undoubtedly a pretty dancing skirt, and if the floating panel is not too long, the desired chic is achieved.

The coat frock will be a smart addition to the spring wardrobe, and this style of dress admits of much tailored elaboration. Groups of plaits or tucks at one side of a tight little skirt effect, the bodice part blousing slightly at the upper hip line, and finished with a narrow belt is a smart model. Addition of a crossed white vest is a charming detail, if the frock is made of navy or black wool crepe.

The voiles promise to be prime favorite for afternoon and dinner wear, and some of the varieties of this lovely material exceed in beauty any of the printed silks or crepes shown so far. Voile lends itself handsomely to shirrings and ruffly effects so desired in the semi formal frock. Also, they pleat, they make up into the smartest bows and draperies and they hang softly about hips and shoulders as nothing else does, and the colors and patterns of this year's voiles are simply wonderful.

Junior Attire

The jeune fille who steps out at Eastertide in an ensemble of tweed, with a short box coat, box plaited skirt and jersey blouse may be sure she has acquired chic, especially if the tweed is one of the lovely beige shades that this year marks the progress of this serviceable color. A tiny little hat with a fitted, rolled brim and a fur



Roy and Louis, Twin Sons of Freight Agent Roy G. Larson, Sioux City. The Twins are One Year Old and are Contributing Members of Sioux City Chapter of the Milwaukee R. R. Women's Club



Jack Thomas, 17 Months Old. Son of Trainmaster J. H. Hansen, Madison, Wisc.

scarf; beige shoes and hose makes a perfect costume. Tophole, what.

Tweed is also the popular material for the coats this spring, and the model is practically the same as we have been having, except that the collar is more than likely to be a scarf of the material attached to the back of the neck line, brought around to the front, crossed with one end dropping at the front, the other thrown over the shoulder to the back. Little straight stand-up bands of fur are also used for the collar to the tweed coat, and the length may be the seven-eighths or the full length.

A charming little dress frock for the junior maid is of printed chiffon. A wide circular flounce drawing up at each side, covers the skirt, front and back, and a circular bertha collar falls over the arms in soft fullness and droops in a point nearly to the waist line at one side. A folded girdle was brought up in front to fit into a smart buckle.

The Little Folk

Very charming are the bands of colorful Hungarian stitching on the

coats and frocks of the little people; and the ease with which this hand work is accomplished is more than commensurate with the artistic effect. The embroidery is the straight satin stitch done over canvas scrim and then the scrim threads pulled out, leaving the bright colored border on the material. The embroidery is done with untwisted silk floss or mercerized cotton, and the scrim is single thread, seventeen threads to the inch, to produce the best results. Buy your pattern, with directions accompanying and apply to the fabric to be embroidered. The result will exceed your fondest hopes. Patterns come appropriate for little frocks and coats.

There's no indication of the lengthening of the frocks for the little maids. The knees are as evident as ever, and the smartest little dresses hang straight from the smocked shoulder to the hem, well above the knees. Short bloomers and socks complete the outfit of the four year old, while her older sister can have a girdle if she likes, a narrow belt, or she may have her skirt shirred onto a moulded waist and she may wear a bertha collar that drops over her arms, just as big sister or mother does. Little half sleeves are very generally used in these frocks of printed cotton gingham, linen, crepe, etc; and all are worn with bloomers to match the dress.

Some Stenog!

"The stenographer we require," ran the ad, "must be fast, absolutely accurate, and must have human intelligence. If you are not a crackerjack, don't bother us."

One of the answerers wrote that she noted their requirements and went on: "Your advertisement appeals to me strongly—stronger than prepared mustard—as I have searched Europe, Airopo, Irope and Hoboken in quest of some one who could use my talents to advantage.

"When it comes to this chin-music proposition, I have never found a man, woman or dictaphone who could get to first base on me, either fancy or catch-as-you-can. I write shorthand so fast that I have to use a specially prepared pencil with a platinum point and a water-cooled attachment, a note pad made of asbestos, ruled with sulphuric acid and stitched with cat gut.

"I run with my throttle open, at all speeds, and am, in fact, a guaranteed, double hydraulic, welded drop forged and oil-tempered specimen of lightning on a perfect thirty-six frame, ground to one-thousandth of an inch.

"If you would avail yourself of the opportunity of a lifetime, wire me, but unless you are fully prepared to pay the tariff for such service, don't bother me, as I am so nervous I can't stand still long enough to have my dresses fitted."

She got the job.

Good Things To Eat

Spritz. One cup butter; one cup sugar, creamed together. Two eggs well beaten; two and one fourth cups pastry flour into which one teaspoon and a half of baking powder has been sifted. Almond or vanilla flavoring. This makes a soft dough, and to make the spritz into shapes pack the dough into a cake decorator with whatever shaped end is desired for the spritz and force the dough through onto a buttered sheet. Bake in hot oven.

Swedish Wafers. Cream half a cup of butter with one half cup of sugar. Add two eggs, slightly beaten, and work in five ounces of flour. Add flavoring. Drop by spoonfuls on a buttered sheet. Spread very thinly in circular shapes, using a spatula. Sprinkle with ground almonds and bake in a slow oven. Remove from pan and let curl immediately over the handle of a wooden spoon.

Kornettes. To three fourths of a cup of finely chopped popped corn, add three fourths of a cup of soft butter and stir. Beat white of one egg until stiff, adding while beating, one third of a cup of sugar. Combine the two mixtures and add one fourth teaspoon of salt and one half teaspoon of vanilla. Drop from a spoon on

a buttered sheet, about one inch apart. Sprinkle with blanched and chopped almonds and place a candied cherry on the center of each. Bake in a slow oven until delicately browned.

Chinese Tea Cakes. Work one fourth cup of butter until creamy, add gradually, one cup of brown sugar, beating constantly. Dissolve one eighth teaspoon of soda in one tablespoon of cold water and add to the mixture. Use one half teaspoon vanilla flavoring, and lastly, add one cup of flour. Make into small balls, place on a buttered sheet and bake in a hot oven.

Scotch Five-O-Clock Teas. Cream three fourths of a pound of butter and add gradually, six ounces of powdered sugar, beating constantly. Then work in with the hands, one pound of flour. Press into a buttered pan, and pat to one half inch thickness, prick at even intervals, with a sharp tined fork and bake in a moderate oven. Cool slightly and cut in squares.

Marshmallow Teas. Place a marshmallow on a thin, unsweetened, round cracker, allowing one marshmallow to each wafer. Make a deep impression in each marshmallow, dropping one fourth teaspoon of melted butter into the cavity. Place on a tin sheet and bake until the

marshmallow spreads to nearly cover the cracker. Before serving, place one half of a candied cherry in the center of each marshmallow.

The Patterns

Send 15c in silver or stamps for our UP-TO-DATE SPRING AND SUMMER 1928 BOOK OF FASHIONS. Address The Milwaukee Magazine, Care The Beauty Pattern Company, 11-13 Sterling Place, Brooklyn, N.Y.

5889. Ladies' Morning Frock—Cut in 6 Sizes: 34, 36, 38, 40, 42 and 44 inches bust measure. A 38 inch size requires 3¾ yards of 36 inch material together with ½ yard of contrasting material. The width of the dress at the lower edge with plaits extended is 1¾ yard. Price 12c.

6082. Misses' Dress—Cut in 3 Sizes: 16, 18 and 20 years. An 18 year size requires 1¼ yard of material 39 inches wide, for the waist portions, and 3¾ yards of contrasting material for skirt portions and jacket. If made without the jacket 1¼ yard less of 39 inch material is required. The width of the Dress at the lower edge with plaits extended is 2 yards. Price 12c.

6089. Ladies' Dress—Cut in 6 Sizes: 34, 36, 38, 40, 42 and 44 inches bust measure. A 38 inch size requires 1 yard of 32 inch material for the under body and 3½ yards of 39 inch material for the Dress. For underfacing on the cascade plaits ¼ yard 12 inches wide is required. The width of the Dress at the lower edge is 46 inches. Price 12c.

6101. Girls' Dress—Cut in 4 Sizes: 1, 2, 3 and 4 years. A 2 year size requires 1¼ yard of 39 inch material. To trim neck and sleeve edges with bias binding requires 1 yard. Price 12c.

6079. Ladies' Dress—Cut in 6 Sizes: 34, 36, 38, 40, 42 and 44 inches bust measure. A 38 inch size requires 1 yard of 32 inch lining for the underbody, and 4¾ yards of 35 inch material, together with ½ yard of contrasting material. The width of the Dress at the lower edge is 1¾ yard. Price 12c.

6088. Ladies' Apron—Cut in One Size: Medium. It requires 1¼ yard of 36 inch material, together with ¾ yard of contrasting material. To bind the free edges as illustrated will require 8 yards of narrow bias binding. Price 12c.

6099. Boys' Suit—Cut in 4 Sizes: 2, 4, 6 and 8 years. A 6 year size requires 2¾ yards of 27 inch material together with ¾ yard of contrasting material. Price 12c.

6093. Girls' Dress—Cut in 4 Sizes: 6, 8, 10 and 12 years. A 10 year size requires 2¾ yards of material 39 inches wide, together with ¼ yard of contrasting material. The underbody requires 1¾ yard of 32 inch lining. Price 12c.

5565. Child's Play Suit—Cut in 4 Sizes: 4, 6, 8 and 10 years. A 6 year size requires 3¾ yards of 32 inch material with ¼ yard of contrasting material. If made with short sleeves 3¾ yards will be required of one material. Price 12c.



Tacoma Chapter

Mrs. J. N. Strassman, Historian

AFTER the regular luncheon Monday February 27 at the Club House, the meeting was called to order by our President, Mrs. Pyette.

Reports of the various committees were listened to with interest.

Sixteen calls were made by the Benevolent and Sunshine Committees. The grim reaper took a toll of three from the Milwaukee ranks in February and flowers and messages of condolence were sent the bereaved ones.

Mrs. Chris Schmidt was reported well on the road to recovery from a recent illness.

Those who attended the card and dancing party February 15, at the Club House reported a most enjoyable evening, and congratulated the social committee on the decorations, favors and refreshments.

The records purchased by us for the dancing were added to our music library for future use.

ON THE STEEL TRAIL

Drippings from the Ice Bunkers

Sonia

YOU TWO!

Herself, fair, with a
finkling laugh
And a swagger born
of little darings;
Himself, dark, with a
deep voice
And an air of a
Song-And-Dance-Man;
Themselves, to be seen
Oh, about five-five.

(Of late, Herself has been reading RHL's
sublime "Better Angels." Now can you guess
who they are?)

WHO, WHO!

The owlish mystery! Who, yes, who's "go-
get-em-pinkie-from-Glenview," who will be a
full-fledged detective when he grows a black-
mustachio and has the price of one of those
fierce Sherlock Holmes pipes.

PEACHES 'R' NEWS

Inspector Dietrich, Avery, Idaho; Tanx,
but Sonia prefers the peaches or news for the
colyum, to that collection of feathers.

S'MORE LEAP YEAR STUFF

Here's Claude's "cum back" to last month's
article. Honest, he did receive a proposal—
by mail—and hands it over to be printed:

"My dear and most Prospective Sir:
'Tis you I've chosen first of all
On whom to make a Leap Year call.
I've given you the foremost chance,
Your heart and hand I ask not in jest
And hope you'll grant my request
And send me back without delay
Your answer saying "yes" or "nay."
But if your heart does not include
A wedlock hand to join in mine
Then you must Leap Year law obey
A handsome dress
I ask no more or take no less.
Now you may think this letter funny
But do send me your reply
Let me be your wife until I die.
And if the writer's name you guess
Send this back to my address
And if you think me fine and dandy
Send me back a box of candy
And if you think there is no hope
Send me back six feet of rope."

BILL'S ANSWER!

Bill just won't marry for at least another
year. (Alas Leap Year will be gone). Still,
with this kind of persuasion, sez he might re-
consider. "The lassie's dad must rate under
100 in the 'Income Tax Row,' in order to
be able to support an extra son. Lassie must
have \$1000. in the bank, no artificial limbs
or teeth; must be good cook, good companion;
must not smoke or drink unless provides her
own. (F'even's sake!)

PORT SYMPATHY

Dear Symp: I am deeply in love with a
young man who has no vices but all the vir-
tues of life. He tells me he loves me and

me only. Shall I marry him? He is also a
"bloomin' detective."

(Signed) A Loved Lover.

Answer: You state the person you are in
love with has no vices yet you say he is a
"bloomin' detective." In my opinion that
alone is a grave fault, but still I will advise
you to marry him, because, if after you are
married and things do not run smoothly, it
will be a good chance to test your husband's
skill as a detective in finding out just what's
wrong with your married life. All success to
you in the misfortune you are about to bring
upon yourself!

Dubuque Division

E. S. L.

CONDUCTOR Wm. Cutting, who has been
very ill, is feeling much better, and hope
he will soon take his run on 33 again as we
have missed his cheeriness for some time.

Also glad to learn that Division Account-
ant J. E. O'Brien is feeling better.

The Dubuque Division expects to receive a
gas electric car soon for trains 9 and 30 and
111.

59 and 54, between Marquette and Davenport.
Brakeman Sam Hess was laying off for a few
weeks, Brakeman Geo. S. Mehlsing relieving.

There was high water at Green Island the
fore part of February and it looked like some
of the trains would have to be detoured over
CB&Q but the weather turned colder and the
trouble was soon eliminated.

We regret that Martin Galvin, Bridge Fore-
man, is ill, and hope for a speedy recovery.

Agent H. C. Care of Cascade, who was
on leave of absence, resumed work Feb. 8th.
During his absence, he made a trip to Florida.
(We presume he also did not fail to see
Cuba.)

Wm. Teague, Opr. Gordons Ferry, has been
on the sick list for about 3 weeks, and at this
writing is in Chicago. His position has been
ably taken care of by W. E. Halford, Opr.,
who was borrowed from Madison Division.

Opr. C. Leiser, Reno, was called to Easton,
Minn. on Feb. 6th account death of relative.

Traveling Auditor Geo. F. Richmond has
been sick for several weeks. We hope for
a speedy recovery.

Miss Cora McNamara, Chief Dispatcher's
Clerk, was in Chicago Feb. 11th.

Agent C. Glynn and S. Glynn suffered the
loss of a sister in Nebraska latter part of
January.

We will miss C. A. Bemler, District Ad-
juster, who has been appointed Assistant to
G. F. Baker, Chicago. Mr. Bemler's head-
quarters will be at Cedar Falls, his home,
and he probably won't get around to see us
very often but hope he won't forget us entirely.
Mr. E. W. Webb has been appointed as Mr.
Bemler's successor, headquarters: Des Moines.
An Assistant, Mr. E. T. Brookins, Adjuster,
is located at Dubuque.

The automobile birds are buzzing around the
Superintendent's office with so many new cars
on the market. Looks like the Chief Dis-
patcher will be the first one to own a new
(?).

Wisconsin Valley Division Notes

Lillian

THE Superintendent's office and the Agent's
office have been remodeled giving more
space and satisfactory desk arrangement.

Mrs. P. H. Nee, of Aberdeen, South Dak.
visited with her mother at Wausau for a few
days. We expected her to make a longer visit
so as to be able to attend some of our parties
and club meetings but she was called home
on account of the illness of Mr. P. H. Nee.

Mrs. H. Kimble, visited with her daugh-
ter and parents at St. Paul, Minn.

A baby boy was born to Mr. and Mrs.
Clifford Fligel on February 13th. Both baby
and mother are getting along fine.

The Auxiliary to the O. R. C. had a sun-
shine party for Mrs. Ferd Lehrbas who is
confined to her home on account of illness.
The home was flooded with sunshine by the
members in various ways, and Mrs. Lehrbas
will have many pleasant memories to recall
in connection with the party.

The office employees and members of their
families had a party at the Club House on
February 18th. There were games of various
description, cards, music, dancing, and amuse-
ments for everyone. Rheumatics, stiff joints,
lumbago, and sciatics were left behind and
forgotten. Father Time presided and made
everyone "A child again just for that night."
All present entered into the spirit of the ev-
ening's entertainment. A delicious supper was
served at midnight and we hope to have some
more parties in the future.

Mr. E. F. Rummel, D. W. Kelly, H. A.
Wicke and F. S. Peck spent a day in the
Superintendents office recently.

Mrs. H. Gilman has returned from Great
Falls, Mont. where she spent the winter and
has entered the Memorial Hospital here for
treatment. We hope she will soon recover
her health and be able to return to her home.

Mrs. Nile McGinley is spending a few
weeks up at Tomahawk. We wondered if
there might have been a little trouble in the
family, but three letters yesterday, two this
morning and two again this afternoon—so
it must be alright.

Mrs. Rege who has been confined to Mem-
orial hospital for the past four weeks on
account of blood poison in her arm is now
able to be up and around and hopes to be
able to return to her home within a short
time.

The condition of Amos Griffith seems to
be somewhat improved and we hope by the
time we issue our next notes we will have
occasion to mention the fact that he is on
the rapid road to recovery.

Mrs. E. Lamay has undergone an opera-
tion at the Tomahawk Hospital and is getting
along nicely.

Mr. J. P. Horn is confined to his home
on account of illness.

The station at Dancy was closed today, and
Lindsey station will be closed on March 14th
until further notice and both stations will
be prepaid stations hereafter.

60 hour
6 positions



The Shadow of Great Achievement -

GREAT achievements may not always be considered great at the time of their accomplishment, but the shadow of those truly great are projected down through the years.

One of the great achievements of watchmaking is exemplified in Illinois railroad watches—the Bunn Special and the Sangamo Special. They represent a distinct advance in the making of watches for railroad men.

The builders of Illinois watches are not content merely to build up to the standards set by railroad time inspection requirements. Rather, they build up from a standard that has been added to and strengthened each succeeding year of the half century they have been manufacturing timepieces—always more rigid—always more exacting—always harder to meet.

That is why you will hear the expression “Good enough is not enough,” where Illinois watches are concerned. This old organization builds railroad watches that are better than “Good enough to pass time inspection requirements.”

Ask your jeweler to show you Illinois railroad watches—they are beautiful in their outward appearance and beautiful in their performance.

ILLINOIS WATCHES
SPRINGFIELD, ILLINOIS



Illinois Watch

“High Grade - Exclusively”

The death of Mr. Frank McCann on February 15th was accepted by all of his friends and co-workers with deep sorrow. Mr. McCann was closely associated with all of the Wausau employees having held the position as yard foreman in the Wausau yards for several years. Sympathy is extended to Mrs. McCann and family.

Superintendent Mr. B. F. Hoehn spent Feb. 28th at Tomahawk where he delivered an address before the Kiwanis Club of that City.

Mr. and Mrs. N. P. Thurber, of Beloit visited with friends and attended the office employees party, the latter part of February.

Kansas City Terminal

S. M. C.

THIS is the first time the Kansas City Terminal has been heard from in several months. If you know of any interesting things that have happened or are to happen, we would be very glad to put it in the items from Kansas City. Call the Superintendent's Office or mail your items in at any time, we are always glad to get them. However, items must be received before the 12th if they are to appear in the next issue of the magazine.

Kansas City is growing and our business is keeping pace with it. Those of us who have been on the job day by day hardly realize the extent of this increase. In the year 1920 we handled through Coburg yard a total of 306,722 cars. In 1927 we had a total of 466,426 cars or an increase of 159,704 cars for the year. The oil handled in 1920 amounted to 12,893 cars while in 1927 it had grown to 45,758 cars or an increase of 32,865 cars. The increase amounting to more than twice the yearly receipts seven years ago.

We are all anxiously awaiting the promised visit from our new President. We are also hoping that on the day of his visit we will have our regular brand of glorious sunny Missouri weather.

Last year our offices at Coburg were moved, destroying the last vestage of the little park. A new park, bigger and better, has been promised and now that spring is knocking at the door we are hoping that it will soon be a reality.

