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NEW YORK CHICAGO
Smoke Abatement

J. E. Bjorkham, Asst. Supt. of Motive Power

ONE of the most important problems, in fact, one of the very serious problems in the problem of smoke abatement. The question is an economic issue of major importance because it does not only affect the particular industry, or community directly affected, but the coal producing regions serve a very necessary function, and may spell industrial progress or retardation. We all admit that dense black smoke is a nuisance and toward the elimination of which we must lend our aid, but we cannot deny the fact that there is smoke there is usually to be found industrial prosperity, and when there is no smoke, the contrary usually is true.

In order that the desired result may be accomplished in the matter of smoke abatement, education on the subject is a very vital factor, and I say this from practical experience after having spent thirty years in various capacities in the steam engineering field on both land and sea. We find that the problem of preventing the formation of smoke may not appear to be a simple matter to avoid offensive smoke from a locomotive or a power house boiler, we find that the problem of smoke elimination is frequently considered to cause many to proceed on entirely wrong theories. The reason for this, as I see it however, is frequently because education on the subject is not accomplished in the manner that it should be. As I see it, smoke cannot be avoided, but we can control the amount of smoke formed by the workman on the job.

In this connection I might mention that the method employed is usually a procedure along proper scientific lines—and still it is surprising to find how many neglect the problem of preventing the formation of smoke as far as it can be prevented, and are entirely contented with “smoke paint” or the “white-washing” of smoke, and actual prevention of smoke are two different things—one entirely wrong, and the other a procedure along proper scientific lines—and still it is surprising to find how many neglect the problem of preventing the formation of smoke as far as it can be prevented, and are entirely contented with “smoke paint.” The latter is merely camouflage as, while the smoke may not appear black when leaving the stack, or chimney, the fact remains that the offensive smoke has the means of proper methods of combustion, the actual formation of smoke has been prevented due to improved combustion and a fairly clear stack is the result. In this connection I might mention that the terms “smoke burning” or “smoke consumption” are misnomers, because smoke already formed, cannot be burned or consumed. In order to get the desired result, the smoke must be prevented from forming.

When we think of smoke abatement, we usually think of the fireman on the locomotive because, particularly after he has been in service a sufficient period to be classed as an experienced fireman, we look to him to fire the locomotive in a manner that no responsible causes for complaints be forthcoming. The engineer, while he must be relied upon to educate the new fireman with the assistance rendered by Traveling Engineers, Traveling Firemen, Fuel Supervisors and Smoke Inspectors, and of course must assume his share of the responsibility, is usually occupied with many other duties, and cannot always be expected to watch the stack. The fireman, on the other hand, should experience no difficulty with maintaining the fire in such a condition that no objectionable smoke be emitted. Given the proper equipment with which to do the work, he should be called upon to do his work properly. It is true that there are cases when the combination of maintaining maximum steam pressure and also guard against smoke violation is somewhat difficult, particularly when an engine is called upon to do all of a sudden deliver maximum effort without first giving the fireman an opportunity to get the fire well started, but such cases are in the minority, and even in such cases a careful fireman can do wonders in guarding against black smoke.

We all know that the only power available in a locomotive is the energy derived from burning fuel, and of course we also know that the only manner in which the energy stored in the coal can be released for useful work, is to burn the coal and the process of doing so is commonly termed combustion. Combustion is a subject that should be studied carefully by a locomotive fireman in the early period of his career, as it is a very vital factor in the art of burning fuel. By a fair knowledge of the subject and by applying that knowledge, not only can he do his job of firing better, getting a better economical result out of a given amount of fuel, but he can also do his job with less physical labor. Perfect combustion is difficult to attain in a locomotive firebox, but through careful studies of the various elements entering into the matter of combustion when building the locomotive, coupled with skillful firing fairly good results are attained. Locomotive builders in recent years have given more thought to economy in fuel in designing- and converting old ones than any other feature and we must admit that they have accomplished considerable in that respect.

Economy in fuel consumption means a slower rate of firing which, in itself, is an aid in reduction of black smoke.

Without going into any technical terms in the matter related to combustion, we all know that in order to properly burn coal, a sufficient amount of air must be admitted into the firebox, or furnace, as the case may be, some of which should be admitted to the top of the fuel bed.

In great many cases, it is impractical, or at least difficult, to regulate the fire so carefully as to secure a proper supply of air through the grate, although the course should be highly desirable. With locomotives, for instance where the demand for steam and the intensity of the draft are very irregular, it is usually very difficult to insure a sufficient supply of air through the grate under all the varied conditions incident to locomotive operation to bring about fairly satisfactory combustion, and therefore steps are usually taken to provide means for an additional air supply to enter the firebox above the fuel bed. With this arrangement, and particularly with the engine working at a fair rate, and with the locomotive equipped with a brick arch, this lengthening the flame-way considerably, there should be no difficulty in firing at the necessary rate to maintain the needed steam pressure, and at the same time avoid black smoke, providing ordinary care is exercised by the fireman.

The greatest difficulty in avoiding offensive smoke is usually on switch and transfer engines, due to the very nature of their work, and on road engines starting out of the initial terminal, particularly if a hard pull has to be contended with before the fireman has had an opportunity to get the fire well started. Under such circumstances it is usually necessary to depend on the blower and so-called “smoke-burners,” which, as previously mentioned, are not “smoke burners” but instead smoke preventers through the means of which additional air is admitted into the firebox, causing the combustible matters escaping from the coal to ignite and burn instead of escaping through the smoke stack in the nature of black smoke which is fuel only partly burned.

The method employed is usually a number of so-called combustion tubes located in the side sheets of the firebox and through which a steam jet causes a flow of air to enter the firebox above the burning coals. Which in most instances the arrangement is rather crude...
and too much steam is used, the principle is right and no doubt can be considerably improved upon without much expense. In this connection it should be remembered that in the case of the jet being employed in the steam in which air and steam is employed, the steam jet is merely the mechanical means of causing the air and steam to be mixed together. It is true, of course, that inasmuch as steam is nothing but water, and water contains a certain amount of oxygen, there is a small amount of oxygen present in the steam, but not of sufficient quantity to be considered of any value as an auxiliary to combustion. When steam is admitted into the firebox, it is decomposed by the heat into its constituents, hydrogen and oxygen. This process, however, absorbs as much heat as possibly can be developed by the combustion of the hydrogen thus formed, and therefore it follows that very little gain in that respect can be accomplished by the mere introduction of steam. On the other hand there is always the possibility that the introduction of steam through its decomposition caused a reduction in temperature to the detriment of proper combustion. However, this is not the case with several steam jets into a firebox without these steam jets inducing an air current to follow, is merely "smoke painting" and an expensive practice. In this connection it would perhaps be well to mention that it requires approximately 320 lbs. of coal per hour to furnish air for a 3/4" pipe with the steam constantly flowing at 190 lbs. pressure. This is a very important item to keep in mind when blowers are working, sometimes unnecessarily, and blowers usually have a greater steam supply than that flowing through a 3/4" pipe. In other words a 3/4" or 1" pipe is usually employed.

As an illustration of how smoke will form due to an inadequate air supply, let us picture an ordinary kerosene lamp with its usual glass chimney. As long as the wick is not turned up too far, a bright clear flame is burning, but if we turn the wick increasing and increasing, the flame beyond the ability or capacity of the chimney in admitting oxygen to the flame, it will burn with a dull flame leaving a considerable amount of smoke. On the other hand, if the flame is bluish in color, the air is being supplied in excess, but not enough to prevent a lot of unburned gases from escaping through the smoke stack.

In order that we may fully appreciate the necessity of a sufficient air supply, let us stop for a moment and consider what takes place in the firebox as the coal is burned. By reason of the exhaust from the cylinders or the action of the blower creating a vacuum in the smoke box, air is rushing towards the smoke box both through the vacuum, or in other words, to fill the empty space, and this air in turn comes from the fire box to where it has reached through the grates and a small portion through the combustion tubes and the openings in the fire door. As the air rises through the grates and the fire bed, the oxygen combines with the carbon from the coal in the proportions of two parts of oxygen to one part of carbon and as long as the supply of air is sufficient and well distributed to cause a proper mixture, a bright fairly smokeless fire is the result. Should conditions be such however that there is enough coal in the fuel bed to prevent sufficient oxygen from reaching it and thus not furnishing the proper proportions to mix with the carbon, incomplete combustion with resultant dull fire and the emission of smoke will be the result.

The same principle is involved in burning smoke in steam boilers. When the coal is heated, the volatiles are driven off in a gaseous form somewhat in the nature of vapors and the air admixed with the volatiles materially in their proper combustion. From the above it is plainly seen that temperature and air are the two factors that are responsible for proper combustion and one is as important as the other. We all know that if coal is thrown into the firebox while the engine is standing still and with the blower not working, large volumes of smoke will escape from the stack and, this because of no oxygen being created, very little oxygen can enter the firebox. Then, if the blower is turned on, unless the amount of coal placed into the firebox is out of proper proportions, the smoke will clear up, because, due to the creation of the draft, oxygen is drawn through the grates to mix with the heat and fire as well as the volatiles. Should the draft created by the blower be insufficient to draw enough air through the fire bed to insure a good smoke void of so-called "smoke burner" should then be invoked by means of which additional air will enter above the fuel bed.

The process of combustion is very simple and nothing mysterious about it. Too much coal is thrown into the firebox so that the volume of oxygen entering same is inadequate to furnish the proper proportions to form a proper mixture, there can be only one result, and that is dense black smoke and waste of fuel and both should be guarded against. In this connection, we should not overlook the very important fact that careful firing not only aids in the prevention of dense black smoke, but it is a most important factor entering into the question of fuel economy.

The boilers usually giving the most trouble in the matter of smoke violations are the vertical type boilers usually employed on cranes of various kinds that are to be found in a railroad terminal. One of the very smart flame-way possible with this type of boiler, the gases escape before given sufficient time to burn thoroughly. The best method of guarding against objectionable smoke from this type of boiler is the method of injecting several small air jets into the firebox, thus insuring abundant oxygen, as a rule not otherwise available in the fireboxes of this type of boiler.

In the matter of stationary power plants, the question of smoke elimination can more readily be regulated than it is possible on locomotives or cranes, as with the former the question of limitations is not as pronounced as with the latter. Like with the locomotives, the load of course largely enters into the problem, but with the proper stack capacity and the proper brick work with baffles properly placed, ordinary care on the part of the fireman should cause a fairly clean stack. As in the case of locomotives, carelessness too often is the direct cause of the trouble.

In order to accomplish good results, however, good tools must be furnished the man who makes or prevents the smoke for the fireman has a bright red color at his disposal. It is necessary that the grates be thoroughly clean so as to permit, as far as possible, an unrestricted flow of air into the fire bed and without which the fireman be placed at a decided disadvantage. In addition the ashpan should be so constructed that sufficient air is always available. The grate shaker rigging should be so maintained that the grates may be shaken whenever necessary so as to cause the dead ash, blocking the entrance of the air into the firebox, to be removed. The brick arch should be properly maintained at regular intervals, the latter also being true with the flues. In addition the front end appliances should be properly adjusted so as to insure a good steam engine, and with a good steam engine at his disposal, the fireman should experience very little difficulty in preventing the locomotive that complaints should be the exception instead of a rule.

Page Four
The proper method of firing at all times is of course to put into the firebox at each fire only a sufficient amount of coal to maintain the fire. By following such a practice a clean fire can be maintained without any difficulty, and in addition an economical use of the fuel is obtained. The most wasteful method of firing is, of course, to throw into the firebox large quantities of fuel at one time, usually accompanied by the safety valves opening, and too much water being put into the boiler which in turn causes too much time to elapse before next fire is needed, with the result that the firebox temperature has been lowered considerably, and as a result black smoke will follow. If, when within the terminal limits where smoke ordinances universally govern, the firemen will fire carefully and the engineer co-operate in operating the engine in a manner consistent with conditions, with a conservative use of the blower, ordinarily there ought not to be much trouble from smoke and should occasion demand the use of the so-called "smoke bums" for a short time, those are always available.

In conclusion, permit me to voice the opinion that the question of smoke also not use sealing-cake issues. It is instead one of vital concern to the railroad companies, the employees and the community. The railroads are of vital importance to every large community, and more particularly so to communities where large terminals are located, because the payroll at such terminals are of vital concern to its prosperity.

Railway Office Economy

By W. A. Court, Clerk, Freight Station, Tacoma, Washington

In the past few years a lot of meetings have been held on each Division of the great railway systems, and a great many ideas have been expressed by employees attending these meetings through which the management has saved a considerable amount of money by preventing the damage to goods which have been offered for shipment over the railway. But there is another way in which a greater amount of money can be saved for the management by the careful use of stationery.

One sheet of common writing paper does not look like very much, but a matter of fact that single sheet of writing paper did cost but very little, but when you think of the 65,000 employees of which about 40,000 use railway stationery, and if each one of them spoils and destroys a single sheet of paper each day of the year a total of approximately 13,000,000 sheets of paper would be wasted costing about $15,000. Think of it! The above figures are for ordinary cheap medium weight paper, size 8½ x 11. Printed forms cost a great deal more and there are as much or more printed forms wasted or thrown away each and every day as there is plain paper.

Do not make extra copies of waybills, expense bills, etc., unless absolutely necessary.

When you accidentally spoil a form, do not throw it away, save it for scratch paper.

When old tariffs are to be discarded tear off the unprinted leaves and use them for scratch paper and the rest of the tariff can be sent to the Store Department to be used for either packing fragile articles or be sold for waste paper.