Mrs. Carpenter Kendall and Miss Etta Lindskog were visitors in Kansas City in March. We enjoyed having them with us very much and hope they will come again soon.

We Kansas Citizens, for the most part, become so used to the beauties about us that we hardly see them. To hear our Memorial Building, The Scout and other things of like nature praised by an outsider sets us to thinking. I recently heard a lady who has traveled quite extensively both in our own country and abroad, say she had never seen anything like our Memorial building and in time more of the citizens of Kansas City would become alive to the beauty of it. In truth, some are so blind as those who will not see.

Hal Reed, the baby of Frank Reed's family is a benedict. The Milwaukee family wish the newly weds much happiness. The hamburger twins Jas. Lickovitz and Dean Berry are still single, however.

Mr. Carpenter on the car record desk has been very busy starting a Milwaukee Credit Union here. Luck to you Mr. Carpenter, hope it materializes and that you do knock out the Loan Shark.

Jennie Andrews is back to work again after quite a serious sick spell. We missed you Jennie.

They say lightning never strikes in the same place twice, but good luck evidently does. Two of our employees at the Liberty Street office were lucky in a raffle, one winning a prize of \$100.00 and the other \$50.00 and both within a week.

Mr. and Mrs. Owens spent several weeks in February visiting in California and other western states.

Our florists, Chas. Wright and Jim Talbott are planning great things for the year 1928 and they say that flowers will be plentiful. Don't crowd girls.

Harry Vail, C. C. at Liberty Street and the game wardens in Kansas got along fine this past winter. We understand that Harry did his hunting in Missouri.

The Milwaukee should surely develop a golf champion as hard as Bert White, Paul Dragg, Midge Reeder and Jim Talbott try. They have the golf bug for fair.

Mrs. White says she taught Bert to play cards and dance and now she is sorry for it. Bert seems to be getting younger every day.

It is reported that Sibyl Clifford tried to learn the crawl stroke while taking swimming lessons this winter, but was unsuccessful on account of not being able to keep her mouth shut at the right time. Some of the men were heard to remark that lots of people were troubled that same way and not while swimming either.

Brownie is still hunting bargains and change and Nell McGraw is peddling most any kind of a silk thing you may want to buy.

We were all very sorry to learn that E. E. Craft passed away March 3rd. Mr. Craft was General Yardmaster at Coburg until ill health forced him to go to the country for his health.

La Crosse and Northern Division Items

Eileen

WE shivered and wondered how on earth—well, we'll leave you to guess the rest after we tell you of this incident, told to us by Conductor "Mike" McQueeney. "On February 27th, 1881, we left Portage at 4:30 P. M. with three engines—158 in charge of Longjohn Sargent, 167 with Jim Little and 134 with Sam Reed (Am sure some of our older employes will remember these men) and we reached Columbus at six o'clock on March 7th. A hundred men were shoveling snow, including train and enginemen, round-house force, freight house and even the office force. The following train order was issued: Milwaukee, March 7, 1881.

Tripp and McQueeney. Use track between Doylestown and Fall River until track is clear regardless of all trains. Look out for snow plow from the east. Ans.

(signed) W. C. C.

This was during the time there was only one snow plow and that was located at Milwaukee.

In spite of the snow on the East End of our Division, there was not much of it west of Kilbourn, the weather was mild and there was no suffering. We called on Geo. Tripp, who ran the wood train, located at Tomah, and he and fifty men joined our force helping to clear the tracks of snow.

On February 20th, about 9:55 A. M., while Barney Google (on the first track at Grand Crossing) was peacefully admiring the picturesque landscape in the vicinity of his

domain, a thunderous crash broke the monotony to the extent that Barney's A la Lindbergh flitter through the door was not much appreciated until Barney landed on the previous end of his anatomy considerably beyond the limits of his domain. After listening to the sweet twitter of miscellaneous birdies, Barney investigated and found that No. 63 in attempting a detour into La Crosse Yard had inadvertently made a drop of the tower and relocated it without notice to Barney. Barney, having read Lindbergh's "We" says there is nothing to it.

Brakeman Paul Brandenburg, the Tunnel City sheik, has left for California. We fear there will be a lot of disappointed young ladies along the Division.

Conductor Pete "Calico" Hollinshead has returned from California where he has been looking over his fruit farm.

Mrs. Wm. Shafer, wife of Passenger Conductor Wm. Shafer, passed away at her home in La Crosse on Feb. 14th after a lingering illness. We want to take this means of extending our sympathy to Mr. Shafer and other relatives in their loss.

We are very sorry to hear of the death of Conductor W. T. Keeney at his home in Portage on February 18th. Bill was a popular conductor and will be missed by his fellow employes and the Officers.

Our pump repairer, Wm. Kuhnke, died on February 25th at his home in Watertown, after a brief illness. Interment was at Watertown. We are very sorry to learn of this. Mr. Kuhnke was always on the job and ready to help at any time.

Effective February 1st, Mr. F. R. King has been appointed Division Engineer for the La Crosse and Northern Divisions with headquarters at Portage. He was formerly Assistant Engineer at Milwaukee. He and his Assistant, Henry Johnson, are located in the office jointly with Car Foreman A. J. Hess and Inspector W. C. Scott. We're betting rummy is the popular game.

When the birds twitter sweetly in the trees, when the children run madly helter and skelter, when cats and dogs cavort wily and when old men throw away their crutches and canes and excitedly begin to climb trees, it is a sign of Spring in most places, but not so in Portage—it only means that Roy Young has his automobile out again.

Scoop Smith, being unable to find any left handed bowling balls in the new Raulf Hotel alleys, is perforce, obliged to use right handed ones to bowl left handed, paradoxically speaking. This sort of cramps his style and creates a little confusion in the pits, as the pin boys never really know which alley Scoop will roll the ball on when starts his windup.

Speaking of cold weather—on February 25th, the thermometer registered 40 below at Sparta. No. 264 went into clear at Sparta for Nos. 4 and 16 and froze up and it took four L-3 engines to get the train moving again.

"Cocky" Long, one of our Passenger Conductors, has taken his fish house off Black River at La Crosse. He has quit his ice fishing for the season—but states that he has done very well averaging twenty pounds a day all winter.

Conductor Martin has purchased a Buick and says it is nothing for it to do 70 (Guess the new Fords better look to their laurels). Can't seem to figure out why the carburetor is always interfering with the spark plug. Dawggone it.

Conductor Spitz Messner of Tomah has returned from Mexico where he has been taking

in the sights (we hope not the revolution) but he says he had a hard time convincing the natives there that he could not speak their language.

We think that soon we will have another opponent for Tunney in the person of Conductor Dan Smith of Sparta. He has been taking the baths at La Crosse and says he feels as though he could stand about eight rounds and still have wind left.

Section Foreman John Smith of West Salem who had his ankle crushed is able to be around on crutches. Hope he will be able to discard them soon and be back on his old job. Conductor Otto of Sparta has gone to Hot Springs where he will take treatments. We hope his health will be much improved when he comes home.

Mrs. A. M. Kilian, wife of our Chief Dispatcher, is recovering nicely from a badly sprained ankle.

At a regular meeting of the Billygoats held here recently, Eric was elected Chief Angora by acclaim as it was felt that he had all of the requirements necessary and Barney Google recommended him highly. Luce was officially recognized in the Ladies Auxiliary and it looks most favorable that she will soon be in the high seat. This is very welcome news for her many friends. OKMNX (Pass Word—get it if you can).

"Chrysanthemums and pickles," cried SPARK PLUG with a glance, "At 100 cars, and tonnage, Dog gonned, I'll take a chance." He highballed Hank, the hogger, and as the

whistle blew, Hank started with a snappy jerk and broke the train in two. Dog gonned the gosh darned hoggers, Dog gonned the gosh darned chains, A man can lug himself hump backed and wear out all his brains. Just one more year I'll stand it and put money in the bank, and after that the other boys can ride around with Hank.

Sparks From the East End of the Electrification

Adolph C. Knudson

WHAT is that sound we hear? Is it the fire bell ringing? No! Is it church bells ringing? No. Oh! No. It's wedding bells. They were ringing too, just when I couldn't be on the job to help throw the rice and old shoes at the happy couple. You see it was this way, Dale Middleton, of the operating department, talked Sarah Hendershott, of the freight office, into believing that the name Middleton is a good one to have and they were married February 18. We wish the newly-weds a great deal of health wealth and happiness. They spent a two weeks honeymoon in Seattle and are now at home, to their many friends, at Harlowton.

Mrs. I. M. Caine, of Roundup, spent several days visiting at the L. D. Glenn home. She was accompanied, on her return to Roundup by Ted and Bill Glenn who visited at her home for a week.

The stork paid a visit to the home of Mr. and Mrs. O. L. Schwarzrock, February 21, leaving a nine and a half pound boy.

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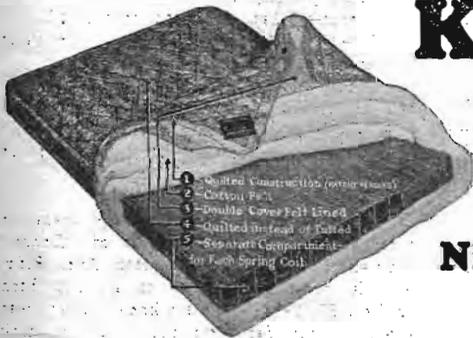
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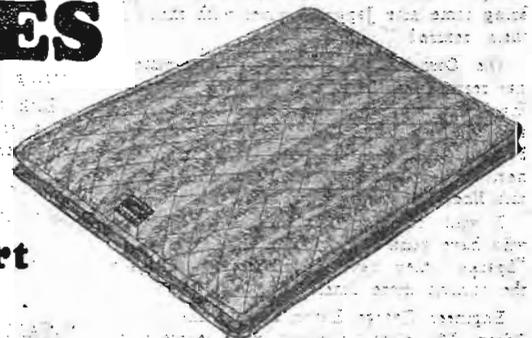


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KWIL-TEs is the *quilted inner spring* mattress innovation of the decade. There are no tufts to pull out or catch dust. Can be cleaned with a vacuum cleaner. They are non-stretchable, have even sleeping surfaces, are soft and sanitary and conform to the body of the sleeper. *They are best for rest.*

YOUR DEALER CAN SUPPLY YOU

A. BRANDWEIN & Co.

2335-43 SOUTH STATE STREET

CHICAGO, ILLINOIS

Otto, did you save one of those cigars for me.

Mrs. A. A. McCabe, of Avery, visited friends and relatives in Harlowton.

L E A P Y E A R

Oh! Small words, how frightful you do sound,
Of letters in each of you, there are only four.
A mere man who, you understand, is not by
matrimony bound,

Some fair damsel will capture before the
year is o'er.

Oh! Fateful words, small as you are,
To some poor fellow who cherishes his
single blessedness,
Of disaster you spell a loaded car.
To retain his freedom, he must of foot have
fleetness.

Spike and Nels, is that why both of you
are trying for the hand of the same fair
maiden? If it is, perhaps the contest will
be three cornered when I get home.

Walter Wirth, who injured his foot some
time ago, is reported improving nicely. Walt
journeyed to Miles City recently.

Mrs. MacGuire, of Miles City, had an
enjoyable visit with her daughters, Mrs.
Nodson and Miss Margaret Mac Guire, Round
House Clerk, the later part of February.

Machinist Nodson, has forsaken the ranks
of the night owls and is now working days.
Frank Eaton is his helper.

Y. E. Miyoshi, Store Helper, and son Toru,
left the morning of March 7th for Japan
where they plan to spend several months.
The writer joined them at Deer Lodge, and
accompanied them as far as Missoula, where
he spent the day. We wonder, will the boys
bring some nice Japanese wives with them on
their return?

Ole Osmundson, of the Car Department,
has returned from an extended trip to Wash-
ington, D. C., and other points. Girls, we
are sorry, we can not say whether Ole brought
back a "better three-quarters" with him or
not. Will have further information, along
this line, for you next month.

I wish to thank my Harlowton friends,
who have contributed items for this batch of
"Sparks", they have helped greatly to make
the column more interesting.

Engineer George Eaton and Fireman Tom
Edson, Musselshell division, were severely in-
jured in a wreck near Shawmut March 6.
We do not know the particulars. Here is
hoping the boys will be greatly improved
when these items appear in print.

"S. C. D. Office"

S. E. R.

ONCE more the office has been changed.
It has been quite a time since we were
shifted around. Well, variety is the spice of
life, they say. Martin Biller seems especially
pleased with the new arrangements. No need
to say why.

When the 9:25 train pulled into Chicago,
Washington's Birthday, the gateman inquired
where the "Dead-Head" convention was being
held. Those attending from our office were
Gertrude Haas, Catherine McConville, Leona
Schultz, Steve Filut and Julia Weins.

Mr. Mehan spent a few days in Florida
recently and reports that the scenery and
weather were wonderful.

Mr. H. S. Brautigam, former Asst. to the
M.C.B., visited us March 10th. We certainly
were glad to see him again and hope
he can come often.

Florida called another one of the S.C.D.
Office—Harriette Badger left for Lake Worth
the 7th. We know she will have a good
time because if there was ever a Florida en-
thusiast, it is Harriette.

Marie Schouten is our new comptometer
operator, taking Harriette's place. We hope
you will like being one of us.

Gene Kleiner stopped in to say "Hello"
one noon. We were glad to hear he is getting
along so well with his new job.

Ethel Carpenter is back with us after a
two month's leave of absence. The rest did
Ethel a world of good and she is now feel-
ing fine.

Fred Gregory is leaving us this week to take
up an apprenticeship in the Pattern Shop.
We're sorry to see you leave us, Fred, but
we know you'll make good on your new work.

Since Clifford Cullen left, Irving Clouse
has been Asst. File Clerk. Irving claims he
has lost ten pounds running up and down the
stairs.

We have had quite a bit of sickness dur-
ing the past month. Julia Weins, Lucille
Janzen, Bernice Kruse were off for a few
days. Ed. Geis has been off for some time but
I understand he is getting better.

The sympathy of the office is extended
Roy Haight in the loss of his mother.

Frank Skola, Francis Anzia, John Kozlow-
ski, Fred Gregory, and Oliver Hahn will
form the S.C.D. Office team in the Annual
Bowling Tournament to be held at Madison
the first two weeks of April. This is the
same line up that came in the money last
year capturing third low prize.

If you want to know the best way to
make coffee, ask Frank Skola. He puts the
percolator on the gas (full force) for an
hour or so. Result—no coffee, new coffee
pot. Yes, Frank is learning all about house
keeping very fast.

Dick Campbell and Walter Marshall went
on a trip through the South. They can't
remember a thing about New Orleans except
that they received the nicknames of "Stupid"
and "Dizzy" but can't tell why or who
started it. I wonder why?

Twin City Terminal Happenings

N. A. H.

MASTER Mechanic R. C. Hempstead of
Dubuque was a pleasant caller at Min-
neapolis recently.

We all wish to extend to Mchst. J. Daw-
son and family our sincere sympathy in the
loss of his wife.

Mr. R. W. Anderson and party spent a day
in the Twin City Terminals on his way back
from the West.

Mr. and Mrs. Wm. Snell stopped over at
Minneapolis between trains on their return
trip from California. Those at South Min-
neapolis Shops were disappointed in that he
did not make them a visit.

Terminal Engineer Arthur Sandy is fish-
ing in deep water somewhere around Los
Angeles and picnicking with some of the rest
of Minneapolis folks. He met at a picnic
Dave Burk, Fred Tydeman and many other
people from Minneapolis. He says that Mr.
Burke looks younger now than he did when
in Minneapolis. Mr. and Mrs. George Rush-
low are among the party, also Mr. and Mrs.
George Vore.

Fuel Supervisor E. J. Kervin was called
suddenly to Chicago account of a death in the
family.

Switch engine 1257 was the first terminal
engine turned out with the new monogram.

Messrs. Bjorkholm and Jas. Elder were
callers in the Twin City Terminals recently.

Messrs. John Turney and W. C. Blase
attended the Ice Carnival at Duluth, accom-
panying the band.

Mrs. Chas. Lundberg, wife of Roundhouse
Foreman, Minneapolis, has been confined to
the hospital undergoing a serious operation and
at this writing is doing fine and now at her
home.

Mr. Ed. Young is an occasional caller at
Minneapolis and St. Paul.

Tacoma District Accounting Bureau

K. K. K.

Attention Girls:

THERE is a bachelor in the Store Dept.
by the name of Joe Mason. Joe just
bought a new Essex Coach. I think Leap
Year has something to do with it. Joe is
over thirty and up to now is still single, good-
looking, weighs about 135 pounds and is
about five feet five inches in height. Has
no bad habits. Here is the chance of a life-
time girls. I don't see how he got by the
past two leap years. For further information
write or call on KKK in the Dist. Account-
ant's Office. Private meetings arranged. P.S.
Joe has been doing pretty well himself though,
the Green Essex was seen on the street about
midnight not long ago and Joe was driv-
ing----

This conversation heard at the office the
other day, Bill Smith was talking to Clar-
ence Turner.

Bill—Say Clarence do you know that they
are giving a ring with each purchase at
Mahnke's Jewelry Store?

Clarence—What, a fifteen cent ring?

Bill—No! A ring representing the value
of your purchase.

Clarence—Well! I'll tell you how they
can do that. (He then explains at length.)

Bill—By gosh Clarence I'll bet they don't
know that way, because they just ring up
your purchase on the cash register.

Note:—The conversation ended.

According to the February 1928 magazine
there is a fellow by the name of "Denny"
somewhere around the Fullerton Ave. Bldg.
who is great grandfather to a child born
on Dec. 17, 1928—I always knew Chicago was
ahead of the far west but I didn't think
the year 1928 had gone by yet.

Helen brought her supposed to be sheik
to the little party on the mud flats the other
night, but instead of a sheik it turned out
to be a charming young lady. Of course I
was very much surprised, but I will say that
Miss Brown may visit us anytime.

We are glad to hear that at least one from
our office, namely Mr. Eshelman is singing at
the tabernacle meetings this month. Sorry
that some of our other good choir singers
were missing.

Ann Johnson tried to get a permanent wave
last week. She got two waves, one in her
hair and one in her pocket book. The
one in her pocket book stayed.

Bill Smith says the reason he calls Long
and Eshelman the "Pack Rats" of the office
is because they pack all the junk in the office
to their desk. Both of them would make a
good file clerk. Trade mark, "If its made
we have it."

Leonard Johnson spent several days in-
cluding Feb. 22nd in Aberdeen, Wash. Can't
solve the mystery as to whether Yulya has a
rival or is it because Aberdeen is one of the
wets? (It rains there too, also has the Pa-
cific on one side.)

Claude says they slure put the Tide Flat toilers on their feet when the city built the new side walk from the 11th St. Bridge to the Puyallup River.

Mar. 1st Mrs. Pyette Pres. of the Milw. Women's Club held a meeting of all the girls during the lunch period to talk about plans for a bridge party to be held at her home. Mrs. Ethel Jennings was appointed to take charge of the affair. Thanks to Geraldine and others for the dessert, etc., also to Mr. "Dick" Wende for acting as chauffeur for the girls.

We know a young fellow named "Claude" Of whom we are all very proud. He's dapper and neat, All the girls think he's sweet But he lives all alone in a flat, And the girls don't think much of that.

Gee, the girls out here are slow to see what they are missing. Here it is March 10th and the year is 19.126% gone and there are still three unmarried men in the office, ages 24, 26, (?) We thought we had at least one chance to get married this year, but now we only have 4/5's of a chance. We are not discouraged, just advertising. What have you?