Do not throw away carbon paper as long as it is still fit for use and will make legible copies. There are many times when a carbon paper will not make a satisfactory copy when used for a time on one certain form, but when used with another form where the unused spots of the carbon can be utilized it can be used for some little time longer, which means a considerable saving over the entire system.

Do not throw away typewriter ribbon while it will still make legible copies. Oil typewriters regularly and keep them covered when not in use, dust is grit and assists in wearing out the small bearings in the machine which means expensive overhaul and repair jobs.

Do not throw away bits of twine that can be used in tying up mail or used otherwise.

These are but a few of the things that can be done to save money for the management by the careful use of stationery.

I have heard it said by an employee of the C&NW Ry., that that railway spent more for paper in one calendar year than it did for new steel rail. One of the Milwaukee employees would not think of throwing a steel rail away that is still serviceable, so let us practice the same thing with the railroad's stationery.

The Old Milwaukee Railroad

To me there is one division
On the old Milwaukee Railroad
Where I love to hear the engines puff
As they haul their heavy load.

I love to watch the yellow cars
As they go rolling by
And when they leave for the old home town
They always make me sigh.

I love to watch their gleaming lights
'Til they go around the bend
And I know that they are carrying
All the letters that I send.

What glad tidings of joy they bring
What messages of pain
They always keep a-going
In sunshine and in rain.

And when far from loved ones
I sometimes have to roam
I love to see those yellow cars
For I know they'll take me home.

And now my labor's ended
Yet my song remains unsung
For as I glance at the clock
I see it's nearly time for No. One.

I hear its tuneful whistle,
Again I hear its merry chime
And then looking at my watch,
I say—"she's right on time."

Nobody Home

Student: What's the matter? Were you injured in practice?

Limpet: No. I went to sit down on a campus bench last night and it was a shadow.

—Chicago Phoenix

Socially Engaged

Miss Family Tree: "Did your ancestors ever come over on the Mayflower?"

"Not exactly," said the Baron, "they had a luncheon engagement with the King, so they could not get away."

—Red Cat.
An improvement in semaphore signals was made when the third position indicating caution serves to warn the engineer that the next signal will probably indicate stop. As before the horizontal position indicates stop, but the blade in a vertical position indicates proceed, while the blade inclined upward at forty-five degrees, i.e., midway between the horizontal and vertical positions indicates caution. A three position lower quadrant semaphore is used on some roads, but the upper quadrant signal is considered superior for it can be seen and read at a greater distance. As used on The Milwaukee, upper quadrant three position semaphore blades are painted red with a white stripe near the outer end, which is blunt in all cases. Upper quadrant semaphores in the majority on The Milwaukee, both for interlocking and block signals and when used as automatic block signals are distinguished by the circular number plate midway on the mast. In addition to their use as three position signals, upper quadrant semaphores are used to a considerable extent as two position signals in only the horizontal and vertical positions as home and distant signals for manual block, automatic block, and interlocking signals. When used as automatic block signals, upper quadrant semaphores normally indicate proceed, for the effect of gravity will cause the blade to fall to the stop position if there is an interruption in the electrical circuits or an accident to the signal mechanism. When used as staff block, staff block, or interlocking signals, the normal indication is stop.

The blades of semaphore signals are about four feet long and the blades which govern are distinguished by the lower blade of colors behind a red, green, and white lens located in a vertical row of color lights are placed on the same mast. When this occurs the upper blade of color lights govern the primary high speed route, while the lower blade of lights govern secondary routes in the order of their relative importance. When the route is lined up for the main track and the upper blade indicates caution or proceed, the lower blades are set in the horizontal position, but if an approaching train is to take a secondary route or the siding one of the lower blades gives the caution indication, which in this case means "proceed at slow speed." A double track of color lights has the same significance as a double blade signals. The approach for a dwarf signal is by two blade upper quadrant semaphore, one blade giving the three usual indications; with the lower blade in the caution position and the upper blade horizontal it indicates "take siding."

Dwarf or low semaphore signals are principally governed back-up or reverse movements on main tracks and elsewhere. Since such movements are always taken at slow speed, dwarf signals have a much shorter range than those used for regular traffic. Dwarf signals give two (occasionally three) indications and are constructed to operate in either upper or lower quadrants. Four light, four position dwarf signals operated from the interlocking towers are used to govern the station tracks of the new Chicago Union Station.

The aspects and indications of fixed signals are all explained in the following pages but the tabulation herewith will serve to coordinate the various division terminals, mileage, type of block signals used, and other relevant information.

Although alternating current automatic block signals are used on the first three divisions out of Chicago, an explanation of the manual block system should come first, for it is the simplest from which the automatic block system has been developed. The manual block system is used on the Aberdeen, Transylvania, and Division counties, which are single track divisions, and on a small single track portion of the Hastings and Dakota Division. A manual block system is the one in which the signals governing the spacing of trains are operated by hand, the blocks usually being the distance between regular stations which are located in the neighborhood of five to fifteen miles apart. They are given by semaphore signals called train order boards which stand in front of the station. One blade of the signal governing the train movement on a division and the other blade those in the opposite direction, the blade which governs being displayed to the right of the signal mast as seen from an approaching train.

The normal aspect of manual block signals is stop and when an operator desires to admit an approaching train to a block, he communicates with the operator at the other end of that block by telegraph or telephone, now almost exclusively the latter, and clears or holds the train in accordance with definite rules which are a part of the manual block signal system. Two position upper quadrant semaphore signals are used to a large extent, but a few three position home and distant signals are also used. The indications conform to the schedule given in the table that a manual block signal showing the caution indication has the specific meaning of "proceed with caution prepared to stop short of train or obstruction" and is known as a permissive signal.

An elaboration of the manual block system which is widely used in England, but to a very limited extent in America, is the controlled-manual block system. In this system the signals are operated manually as before, but are so controlled electrically that the signal at a station cannot be cleared without the aid of the operator at an adjacent station. If the operator at X desires to clear his signal for an approaching train to pass into a block, he must communicate with the operator at Y at the other end of that block requesting him to assist in releasing the lock on the signal mechanism at X. If the operator at Y knows that all preceding trains have left the block (and that no opposing trains have entered, if on single track) he complies with the request, after which the operator at X may clear his signal.