Here's a tip for all single men. Get married on Feb. 29th and you will only have to buy your wife an anniversary present every four years, and you will save the expense of your

- Tin Anniversary 10 years
- Silver Anniversary 25 years
- Pearl Anniversary 30 years
- Sapphire Anniversary 45 years
- Golden Anniversary 50 years

Just think of what you would save if you didn't get a divorce.

IF IT WERE ONLY TRUE

T'was a beautiful Summer's day,
That I drove up to the home of *Louis Bay Louie* was working—making a "Batch",
And who should be helping but *Harry Hatch*.

Two weeks have passed—now it is done,
All but the bottling by *August Cultum*.
August, I know, will hit the ball,
For he is being watched by *Oscar Dahl*.

Bill Smith is sitting beneath a cherry tree,
Waiting for *Turner* to get on a spree,
Leonard Johnson lays on the bed,
He drank too much—you'd think he was dead.

Eshelman and *Trout* haven't arrived as yet,
They are coming out with *George Pycette*,
Mason's taxi is still on the run,
He is bringing *Bell*, *Boyd* and *Peterson*.

Long is late as always, you see,
But he'll be here with *Frank Opie*.
Reynolds is passing the brew around,
Three sheets to the wind—one on the ground.

Of all the drinkers, come and gone,
The champ of them all is old *Dick Baughn*.
Dick was there right from the start,
And he sure drank more than his little part.

As you'll notice, the girls are not here,
But then, they're not drinkers of home-made beer.
Some day, they'll have a party too—
Then, maybe, we'll write a ditty for you.

R & SW Division

Lillian L.

ENGINEER John H. Hughes passed away at his home in Granville, Ill. on Friday, February 17th, after a brief illness. A few weeks previous Mr. Hughes came in off his run and complained of feeling ill and was taken to the hospital at Spring Valley, where it was found he had suffered a slight stroke, from which he rallied and was able to be out again, but did not return to his work. The day of his death he rode down in the car with Mrs. Hughes and on his return home suffered another stroke from which he did not rally, but passed away that evening about 8:00 o'clock.

Mr. Hughes was born in Wales December 16th, 1869, and came to the United States at the age of 17 years and located at Waukeasha, but soon moved to Milwaukee and entered the service of the Company as fireman Aug. 31st 1892 and was promoted to Engineer Sept. 24th, 1899.

Funeral services were held from the Congregational church Monday afternoon. Masonic services were held at the grave. Pallbearers were Messrs. Wheatley, Tinkham, Jones, Ingram, Ederly and Olson.

Louis Franz spent Washington's birthday at Milwaukee. You know Louis lives at Rockton and in his rush to catch the interurban car (the last one he could take to make No. 26) started off with an old cap which he wears while working around home. Just as he was nearly to the station he met a lady acquaintance and started to take off his hat and was very much embarrassed to learn that he had on the old cap. As Louis has some pretty nifty friends in Milwaukee it would never do for him to visit them without his best hat. The interurban was just about due, but he dashed madly back home to make the change. Luck was in his favor and he arrived at Beloit just in time to fall on No. 26 as they were ready to pull out. The train had passed several stations before he was able to get his breath. However, you know the old saying "a bad beginning, a good ending" and Louis returned home safe and sound at the end of a perfect day.

FOR SALE: Second hand phonograph cheap. Inquire George Hannaford.

Understand the above phonograph can hit it up better than George can himself, so it must be a humdinger.

Engineer and Mrs. Ray Fleck of Freeport spent Washington's Birthday at Milwaukee.

Mr. and Mrs. Ed Ruck are the proud parents of a son born on February 28th. Some of us seem to have missed out on the candy and cigars. The girls are all hoping the young man will turn out to be a good dancer as his father.

Charles Weichert, employed as pumper at Burlington for about 25 years, passed away after an illness of but a few days, on March 3rd.

Mr. Weichert took leave of absence the fore part of January until April 1st, being assigned to other duties on account of an electric pump being installed at Burlington, there being no further need of a pumper at that point.

The funeral was held at McCarthy's Funeral Home, Burlington March 6th. He is survived by three daughters and three sons.

Employees on the division attending the funeral were, John Yohn, Beloit, Robert Diley of Union Grove, Agents V. C. Smith of Delavan and W. L. Clifton, Burlington.

You can make \$20 a day

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

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CASH BONUSES

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



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

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

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450 Miles on a Gallon of Gas!



According to a recent article by the president of the world's largest motor research corporation, there is enough energy in a gallon of gasoline if converted 100% to mechanical energy to run a four cylinder car 450 miles.

NEW GAS SAVING INVENTION ASTONISHES CAR OWNERS

A marvelous device, already installed on thousands of cars, has accomplished wonders in utilizing a portion of this waste energy and is producing mileage tests that seem unbelievable. Not only does it save gasoline, but it also creates more power, gives instant starting, quick pick-up, and eliminates carbon.

FREE SAMPLE and \$100 a Week

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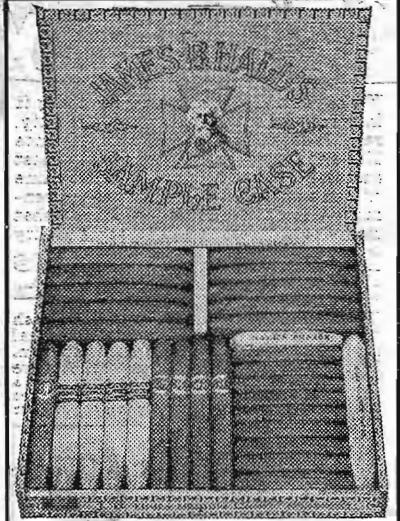
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HOW I do it. I import my own tobacco and maintain the largest cigar factory selling for cash, eliminating book-keeping, bad debts, etc., and sell my entire output direct to the consumer.

All transportation charges prepaid.

I CANNOT afford to sell more than one trial sample case to a person at this price. Mail check or pay the postman.

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

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MR. C. E. BROOKS

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"Out Where the West Begins"

D. H. A.

MR. H. A. SCANDRETT, our new president made his first official visit to Moberge on February 21st. On this tour of inspection over the line, he was accompanied by the following officials: J. T. Gillick, H. B. Earling, C. H. Buford, F. N. Hicks, N. A. Meyer and D. E. Rossiter.

Mr. J. L. Caldwell, our worthy yardmaster met with a painful accident when he was struck by a truck and painfully bruised, but fortunately no bones were broken; altho Jim feels stiff and sore, he is thankful that it was no worse, and is recuperating nicely.

Mr. and Mrs. Wm. Wands have returned from a trip to New Orleans. While there they attended the Mardi Gras festival.

"Doc" Byrne, genial agent at Bowman who has quite a reputation as a bowler, journeyed to Minneapolis, with his aggregation of bowlers where we understand they put it on for the boys. Nick Gahr was relief agent at Bowman during his absence.

Frank Schneider, machinist at the local roundhouse, was sent to Marmarth to do some welding there.

We regret the passing of Robert Mosher, ten year old son of Mr. and Mrs. H. A. Mosher, whose death occurred on February 13th from inflammatory rheumatism. We extend our sincere sympathy to the bereaved family.

We are glad to state that Mrs. L. G. Buhholz, who has been seriously ill with pneumonia at the Moberge hospital has now fully recovered.

A. A. Strand of Deer Lodge, general car foreman spent Wednesday in Moberge on official business.

Billie O'Hern, Agent at Wapakala took in the basketball tournament at Moberge. We are always glad to see you Billie, come often.

Announcements have been received of the marriage of Vanorman Griffith to Miss Leota Rosamond Bray. They will make their home at Sacramento, Calif. Vanorman spent his childhood days in Moberge, and his many friends here extend hearty congratulations.

Mr. W. M. Catey, one of our popular engineers, returned recently from a trip to Chicago, Indianapolis and other points, where he visited relatives and friends.

Mr. N. H. Fuller, Supt. of the Idaho division, and formerly Supt. of the Trans Missouri division, spent a few days on company business. His many friends here are always glad to welcome him back.

Mr. Strickland, claim agent at Spokane, formerly of this division is now taking Mr. Bert Bigham's place, during his illness. Mr. Bigham was operated on at the Miles City hospital, and we are glad to know that he is recovering nicely.

Mr. Brockoff, agent at Selfridge, N. D. has been ill for some time and is now going thru the clinic at Rochester. His place as agent is being filled by Nick Gahr.

"JUST A MEMORY"

SITTING in McIntosh, that smiling little town, where a little gang of workmen are tearing the round house down. To them, it is just a job of eight hours or so a day, but to most of us, it brings memories of a happy yesterday. We came here kids together and most of us are here yet, and there are many things that the round house saw; it

is better to forget. As the men were at their tearing and the pieces hit the ground it seemed I could see the old timers still hanging around. The Fullers, Jack Riley, Walter Budd and Walt Mayo; Jimmie Downs, Archie Bunker and a couple of Coys or so. "Butter" White, "Jap" Winstrom, Jack Leonard and Pat Fryre; Guy and Joseph Trendly, who set Red Elm on fire. Sheldon, Seeley, Ardrey, Bude, The Congers and Dan Drake; Streibel, the Wymans, Smith, Rickard, Anderson and Charley Blake. "Granny" Graham, Joe Dingman, Ed Sandals and Ralph Fraher; Fagan, Swally, Foley, Dalton, Ed Walrath, the billiard player. Fisher, Nauman, Bradford, Proctor, Bill Voss and Paddy Dunn; and Bill Leaf, when he left Perry, sure he left the only one. Hill, Ogden, Lewis, Nord, Pease and Hildebrand; Billy Distash and Bill Willard, with the fingers off his hand. Jennings, the Pennywells, Sumner, Barrett, Richey and DeFord; Anderson and Conklin, F. G. Hill who ran the board. Wm. Molchoir, G. P. Hinton, F. R. Doud and J. P. R.; Ross Grange and Al Chamberlain, whom we called "Old Dancing Bear." There are many more old timers, but my memory is slack; so we will turn back to the roundhouse, and that old tar paper shack, where we used to eat our regulars, cooked for us by old Jack. It seems as tho I can hear him say, "Darn your dirty hides, you came in here to eat, not railroad, so leave your trains outside." Later on they built the Beanery, then came Anna, Helen, Kate. Those were happy days, believe me, make in nineteen hundred and eight. Twenty years have made some changes, most of us are getting grey; McIntosh is no longer a terminal, all the "rails" have moved away. Now we are going on to Moberge, doing the very best we can; even at that we get a message, signed by W. P. Moran. What's the trouble, engine foaming? Isn't there some work you can leave? Yes, the last time I saw Worley, he was still a cursing Steve.

"SMOKE"

Kansas City Division

C. M. G.

THE Fourth Benefit Dance given by the Milwaukee Women's Club at the Armory on Thursday, February 16th, was patronized by a large number of our friends. The Voss Vagabonds, broadcasting orchestra from station WOC, Daveport, Iowa, played for the dance and many compliments were received to the splendid music. We are indebted to a number of Milwaukee employes for the assistance given to us in making a success of our dance. Chief Dispatcher E. J. Klain, secured the orchestra for us and also sold a goodly number of admission tickets. Mr. A. C. Daacke, Division Accountant and Mr. M. L. Fromm, Extra Dispatcher, were in charge of affairs at the Armory the night of the dance and we very much appreciate their kind assistance. Mrs. T. H. Kemp still retains the title of 'champion ticket seller,' having disposed of thirty dance tickets. Boilermaker Jake Robinson also gave of his time and efforts in the selling of tickets. Mrs. W. C. Givens, President of the Women's Club donated the use of her car, and also her services, in the distribution of window placards and other advertising matter in nearby towns and also in attending to various other details necessary in putting on the dance. Miss Mildred Kissingner also donated the use of her car in assisting in the distribution of the window advertising. Mrs. A. C. Daacke again served as Chairman of the dance committee, for several years she has served in

this capacity and this year, as in the past, she served in a most satisfactory manner. To her especially, are we indebted for the success of our dance. Mrs. Daacke was assisted by the young ladies employed in the Superintendent's office. The following out-of-town friends were with us for the occasion: Mr. and Mrs. N. P. VanMaren, Des Moines; Mr. and Mrs. E. F. Conway, Kansas City, Mo.; J. C. MacDonald, District Storekeeper, Milwaukee, and Miss Sybil Clifford of Mr. J. F. Anderson's office, Kansas City, Mo.

On Thursday, February 23rd, Mrs. W. C. Givens entertained Mrs. Daacke and the young ladies of the Superintendent's office at a noon luncheon at her home. This courtesy was very much appreciated by her guests, and the luncheon greatly enjoyed, this is very evident from the fact that they are still talking about the good things served to them.

Dispatcher R. O. Clapp and Mrs. Clapp spent a week in Minneapolis, Minn. recently, visiting with their grand-daughter Mrs. George O'Gar.

Mrs. Ilee Allen has just returned from her vacation, part of which she spent in Kansas City visiting with relatives and several days of which she and Mr. Allen spent in Chicago seeing the city and taking in some of the good shows.

The laying of 100 pound rail from Sturges to Polo and fifteen miles on the Middle Division was started on February 20th and is in charge of Roadmaster W. A. Moberly of Wabasha, Minn.

Through the efforts of agent G. L. Gallaher, Williamsburg, the Milwaukee Railroad secured five passengers from Butte, Mont. to Williamsburg, Iowa.

Miss Mildred Kissinger secured a passenger from Ottumwa, Iowa to Los Angeles, Calif. via our line to Kansas City.

Brakeman Win Chambers is confined to the hospital on account of illness and we hope he will soon recover and be able to return to his duties.

Extra Dispatcher M. L. Fromm received a message on March 2nd advising him of the death of his brother Robert, which occurred at his home in San Bernadino, Calif. He had made his home in California for about twelve years and his funeral services and burial took place there.

H. R. Howard has been appointed Assistant Master Mechanic at Laredo. Trainmaster Givens is also making his headquarters at Laredo temporarily. This for the purpose of expediting the movement of time freight trains through this terminal.

We are all glad to see our popular office boy, Frank Wilford, back on the job. He has been away for two whole weeks, being confined to his home with the mumps.

"Unfailing Courtesy always wins". We understand that L. Calloway, the second trick operator in the Train Dispatcher's office, was instrumental in securing a passenger from Kansas City to Chillicothe, just recently.

A Claim Prevention Committee has been organized at Ottumwa to include all lines and our Agent J. W. Calvert has been appointed chairman of the Agent's Committee.

Can you figure this one out?

As Long as it is still Long how much longer will it be Long? This is what the office force is trying to figure out after a long visit by a certainly young man last week at the Long home.

Mrs. Clifford Riley, formerly an employee in the Superintendent's office, invited the so popular with the young ladies that the City fone rings more than it ever did and that is going some too. Every time we grab

young ladies of that department to a luncheon at her home at noon on Wednesday, March 7th. A most tempting and appetizing luncheon was served to them and they all agreed that she is an excellent cook.

George O'Gar, Sr., of Minneapolis was a recent visitor at the Ottumwa Junction. Some years ago Mr. O'Gar was Master Mechanic on the Kansas City Division and a resident of Ottumwa. His many friends were very pleased to see him.

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

Nora B. Decco

WELL the ice went out on Main street and also on the main line and along the first part of March none of the train and engine crews knew when they were called just when they would get back home, if ever. And none of the other railroads were much better off than our railroad and all for the same reason, the beautiful snow came down last winter and covered everything it could with many feet of whiteness and then the nice warm sun came out and started things moving and when 18 and 15 one evening got over around Silver Bow Canyon they stopped and talked it over. Of course the B.A.&P. and the Nor Pacific were there too, and between them all the passengers arrived at their various destinations, some later than the working time table stated. However we were soon going at the usual rate again and everything is looking up once more.

Mrs. Fanny Miles second trick operator at Piedmont has returned from a three weeks visit in California. Operator Plumb relieved her during her absence.

Brakeman Workman was very seriously injured while working on a west bound freight train out of Piedmont Feb. 26th, he was taken to St. James hospital at Butte where he was for several days and then brought home. Mrs. Workman was absent on account of the sudden death of a brother in Indiana and the illness of her father there and has not yet returned home. Mr. Workman is up and able to get around now and we all hope he is soon himself again.

Well but listen the greatest news in a long time! Condr. Tommy Fairhurst is the BROAD and happy father of a fine big son born March 2nd at the local hospital. He has named the young man Tommy Jr., and from what we hear he can walk and talk by this time. When Mrs. Fairhurst left the hospital for home though what did Tommy do but forget the baby and Miss Viewig had to rush out after him; can you beat it?

We had the pleasure of talking to Operator Harold Heublein of the Northern Division a few minutes while No. 18 stopped in our city early in March or maybe it was late in Feb. and although our faces were dirty and our hands dirty and there were train order carbons all over the office still he didn't seem to mind and said he expected to return our way some time when the big fish are biting.

Boardman J. W. Lane who just got so darned mad at the baggage trucks at our Union station laid off the job and went Brakeman for a while got called the first three trips as Baggage man on 15, 18 and 16, ha, ha. Can you beat that for sticking close to your work. Emmett Butler is on the job while Mr. Lane is away and he is getting the fone to tell some engineer when he is going to get out whether we know or not.

Piles Cured Without Surgery

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



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Absolute Relief or No Pay

No matter how long you have been troubled—No matter how distressing your case may be—No matter how many treatments you have had without avail, if your case has not been neglected so long as to be incurable, we can promise you absolute relief or no pay ONE YEAR TO PAY—We are glad to make special terms with easy payments to railroad men and members of their families. Take a whole year to pay if you wish. If you or any of your relatives or friends are interested, we will gladly mail you our free book, "Piles Cured Without Surgery", and our reference list of cured patients. This book fully describes the McCleary methods of diagnosis and treatment, and tells you exactly what is offered here at a very nominal cost. Write for it today.

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its a beautiful young lady asking for Mr. Butler.

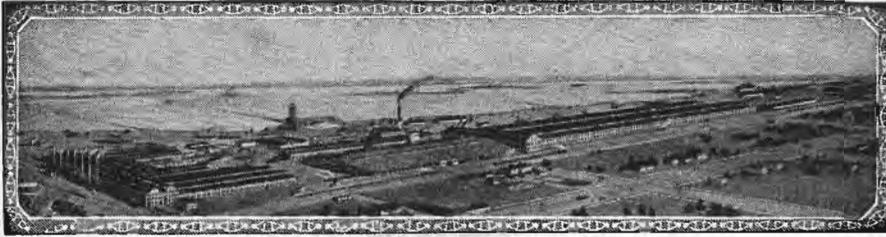
Brakeman Jasperson from the CV line was called to Thief River Falls, Minn. last of Feb. due to the death of his mother there. We offer Mr. Jasperson our deepest sympathy in his loss.

Condr. Hejer and wife have gone to Los Angeles for a visit with Mrs. Hejers relatives. They expect to be away about a month.

We were very sorry to learn that our friend at Harlowton who writes such sparkling news is laid up for repairs in the hospital at Deer Lodge and hope for his rapid recovery.

We regret to write of the death of Mr. George Phelps at Belgrade the last of Feb. Mr. Phelps was the father of Chester Phelps an employee of Chicago Terminals and was as fine a man as you would meet in many a days' journey, he was an old resident of this part of Montana and was head Miller in the Belgrade Flour Mills where he was beloved by all who knew him. We offer our sympathy to Mr. Phelps in the loss of his father.

We were visited by the New President and party first of the month and although they stopped over and went up and took a look at the Gallatin Gateway Inn yours truly didn't get a look at any of them except Mr. Meyers and Mr. Brown and waved a hand at Mr. Earling who waved right back again. Mr. Rummell came out later on in the month too, and went over to Butte to the opening of the new manganese plant there, and when he shakes hands, he shakes hands I'll say, any way we were surely all glad to see him once more, and as he looked happy guess he was.