The staff block system used between Haugan and Avery on the thirty-eight mile section across the Bitter Root Mountains which includes several long tunnels, is one form of the controlled manual block system, whereby the possession by the engineer of a short metal rod or staff controlling the block is the tangible evidence of his permission to occupy the block. The staff block system is particularly applicable to dangerous places such as tunnels or drawbridges on single track, for it provides the highest degree of safety which has even been devised. The staff blocks are five miles apart and the staff machines exactly alike are provided for each block, one located in the station at each end of the block.
The two machines are electrically connected by means of wires so that they are interdependent in operation. The engineer of a train about to enter the block is given a signal and no train is allowed to proceed until the engineer has a staff. Only one staff can be taken out of either staff machine at one time and when one is out, both machines are automatically locked until the staff is restored to one or the other of them. The engineer must obtain a new staff at the beginning of each block and deliver it at the end of that same block. The staffs are made of steel rod about three-quarters of an inch in diameter and about six inches long, so cut by annular grooves that those used in one block will not fit the machine of the adjacent blocks. Thus the staff is really the "key" to the staff machine and to the block, and possession of the "key" a guarantee of exclusive occupancy of the block.

Manually operated semaphore signals are used in connection with the staff system. Home staff signals are two position signals giving the indications stop or proceed. Approach signals are three position upper quadrant signals giving the three usual indications with the upper blade in the caution position with the upper blade at stop indicates "take siding." The purpose of automatic block signals is to provide automatically by the trains themselves such a space interval between trains moving over the same route as will insure safety and efficiency of operation. Three position upper quadrant alternating current semaphore signals are used on the Chicago and Milwaukee, La Crosse and River Divisions, which are double track divisions. Three position upper quadrant direct current semaphore signals are used on the Hastings and Dakota and the Idaho Divisions, the former being double track and the latter single track. Three indication color light signals are used on the Rocky Mountain, Missoula and Coast Divisions, which are single track electrified divisions. On double track the signals are arranged for normal train movement on the right hand track, while on single track the signals are arranged for train movement in both directions thus affording protection for opposing as well as following trains. Regardless of whether it be single or double track or of the type of signals used, the basic principle of automatic block signalling is the closed or continuous track circuit.

Automatic block signals are located in the neighborhood of one or two miles apart; this distance is the length of the block and may include one or more insulated track sections. The subject of automatic block signalling is rather complex but the basic principle, the track circuit, is comparatively simple. Current from a battery or other low voltage source is fed into the insulated section at one end and makes a complete closed circuit through the rails and the coil of the relay at the other end. The small current which flows is just sufficient to hold the armature of the relay closed, which in turn completes the local circuit of the signal, holding the signal in the proceed position. As soon as the train shown in the next block crosses the insulated track joints, the track current flowing to the relay is short circuited through the steel rods and axles of the train. This causes the armature of the relay to open the local circuit, permitting the semaphore blade to fall to the horizontal or stop position. As soon as the train passes beyond the insulated joints, track current again flows to the relay causing it to pick up its armature, thus closing the local circuit and causing the electric motor mechanism of the signal to pull the blade black to the clear (or caution) position. If this were a two position home signal it would indicate clear, and the distant signal operated from the same local block but located some distance preceding the home signal would likewise indicate clear; however, the distant signal on a block such as this which repeats the indication of the signal for the next block would stand at caution. If this were a three position signal, the passing of the train into the next block would cause the semaphore blade to go to the caution position, and after the train had passed into the second block beyond the previous one illustrated, the closing of an auxiliary relay connected by wires with the initial signal would cause its motor to pull it to the vertical position. Color light signals function in very much the same manner as semaphore signals, for the opening and closing of relays actuated by the track circuits cause the proper red, green, or white light to be illuminated, indicating stop, caution, or proceed, respectively.

For direct current signals a primary cell battery impresses about 0.7 volts on the insulated track sections which have a maximum length of about 3000 or 3500 feet. The signal motors are ten volt direct current machines and the signal lights are largely oil burning. For alternating current block signals a 4400 volt, single phase power line which is fed from appropriate power sources parallels the track. The maximum length of insulated sections is about 8000 feet, and about twelve volts is impressed on the sections through small step-down transformers from the power line. The local circuits and signal motors are designed for 110 volts, and to a large extent the signals are electrically lighted. On the electrified divisions the 4400 volt power line is supplied from the substations which supply the propulsion current. Color light signals take a twenty-four volt, six volt lamp, but a small fifty-five volt pilot lamp gives the indication in case the regular lamp fails. Alternating current signals are a necessity for the electrified divisions, for otherwise the propulsion current would interfere with the track signal circuits. Where insulated rail joints for the block system are required on the electrified divisions, what are called impedance bonds are used to carry the propulsion (direct) current. The impedance bond acts as a sort of valve which allows direct current to flow freely, but shuts off the flow of (alternating) signal current. In many aspects automatic block signals are superior to manual block signals, particularly because they not only indicate the presence of a train in the block, but also stand at danger to indicate a broken rail, open switch or other dangerous condition which would open or short circuit the track current.

### Semaphore Aspects and Indications

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<tr>
<th>Style of Signal</th>
<th>Day Aspect</th>
<th>Night Aspect</th>
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<tr>
<td>Dwarf Signals</td>
<td>Red Light</td>
<td>Red Light</td>
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<td>Dwarf Signals</td>
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<td>Green Light</td>
</tr>
<tr>
<td>Dwarf Signals</td>
<td>White Light</td>
<td>White Light</td>
</tr>
</tbody>
</table>

### Style of Signal

1. Lower quadrant two position home signal
2. Lower quadrant two position distant signal
3. Upper quadrant signal used as two position home signal
4. Upper quadrant signal used as two position distant signal
5. Upper quadrant three position signal
6. Lower quadrant dwarf signal
7. Upper quadrant dwarf signal
8. Three color light signals

### Color Light Signals

<table>
<thead>
<tr>
<th>Indication</th>
<th>Stop</th>
<th>Proceed</th>
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<tbody>
<tr>
<td>Approach home signal with caution</td>
<td>Stop</td>
<td>Proceed</td>
</tr>
<tr>
<td>Approach next signal prepared to stop</td>
<td>Stop</td>
<td>Proceed at slow speed</td>
</tr>
<tr>
<td>Approach next signal prepared to proceed</td>
<td>Stop</td>
<td>Proceed at slow speed</td>
</tr>
</tbody>
</table>
Manual block signals are absolute in their meaning and when the indication is "stop" is means "stop and stay" unless given written permission by the signalman to proceed. Where automatic block signals are used for protecting train movements in one direction only, as on double track, the stop indication is permissive in its meaning, indicating "stop, then proceed expecting to find a preceding train, open switch, or broken rail." On single track where opposing train movements on the same track are involved, a train may only proceed after assurance that no opposing train is approaching. This is the broad distinction between absolute and permissive signal systems.

As block signals are used to govern the movement of following or opposing trains over the same route, interlocking signals are used to govern the movement of trains over conflicting routes. Wherever a line is equipped with block signals, interlocking signals are generally used to protect conflicting routes, and is one of the most common places for an interlocking plant is where two sets of tracks cross at grade.