Madison Division News Items

WORK on new bridge over Wisconsin River west of Lone Rock is nearing completion. There are five spans, each span 105 ft. in length and four shorter spans, 50 ft. each. John Cewe, in charge of iron construction crew and I. W. Schultz, bridge foreman, have been working hard to get the bridge completed before the ice in the river breaks up and they will have the last of the long spans completed on March 17th. They probably want to celebrate on St. Patrick's Day.

H. Lathrop, our congenial agent at Bridgeport, is planning on a trip to the Pacific Coast. He bought an old flivver expecting to drive, but recent heavy rains and thaw made the roads around Bridgeport impassable, so he changed his mind and decided to go on the railroad. Good for Harry.

J. E. Broderick, operator at Mazomanie and his wife are enjoying the sunny climate of California. He writes they are basking in the sun. Mrs. Broderick is visiting a sister and he is going to take a trip through Hollywood.

Condr. T. Leahy writes from California that he is ready to return home and resume work on his run between Milwaukee and Mineral Point.

J. P. Whalen, Roadmaster, is getting ready to take charge of the steel gang to lay 65 miles of heavy rail on the West End of the Madison Division. They will start at Middleton about March 26th.

Charley Payne, Divn. Accountant, is the proud father of a seven and one-half pound boy. When he passed around his 15c LaPalina cigars, he had a real Charlie Chaplin smile.

Bill Kenney, popular Master Mechanic, is now able to cover ground with the new shoes he had made at Huegels.

"Doc" Hart has resumed his duties as Gate-man at Milton Junction after a much needed rest.

Geo. Benedict has a new Ford "old model" and is competing with Uncle-Sam in the mail business. Emergency service attended with dispatch, but no ginger ale service.

Ray Corbett is very popular with the ladies, especially since the new Club Rooms were completed. Ray was the interior decorator and congoleum layer.

Henry Carter helped connect the gas, which is necessary to make a Club a success.

John Vanderhei was absent, but is still a favorite.

I & M Items

E. N. K.

ENG. Chas. Gilleece has returned from Los Angeles, Cal. where he spent the past two months.

Miss Gwenyth Hinckley spent a few days with her parents Mr. and Mrs. H. B. Hinckley before leaving for Tucson, Arizona where she has accepted a position in the schools of that city. Mrs. Hinckley accompanied her daughter as far as Kansas City.

Born to Fireman Vernon Burns and wife a daughter, March 10th.

Condr. R. J. Thornton who was taken seriously ill some time ago and underwent a very critical operation at Farmington hospital, is at the present writing doing nicely. We will hope to see you back on your old run again, Rollo.

Eng. John J. Mihil was called to Minneapolis recently on account of his son Harry's wife.

Mr. Lou Deily of Rapid City, S. D. and Dr. Deily of Emery, S. D. are visiting at Eng. Frank Deily's and with other relatives.

Since sending in our last items, death has

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17
17

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LUMBER	FUEL
17	17

taken from our midst Ass't road master B. J. Deeneen. The loss of this faithful employee will be felt on the Division.

Mrs. John Ober, wife of Eng. John Ober passed away at Los Angeles, Cal. and was brought to Austin for burial. Our sympathy goes out to the bereaved family.

John Smith, son of Mr. and Mrs. S. D. Smith, in company with four other University of Minnesota students are enroute to Japan and China to spend two months in orchestra work. A brief letter received by his parents, written on the back of a menu card dated Feb. 22nd Honolulu on board steamship Pres. Grant, states they are having a glorious voyage.

S. A. Main of LaCrosse, Wis. spent a few days with his daughter Mrs. Dan Dovenberg. Mr. Main is one of the old engineers who ran into Austin for a good many years.

West H & D Division Notes.

N. M. R.

MR. and Mrs. Lodge are the proud parents of a big boy. Thanks for the smokes.

Mr. Emmett Burke has left Aberdeen for Hot Springs, Ark. to be gone several weeks. Mr. R. Mulhern is acting Captain of Police during Mr. Burke's absence.

Work is under way to enlarge the Supt's office. This is a long felt need; a little more room will certainly be appreciated by the many clerks and stenographers.

Mr. R. W. Hayes, Maint. of Way Dept. was a caller in Aberdeen during February.

Mrs. Schneff returned to Aberdeen after being absent for several weeks visiting her mother.

Mr. W. M. Wilkerson who had the misfortune to fall down an open elevator shaft, which caused him to be laid up at a local hospital for several weeks, is home again, but it will be some time before he will be able to return to work.

The Division Master Mechanic is having the engines painted with the CMSTP&P monogram and they look very good.

Chief Carpenter Mr. C. J. McCarthy attended the meeting of the National Railway Appliances Association held in Chicago recently.

A good improvement is being made to the Women's Club under the direction of the president Mrs. P. H. Nee.

Jake Kaul of the B&B Dept. has joined his family in Seattle.

Ray has another mustache. This one looks pretty good. "If at first you don't succeed try try again."

Joe Johann is quite an artist when it comes to playing indoor golf.

Mr. C. T. Richards, Dist. Storekeeper and Mr. John Hart from Minneapolis, were Aberdeen visitors during first part of March. This was Mr. Hart's initial trip to Aberdeen and he says he is coming again, likes Aberdeen very much. He made a big hit here too. Mr. Hart said Aberdeen has some very good looking women.

We hear that Jack Seifer is able to smile again. The anti-powder is doing the work. How about the new car, Jack?

It is hard to recognize some of the boys these days. Have you seen Bill Beer's beard. If he keeps it until duck season it will make a good blind for ducks.

Bill Tracy is going to take a leave of absence and practice playing whist.

News items are rather scarce this month. Please send in your items to NMR, every one likes to read their own division notes, lets give something to read.

Northern Montana Division

Max

THE Lewistown Chamber of Commerce held a reception at the Masonic Temple on March 5th, for our new president, Henry A. Scandrett, who was making his first trip of inspection of the Northern Montana Division. Hon. Tom Stout, editor of the Lewistown Democrat News, introduced Mr. Scandrett, who made a ten minute talk saying that he was not a stranger in Lewistown and Fergus county, that he had holdings in this vicinity and might be classified as an investment farmer, the same as a number of friends that he saw at the meeting, that he was very much pleased with the outlook for the future of Montana and the northwest and with the large amount of business developed on this division.

Other officials who accompanied president Scandrett on the special were J. T. Gillick, Vice President, C. F. Loweth Chief Engineer, F. N. Hicks, Assistant Traffic Manager, George B. Haynes, Passenger Traffic Manager, J. F. Bahl, Asst. General Passenger Agent, C. H. Buford, General Manager, Lines West, D. E. Rossiter, General Superintendent, E. L. Cleveland, Superintendent and M. E. Randall, Division Freight and Passenger Agent.

Local representatives attending the reception were E. B. Cornwell, Chief Dispatcher, G. L. Woods, Car Foreman, Conductors J. W. Rawls and P. J. Tobin, G. G. Conrad, Ticket Agent and A. M. Maxeiner, Agent.

Every employee can be of great assistance in soliciting business. Conductor J. W. Rawls, who is chairman of the board of education of Fergus County High School, was successful in securing three carloads of school equipment which is to be installed in the new addition to the high school, for our line. It is suggested that when employees meet with the proprietor of the stores that they patronize, that they urge them to write on all of their orders to ship via the Milwaukee.

The Power Mercantile Company recently published an advertisement in the local paper about a guessing contest in regard to a freight shipment of clothing from Utica, N. Y., saying that the shipment was billed out on March 5th and that they did not know when it would arrive at Lewistown and that the person guessing the time that they would make the first sale from the shipment would secure a prize. On seeing the advertisement Agent Maxeiner looked through the way bills for the package cars that originate at Gale wood and found that the shipment had passed Galewood March 5th and was due to arrive at Lewistown on March 15th and notified the consignor. This information appeared in the paper the following morning.

H. W. Jackson, Foreman Lewistown freight station, secured a carload of bottles and two large shipments of machinery for a new bottling works opening up at Lewistown for our line. Mr. Jackson is recognized as a very efficient and hustling employee.

D. E. Rossiter, General Superintendent, visited the Northern Montana Division, taking in all of the branch lines.

R. D. Crowder and wife of Judith Gap are visiting in Salem, Oregon.

Miss Edna Fritsen, correspondent for the Women's Club, spends her week ends at Harlowton. Sometimes her friend comes to Lewistown.

Mrs. W. E. Ring was a Butte visitor during the month.

Mrs. Emma Merrill, mother of Fireman Merrill has returned from Los Angeles where she has been visiting her daughter.

Mr. and Mrs. D. Y. Wilson, of Great Falls are visiting in Miles City.

Among those who have made trips to Seattle recently were Mrs. J. L. Cox, A. G. Hecker, C. C. Loughry and Ray Marshall.

Mrs. W. J. Ratallick, past president of the Milwaukee Women's Club is visiting in Aberdeen.

Mr. and Mrs. J. T. Beiser, of Montague, left for Algona, Iowa, being called there account of the serious illness of Mr. Beiser's mother. W. L. Reeser is acting agent in Mr. Beiser's absence.

Mr. and Mrs. Guy L. Kester are spending several weeks with the parents of Mr. Kester at Norborne, Mo.

M. E. Randall, Division Freight and Passenger Agent, was operated on at Lewistown by Dr. Attix for appendicitis. He is getting along nicely. Mrs. Randall is the guest of Mr. and Mrs. Cleveland while her husband is at the clinic.

I. C. Brewer, formerly instrument man with Division Engineer Ring, has resigned and accepted a position in a similar capacity with the New York Central at Cleveland, Ohio.

The social meetings of the Milwaukee Women's Club are getting to be regular events, the men of the division being invited and taking advantage of the fine entertainment afforded.

A. A. Wilson, Assistant General Freight Agent, with headquarters at Seattle, was on the division during the month. When we tell him that we are getting ninety percent of the business he asks what is becoming of the other ten.

Our division safety first and claim prevention meetings are well attended. Mr. Cleveland always has a good talk prepared for each occasion.

Joe Strausman, Traveling Accountant was at Lewistown in connection with his department.

Two carloads of airplanes passed over the division destined Great Falls.

Miss Catherine Maxeiner, who has been teaching in the city schools of Elmira, New York, was married to John B. Denton, Superintendent of Bradstreets at Binghamton, New York.

A. M. Maxeiner accompanied a party of 25 members of the Lewistown Rotary Club, on a recent trip to Roundup. Max represents the Milwaukee in the club.

Sioux City & Dakota Division

H. B. Olsen

A LARGE crowd attended the Safety First Meeting at the Sioux City Passenger station on February 13th. There were some mighty fine suggestions submitted and the usual "live-wires" were present.

On February 14th, a "local" Safety First meeting was held at Yankton with forty present—that included 17 section men all from Roadmaster Charley Kemp's district. This meeting was unusually interesting as was shown by the good attendance. Keep up the good work boys the first thing we know there won't be any unsafe practices.

Recently, while Conductor and Mrs. Bert Brashear were spending a quiet evening in their home on Morningside Ave., Sioux City their attention was directed to a car passing on the Ave. at a terrific speed; A few moments the same car returned but going at a moderate speed and, upon investigation as to who the occupants of the said car were, Mr.

and Mrs. Brashear discovered it was Conductor and Mrs. C. Rifenbark demonstrating a new FORD. Clarence later made the remark that he could not get the darn thing out of intermediate.

Conductor "Tommy" Snyder recently made his appearance on the Sioux Falls line, "Tommy" has not been around Sioux Falls for a year or so and we were glad to see you Tom.

Engineer "Bob" Manson is now sporting a new Victory SIX Dodge and we will say, some class Robert. Bob says he selected a Brewster green in color that he might use city water instead of rain water—city water always turned the other car green anyway.

The Courtesy and Claim Prevention meeting held at Sioux Falls on February 28th, was well attended and much good was derived from the assembly as always is. Switchman Clark Overcash who attended the meeting has been unusually courteous ever since.

Agent Gorman over at Parkston reports February as one of the banner months at his station with heavy stock and grain shipments and the good old times are in evidence once more.

Section Foreman E. Popper and wife, Sioux City spent the week end with relatives at Tama, Iowa.

Extra Gang Foreman Geo. Halbman at West Yards, Sioux City has resumed work after a months leave of absence where he visited relatives at Madison, Wis. He was relieved by Foreman Emil Popper.

There is considerable excitement being waged on the coming BIG DANCE the Sioux Falls Chapter of the Women's Club will give on April 26th, at the Arkota Ballroom, Sioux Falls. Everyone is selling tickets and the winner of the big prize will be presented with an "All-expense Tour of the Pacific Northwest" a trip that cannot be equaled. Boost for the Women's Club.

Mrs. A. B. Main, wife of Engineer Main had the misfortune to fall recently, slightly injuring her knee and instep and, dignity as well, as she was ready to leave the house for downtown.

Section Foreman W. E. Novak over at Utica, S. D. has purchased a new Chevrolet coach and, Agent Geo. Feauto bears out the statement with "Bill" that its "some bus."

President H. A. Scandrett and party spent a few hours in Sioux Falls on March 7th, and were guests of the city. The Presidential party also spent several hours in Sioux City on March 9th, and were entertained by the various city organizations.

Condr. T. H. Calligan is planning on starting a small circus. He is expecting a trained alligator from Florida soon. We cannot say at this writing what else he is planning on.

Condr. A. R. Maroney, better known as the Irish Comedian on the east end, and has finally become a "Radio Bug." He gets all his sleep in, Manila now.

Condr. F. C. Burke has resumed work on the east end after a brief illness.

C. F. Dyer is limping around with a sore knee, claims he hurt it while on duty, but listen Charley, "tell the truth."

Operator Kenneth Lambert, Canton, S. D. has been released from the hospital at Sioux Falls where he underwent an operation and has gone to Luana, Ia. where he will rest up before resuming work about April 1st.

When you see Johnnie O'Neil—alias Rabbit, ask him about his trained horse "Peanuts"—he can explain better than we can write.

Chester R. Moran or "Paddy" as we all know him, has started a mustache, says he is going to let it grow until it points east and then west then get himself a derby and walking stick as that seems to be the style around the "Plantation and Recreation."

Employees on the Division wish to extend their heartfelt sympathy to Conductor and Mrs. Wellington Fox and family in the death of their daughter-in-law.

Night Yardmaster Earl A. Murphy at West Yard says business has increased to such an extent that his Pal dog could not keep pace in following him any more.

On March 9th the new gas-electric car was placed in service between Sioux City and Platt, S. D., Engineer Dilger in charge.

Engineer T. H. Thompson has resumed work on the Sioux City Transfer after a brief illness.

Miss Margarite Shannanhan of the Sioux City freight office made a hurried trip to Sioux Falls last week. Would suggest to Agent R. G. Larson, he might have to hire more help.

Chester Belknap, passenger brakeman, the boy with a smile, was on a forced vacation account sickness.

Freight checker Paul Budich, Sioux Falls, burst forth with the "treats" the other day around the freight office and, of course everyone anxious to know why, why, "a fine blue-eyed baby girl at our house" was the reply. Congratulations Paul.

We are all awaiting two important events and the day will be jammed with Exuberance when the events take place. Martin Noonan is all ready to march down the aisle to the well-known tune and, from the looks of the "sparkler" on Helen Flynn's left hand, guess "it wont be long now"—some talk of declaring a holiday when these events take place.

The Safety First Meeting held at Sioux Falls March 12th, went over BIG with the usual good crowd and suggestions. Especially interesting talks were made by Supt. F. T. Buechler and Safety Inspector W. H. Cobb. After the business session the "SOO Hawaiian Orchestra" rendered some very pleasing selections being followed by Readings by Mrs. G. C. Helfert which were enjoyed very much. The youngest entertainer on the program was Master Alfred B. Main, Jr., son of Engr. and Mrs. A. B. Main recited his piece on "Safety First" which the audience demanded "more, more and more". After the program the Women's Club served a delightful lunch which was surely enjoyed by each and every one.

We extend our sincere sympathy to relatives and friends of section Foreman George Richmond at Yankton, S. D. who died on February 28th. Mr. Richmond was only sick a short time, death being caused from intestinal trouble.

Freight house Foreman Leonard Mostran, Sioux Falls went on a forced vacation account illness.

Miss Ruth Mostrom has resumed work at the Sioux Falls freight office vice Mrs. Ruth Bartlett resigned.

Harry Jones, Trucker Sioux Falls freight house has resumed work after a ninety day leave of absence, visiting various eastern points including Hagerstown, Maryland.

Mrs. L. J. Angle and sons Elwin and Earl have returned to Sioux Falls after a trip through the Pacific Northwest.

Yardmaster J. R. Bankson Sioux Falls has joined the "Radio Fans" and is enjoying a new all-electric set very much to his satisfaction and enjoyment.

Chicago Terminals

Guy E. Sampson

WELL since our editor was so good to us last month and gave us so much space we will try and be brief this month. It was sure a great surprize to us all to get our March issue of the Magazine on the 10th when it has been coming along the 15th or later. Hope this good service keeps up. Especially this month as we are going to tell our readers of a big event that is going to happen in the Terminals before the 15th of April and we hope every reader has their copy in time to see the notice. Read on and you will see the announcement.

Yardmaster W. J. Walthers and wife have moved into their fine new home in Westwood addition to Elmwood Park. A number of our employes are purchasing homes there. It is sure a fine location and the several hundred homes built there in the last year are all fine, ranging in price from \$8500.00 to \$11000.00 with all improvements in. One could hardly believe that within one short year a young city with all improvements including alleys and streets paved could be built and occupied. A new \$35000.00 depot was built and all suburban trains stop there.

On Feb. 26th engineer John McGrath passed away at his home. Burial took place at Delavan Wisconsin beside the grave of his father who was also a Milwaukee engineer. Mr. McGrath leaves to mourn him his wife, mother and one sister besides a host of friends and co-workers. The sympathy of all employes is extended to the bereaved ones.

The reward for finding Walter Jackson is withdrawn as he returned of his own free will and accord. All glad to see you back, Walter.

Bensenville employes have recently noticed the absence of a brother, Billy Goat. It was none other than Mr. Lenord Lane who headed a transfer crew between Faithorn and Bensenville yards. Upon inquiry it was learned that he had volunteered to take the 11 P.M. yard engine at Faithorn and clear up the congestion at that place. O. K. M. N. X.

We notice in last months C. & M. items that Mr. Rohde had gone west and expected to stay till the birds return. Wonder if he will bring back a Hollywood chicken? Speaking of birds and knowing him as we do makes us wonder.

Engineer Elmer Numer has had his share of tough luck this month. First his wife was taken to the hospital for an operation and then on March 9th his father Mr. McNumer, who has charge of the pumping station at Manheime had the misfortune, while starting one of the engines to get caught by a large fly wheel and thrown with such force as to break one arm, one leg and badly lacerate his head. However at this writing both Mrs. Numer and her father in law are improving nicely. That Mr. Numer was not instantly killed is a miracle.

Oh, Yes, Spring is here alright, alright. Didn't you see Simons, the coal clerk in Bishops office washing the windows March 12th? and Severson, the Sunshine yard clerk took off one of his sheepskins. Oh, Yes, Spring is here alright.

The Employes Athletic Association will give a Card and Bunco party at McEnery Hall, 4041 W. Madison St., Chicago, Friday evening April 13th, admission \$.35. It is sure to be a big time and all should attend.

Lester Norton, one of the clerks in O'Brians office was recently called to Portage account of the illness of his sister who lives at Portage.

Electric



Castings

Steel

WEHR STEEL COMPANY

ALLOY STEELS

CARBON STEELS

Sympathy of all employes is extended to Mr. and Mrs. Ferdinand Bruhn, account of the death of Miss Ester Blum, daughter of Mrs. Bruhn by a former marriage at the Elmhurst hospital March 5th. Deceased was but 18 years old and had many friends among the younger set. She will be sadly missed by all who knew her.