Two sets of signals are required, home and distant signals. The home signal is the controlling one, absolute in its meaning and must not be passed until the proper indication is given. Distant signals serve to repeat the indication of home signals far enough in advance to permit the engineer to bring his train to a stop before reaching the home signal. In addition to signals, derails form a necessary part of an interlocking installation. A derail is a device for throwing an engine or car from the rail and its presence is a guarantee that the train shall stop before reaching the crossing should the route not be lined up to receive it.

The normal position of all interlocking signals is stop and all derails open. When a train movement over the crossing is desired, the interlocking tower operator first closes the two derails in the track, then he clears the home signal on the side from which the train is approaching, and finally he clears the distant signal on that side. When a derail on one track is reversed, (i.e., closed) it locks the derails on the conflicting track, and the crossing is free for the train to pass. When the derails are reversed, the home signals for the same track may then be reversed, and this movement locks the derails reversed. The distant signal is then unlocked and may be reversed, locking the home signal at clear (reversed). The levers in the tower must be operated in this order.

Originally all interlocking devices were operated manually. Interlocking devices were operated by means of the manual levers in the tower, which were mechanically connected by means of cables and rods to the signals and derails, but in recent years interlocking plants have come to be power operated with the all-electric and electro-pneumatic types predominating. With power interlocking other refinements have been added, and now it is quite common to find, mounted in front of the operating levers, a miniature track model with colored lights marking the passage of trains through the limits of the interlocking plant. The operating levers are very small and merely serve for the mechanical interlocking of the machine and to make the proper electrical contacts to actuate the various switches, derails, locks and signals.

Interlocking plants along the route of the Olympian are designated by a number preceded by a primary letter. The number indicates the mileage from the east end of the division and the letter is the division symbol which is prefixed to the numbers designating bridge and similar track structures. Thus Tower E-122 is an interlocking plant on the Hastings and Dakota Division and located 122 miles west of Minneapolis.

Power interlocking has made the huge modern terminal stations possible for without the rapidity and safety with which the hundreds of switches and signals can be handled by means of power interlocking it would be almost impossible to manage several hundred train movements each day on a comparatively small number of station and approach tracks. Splendid examples of modern electro-pneumatic interlocking plants are found at the new Chicago Union Station where one tower on the Jackson Boulevard side governs train movement on fourteen station tracks and six approach tracks, and a similar plant on the Adams Street side governs ten station tracks and four approach tracks.

(Concluded Next Month)
W. W. K. Sparrow, Vice President in Charge of Finance and Accounting

J. T. Gillich, Vice President in Charge of Operation

H. B. Earling, Vice President in Charge of Coast Terminals

T. W. Hurtness, Secretary

H. E. Pierpont, Vice President in Charge of Traffic

R. J. Marony, Vice President in Charge of New York Affairs

Of the Vice Presidents above, Mr. Sparrow came to the Milwaukee R. R. in 1918 and is already well known. Mr. Marony has always been a New York Executive. The other three are veterans in the Service.

Messrs. Hurtness and Wilson occupied the same positions previous toReceiver-ship. Mr. Dickey was elected Treasurer on the passing of Mr. Loomba, and was re-elected by the new Company.
Edward Everett Hale once said "Together" is one of the most inspiring words in the English language; 'Coming together' is the beginning; 'Keeping together' is progress, and 'Working together' is success."

It is the intention to organize a brass band, consisting of employees and employees' sons, who are talented. If interested in the organization of this band, kindly get in touch with Mr. Charles J. Nelson, % Mail Room, Union Depot, Milwaukee, stating what instrument you play, your address, and phone number. You will receive notice of meeting later.

The Puget Sound Pioneers' Club The Puget Sound Pioneers' Club desires to announce that Tacoma has been chosen for the 1928 Meeting, the date of which will be given later.

The Club Vice Presidents who are authorized to receive Club Dues are: J. S. Kressel, Moberly; E. L. Dunlap, Miles City; J. Q. Rawls, Lewiston; Wm. Cosgrave, Deer Lodge; C. S. Daniels, Deer Lodge; W. C. Jones, Spokane; H. R. Cafehan, Tacoma.

Mr. J. E. Brady, of Tacoma, is Chairman of the Entertainment Committee for the next meeting, plans for which will be announced at a later date. It is hoped to make the 1929 gathering one of the best that the Club has held and a large attendance is looked for.

Our Magazine
Dear Editor:—
I hope that what I am attempting to write will not be understood as critical, but as a reminder that we should not overlook the fact that our magazine, "The Milwaukee Magazine," gives us a mighty good medium for an exchange of ideas and creating interest in our work and among ourselves. To create further interest in our magazine and our work, I submit the following suggestions. They may be nothing new or untried and maybe I should call them as reminders to try again.

We note that some divisions have a good write up every month while some divisions have nothing at all. Employees on divisions which have no correspondent should get busy and persuade some one, preferably at a terminal on their division to act as correspondent, then every one do their part toward supplying the news for the correspondent. Naturally we look first for news from our division or some other division that we are familiar with.

I am sure we would like to read more contributions of items that would be instructive not only to employees in several departments but in every department. A contribution from an employee in one department that would be interesting for other employees in the same department or line of work. For example: I believe I could name several Station Agents on our division who could write such items if they were disposed to do so. They may have a method of doing their work faster and more efficiently which might be practical and helpful to other Agents and at the same time meet the approval of their officials. If you have a system or any idea that saves time and needless effort, tell us about it even though you may think it is nothing new. Could we visit every Agent along the line we might pick up quite a number of ideas that would help us and this applies to every department. We cannot do this conveniently so why not use our magazine?

We have read many lines of poetry. Maybe some of you poetry writers could give us a little prose in the way of an after-dinner story. Possibly some of you old-timers have had experiences in your railroad days that would make a good plot for a story. A story that would be at least more interesting to us than some of the stories we read to our Editor, for the two best stories to be published in the August number or later number of The Milwaukee Magazine.

Let's see if all of us can get together along the lines I have suggested. Just at present this is all I have to offer in the way of a contribution, and am not certain that our Editor will accept this offer. I haven't had much experience as a Station Agent and would like to hear from older heads first. That is one reason why I have attempted to write this. Here's hoping some of you old heads will start something.

Yours truly,
Dad Keys, Jr.
Recent Clearing of Snow from Bass Lake Yard by Clamshell Bucket and Jordan Spreader

During the last days of the year, there was a very heavy fall of snow in and around Minneapolis which necessitated some mechanical means to remove it more efficiently than the ordinary methods.

At Bass Lake Yard at Jordan Spreader was used to push the snow from six tracks on one side onto the 7th track, and then from the 8th to the 13th track onto this 7th track. A train was then spotted for loading and a locomotive crane using a clamshell bucket onto which had been fitted two 3/4-in. boiler plates, greatly enlarging the bucket’s capacity, quickly lifted this accumulation of snow into cars and the whole yard was cleared in much quicker time than is usual, with a saving of at least 50 men, and cars loaded to a capacity which could not have been accomplished by shoveling from the ground by hand.