Howard J. Cameron, seventeen year old son of General Car Supervisor Harry J. Cameron, has just been appointed alternate candidate for West Point by the Honorable Congressman M. A. Michaelson. This appointment is the result of a competitive examination held in January by Congressman Michaelson, when all aspirants to West Point were allowed to compete for honors, and a final examination held at Ft. Sheridan on March 6th. The district of Congressman Michaelson comprises innumerable homes of C. M. St. P. & P. employes who have watched the outcome of these examinations with interest. They are indeed proud of the honor that the Congressman has conferred upon one of their group.

Howard will be remembered by many as the young chap who worked as extra yard clerk at Bensenville, and as relief night man at Western Avenue last summer during the absence of Agent Bieglow.

He graduated from Crane High School last June with honors, and was editor-in-chief of the school publication during his senior year. He is now in his first year of college at Greenbrier Military School in Lewisburg, West Virginia, and is a member of the school staff there.

River Division Gleanings

M. M.

THE writer noticed the I&M Division notes were contending that the River Division were claiming the good looking men from the I & M. Far be it from anyone over here to do such tricks as that for you know we have so many good looking men on the Division that we wouldn't miss one or so.

Everyone is surely glad to see Leonard Tuma around and making calls at the roundhouse and depot at Wabasha. Nice to see you well again, Leonard and hope you will be back to work soon.

Two boys have been listed among the men of the Mechanical Department—Son arrived at the home of Engineer Wm. Reed and wife and son came to make his home at Chief Clerk Tom Klas and wife. A daughter came to take up her permanent residence with Mr.

and Mrs. Amos Stuver and Amos says she will be in line for an efficient railroad steno.

Regret very much to report the illness of Engr. Fred Koch. Mr. Koch underwent a very serious operation at the Lutheran Hospital at Eau Claire and at the present writing he is doing very nicely.

Mr. Wm. Ott has again resumed his work as roadmaster on the C. V. and Wab. Divisions. Mr. Ott found it necessary to purchase a new pair of overalls when he was called out on the Wabasha Division to a wash-out but it developed that there was so much ice that he found the overalls not necessary.

February 29th marked the 64th birthday of Miss Minnie Smith, station agent, at Zumbro Falls. A number of Miss Smith's friends took advantage of the occasion which only comes once in four years by celebrating it, gathering at the depot and holding a reception. The trainmen stopped and offered Miss Smith their congratulations and best wishes for many more birthday anniversaries. Miss Smith has been in the employ of the railway company for 49 years and 47 of these years she has spent in Zumbro Falls. Miss Smith has a most enviable record on the Milwaukee railroad. It is hoped that when the 50 years of service for the company has been reached by Miss Smith that we will all be at Zumbro Falls and help her celebrate the occasion in a most fitting manner. Congratulations to Miss Smith.

The following poem was composed by Mrs. C. W. Radabaugh for the event of Feb. 29th.

Dear Minnie we have come to-day,
To remind you in this formal way;
Of your birthday, surely choice and rare,
On the 29th day of February.
For forty-seven years you've been in town,
Your honesty has won renown;
For ne'er a whit o'er told
To weigh upon your soul.

You have brought us messages of cheer
And sometimes those that brought us tears
But always in a business way,
Which in the end doth win the day.

While Leap Year was within your hand,
You left the wishful masculine band;
You surely showed you had some tack,
To hold your own so near the track.
We wish you many many more
Of Birthdays Minnie, full a score;
May you have health and happiness.
All you deserve, may you possess.

Word comes from Condr. A. P. Buckner at Bushnell, Ill. that he is recovering fast and



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O-O

**THE SENTINEL
BINDERY**

JOHN C. SALZER

MILWAUKEE, WISCONSIN

O-O

it is hoped that he will soon be able to return back to work among his many friends.

District Master Mechanic John Turney was at Wabasha a few days the past month supervising some work that was being done at the Pontoon Bridge boiler.

Mr. F. M. Washburn, Car Foreman at St. Paul, made a trip to Wabasha in the interest of a car that needed his particular attention.

We were pleased to acknowledge a pleasant call from General Car Foreman Mr. John Dietz of La Crosse. Mr. Dietz comes seldom and stays a very short time.

Engineer Wilson and wife have returned from California but as yet Mr. Wilson has not returned to work. Isn't it queer the way some people just sit around and watch the rest of us work?

Roadmaster C. Carlson is getting the work lined up for the summer's work. He has a work train on laying rail for the 37 miles of track that he is going to lay this summer. Mr. Carlson has regained his original pep after his illness during the month of January and is now back to normalcy.

SM East

MBM

THE Milwaukee basket ball team closed the season Friday March 2nd, when they played the College Garage team at the Shaw Gym. The score being 26 to 12 in favor of the College Garage. Previous to this game the "Milwaukee" team defeated the knights of Columbus team at the St. Augustine's Gym by a score of 14 to 9. The team was composed of the following players, Verne Evenson, Center; L. Flannery and K. L. Meyer, forwards; E. Doyle and G. Williams, guards; R. Booth, Red McCoy, H. Scott, Ted Jorgenson, Substitutes. "The Milwaukee Team" was one of 12 teams which comprised the City League of Austin which furnished a lot of good basket ball during the winter months and also gave many good healthful exercise and recreation in their spare time.

Condr. Al. Smith and wife of Madison, S. D. were at Austin Sunday March 4th, visiting at the home of Mr. Smith's brother-in-law.

Section Foreman Herb Smith of Lime Springs, Iowa has moved his family to Austin, where he will make his future home, having bid in the section foremans position left vacant recently by the death of Foreman B. Jim Deneen.

C. J. Gifford, Operator at Ramsey, Minn., just recently returned from an extended vacation trip to New Orleans, La., where he attended the Mardi Gras celebration. He also spent considerable of his time at Fort Meyers, Florida (which happens to be Henry Ford's winter home). From here he went to Key West, where he took passage for Havanna, Cuba which is 95 miles from Key West and makes a delightful boat ride. Mr. Gifford advises us that Havanna is a beautiful city with a wonderful climate and says that he enjoyed his winter in the South very much.

Our Division Accountant R. G. Evenson had the misfortune to fall on the slippery sidewalk on Feb. 21st and sprain his knee and is now walking with the assistance of two wooden sticks called crutches. At the present writing he is coming fine has hopes of being able to dance at the Easter Ball.

A daughter arrived at the home of Mr. and Mrs. Leonard Flannery on March 7th, 1928.

Our friend John Schultz is keeping the nurses at the hospital on the jump as he is

able to be in a wheel chair now and is continually on the go.

Fireman Frank Svykovsky and wife visited relatives in Milwaukee, Wis., the middle of the month of March.

Mr. Paul Carlson and wife, cashier, Mankato, spent a few days in Chicago during March 1928.

Miss Eileen Anderson, daughter of Conductor P. Anderson, visited friends in LaCrosse, Wisconsin March 14th, 1928.

The following donation received from Kermit:

FILLUM FAX

1. The Callahans and the Murphys, Marce and Eleanor.
2. The Devil Dance, Ed Doyle
3. The Lighter that Failed, C. M. Aughey.
4. Figures Don't Lie, Ev and Rose.
5. Fireman Save My Child, Flannery.
6. The First Auto, Kneeskern.
7. Gentlemen Prefer Scotch, Ron.
8. Hard Boil Haggerty, Hoffman.
9. If I Were Single, Valentine.
10. The Last Waltz, Ron.
11. Painting the Town, Brad. Val. and JSH at Fairmont.
12. Smile, Brother, Smile, Hoffman.
13. Tillie the Toiler, Violet.
14. The Student Prince, Ed Doyle.
15. Good Time Charley, Ask Marce.
16. Get Your Man, The Call Boys.
17. Rolled Stockings, Ev Trenary.
18. The Wind, SJK, HAW and HJK.
19. Loves of Carmen, Martin Johnson.
20. Jaws of Steel, SJK.

CARD OF THANKS

To the friends and maintainance of way workers on the So. Minn. Division I wish to extend my sincere thanks for the Kindness shown by the liberal contributions and help given me in the time of my double accident, which was greatly appreciated by myself and family and will be long remembered.

Lyle Hansen and Family

Deer Lodge and West Rocky Mountain Division

M. E. S.

DISPATCHER M. J. Welch has gone to Riverside, California to visit his wife and daughter.

Mrs. C. A. Olson, wife of Dispatcher Olson left for Amsterdam, New York recently, having received word that her mother was seriously ill.

Miss Laura Critzer of the Superintendent's office has returned to work, having recovered from a recent operation.

Mrs. W. T. Helman, wife of Conductor Helman was called to Duluth recently by the death of her father.

Fred Leach and wife have gone to California for a visit with his mother and brother. Mr. Leach is an electrician at the Deer Lodge Shops.

Mrs. A. E. Workman has gone to Ft. Wayne, Indiana, having received word of the death of her brother.

Miss Hildah Sikla has returned from Dassel, Minn., where she was called on account of the death of her mother.

Mr. W. J. Greetan and Miss Alta Crary, both of Avery, were married Saturday, March 10th. Both are Milwaukee employes and they have the best wishes of the entire Division.

Arthur Robinson, Roundhouse Clerk at Avery died March 13th at Avery after a lingering illness.

Mr. C. A. Fox passed the candy and cigars last week—fine nine pound boy at his house.

Mr. Thos. Kirk, father of Mrs. C. N. Clark, passed away at Missoula March 3rd. Mr. Kirk had made his home at Alberton and worked at different times for the Milwaukee. The sympathy of the Division goes to those bereaved.

Mr. Thos. Bowen has returned to Alberton after spending several weeks visiting relatives and friends at Great Falls and Milwaukee.

Somebody ask Geo. Wilcox if he likes SOUP.

Mrs. J. C. Poirier, wife of Brakeman Poirier, of Alberton, is visiting with a sister in Tucson, Ariz.

Switchman Thos. Lang and wife are the proud parents of a baby daughter. Cigars Tommy? Yes?

Mr. Wm. T. Hamlin, aged 63 years, died at St. Joseph's Hospital at Deer Lodge following a few days' illness of pneumonia. Mr. Hamlin was the Porter on Superintendent Sorensen's business car. He will be greatly missed by his many friends in the Division and we extend our sincere sympathy to Mrs. Hamlin.

Mr. Peck: What did you say the price of that lumber was, Raymond?

(The price was \$45.00 per M).

Raymond: \$45.00 a million feet.

Who said Spring was not here? Saw a meadow lark the other day and little and big boys parked on every dry spot in town playing marbles.

Iowa Middle and West

Ruby Eckman

A Lewis-Schaffer lift truck has been added to the equipment of the Perry store department, which with the system of trays which operate with it between the general store department and the Perry store, makes a very convenient arrangement. The trucks and trays are built with a capacity of 3500 lbs. which can be handled by one man which is much more economical than the old method of handling scrap and material from cars to platforms and store houses by means of wheel barrows.

Engineer Seymore Brown's wife has been very seriously sick for several weeks at the family home in Perry. Relatives from a distance were summoned as her condition was very critical for a time.

Engineer Irving Chubbuck's wife enjoyed a visit with her son who lives in Akron, Ohio, during the fore part of March. She also spent some time in other Ohio cities before returning home.

The news of the death of Conductor Thomas Freeman at his home in Savanna the latter part of February, was learned with regret by the employes on the middle and west Iowa divisions. Mr. Freeman had held a run from Marion to Omaha at various times when business was such that he could not hold a run on the east end. Conductor Wm. Simonon one of the Perry passenger conductors volunteered his services to handle the special train provided to take the funeral party from Savanna to Sabula where burial was made.

W. F. Stiel and wife are the parents of a new daughter, born to them while Mrs. Stiel was staying with relatives in Dubuque in February. The little Miss was named Joanne. The family returned to Perry the fore part of March.

Harry Boines, one of the round house force at Perry was called upon to mourn the death of his mother who passed away at the family

home in Aspinwall March 5th. Harry was advised of her illness and left at once for his home but did not reach there before the mother passed away.

Another girl arrived to join the family circle of Machinist Frank Fulhart on March 6th. The little Miss has two sisters and was given a welcome in the home.

B. C. Snyder, agent at Dawson returned to work March 1st after a several weeks lay off during which time he was taking treatments at the hospital in Iowa City.

Robert De Groate who has been firing on the Iowa division for the last five or six years has completed his examinations and has been promoted to an engineer. Robert's father was in engine service for many years and will be remembered by the old timers on the Iowa division.

Friends of E. W. Webb were pleased to learn that he had been selected for the position of District Claim Adjuster of Iowa when Mr. Bemler's duties were changed from that position to the position of assistant to the general adjuster. Earl has been with the Milwaukee for nine years, having worked a similar length of time for the B and O in the capacity of claim adjuster. He will handle the work from Des Moines, which has been his headquarters for some time.

C. W. Corsaut coach for the Agricultural College athletes at Manhattan Kansas, brought his team of basket ball players up to Iowa for three games in February. He took occasion at the same time to visit his sister, Conductor L. G. Honomichal's wife so Mr. Honomichal laid off and took the family to Des Moines to see the Kansas boys trim Drake.

Friends of G. H. Hill were glad to hear of his promotion to the position of superintendent on the Bellingham division as announced recently in the magazine. George is a former Iowa division man and still has a lot of friends on the division.

Mrs. Sidney Carey wife of one of the Perry round house employes died at her home on February 23rd following an illness of but one week.

On February 22nd Frank Hunter one of the Iowa division engineers died after a week's illness with pneumonia. Frank had suffered for some time with asthma and when he contracted a cold and developed pneumonia he was unable to combat the disease. He was one of the most popular engineers on the Iowa division. He always had a smile and a friendly word for all and will be missed among his associates. He leaves a wife and two grown sons.

Engineer Charles Sinclair's wife went to a Des Moines hospital the latter part of February for an operation for the removal of a goitre. The operation was very successful and she returned home and has been much improved in health.

Brakeman Roy Brokaw's wife has been quite seriously sick for some time. She plans to go to Iowa City soon for treatment at a hospital.

Agnes Mc Lane a sister of Conductors George and John Mc Lane and a daughter of P. H. McLane one of the pioneer section foremen on the Iowa division was married February 20th to Dr. Cooper of Bayard. She has been employed for some time as a trained nurse.

Mrs. Katherine Pendy, the widow of engineer Thomas Pendy who was killed about four years ago, died at the family home in Perry February 26th. Mrs. Pendy's health has been poor for some time and the end was not unexpected. One son Thomas is a

boilermaker employed in Chicago and a daughter is the wife of operator Bruce De Voe of Council Bluffs. Burial was made at Perry.

Harry P. Buswell who has been working as a train dispatcher in the Perry office has been promoted to night chief in the Savanna office. The change was effective on March first. The promotion takes Harry back to an office where he worked for a few years as he was on the Savanna force until a consolidation of offices resulted in a reduction of the force. "Buzz" is a good man and his friends are all glad to see him advanced. The change gives Ralph Wright a trick in the Perry office, Ralph having been on the extra list since Mr. Buswell returned from Savanna a couple years ago.

Emery Johnson an engineer in the Council Bluffs yards had a peculiar accident recently. He was trimming down a window sash when the knife slipped and embedded itself in his thigh cutting a four inch gash of sufficient depth to warrant his removal to the hospital for treatment.

East H & D Division

Maude Hamlin

YOURS truly enjoyed a two-day vacation a short time ago, spending it with the "girls" at Aberdeen. Visit was more or less of an enigma to various persons roundabout, but we managed to "get by" without divulging too much of the actual happenings, and came home all set for work on Monday as usual.

Conductor Humphry has been confined to a Hospital in Minneapolis after under-going an operation for hernia. Reported to be getting along fine, and will no doubt be back on No. 15 and No. 16 in a short time.

And by the way, OPR (Roadmaster Ranning of the H&D) is sort of getting the rest cure at the Montevideo Hospital and on last reports was getting along famously. The only thing he is worrying about is those jack rabbits at Wegdahl, but we assured him that they will be unmolested until he gets on his feet again. Roadmasters Larson and Phelan are taking care of OPR's territory during his absence.

Mrs. R. E. Sizer spent a week or so in Minneapolis and Chicago visiting Mr. Sizer's sister in Minneapolis and other relatives in Chicago.

Mrs. Jos. Adams was called to Minocqua, Wis. on account of the death of her father. We wish to extend our sympathy to Mrs. Adams.

Well, Rudy went and left us—this time for good—or bad, who knows? And at last report he is getting along fine in the new position. He is now connected with the Quinn-Shepardson Co. of Minneapolis. Mr. Julian Sauvageau of Fargo, N. Dak. is the new clerk in Rudy's place.

Mr. McCormick of Milwaukee Shops was a pleasant caller at our office for a few days the week of Feb. 27th, checking up certain engine movements on the east H&D.

Mr. Sizer was called to Minneapolis on account of the serious illness of his sister, who was in a hospital in that city.

The Railroad Women's Club gave a very pleasant dance of Feb. 18th and had a nice crowd, where everyone knew everyone else and we danced both old and new fandangoes. A splendid lunch was served about midnight and then we went "on with the dance."

Conductor Raymond was on the sick list for a few days having to be relieved on his run by Chas. Nelson, at Montevideo.

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Our pugilistic operator at Milbank "Kid" Flemming, was scheduled to fight a rather vicious and doubtful opponent on March 7th last, and at the very last minute developed an acute case of "Malingarootis"—a very acute case, and a disease only prize (?) fighters catch (at the last moment). Consequently there wasn't any fight, and several H&D men were sadly disappointed after having laid off to see the fistic encounter. In fact Roy Holzer, Ben Bishop, Earl Fifield and Windy Roberts were all out of luck as pallbearers and came home mighty discomfited. And besides, Earl lost 35c to a pretty waitress on the affair. It will take Flemming some time to square himself with all the boys.

Our Veteran section foreman, Knute Weflin, of Wegdahl, who has been on the job for a good many years, passed away very suddenly on March 4th, death due to hemorrhage of the stomach. Quite a number of the old timers attended the funeral which was held at Wegdahl on March 8th.

We have been advised that Engr. Bradley on the Bristol helper has purchased two choice water-front lots on the south shore of Lake Meyers, just west of Bristol and will erect a summer home there in the near future. We predict that the hot summer months will find Percy spending most of his leisure time trying out the various kinds of fishing tackle or bathing in the cool waters of this popular resort. (contributed)

Frank Fowler is back from Oregon City, Oregon after an absence of several months. He reports that there was considerable snow out there this winter, altho it was not so cold as back here in Minnesota. "Dad" Fowler will return about April 15th, so Frank informed us.

The Exhibit Car, which was on our premises March 12th was largely attended, or rather inspected, by the citizens of Montevideo and vicinity, who were highly pleased with the excellent exhibits shown.

Wm. Schmitz, Ass't. Supt. at Perry, Ia., was a pleasant caller at Montevideo March 13th. His Superintendent told him to visit about twenty minutes and then hurry back. But then, that's William's second name, Hurry.

Milwaukee Shops

H. W. G.

THE Timken Roller Bearing shop operations have been thoroughly photographed.

The officials who went to the coast Feb. 19th, returned Mar. 3rd. Mr. E. F. Zimmerman tells us that he went up in an airplane while out there, think he will try with Lindy in the air mail next.

Mr. Jim McCormack's auto was smashed into by a coal truck up above the Avenue and considerably damaged luckily only slight personal injury, not to Jim however, but to his wife.

The new car orders are making a rush of blue prints. Mr. Jas. Mehan returning from Florida with the ARA has been in every state in the union. Where next Jim?

The new 1928 annual passes began to arrive around the 7th of March. Mr. W. E. Tyler of the pass bureau had his hands full, tis' a wonder he don't get writer's cramp.

The new gas-electric cars being received certainly make a fine appearance. Mr. Gordon is testing them out, some 16 of them.

Machinist Jno. H. Wilton who has been off for nearly a year is not so well at last accounts.

Henry TeBrake machinist is up at Rochester, Minn. and not feeling as well as we had hoped.

The condition of Veteran Al Klumb is not as good as we had hoped. We are having inquiries as to the first locomotive entering Portage. This means in the late 50s, so far we have been unable to find out, will anyone having this information please communicate with "H.W.G." and greatly oblige.

What's the matter the little dancer in the next room, noons, coming in here and give us an exhibition occasionally.

A history of electric train lighting is being pushed by the societies in Chicago, and our Mr. Gilman is asked to bring up our road's beginning in the innovation. We are pioneers in that line as will soon be made manifest, by letter press and photos.

A slip of the pen, or rather the type, in the Mar. magazine gives Veteran Jno. M. Horan's service date as 1885, this is 30 years too late, he started in 1855.

The chemical lab. is moving over above the test room east end of locomotive ship. The present upstairs quarters in the plating Dept. we understand is to be used as a lunch room, so you see we are nearing the idea expresses in sentiments that were under way for sometime.

Coast Division

CCC

JUST when we thought we had no news for the magazine along comes a newsboy calling "EXTRA, EXTRA." We found a dime hurried to the street below to buy a paper and found Dick Wende again a hero. It seems Dick was driving along the country road toward Sumner when he noticed an up-turned car in the ditch. As usual Dick was right on the job and pulled the occupants of the car out of the wreckage and from the water, and rushed them to the hospital. It was a party of Old Soldiers and their wives going to the Orting Soldiers Home to visit. Dick says, "We Vets must stick together." (You see Dick is a Spanish-American War Veteran, and already drawing a pension). We would send in the hero's photo, but just mention his name and he is known by all employees from Moberg to the Coast.

Mr. George Freestone, Depot Ticket Agent, and Mr. Charles Negley, Asst. Chief Clerk in the Superintendent's office have been confined in St. Joseph's hospital, but at the present writing are improving rapidly and will soon be able to return to their duties. Dispatcher H. E. Peterson and Mr. E. Bublitz, Water Service Man, are also among the sick both being at their respective homes.

Many friends were shocked on February 18th account the sudden death of Willis H. Wingate, Trick Dispatcher, Coast Division.

Mr. Wingate started from his home in Puyallup to go to work and feeling very ill returned home and passed away before medical help could be called. Mr. Wingate has spent a great many years in the service of the Milwaukee, in different capacities, and to his wife and son sincerest sympathy is extended.

We are indeed sorry to report the resignation of Mr. Charles M. Bassett, of Division Engineer Pinson's force. Mr. Bassett is taking a much needed vacation before deciding where he will locate. His position has been filled by Mr. Dick Rhynsburger of Seattle.

Mr. W. M. Evans, Load Dispatcher, spoke to members of the Puyallup Chamber of Commerce, at their noon luncheon March 13th, his subject being "Railway Electrification." The Valley organization are indeed

fortunate in securing such an able speaker as Mr. Evans.

Miss Johnnie Fern Stipp for many months stenographer in the Chief Dispatcher's office has resigned to take a position in the office of Mr. E. G. Fowler, Supt. of Personal Records. The vacancy has been filled by Mrs. Ruth Fullerton of Deer Lodge, Mont. While we were sorry to lose you "Johnnie" yet its an ill "Wende" that blows no good. Your moving to Seattle has its advantages, Hey Girls?

Mr. W. A. Pease, Agent at Raymond, is in Providence Hospital for a month's treatment. It is hoped Mr. Pease will be much improved in health upon his return.

Fullerton Avenue Building

J. T. Griffin

THE Misses Ruth Nixon and Cora Eckert, of the Car Accountant's office, were guests Sunday, February 26, of Mr. and Mrs. F. J. Adams (formerly Laura Kaucher of the Car Accountant's office) at their home in Elgin, Illinois. Such an enjoyable day was spent that if it hadn't been for the Coo Coo clock Ruth and Cora would have missed the last train in to Chicago.

Anyone desiring to learn the new dance steps see Andrew Duffy, Freight Auditor's office, the "Merry Garden Marvel."

Alex "Scottie" McFadzean believes in the impossible. He tried to bounce one of the water bottles in the office, but found out it's like a snowball, it won't bounce.

Anyone in need of a good scalp massage recipe kindly refer to Stanley Pufundt or Louis Rottman of the Freight Auditor's office, they are both firm believers in the "Dill Pickle" massage. It will also grow hair, but not on "Ivory." Stanley says its only drawback is pulling the seeds out of the scalp.

Congratulations to W. J. Flint, who has been promoted to Bureau Head of the Switching Bureau, Freight Auditor's office.

For Sale or Trade—One Sangamo Special watch. Will sell or trade for house and lot, automobile, machine gun, marbles, or what have you? See J. W. Collins, Switching Bureau.

"Chuck" Woelffer is still trying to solve the great Prune Pie Mystery. Personally, we think it is a lot of applesauce.

Why is it that Jake Jacobson rides to Crawford Avenue lately? Some good reason for changing your route?

Mildred Bartels and Vern Bieschke are still single. We thought they would tell us something confidential after they attended that Leap Year party recently, but all they said was that the girls paid all the expenses and, of course, had a good time.

The birds are going North—Chas. Schneider got a hair cut.

Hugo of the Freight Auditor's office says that blondes prefer gentlemen. Now that everyone knows it, he looks quite contented. No mail or 'phone orders accepted.

Congratulations, Ella Ziegele of the Freight Auditor's office is wearing a pretty diamond ring.

What appeared to be the roar of machine guns Friday night, March 9, was nothing more than our Jimmy Chase banging away at his opponent for the Golden Glove trophy awarded by the Chicago Tribune to the winner of the amateur championship boxing tournament held at the Ashland Auditorium. Jimmy won the title in the 112 pound division, which he so well deserved.

The morning after the fight he exhibited the prize to all his admirers in the building, who wish him success in his coming battle on March 24, 1928, at the Coliseum, when he meets the 112 pound title holder from New York.

General Office, Chicago

Vila

MRS. Osher of the Pass Bureau has resigned her position to take up the duties of a housewife. We certainly miss "Our Bessie." Mrs. Peterson of the General Manager's office succeeds Mrs. Osher.

I'll bet in the future H.E.M. will be more careful about who he invites to go on a vacation with him. A mix up in telephone numbers furnished us all with a good laugh on H.E.M.

Mr. George Schreiber and Harry Wiandy have recently returned from a vacation trip to Seattle.

Mr. and Mrs. W. R. McPherson are the proud parents of a baby boy, James R., born February 24th. That's why he is always whistling.

A Ford

A New Coat

One live chicken for tonight's dinner

Result—(?)

Ask Jim Nolan.

The ONLY Lindbergh—

By H. E. Smith

Van lot smart faller ban vatin' to try
Must have gude vedder before dey can fly
Wit' yoost ham sandwich and piece of pie
Lindbergh hop off—over the sea
In Spirit of St. Louis—New York to Parea.

He ban ready long tam an' he go purty kvick
He show all dem faller some gude smart trick
Yoost "we" an' no odder mechanic—
Wit' right kind o' ship—planty horse power
He go across kvick, in tirty sax hour—

Every Frenchman on earth vas vatin' for him
Poorty soon he come down, make fine landin'
I'm Charles Lindbergh by Yinks, he say
wit' a grin

He was tired, sleepy an' his legs ban stiff
Vas glad to get out de ole skiff.

Every one vas giv' him planty loud cheer—
An' he smile at talk dat to him ban qveer
But he like dem all wit' fonny French name
An' don't tank moch of what you call fame
But find plenty over there, an' here Yoost
de same.

Ole Christoffer, his trip, vas long and dough
But Swedish by Yimminy, vas poorty good
stuff

Make good American, the kind you can't
bluff—

He get lot medals, Colonel he is now—
But by Yiminy all of dat don't make him
high brow.

At the Cross Roads of the World

Roberta Bair

MR. J. T. Averitt, Coal Traffic Manager and Mr. E. W. Lollis, General Superintendent, attended a home products and good will dinner of the Terre Haute Chamber of Commerce at Terre Haute, Tuesday March 6th. There were railroad representatives from thirty five different railroads present at this dinner, in addition to the representatives of all of the Terre Haute Industries. During the balance of the week, Mr. Lollis made a

trip over the division, going from Terre Haute to Westport returning from Westport thru to Bensenville.

Bridge Foreman H. E. Walker and wife have returned from a delightful visit with their daughter at Phoenix, Arizona.

Coal business on the Terre Haute Division has been very good during the last month.

—LATTA—

Oh no Boone! Can't do that Boone. I'm a property owner myself, says Hardey.

Fred Perdieu has moved on a farm and is now in the market for one Oliver Chilled hillside plow, one wheat cradle, and one corn planter. His live stock will be bought from Conductor O. Simpson's stock farm.

Employees you never see together—Boone and Willimson—Newkirk and Ridinger—Lynn and Fitzgerald.

Wonder what Martin did with John Ball's shot gun.

Granville Haseman has the sympathy of employees during the severe illness of his father.

We are glad to report that Conductor Morgan, who is in a hospital at Linton account an injury, is getting along nicely.

Tacoma Shop Notes

"Andy"

THE Store Department's new truck made its initial appearance a few days ago, and at this writing it is in the paint shop

having the Milwaukee emblem applied. It is certainly a swell looking job, and Walter Jennings the official valet and stable boy to said truck, is as proud as a peacock, and rightfully so, for after spending several years on the cushions of the old ox cart, that proved to be some racket provoker, and the new one will no doubt be a relief to his nerves, as well as his disposition.

L. Richards, who has been a machinist at Tacoma Shops for a long time, passed away recently, and his great host of friends among the Milwaukee folk wish to express their heartfelt sympathies to those left to mourn his loss.

Wm. Gridley, passed away on March 13th, following a short illness. Mr. Gridley has worked for the Milwaukee for about ten years, and was last employed as night watchman. He was very well known about the shops, and his passing is felt by many, and our heartfelt sympathy goes out to those near and dear who mourn his loss.

Ed Brewster, that tall curly haired pencil pusher in the Store Department office is back on the job following a leave of absence of several months. We are very glad to have him back with us again.

Fishing season is soon with us again, and Harvey has already started sharpening up his elaborate array of equipment used in the fantastic art of fish torture. Harvey, carries everything with him but the fish story, and he brings that back.

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Stores and
Railroad Stations

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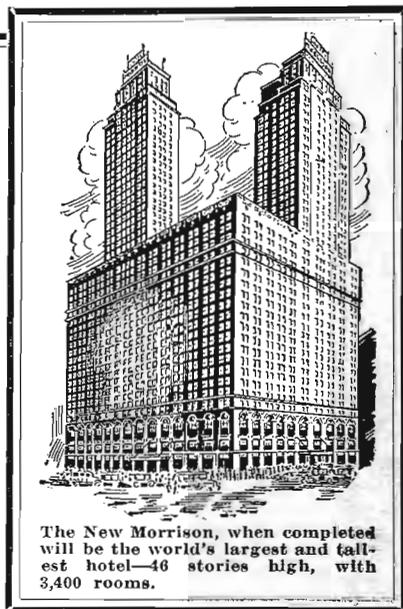
Chicago's

**MORRISON
HOTEL**

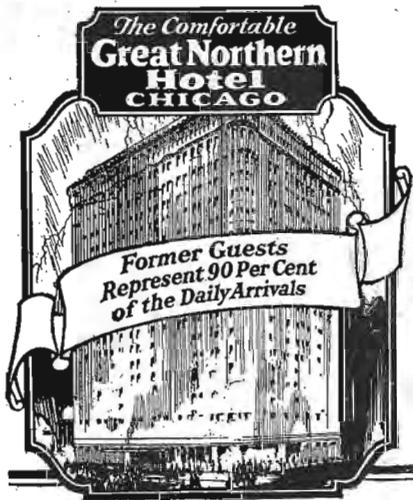
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Walter Craighead, Manager

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Wilbur—our noted stenographer, has just recently secured the strangle hold on the Danish government, in a financial way of course—his interests in Denmark are very wide and also various—he may have gone in strong for snus, but we are more inclined to think it is fish—that is we think he is helping to supply a certain variety of fish from this country.

Mike Wakin—he is a bird that spends his days in the Store, Department office—well Mike recently took a very active interest in aviation—on Sunday March 11th, he and a boy friend took their first aeroplane ride—they strapped Mike in, but we do not believe this was necessary, for he hung on like a

mustard plaster. When he looked out he wished he wasn't where he was, and if he ever got his corn collectors on terra firma again, that is where they would be permanently located. Mike was up 15 minutes, almost long enough to learn how to chirp, but he said the sky was alright for other birds.

Al Pentecost made a quick business trip to Spirit Lake and back.

We have a report that Christ Hansen, Truck Repairer at the shops, recently became the proud papa of a bouncing baby girl. Mrs. Christ Hansen, was formerly Elizabeth McKnight, Blacksmith Shop Clerk—Congratulations are in order.

A coat of tar and paper is being put on the machine shop roof—which ought to help some.

Edith Eide—Clerk in Store Department has left for Moberg to take a job at that point.

Elmer Heath—Store Department Foreman, and also a Radio Nut—has a seven tube Grebe, with which he drags them in from far and wide. New York comes in so loud he has to pull out a few tubes to cut down the volume, which is deafening—he gets New York both ways—east and west. By bringing it around the world and from the west is more satisfactory, as he does not have to cut the volume so much, on account of some of it being lost in the Balkans. Well, that's that, but what we started out to say was, that his eliminator blew up and almost eliminated itself, and radio also. After investigation it was found that the explosion was caused by a cork not being pulled—now that cork stuff might sound fishy, but STILL it is possible, because he had Ireland one night and that may be where it came from. But he is not the only one—now there is Harvey with his 4 tube BVD, J. A. Wright, A. J. Kroha, Geo. Felzer, J. E. Brady, Chas. Stevens, N. B. Footit, Wiggs Shiplett, Supply Car Johnson, Joe Mason, Chas. Reynolds—they are all big—I mean they are all static collectors and every night you may find them in the seclusion and privacy of the fireside, like a master mind, they tickle the dials on a bunch of wire whose impulses reach out through an unsuspecting atmosphere like the tentacles of a huge octopus, and grab these distant stations, then the next day they give it the post mortem and tell us all about it. By the way I forgot to mention Wilbur, he also has a radio, but he dont get much—I guess his credit is not very good—for I heard him say that his battery was not charged. Oh yes, and there is Joe Straussman he is trying to get rid of his, he says he wants to get an A. C. Wonder what kind that is, oh ya, maybe its an Atlantic City, I suppose he wants to be the only pebble on the beach, and pick up all the short waves, but at that he may be all wet.

Iowa (East) Division and Calmar Line

J. T. Raymond

MR. and Mrs. Henry T. Dersch of Marion were called to Dubuque on account of the illness and death of the mother of Mrs. Dersch. On behalf of many friends on the division we extend sincerest sympathy to Mr. and Mrs. Dersch in their bereavement.

Operator Mac Stewart of Oxford Jct. was off duty on account of illness. T. J. Allen acted as relief Opr. during Mr. Stewart's absence.

Conductor Thomas F. Freeman a veteran Passenger Conductor on the division passed away Feb. 26th at his home at Savanna after

an illness of five months. He suffered a stroke of paralysis last October and has steadily failed since that time.

Mr. Freeman was born Nov. 24th 1856 at Guelph Ontario, Canada coming to Sabula in 1879 he went to work as a stone cutter in the erection of the CM&STP bridge across the Mississippi River at that place. He began work with the railway company as brakeman forty-three years ago and was promoted several years later to Conductor and has for a number of years been running between Omaha and Marion.

Tom was a faithful friendly man and was held in high esteem by the officials and his comrades on the road. He had a wide acquaintance and many warm friends on the division. Sympathy is extended to the surviving members of the family in the loss they have sustained.

The funeral service was held at the home and was largely attended. The Order of Railway Conductors were in charge, services being conducted by Rev. A. J. Bishop of the Methodist Church.

A special train brought the funeral party from Savanna stopping at Sabula for other friends then proceeding to the Evergreen Cemetery west of Sabula where the body was laid away after brief services.

Mr. and Mrs. J. H. Foster visited in Marion several days enroute from Claiborne Springs Texas to their home in Minneapolis.

Friends on the Division extend sympathy to Operator J. F. Lindmeier of Oxford Jct. on account of the death of Mrs. Lindmeier which occurred at Clinton Feb. 18th, the remains were taken to Bellevue where the funeral was held Feb. 21st a number of friends from Oxford Jct. attended the funeral.

Mrs. Francis Huston wife of Section Foreman Huston of Morley passed away Feb. 22nd at her home after a few days illness. The funeral was held from the Methodist Church at Morley where she had been active as Supts. of the cradle roll and Sunday school teacher surviving her are the husband and five children. The Magazine extend deepest sympathy to the bereaved ones.

Agent Fred N. Rathbun of Elk River Jct. was off duty quite a while on account of illness. Relief Opr. B. F. Ottaway relieved him.

Mr. and Mrs. W. Holdorf of Marion spent a couple days visiting in Chicago.

H. E. Salisbury attended the Convention of American Railway Engineers Assn. at Chicago March 7th.

Agent N. J. Edwards of Toronto was called to Yates Center Kansas March 8th on account of the death of a relative. Relief Agent Hanna relieving.

The stone crusher at Fayette has begun operation crushing stone for paving contractors at Strawberry Point and West Union a hauling crew has been assigned to this work in charge of Condr. Dan Hickey.

Ticket Agent C. L. Sherwood of Cedar Rapids has gone to Excelsior Springs for a ten day vacation.

Train Baggage man C. H. Hayward was called to Perry on account of the serious illness of his father. C. V. Freeman relieved him on Nos. 31 and 32 between Monticello and Davenport.

Andy Carmichael was off duty several days on account of illness Bkmm. C. H. Farr of Savanna relieving on Nos. 95 and 96 between Farley and Cedar Rapids.

Condr. G. C. Brown of Savanna was called to Monticello on account of the serious illness of his sister,

A son was born March 12th to Mr. and Mrs. John Gerwig of Marion. Mrs. Gerwig was formerly Miss Irene Lavasser of the Master Mechanic's office at Marion. The magazine extends congratulations.

Brakeman G. D. Eckhart and wife were called to Strawberry Point on account of the death of Mrs. Eckhart's brother.

Train Baggage man A. R. Talbott was again off on account of sickness M. L. Peterson relieving in the baggage car on First Nos. 7 and 8 between Savanna and Marion.

Operator L. E. Brown has resumed work at Maquoketa after spending a month visiting relatives in Florida.

Condr. Elmer Shook has been off duty for several weeks on account of sickness, Condr. M. D. Coon relieving on Nos. 90 and 97 between Davenport and Oxford Junction.

Mr. Joe Caba who has been personal stenographer to Supt. Flanigan for the past year has been transferred to a similar position in Sioux City. Clifford Wurterle who has been employed in the Accounting Department has been assigned to this position.

Twin City Terminals

Mac

DIVISION Engineering System has been established on the Northern Dist. M. A. Bost is now Div. Engineer on the I&D Div. Mason City. Norman Podas is Div. Engineer for the Twin City Terminals. H. C. Blake formerly Asst. Engineer on the SM now has the H&D and H. G. Crow formerly of the I&D has the SM. E. W. Blomgren formerly Asst. Engineer on the West H&D is now Special Engineer in the Dist Engineering Office.

Arnold Baker formerly Blue Print boy left the service to take up the sale of airplanes. The first week he reported sales of scholarships in the school which gave him nearly \$250.00 and just to make a good week of it he sold an airplane the sale amounting to \$500.00. This was good work for a boy 21 years old. His place has been taken by Francis Borland.