The work was done under the supervision of Foreman “Jim” Hayes, who is always on the job when there’s strenuous work to be done.

Vinegar Bill and the Emigrant Goat

Hark to the tale of Vinegar Bill
A railroad conductor of wisdom and skill,
Who ran his train smoothly and never was rough,
And was full to the gills with the rule-book stuff.

He’d sit at his desk as the miles flew by,
And figure his overtime—wise old guy;
For Bill was a worker fast and keen,
And overtime brought in the good “long-green.”

He’d look out the window and his bright eye would spot
The sparks as they flew from a journal hot;
And a brake-beam down would just give him a laugh,
When a little delay might mean “time and a half.”

One day as they snorted and rolled over the track,
A draw bar pulled out and came down with a “whack.”
And a couple of loads took a notion that day
To spill themselves over the whole right-of-way.

Now one of these loads was an Emigrant car,
Billed through from the east to some western point, far;
Loaded with moveables too numerous to note,
Including one man and one Emigrant goat.

When the crew bustled up to the scene of the smash,
They found chickens and pigeons bailed up in a hash.
By the man on the ground the goat stood quite still,
“I must look at the rule-book,” says Vinegar Bill.

He walked around the wreckage to give it a view,
And pulled out his rule-book to see what to do.
Then bent over the Emigrant to give him a glance,
When the goat socked him, smack, in the seat of his pants.

“Flag him Bill, keep yourself cool,
He’s swallowed your book so he’ll sure know the rule,”
But Bill thought some different and did a “vanloose,”
Just legged it hot-foot for the lousy caboose.

Then the Emigrant man waking up from his nap,
Tied the Emigrant goat with an Emigrant strap,
And the wrecking crew came out and cleaned up the mess,
And got Bill back home in eight hours, or less.

When his time-slip went in, I am right here to state,
That it called for twelve hours when he’d only worked eight;
But attached to the slip was the following note—
“I claim time and a half for amusing the goat.”

Page Eleven
Baseball as Tony Saw It

By W. D. Severance Chief Clerk

St. Simons, as of our Cross Word Puzzle

EDNA CLARE NESMILL

The intricate web bound to the ground above

The vast field more protected a dragon above

He took a deep breath, trying to think fast

And little wings grew on my sandaled feet

I asked a fella setta by me, who was dat

One guy come out, just gotta da catch

Don't say come out and let's go on inside. He tells me da baseball was go on inside. He tells me da baseball was go on inside.

And little wings grew on my sandalled feet

The landscape ray bordered in moonlight and

Some other guy come out just gotta da catch.

The moon preened, a dragon above

God snuck up with da pants and throw like hell.

The moon preened, a dragon above

And holy moses, he almost a broke hees, neck.

The moon preened, a dragon above

And holy moses, he almost a broke hees, neck.

The old gold moon preened, a dragon above

And holy moses, he almost a broke hees, neck.
A Brief Review of 1927

While we fell far short of the goal (40 miles) in our “Average Miles Per Car Per Day” in 1927, the chart below shows the average in 1927 was 31.4 compared with 30.4 in 1926 and 29.3 in 1925. Of course, we are disappointed, but not discouraged inasmuch as the 1926 performance was improved 1 mile per car per day and since 1921 when the operation of the CTH&SE was included there has been with one exception (1924) a steady improvement each year:

Year
1921
1922
1923
1924
1925
1926
1927
Total

The goal of 40 miles is by no means impossible by a careful observance of some of the suggestions that appeared in this column November 1927. What could be more satisfying than to have the new Company go over the top this year?

There has been more interest in and more concerted effort to reduce our “Car Hire” bill the past year than ever before, yet the results shown below indicate our net debit (money paid out in excess of that received) increased over the preceding year $1,588,522.13:

<table>
<thead>
<tr>
<th>Year</th>
<th>Due</th>
<th>Other</th>
<th>Companie</th>
<th>C M &amp; P</th>
<th>Debit</th>
<th>Credit</th>
</tr>
</thead>
<tbody>
<tr>
<td>1927</td>
<td>$11,579,788.17</td>
<td>$7,706,120.96</td>
<td>$3,869,677.04</td>
<td>$1,588,522.13</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1928</td>
<td>$10,568,632.94</td>
<td>$8,774,237.78</td>
<td>$3,994,317.57</td>
<td>$1,388,522.13</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Increasing the “Average Miles Per Car Per Day” and reducing “Per Diem” usually go hand in hand and every move made to improve in either item is reflected favorably in the other.

Forty miles per car per day and a million dollar reduction in “Car Hire” is a man’s size job, but we’re out of Receivership now, Let’s go to it!!

Question No. 33

Northern Pacific at Spokane occasionally loads car at the White Pine Sash Company, industry on their track, and delivers car to us for switching to the Wendorf & Rogers Lumber Company, industry on the Milwaukee, to finish loading. The car is then delivered to the G N for line haul. Should we reclaim against the N P of the G N for number of days car is on our line in intermediate switch? Is the N P allowed reclaim from the G N on reswitch?

Answer to Spokane

The movement from N P to our Line is switch to switch movement, not subject to reclaim. The movement from our Line to G N is switch movement to line haul, subject to pick up reclaim. The N P would not be entitled to any reclaim from the G N under the circumstances.

Question No. 34

Road “A” delivers a foreign car to Road “B” in switch service. After car is unloaded, it is appropriated by Road “C” and moved over that line. Road “C” subsequently returns the car to Road “B” which in turn returns the car empty to Road “A” in home route. Within 48 hours after receiving the car from Road “B”, Road “A” notified Road “B” that the car is being held for disposition and Road “B” orders car returned account of railroad error. After car is returned by Road “A” to Road “B”, it is found that the car actually routes home via Road “A” (Road “C” is tenant of road “B”).

Answer to Milwaukee

Road “A” is not entitled to per diem reclaim, there being no railroad error involved in the return of car by road “B” to road “A.”

Question No. 35

What is Per Diem?

Answer

The payment made between railroads, members of the Per Diem Rules Agreement of the American Railway Association, to the owner of the cars for the use of freight equipment. The present rate, which has been in effect for many years, is $1.00 per car per day (per diem) based on calendar days. Per Diem Rule 2 provides that days shall be reckoned by subtracting the date of receipt from the date of delivery. The day of receipt shall be disregarded and payment made for day of delivery. A road receiving and delivering a car on the same date shall not pay per diem for that day.

Question No. 36

What is meant by “cross-haul of empty equipment”?

Answer

Equipment of the same class, size, condition, etc., moving in opposite directions at the same time. For example, if La Crosse Division were sending grain box to Minneapolis and at the same time River Division were sending flour box to Milwaukee, it would be a cross-haul. If, however, La Crosse Division were sending flour box to Minneapolis and River Division sending grain box to Milwaukee, it would not be considered a cross-haul, due to the different classification of the cars as result of their physical condition.