Mrs. Hazel Severts has taken a position as Stenographer in the Dist Engr. Dept. and from her former experience she has taken up the work very efficiently and we are all pleased with the way our estimates are gotten out.

Curtis Cirppan, Rodman in our Mason City office will go back to the University April 1st. He will be relieved at Mason City by Geo. Platzer. A new man is taking Platzer's place in this office.

Mrs. Geo. Neland wife of Mr. Neland in the Police Dept. and daughter made a trip to Davenport last month on the account of the illness of her father.

Mr. Perry's private office is completely equipped with new furnishings.

Mr. Perry has been ill for some time due to an operation. He is now back to the office fully recovered.

Mrs. E. J. Monahan was a recent visitor in the Police Dept. from Milwaukee. She is planning on making her home in Minneapolis.

Mr. O'Connell familiarly known as "Lumpy" will lead the community singing assisted by Joe Carter, Rube Eckman and Silvers to be given at the next Milwaukee Booster Club.

Mr. Frank Quirk Chief Clerk in the Supt's. office is the proud father of a baby girl, and her name is Betty.

John Dougherty has returned from a trip to Hot Springs. I understand Bill Ward, Claim Dept. spent a couple of weeks at Hot Springs,

Harold Barry Chief Clerk in the Claim Dept. vice Martin Ward who is on a leave of absence and we understand is visiting Washington, D. C., and other points in the east.

Miss Bell Blomberg has accepted a position on the expense desk in the Local Freight office.

Miss Jennie Goss and Catherine Nicholson were run down by a Red Owl Store car on their way up town March 3rd. They were badly shaken up and it might have been a more serious accident.

Norbert McCauley Assistant Bill Clerk has accepted a position as rate clerk with the Sears Roebuck Company. Mr. Rex Hamilton formerly of Twin City Transfer has accepted the position of Assistant Bill Clerk in the Local Freight office.

Traveling Accountant S. J. Farley paid a visit last month to the Accountant Dept., and we noticed he was wearing a brand-new derby and looked more handsome than ever, but girls it is no use, we understand he has handed out a "diamond" recently. Sooner or later the most cautious fall.

Mrs. Owen Dunn wife of the Signal Foreman has returned from an extensive trip thru the West.

Leslie Jarvis of the Signal Dept. was married recently.

Elmer Davies Demurrage Dept. Local Freight is back to work. He was laid up about a month with a sprained hip caused by a fall due to the ice accumulation on the sidewalks.

Des Moines Division Items

Frenchy

WE regret to announce the death of Mr. C. H. Hueston, Treasurer of the Des Moines Union Railway Company, which occurred on March 11th. His many friends around the Union Station and all railroad people will miss his cherry greeting and pleasant smile. Some one remarked that they didn't believe he had an enemy in the world. We extend our sympathy to his widow and all other members of his family.

Mr. and Mrs. Arthur Ibsen had the bad luck to be victims of the Harrington Apartment fire in which they lost all their worldly possessions, narrowly escaping with their lives, but were thankful to do even that, under the circumstances. Mr. Ibsen, who travels, before he retires for the night now days locates all the fire escapes and has all his belongings by his bedside where he can pick them up at a moment's notice. This young couple have the sympathy of their numerous friends at this time.

Stanley McDowell has been appointed section foreman at Albert City and Nick Anderson appointed section foreman at Webb.

Miss Lotta Davis of D. F. & P. A. Warren's office, had quite a serious operation on February 20th but is recovering nicely. Understand she went home from the hospital Sunday, March 11th. Her many friends are glad to hear that she is getting along so nicely and hope she will continue to do so. During her absence her position has been filled by Mrs. Vyra Kolash.

Mr. and Mrs. C. A. Phares have moved to Perry account Engineer Phares having been transferred to runs 63 and 64, Perry to Rockwell city. Their many friends on the Des Moines Division regret their departure but hope to see them often.

Mr. Herbert Jacobs of Mr. Warren's office, is mourning the loss of his grandmother, Mrs. Elizabeth Bailey, who passed away at Des

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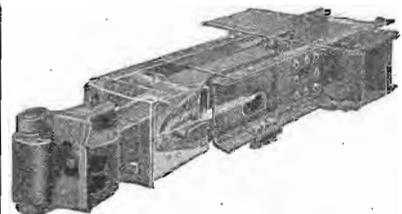
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CHICAGO

Moines on March 4th. Funeral services were held at Bentonsport, Iowa on March 7th. Mr. Jacobs has the sympathy of all friends in his bereavement.

On the evening of March 7th, Mrs. Edith Lewis entertained a number of friends at a "fire" shower at her pretty home in Oak Park, for Mrs. Florence Ibsen who was in the Harrington Apartment fire. Mrs. Ibsen was the recipient of many pretty and useful articles of wearing apparel, also towels, pillow cases, etc., which we hope will come in handy in the future.

General Passenger Agent W. B. Dixon was in Des Moines on March 14th.

The Des Moines Division is feeling quite proud over the fact that during the month of January there was not a single personal injury on the division.

I. & D. Items

M. R.

EARLY in the month of March a strange plane was noted over Mason City and the occupant recognized to be no other than W. C. Bush, Agent at Galewood Station. Mr. Ingraham recognized him by the short cigar in his mouth, but suddenly the machine went into a tail spin. Mr. Bush evidently was not injured, but when he landed the cigar was missing and we are told that he was so 'darn' scared that he swallowed the cigar.

Mr. H. Gasper, Roadmaster on the East I&D Division, and Mr. C. A. Montgomery, Roadmaster on the Middle I&D Division, spent several weeks at Excelsior Springs during February and March. Mr. Gasper returned and resumed work on March 15th, but Mr. Montgomery remained at the Springs for further treatment.

Mr. G. P. Hodges, Division Master Mechanic, who has been ill since Thanksgiving time writes that he is enjoying warm weather at Mineral Wells, Texas. His headquarters are at the New Crazy Hotel. Mr. Hodges says that he is feeling much better.

Miss Irma Wilhelm, Station Timekeeper, Mason City, is a delegate from the Tuscaloosa Club to the Y.W.C.A. Convention at Sacramento, Calif. April 14th to 20th. She will be accompanied by several other delegates and they will go Milwaukee way to Seattle. Miss Wilhelm expects to spend about one month in the West before she returns to her duties in the Superintendent's Office at Mason City.

Everyone was very sorry to learn of the death of Mrs. E. N. Norquist, wife of an I&D Brakeman. The entire division extend their sympathy.

Mr. F. W. Rilcy, Brakeman, who has been ill for some little time has just completed his treatments at Rochester, Minn., says he is feeling fine and hopes to be able to return to work soon.

Mr. R. Minton and wife, were called to Minocqua, Wis. March 14th, account of serious illness of Mrs. Minton's mother. Mr. Minton is a Roadmaster from the West I&D, but has been taking Mr. Montgomery's place during his illness.

Mrs. Marion Schultz, Roadmaster's Clerk, is receiving treatments at Rochester, Minn. and expects to be away from her duties about three months. Mrs. Faye Schultz has the best during her absence. Mrs. Schultz has the best wishes of all and we certainly hope that she will enjoy a speedy recovery.

Arthur Holmgren, Chief Clerk in the Store Department at Mason City, suffered an infected knee and was confined to the Mercy Hospital for some few days undergoing treatment. Art says his knee is much better and we are sure glad to see him about again.

Mr. Herman Quandahl, Interchange Clerk, who submitted to a number of operations during the past two months, was removed to his home the middle of March. Understand he is able to be in a wheel chair a few hours each day and expects to pick up strength rapidly now. Mr. Quandahl has been greatly missed about Mason City and we are pleased to learn that he is so much improved.

Mr. W. J. Johnston, Acting Division Master Mechanic, accompanied Mr. G. P. Hodges, to Mineral Wells, Texas.

A snappy Safety First Meeting was held at Mitchell, S. D. Monday, March 19th. Mr. R. H. Thomas, Manager of the Standard Oil Co. at Mason City, and Mr. W. D. Llewellyn, Supt. of the American Railway Express Co. at Sioux City, were the speakers of the evening. A great deal of enthusiasm was displayed at this meeting and it is reported lots of good derived therefrom.

Another successful meeting was the Claim Prevention Meeting, which was held at Murdo, March 20th.

Leo Montgomery, Material Clerk, spent several days at Excelsior Springs, the middle of March, with his father who is taking treatments there.

Miss Gertrude Deeny, OS&D Clerk, consulted a Doctor in Chicago, February 22nd. It will be remembered that Miss Deeny was forced to give up her work for about a year, but after a successful goitre operation at Mason City was able to resume her work and is feeling much better.

The entire division was grieved to learn of the death of Mrs. C. H. Wiley at Mason City, Friday, March 16th, due to heart disease. Mrs. Wiley was an ardent worker in the Milwaukee Women's Club and a good friend to all. Those left to mourn her loss are her husband, C. H. Wiley (I&D Conductor) four sons and a number of grandchildren.

Listen—Clifford saw the first Robin this Spring.

Illinois Division

"We"

M. J. S. is at the present time down in Lyford, Texas enjoying a thirty days rest from her duties in the Supt's. Office, so WE will endeavor to take up a little space with what news has been received.

First—Gone But Not Forgotten is our friend V. W. McCurdy, former Chief Dispatcher at Savanna. Vic decided to make Dubuque his home and so left us flat. What with being Leap Year and all the girls doing their darndest, WE think he got cold feet. But then, what's the use—All's forgiven Vic—only—BEWARE of that Blond Widow!

Next—we are happy to announce that Geo. E. Lanning has been appointed Chief Dispatcher of the Illinois Division. Geo. has been Nite Chief for the past year and previous to that, Trick Dispatcher. We're all for you, Geo.

And, last but not least, we have back with us again H. P. Buswell as Night Chief Dispatcher. "Buz" was working at Perry, Iowa at the time of his promotion but had formerly been at Savanna before being transferred. And so we welcome him back again and hope to keep him this time.

Trainmaster Sittler has moved his office into what was formerly the Chief Carpenter's Office, thus giving her and his rising young steno "Tony" Novak a chance to turn around. Nice office Hes—We wish we were in a nice little office like that too.

Whew! Here comes Jack Mulder, Chief Clerk to Mr. Mullen, smoking his pipe of Buckingham tobacco. Honest Jack, we don't blame your wife for trying to hide your pipe on you. The smell is hard to describe, but WE would say it was—er disturbing.

At the present writing, we have with us Time Inspectors McGovern, Russell and McGovern, who are busy checking the Illinois Division. "Mac" is also kept quite busy watching for the Mail Man.

And occasionally we have drop in on us from a clear sky, none other than Patrick J. Kirwin, Trav. Auditor. Pat's Irish but you'd never guess it to look at him or talk to him. And he knows more funny stories!

Mrs. Lee J. Morris, wife of Illinois Division Brakeman has left for Albuquerque, N. Mex., in the interest of her health. We hope for her speedy recovery.

Miss Mary Farrell, daughter of Pump Repairer of Davis Junction has received a splendid promotion at St. Lukes Hospital, Chicago and is now Supt. of the Surgical Dept. at that place.

Miss Betty Cole, R. N., and daughter of Dispatcher F. B. Cole at Savanna who was recently severely burned while on duty at the Presbyterian Hospital, is now feeling better and able to be on the job.

Hark! What was that we heard? "Oh, Sprig, Oh Sprig, Oh Cub, Oh Cub, we've waited long for Thee." Tis' Doris heralding Spring. Hooray!

Miss Esther Eaton is working for a month at the Supt's. Office in the place of Mabel J. Stark. Don't be afraid of us Esther, we're really harmless.

Frank Benjamin, 63, for nearly forty-five years an Engineer on the Ill. Divn., died at the Sherman Hospital, Elgin on Jan. 29th from the combined effects of heart trouble and pneumonia. He is survived by the widow, Mrs. Carrie Benjamin; two sons, Chas. and Roy E. Benjamin, and a daughter, Vera Benjamin all of Los Angeles, Calif and a sister, Mrs. Anna Morton of South Elgin, at whose home he resided; a brother, Chas. Benjamin, Chicago and his mother and a sister residing in Detroit, Mich. Funeral services were held at the West Masonic Temple, 12 South Oakley Blvd., Chicago and the remains taken to Los Angeles for interment.

Dr. E. C. Turner was appointed Company Surgeon on Jan. 12th, succeeding the late Dr. Johnson. Dr. Turner is a Savanna boy and we were all pleased to hear of the appointment.

Chas. Hersey, Carpenter, Savanna Roundhouse is still confined to his home, after being absent from his work for some time on account of sickness.

SAVANNA YARD OFFICE

Asst. Yardmaster L. R. Kentner was confined to his home several days this month with lumbago. Ray got himself some "Wick's Wapor Rub," rubbed it in *individually* and the pain ceased almost instantly. It was thought at first that his "Pullman Chair" may have been the cause of his attack, but Ray contends that the chair has been nothing but a source of comfort to him ever since he brought it to the office.

Switchman Thos. Brennan was called for Jury duty the early part of March. Tom is now qualified to discuss on any agriculture questions that may arise. Mr. Eber Dale and Ray Fields were excused from duty.

Switchman James Kennedy had the misfortune to fall down the stairs at his home and break his arm, which prevented him from

working for several weeks the first part of March. Jim says a person should not fall for everything they hear.

Miss Mary Lahey, Record Clerk, Savanna Yard was united in marriage at NAM, Feb. 20th in St. John's Catholic Church to Mr. Charles Reese of Savanna. Miss Lahey was employed at Savanna Yards the past five years and her friends will miss her happy smile. Mr. and Mrs. Reese left immediately after their wedding breakfast which was served at the Bride's Mother's home for La Crosse, Wis., on their Wedding Trip. Congratulations are extended to the young couple.

George Correll, Caller Clerk, Savanna Yard was Asst. Cheer Leader during the recent Basketball Tournament—suffice to say that Millegville, a Class 'B' team defeated Savanna. George's red sweater and voice did not seem to inspire the Savanna Team. At any rate he still has his girl. He and Caller W. Jensen are very busy on Sunday nights entertaining their lady friends at the Web Theater.

Miss Jewel McGrail, Chief Caller, Savanna Yards, her sister Mrs. Chas. Smola were in Chicago, March 5th to meet their brother-in-law and sister, Mr. and Mrs. Robert Link, who have just returned from the Orient.

Switchman Delbert Swanson is the possessor of a new second hand Hudson automobile. Delbert says all it needs is a new engine and a general overhauling.

Mr. and Mrs. John Barry were called to Chicago, March 5th account the sudden death of Mr. Barry's sister, Mrs. A. M. Klinger, wife of Ill. Divn. Mrs. Klinger is survived by her husband, one daughter, three brothers and three sisters. Our sympathy is extended to the grieved ones.

Mr. Newman Jones, Switchman, Savanna Yard, who was injured some time ago, is still in the City Hospital. Newman is getting along nicely, a fact his many friends will be pleased to know.

Mrs. Robert Blair, wife of Switchman Robt. Blair was operated on at the Savanna City Hospital, the early part of March. She is getting along as well as can be expected.

Mr. Bert Follett, Switchman, Savanna Yards, was manager of the struggle for the Central Labor Union, St. Patrick's Day Dance held in the Odd Fellow's Hall.

Mr. Chris Jensen is acting Chief Caller in the absence of Chas. Hartford who is recuperating from an operation. Mr. Hartford has gone to Grand Rapids, Mich., until he regains his strength.

Understand Miss Mary Kennedy has resumed her weekly visits to Maquoketa. Stand pat, "Kis", stand pat.

Miss Betty Kross is the new Record Clerk at Savanna Yards.

Mr. Jas. Janson, late of Oakland, Calif., is working in Miss Kennedy's place, who is working in place of C. Jensen. James throws a wicked pen—at the dinner table.

Switchman Walter Green's mother passed away, Thursday night, March 8th after an illness of a short duration. Our sympathy is extended to Mr. Green and family.

Mrs. Bert Follett left for Sullivan, Ill., the fore part of March for an extended visit with friends. Bert is staying home taking care of his family—(The Gold Fish).

Switchman Earl Davidson has disposed of his place of business and has again returned to his duties as Switchman.

Dubuque Shop Jingles

"Oosie"

MR. Albert Conrad and Mr. Chas. Nead, two of the "old timers" at Dubuque Shops passed away after brief illnesses. We extend sympathy to their families.

Correction—Item appearing in last month's column relative Herb's son should have read "one of Jess's twins." Beg pardon H. U.

We are glad to report that District Accountant James O'Brien, who has been confined to his home for the past several weeks is slowly but surely showing signs of improvement. He should be, however, after the surprize party staged by ye office force—sidelights to wit:

Georgina danced the latest steps—
"The Flea Hop"—Oh just fine;
And Charley gave a solo-hop—
Which surely was divine.
Frick played cards to win the prize
And so did "Henny" Kile;
Esther played the phonygraf
And Hans the old bass viol.

Adam came a little late;
We were glad to see him tho'—
Louise and Emma passed the cats
And we had a little show.
Yours truly sang grand opera,
Mr. Neuman gave a speech
The chorus sang—"Get well, Jim, quick,"
Oh that party was a peach.

Mr. Smith, Mr. Smith, thou doest not tell the truth! You promised me some items sure—I'm off of you forsooth.

Mary and Looie we continue to miss you.
How's the baby Harold?
Jim Carter—So you wouldn't start a journey on Friday, Pat?
Pat McG—Not I.

J. C. I can't understand how you can have faith in such silly superstition.

P. M. No superstition about it. Saturday's pay day.

Dubuque Division

By E. L. S.

ASSISTANT Engineer E. H. Johnson of Dubuque was promoted during February to position of Division Engineer, headquarters: Dubuque.

The new motor car which has been expected for some time for run between Marquette and Davenport made its original trip on the Dubuque & Illinois Divisions March 8th, The Dubuque crew on this date consisted of Engineer Gross, Conductor O. E. Dana, Train Baggage man Sam Hess. This is some spiffy looking car.

Sympathy is extended Section Foreman Matt. Duehr on account of the death of his mother which occurred the latter part of February.

We learn from various persons who are receiving postal cards, that former District Adjuster C. A. Bemler is sojourning in Florida, enjoying the balmy breezes, etc. of that fair country.

Yardmaster Beckwith of Marquette was on the sick list the latter part of February.

Operator J. H. Robertson of Lansing is laying off. Mr. E. H. Parsons of Milwaukee is relieving.

O. H. Berg of Minneapolis was a recent Dubuque visitor.

Agent W. H. Robertson was granted an extension to his leave of absence on account of sickness. J. T. Gerkey was appointed

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relief Agent for the position at Bernard, Iowa.

Switchman W. B. Kohler who injured right index finger while switching at Dubuque Shops last November is still off duty as it was recently necessary to amputate the top joint. He is getting along nicely and expects to return to work soon.

Mr. E. W. Webb, District Adjuster of Des Moines, was a Dubuque visitor March 9th.

What could have pleased us more than to have greeted Conductor W. A. Cutting who visited us at Dubuque Superintendent's office, March 9th? Mr. Cutting has been on the sick list since latter part of December and has almost completely recovered.

Ask Conductor Dunham to tell you about the experience he had at Marquette one night a short time ago trying to convince a hobo that he wasn't looking for an empty box car with a side door open. Would suggest in order to avoid a recurrence, that he wear his uniform cap.

Brakeman Lenz injured his foot March 4th, and Switchman John Kautman of Marquette sustained injuries March 9th on account falling off a box car which was icy and slippery. We hope for speedy recoveries.

A sad accident happened at Dubuque Shops during March when Ed. McDermott Coal Shed Operator while looking after the coal shed operation fell into crusher while machinery was running and was instantly killed. There were no witnesses to the accident. Sympathy is extended to his bereaved family.