Springfield, Iowa, Section and Station Force
Claim Payments By Causes

The outstanding figure is Unlocated Damage and Rough Handling, which accounts for 51% of all claim payments. The next item which accounts for payments slightly in excess of $13,000,000.00, is lost freight. This item covers Loss of Entire Package and also covers the loss of Other Than Entire Package, such as losses from bulk carloads of coal and grain.

It is highly important that we all give serious consideration and attention to the question of Rough Handling and Unlocated Damage, as these two items go hand in hand. More careful switching of cars in the terminals and more careful supervision at the time cars are loaded, will bring this account down to a reasonable basis, and we feel sure that with the co-operation and personal interest of all of our loyal employes, Unlocated Damage and Rough Handling can be cut in half.

We are appealing to each and every employe having to do with the handling of carload freight, to cooperate, both in the terminals and in all other points, in seeing that proper attention is given to the handling of freight in an effort to bring about a very material reduction in our claim payments for the year 1928. Some of the ways in which everyone can help are as follows:

- Make thorough inspection of all cars previous to placement for loading, particularly as to condition of floors, sides and roof.
- Inspect shipments of live stock previous to loading in an attempt to locate any crippled or slow animals, marking proper notation on killing of any exceptions discovered.
- See that proper partitions are installed in all mixed loads of live stock.
- See that grain doors are properly installed and that there is no evidence of leak after loading is completed.
- See that prompt repairs are made to cars set out short of destination account mechanical defects, particularly perishable freight.
- Inspect carload shipments of furniture, household goods, machinery, etc., previous to signing for same with view to ascertaining whether properly stowed and braced.
- Be present, if possible, when doors are opened on inbound carload shipments, with the view to ascertaining exact condition at that time.

If damage found due to defective equipment, arrange for mechanical inspection after unloading is completed.

Carload Damage

Our claim payments for the year 1927 indicate that we paid out a total of $759,855.00 to cover damage occurring to carload shipments only, this representing an increase of $45,072.00 as compared with the previous year.

An analysis of the figures so far available indicate increases in claim payments covering shipments of fresh meats and packing house products, butter, cheese, lard, etc., live stock, flour and other mill products, sugar, stoves, furnaces, etc., automobiles and coal and coke. In addition to these increases, our payments covering carload shipments of new furniture, agricultural implements, grain and fresh fruits and vegetables, while showing decreases as compared with the year 1926, are still entirely too high.

While the causes for this damage are numerous, we find that defective equipment, delay and rough handling (including unlocated damage) are the principal offenders and all show an increase over the previous year.

We are appealing to each and every employe having to do with the handling of carload freight, and this takes in practically everyone on the railroad, for his utmost co-operation in an effort to bring about a very material reduction in our claim payments for the year 1928. Some of the ways in which everyone can help are as follows:

- Make thorough inspection of all cars previous to placement for loading, particularly as to condition of floors, sides and roof.
- Inspect shipments of live stock previous to loading in an attempt to locate any crippled or slow animals, making proper notation on killing of any exceptions discovered.
- See that proper partitions are installed in all mixed loads of live stock.
- See that grain doors are properly installed and that there is no evidence of leak after loading is completed.
- See that prompt repairs are made to cars set out short of destination account mechanical defects, particularly perishable freight.
- Inspect carload shipments of furniture, household goods, machinery, etc., previous to signing for same with view to ascertaining whether properly stowed and braced.
- Be present, if possible, when doors are opened on inbound carload shipments, with the view to ascertaining exact condition at that time.
Safety First as Viewed by the Locomotive Engineer
By John Labelle, Engineer Kansas City Division

A LONG about the year 1912 the in-creasing number of railroad accidents with the resultant loss of life and limb became so alarming that the railroads instituted a Safety First movement. It's success was so apparent that from the start industries generally took up the work and insurance companies offered premiums in the form of rate reductions to those risks accepting and installing modern safety devices. Today SAFETY FIRST has become a worldwide slogan and what has been accomplished in this good work is little short of miraculous. There is room for a lot more of this good work and a few experiences of my own impel me to suggest a few aids in cutting down the number of accidents.

In the work of the locomotive engineer there is not only an occasional thrill, but let me say also a scare, and the ever increasing number of automobiles has made the scares outnumber the thrills by quite a margin. I don't mean to convey that engineers are faint-hearted creatures,—the occupation itself requires men of strength and courage, more so perhaps, than in any other field of endeavor. If you have been through a bad collision you know what I mean when I use the word "scare". In driving my own automobile on days of rest, I have many times come upon grade crossings without ample warning. I am sure all locomotive engineers will welcome anything that will have a tendency to increase the safety of the operations in their daily runs, as the safety first movement surely does.

The locomotive engineer can assist greatly by blowing his whistle at all designated places and at other places where, in his judgment, it should be done. He should see that the bell is used at all places where the need is indicated, and he should properly reduce the speed of his train where required, even at the cost of a few minutes delay. The trainmen and flagmen can help by properly flagging all crossings. It seems to me that warning signs of uniform type should be placed along highways not less than 400 feet from the crossing. The more uniform these signs, and the more conspicuous the placed, the sooner the traveling public will learn to recognize them, as they have learned to recognize and respect the city arterial highway stop signs.

There can be no doubt that the proper solution to the grade crossing danger is the elevation or lowering of tracks, but the cost is enormous and the completion of the work already started too far distant to be of much help in this generation. Meanwhile, we must use the aids at hand, principally WATCHFULNESS and COMMON SENSE. Railroad Managers, Employees and Public.—Let's all pull together to eliminate most if not all of these horrible grade crossing accidents, so destructive to life and limb. The biggest need is our whole-hearted co-operation with each other. LESS HASTE AND MORE REASON!

When Reasonable Consideration May Promote Safety
By Charles H. Lattimer, Wausau, Wis.

A S I am not hearing of accidents or experiencing serious hazards in the performance of my duties, and as things seem to be going on in an orderly fashion on my Division, I take it as a sign that our local offices and those in the home office, are functioning in the interest of Safety in a satisfactory manner, so I think some form of adequate appreciation for this may further promote Safety to greater degree.

Safety is not always just simple practice; often it is based upon the ability to make quick decisions, especially in train and engine movement, but help from outside of this movement may be afforded in simple manner, with great safety value. In the form of consideration for the ones in direct contact with prevailing conditions and difficult situations.

For this reason I wish to depict just a part of what enters into an Engineer's duties, who is handling the long, heavy freight trains, especially as on this Division, in single track territory, on obscured curves, and while descending grades.

Our heavy duty locomotives of today are equivalent to a large power plant; one, however, that is in motion while employed, without a fixed foundation, and compelled to carry its fuel and water supply with it, its management and operation under a continuous variety of conditions, is presented problems that must be met instantly. This situation calls for the best that is in the man in charge of this kind of a machine.