John at the Superintendent's office solved Vila's puzzle which was listed among Union Station, General Office Items, February 1928 issue of magazine and wants to present one of his. Here it is:—Two men, "A" and "B", were selling oranges on opposite corners of a certain street. Each one had 30 oranges to sell each day, "A" selling his oranges 3 for 1 cent and "B" two for 1 cent. "A's" total income each day was ten cents and "B's" fifteen cents, or a total of twenty-five cents. One day "A" became sick and "B" agreed to sell his oranges for him, but instead of selling them 3 for 1 cent and 2 for 1 cent, he sold them 5 for 2 cents and when the 60 oranges were gone he only had twenty-four cents. Where did the penny go?

Idaho Division Notes

R. C. P.

MRS. Edward Careful mother of Adolph Careful of Superintendent's office and mother of Mrs. Harry Hill, died on March 13th at Spokane.

Engineer Edward Hostetter died at Spokane on March 15th, his death being caused by a small scratch on one of his hands, which became infected and not checked in time.

Train No. 18 found a large rock and dirt slide about one fourth mile east of Calder on March 11th, which threatened a delay of three of four hours to this train, due to a large tree lying across the track at the same point, but a long cable was found in the baggage car and Lee McElwaine, pipe-fitter of Deer Lodge shops hooked it into the tree and snaked it off 18's engine and had the train moving in about 35 minutes.

We regret failing to report in our last issue the death of the baby boy of the twins of Mr. and Mrs. J. T. O'Reilly, which occurred in February.

Mrs. D. C. Monroe, wife of section foreman D. C. Monroe of Manito died at that point on February 29th. Mrs. Monroe had been ill for about two years and they had

transferred from Calder only recently in the hopes that her health would improve with the change.

Log scaler C. Lillowitz and operator J. F. Percy are both back at work after their term in a hospital at Spokane.

Mr. E. F. Rummel, Asst. Genl. Manager lines east and Mrs. Rummel spent Tuesday March 13th in Spokane.

Roundhouse foreman E. H. Walters, Avery was married recently to a San Diego, California miss. We wish them all the happiness in the world.

Former Conductor Frank Beal is quite seriously ill at his home in South Dakota, his son Riley, W. left Spokane March 18th to attend him.

Special Commendation

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

Illinois Division brakeman Charles Cralstey discovered a broken arch bar on car in train, Extra 8300, January 21st. Car was set out at Davis Junction.

Illinois Division conductor Geo. Richardson discovered a broken arch bar in his train No. 64, January 3rd.

K. C. Division brakeman C. E. Wingate, on Extra 8203, west, March 8th, discovered a box car on fire in train Extra East, 8243, at Moravia. Train was stopped and fire put out with practically no damage to the car.

H. & D. Division brakeman A. A. St. Clair, on train No. 63, February 24th, while inspecting train at Bowdle, discovered an arch bar bent down and not safe to handle. This close inspection undoubtedly averted a serious derailment.

Iowa Division brakeman H. Klause, discovered a broken rail one mile west of Keystone, on eastward track and notified the conductor, and no further damage resulted.

Terre Haute Division brakeman S. L. Gritten, train No. 72, February 22nd, while inspecting his train at Stockland, found a broken arch bar on car in train.

Terre Haute Division conductor C. Deal discovered a broken arch bar on car in first 62, February 25th, and car was set out at Stockland.

Terre Haute Division flagman L. E. Summers found a broken arch bar on car in first 76, February 27th, and car was set out at Myron, Ill.

C. & M. Division conductor Wm. Carr; engineer Philip Scully; fireman, Pete Vandeveld; brakeman Walter Vantine performed excellent service on the occasion of a fire in the station at Deerfield, Ill. February 20th.

C. & M. Division brakeman Carl Tranter, on Extra 7243, West, February 17th observed a smoking journal box on coach in No. 17, while passing that train near Glenview. He immediately advised the dispatcher to stop train at Rondout, where the hot box was replaced. Brakeman Tranter has a fine record for fire service, and recently he went in on a track with an engine and made coupling to several tanks of gasoline at Healy which were spotted on a track adjacent to a burning building.

LaCrosse Division brakeman Harold Leslie discovered a broken arch bar on No. 65, February 21st, while train was pulling out of the Yard at Portage, and had the defect corrected before an accident occurred.

Crossing flagman Claud G. Thiel, Hartland, Wisc. as No. 66 was passing, on Feb-

ruary 15th, saw something wrong with one of the cars and succeeded in flagging the train down.

Operator A. C. Mittelsteadt, New Lisbon found signal 134-6 at Kilbourn at danger, and called the signal maintainer to make inspection, and two broken rails were discovered.

Section foreman Tony Tripoli, Pacific Junction, Chicago, on January 19th, while train was passing at Pacific Junction, noticed a dragging brake beam and took immediate action to stop the train at Hermosa, just as the car derailed on No. 4 main. Car was rerailed with no damage to the track.

Louis Lawless, W. V. Division, noticed the absence of a lock on a passing track switch and reported same to the office immediately. The lock was furnished and Mr. Lawless offered to install it.

Mr. Frank Mathies of the W. V. Division secured two farcs over our line from Wausau to Rochester.

Roy Minton, W. V. Division, discovered a brake beam dragging on car of logs as 94 was pulling out of Yards at Wausau. He succeeded in getting stop signal to the train crew.

Mr. F. L. Lehrbas was successful in selling a ticket and lower berth from Tomahawk to St. Paul.

Mr. J. W. Held, Wausau, secured a passenger for the Milwaukee, from Wausau to Milwaukee, on January 21st.

Terre Haute Division brakeman F. R. Bastain discovered a broken arch bar on car in Extra 7220, March 2nd. Car was set out at Zelma.

Terre Haute Division conductor Wm. Bastain, brakeman C. Emmons and J. G. Reilly reported broken arch bar on car in Extra 7229, March 1st, and car was set out at Indian Springs.

R. & S.W. Division brakeman Geo. Driscoll, on March 7th, discovered a broken rail on the Burlington ice track, thus preventing his train from being derailed.

Terre Haute Division conductor J. G. Smith discovered a broken arch bar on car in No. 82, March 5th. Car was set out at Stockland.

Car Inspector J. L. Gregory, Cheneyville, found a broken rail one mile south of Webster on March 11th and reported same.

Aromas From the Cereal City

Ray

Switchman George Kime was absent two weeks in the early part of March while visiting relatives at Austin, Texas.

Engr. Edw. Keating is taking his quarterly vacation. This time he is sojourning in the vicinity of Memphis, Tenn.

Perishable Freight Inspector Thos. Manton has been granted a leave of absence and has gone back to his farm near Lansing, Iowa. During his absence H. Miller of Savanna is filling his place.

Engr. and Mrs. C. E. Phillips are the proud parents of a baby boy, born March 1st. Congratulations.

Will someone please find a fair young maiden about five foot six, blonde preferred, to introduce to a very lonely man, one of those listed among the eligible bachelors for 1928. He has a good position with the Milwaukee and lives on the north-west side. He is frequently seen loafing around the drug store, wondering if some fairy godmother will not come and capture him. Address and telephone number on request.

Safety Meeting at Bensenville
(Continued from page 14)

and Caution had been uppermost in the minds of these men these accidents might have been averted.

Several complaints and suggestions for making working conditions safer were heard recorded and referred to the proper departments for adjustment. All present were very happy to welcome Mr. L. F. Donald the Asst. Supt. of Terminals who gave a short talk, as did Mr. C. E. Elliott, Trainmaster.

Mr. Cobb was next and he regretted exceedingly to report more accidents this year than last, and urged every employee to take greater precautions as 90% of these accidents and fatalities ought never to have happened. That out of 9500 who lost their lives last year 2500 were on R. R. crossings and statistics show where the train hits one auto—seven autos hit the trains. He also urged parents to teach Safety First and Carefulness to the children, and reported he had taken measures to start Boy Scout Training for the boys of Bensenville, which will be a wonderful privilege for the boys, and will be held as a tribute to Mr. Cobb's untiring efforts to promote carefulness and Safety First at all times. He may feel sure of the support of every member of the R. R. Women's Club and every mother in Bensenville.

In closing Mr. Cobb again laid stress on the accidents that happen through lack of thought or care—and told of two very sad accidents to illustrate his statement, "that every man has a mind and body that are capable of separation" and when one allows his mind to wander from the task at hand, he leaves his body at the mercy of conditions. And we are very sure every one present agreed with him and resolved that they would profit by these sad accidents and refrain from the future from all unsafe practices.

Mr. Sampson read a splendid report on the progress of the Women's Club and the amount of relief and mutual benefit work done in the past year.

After a short program consisting of two very beautiful piano solos by Miss Selma Fisher, and two delightful and humorous readings by Miss Helen Williams, daughter of Engineer W. Williams, Mr. Whiting closed the meeting—But all remained to partake of the lunch prepared by the ladies and the meeting was voted a huge success.



Unloading a Giant Plane at Great Falls Montana

First Rail Shipment of Planes to Montana

The above snap-shot is one of two carloads of aeroplanes shipped from Troy, Ohio, February 7th, arriving at Great Falls on the 14th following. The car left Bensenville at one a. m. February 10th, and made the run to Great Falls in four days. This is the first rail shipment of planes into the state of Montana.

**Chicago Chapter
Fullerton Avenue Unit**

Elsa M. Augustin, Historian

WERE you present at the regular monthly meeting Saturday March 10? If not, it is quite important that you should know how "Big" we are getting and how much our members are realizing that each meeting attended is something gained and each one, missed, something lost.

It was hard work for our Social Chairman, Mrs. W. B. Dixon to serve the 125 guests present at luncheon that day, but the knowledge that we all appreciate her efforts as well as the good lunch must be a satisfaction indeed and a reward in itself.

Directly after lunch was served, a Raffle on a very beautiful luncheon set, donated by Mrs. E. J. Knoll, took place, and between the Union Station and Fullerton Avenue Units, almost \$38.00 was raised. This amount will go to keep one of our former employees.

After the meeting had been opened, with Mrs. WWK Sparrow, presiding, the reports of the various Committees were read. It is interesting to hear how much good work our Mutual Benefit Committee, in charge of Mrs. M. B. Mortenson, is doing. Hearing her reports, makes one realize how much more can be accomplished, when we all work together for the same goal.

The business of the day came to an end, and Mrs. C. H. Dietrich, our Program Chairman, introduced as our guest Artist, Miss Julie Adams, who lectured to us on Domestic Political Affairs and a good many of us were told things about the methods of elections, that were new to us. We came away with the thought that we had gained considerable knowledge, besides having spent an enjoyable afternoon.

The first 1928 semi-annual Board Meeting of Chicago Chapter, at which Union Station so royally entertained Fullerton Ave., was held on Saturday, February 18 in the new Club Room in the Union Station.

Following a delicious luncheon, Mrs. Rummel opened the meeting and plans for the Second Annual Gallatin Gateway Ball were discussed. The result was, that this Dancing Party will be held in the Grand Ball Room of the New Stevens Hotel, Friday, April 27. Tickets 75c—There is no question of this affair being a success because we know we have the hearty cooperation of all our members.

The Fullerton Ave. Club Rooms have been the scene of many parties within the past two months. The Auditor of Expenditure's Office entertained Friday, Feb. 3, and the Car Accountants Office had several good times. The Local Car Record Bureau had two Bridge Parties, on Feb. 10 and Mar. 8, respectively and a St. Patrick's Day Party, Mar. 15. The Statistical Bureau spent an enjoyable evening Feb. 16 and the Foreign Car Record Bureau had a lovely Valentine Party Feb. 14.

We are hoping and planning to welcome you all to our new Club Rooms at our next meeting April 14 and are expecting a correspondingly large increase in attendance. So come early and do not miss even the smallest part of this anticipated Good Time.

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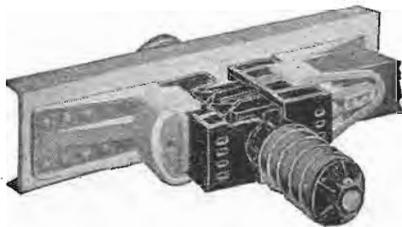
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Cedar Rapids Chapter

Ann Hayner, Historian

THE Chicago Milwaukee Women's Club was organized at Cedar Rapids, Iowa, Friday, December 29, 1927. About forty ladies were present. Miss Etta N. Lindskog, Corresponding Secretary General, was also present. Mrs. M. J. Flannigan, President of the Marion Chapter, was appointed Chairman for the afternoon by Miss Lindskog to assist in the election of officers.

After a very interesting talk by Miss Lindskog, who gave an outline of the work and explained what the purpose of the club was, she called for a list of officers that had been previously selected. The following officers were elected: Mrs. F. Francik, President; Mrs. J. C. Clark, 1st Vice-president; Mrs. Louis Luke, 2nd Vice-president; Mrs. Frank Johnson, Recording Secretary; Mrs. Charles Hayner, Treasurer; leaving the corresponding secretary and historian to be elected later. Every Marion lady was present and told of the work that had been accomplished by the Marion Chapter.

We have planned for our regular meetings to be held on the first Thursday of each and every month in the afternoon, and a social evening on the last Friday of every month.

At our first regular meeting held Thursday, January 12th, we had the pleasure of having Mrs. H. E. Byram, President General, and Mrs. E. F. Rummell, Third Vice-president General, and Miss Etta N. Lindskog, Corresponding Secretary General. C. L. Sherwood and Frank Johnson presented flowers which, at the close of the meeting were given to Mrs. Byram, Mrs. Rummell, and Miss Lindskog.

A benefit card party was given at the home of the Recording Secretary, Mrs. Frank Johnson. Bridge and five-hundred were played at seventeen tables. Refreshments were served and prizes awarded.

The Chairman of the Ways and Means Committee has planned a series of bridge parties and bazaars, etc. to be held during the months of February and March.

Deer Lodge Chapter

Gertrude W. Zur Muehlen, Historian

THE regular meeting of Deer Lodge Chapter was held Monday evening, March fifth, at our Club House with the President, Mrs. Sorenson, presiding. The meeting was opened with the reciting of our Club motto.

The Card Party given in February was reported on and pronounced by all a social success. Sociability is our watchword this year and to that end monthly parties are being held governed by volunteer committees. The attendance shows how very anxious we all are to become better acquainted. The members are showing a great deal of enthusiasm over the Club work and are assisting in every way possible to put it across.

Our Sunshine Committee have found plenty of sick people to cheer—the winter has been so long and so cold and the Welfare committee have had many calls, but with the coming of Spring we feel their duties will be lighter.

Our next meeting will be Monday, April second and visitors from other chapters will be most welcome.

The February meeting of Deer Lodge Chapter was held Monday, Feb. 6th at the Club house. Our President, Mrs. Sorenson presided. The new officers are into the work and everything is going forward with a

push and a vim. The card party given last month was such a success that another is planned for this month.

A musical program followed the routine business together with readings by one of our younger set and the meeting closed with the serving of refreshments by the committee.

At the regular monthly meeting on January 9th, the retiring President Mrs. Edward Sears expressed her appreciation of the cooperation of all members toward making the club work successful; and she then introduced the in-coming officers as follows: President, Mrs. L. K. Sorenson; 1st Vice President, Mrs. R. W. Magette; 2nd Vice President, Mrs. W. G. Graeter; Recording Secretary, Miss Hilda Sikla; Corresponding Secretary, Miss Catherine Bell; Treasurer, Mrs. C. F. Davis; Historian, Mrs. Carl Zur Muehlen.

The following chairmen were named by the new President: Constitution and By-Laws, Mrs. S. B. Winn; Ways and Means, Mrs. Frank McAvoy; Mutual Benefit, Mrs. Frank Walters; Membership, Mrs. J. A. Grant; House and Purchasing, Mrs. A. J. Buchen; Program, Mrs. J. S. McGillivray; Auditing, Miss Edna Mullen; Courtesy, Miss Anna Goldie.

Letters of appreciation for flowers from those who had been ill were read. After the business meeting a social hour was enjoyed. Songs were sung by the assembly with Mrs. McGillivray at the piano. A violin solo by Miss Joyce Roberts accompanied on the piano by Miss Jennie Roberts was much enjoyed. Refreshments were served.

You are invited to come to our meetings and get the full benefit of your Chapter and give us your good ideas. Perhaps we may give you some in return. You will moreover find us a busy, successful Chapter—doing our bit; and we shall appreciate those in the bleachers coming down and helping us to play ball.

Ottumwa Chapter

THE annual benefit dance of the club, Feb.

16th in the Armory, was an outstanding success. More than 150 couples participated in the program of dances held from 9 until 12 o'clock. Music was furnished by the Voss Vagabonds, Radio Orchestra and \$159.55 was realized from the affair. Credit is given Mrs. A. C. Daacke and the girls from the office for its success.

An afternoon of "Fun and Frolic" was the announcement of our Social Chairman Mrs. M. P. Hannon at our social meeting Feb. 24. From all accounts the name was not misplaced. Prizes were given for games and lovely refreshments served.

The Ways and Means Committee under the chairmanship of Mrs. Thos. Kemp held a very successful Baked Food Sale on March 3rd, netting the sum of \$28.30.

The Boy Knew

Master: "If a customer comes and wants to look at a piano, flute or mandolin while I'm at lunch, you know what to show him?"

Boy: "Yes, sir."

Master: "And if a customer should want to see a lyre—"

Boy (interrupting): "I'll send for you at once, sir."—The Bessemer.

Out of Date

Daughter: "Any fashions in the paper, dad?"

Dad: No, dear, this is yesterday's paper."

—Kansas City Star.

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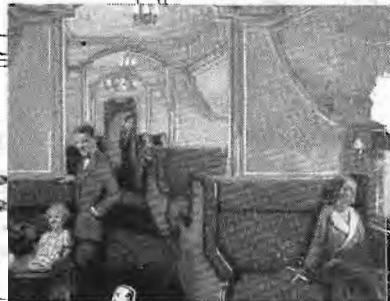
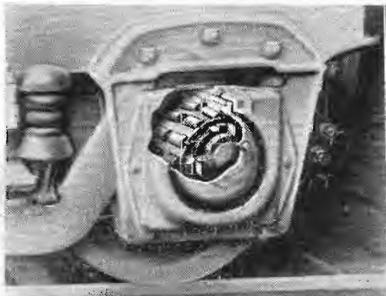
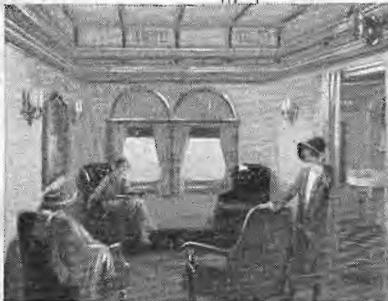
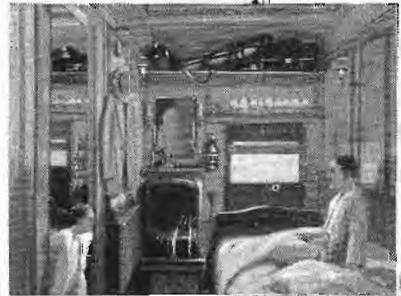
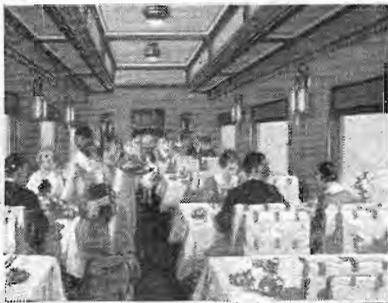
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Schedule

NORTHBOUND		Daily
Lv. Chicago, Union Station	6:30 pm	
Lv. Milwaukee	9:00 pm	
Ar. St. Paul	7:10 am	
Ar. Minneapolis	7:55 am	
SOUTHBOUND		Daily
Lv. Minneapolis	8:00 pm	
Lv. St. Paul	8:40 pm	
Ar. Milwaukee	6:10 am	
Ar. Chicago, Union Station	8:35 am	



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