Some of the freight trains down our way, puts the Engineer from 80 to 100 cars from the Conductor, who theoretically shares his responsibility, but who is so completely out of touch with him that emergencies are met and passed before there can be a consultation; so far the success of his duties the Engineer must have the faculty for anticipating necessities and visualizing local situations and yards before he arrives in them, for in those things which require instant action he must have experience and this particular kind of mental vision. While all this is going on he must be sure about the water level in the boiler, the time shown by his watch,—in fact, he must know that his watch is wound and running, the schedule of superior trains, the point at which he will meet opposing trains, the possibility of a flag—all this enters into the duties of the Engineer during the trip.

The careful Engineer is always alarmed to see Brakemen, or other persons concerned in the movement of trains, taking unnecessary chances, such as kicking draw bars in position to make couplings, whereby a slight slip might cause the loss of a foot. I do not know of any Engineer on the Kansas City Division but who would rather slack the engine ahead and back all day, rather than have a Brakeman lose his foot in a case of this kind.

Engineers can do a great deal toward eliminating crossing accidents by complying with instructions in Mr. Glick's circular designating the manner in which crossing whistle signals should be sounded,—at any time, it is doubtless as to whether approaching vehicles have heard crossing signal, it is always good policy to sound the signal the second time.

Engineers can do a great deal toward making safe conditions by running slowly thru yards and around stations where there is possibility of accidents; also can caution Fireman against any unsafe practices noted, which would be liable to cause injury to a Fireman.

In conclusion, not only Enginemen, but all others concerned in the movement of trains, or conducting the business of a railroad should be all ears while on duty, not only to avoid injury to themselves, but to make conditions safe for others.

Complete Novelette
Automobile.
Fool.
Railroad Crossing.
Corpse.

WATCH YOUR STEP
Written by Mr. A. M. Rogers, Engineer on the Madison Division, is well worth the reading.

During the stress of war time, when the order of the day was "Get Up and Hustle," and nearly everything was subordinated to the expediency of victory, the two phrases "Safety First" and "Watch Your Step," were very popular. The difference between these two phases is the difference between precaution and vigilance. One expresses a determination, the other an admonition. The one means warding against danger at some future...
time, the other means look out NOW, whether in performance of duty or in the pursuit of pleasure.

When a railroad installs gates at a grade crossing, we might say that is part of the principle of “Safety First.” When an autoist brings his car under control at an unguarded crossing and looks in both directions before heading the admonition to “Watch Your Step.”

Less than two score years ago railroad-riding was considered a very hazardous occupation, but it is about the safest of the great industrial institutions. Imagine the life of a brakeman thirty years ago, running over the top of a train composed of forty box cars and coal racks coupled with links which left about two feet of slack between the cars! In running over this kind of a train, hand-braking it, danger was always imminent by reason of the engine taking up this slack about the time the leap was made from one car to another. The younger generation of railroaders cannot imagine what a peril to life and limb braking was. The cars, of course, were not equipped with the air brakes of today, but there were no air brakes, automatic couplers and other safety devices, and in a wreck they piled up like a pack of cards. The dangers of railroad-riding today without air brakes, automatic couplers, block signals, switch towers, and other innovations which all tend to safety were almost useless. If a few cars with air could be switched next to the engine, it helped a great deal. And yet, these improvements developed from an experimental stage within the memory of men hardly past middle age.

For a number of years after the railroads began to install air brakes, the cars that were with and without air were so mixed that the air was rendered almost useless. If a few cars with air could be switched next to the engine, it helped a great deal. And this applied to the installation of the yoke coupler. Coupling a link to a yoke coupler was a dangerous job. In those days there were any number of flagmen with one arm. They were mostly brakemen who had lost an arm in accidents. Of course, dangerous situations that could not be foreseen could not be hedged with safety appliances. The period when “Watch Your Step” is supposed to be applied.

Now, there is something peculiar about laws, and creeds, the observance of which society deems necessary to maintain the right standard of conduct, morality and virtue. Every man thinks that he does not need them himself, but that they are meant to guide the other fellow. Now, that appears to be the trouble with “Safety First” and “Watch Your Step” signs. Most people appear to think that those signs are meant for people less perspicacious than themselves. They think that they are far seeing enough to disregard them and go ahead with their fellow beings as they please.

We recently had a fire prevention week. How about a Safety First week? We would be sure to get good results. Safety First means that the railroad is just what we make it! We preach it—why not practice it? If everyone employed on the railroad were to appoint himself a committee of one to practice Safety First, the results would be astounding. Our rules and laws governing the operation of trains, are as well known as the safety they can be made possible. All they require is that each of us do our duty. Then, accidents would almost disappear. The railroad companies have made a tremendous expense installing Safety First devices, just to avoid accidents. We surely should appreciate it and help the cause along. The whistle should be sounded and the bell kept ringing when approaching all highway crossings. I sometimes think if by sounding the whistle or ringing the bell we may save a life, or prevent injury to someone, this surely is a mighty little effort for us to use. The whistle should also be sounded approaching curves, and particularly so if you happen to be on an irregular train, or traveling at a high rate of speed, for it is a difficult matter to keep the section men posted as to the time of trains. The electric headlight has been a God-send to the engine men, while it has cost the railroad company a vast sum. They have been more than compensated, for the light has prevented wrecks, collisions, and derailments.

We have many other safety devices installed on a locomotive that have given such good returns for Safety, and all the railroad companies now is co-operation from each and every one of us. We should be willing to go along with them and make this Safety First a 100% proposition.

If we are only brakemen working for our pay. And in this funny boxcar We eat and sleep each day.

We read about the cattlemen That live away out west. We work and sleep each day.

Who think it is the only life— But what we love best. We accommodate each cattleman And do the favors he may ask To try and make him feel “at home” Long as his journey lasts.

So please read the lines below, Because they are full Of being clean in this caboose. Where we live from day to day.

Please do not spit upon the floor. Or make a dirty mess. And we will always honor you As one of our many guests.

Please do not get offended at The four lines you just read. But think of what this is to us— A HOME—as I have said.

The above was posted in several cabooses carrying stock attendants and it surely had a good, friendly effect. Sanitary conditions today are figured as one of the greatest assets to SAFETY FIRST and our employees are being warned of its greatest importance to those who are compelled to ride for many miles in the “Little Red Caboose Behind the Train.” It is the brakeman’s home and the brakeman, who composed the above had naught but the kindliest feeling for the drover who be asks to treat the Brakeman’s Home as he would his own parlor.

Mr. James L. Crawford, Engineer on the Dubuque Division, expresses some very good ideas on Safety First:

Safety First should be one of the most important subjects before the American people today. It should be taught in our schools and broadcast from our Radio Stations. According to an article in one of the latest issues of our daily paper, 90,000 people were killed in automobile accidents, and 90,000 in automobile accidents. Something terrible to think about! Investigations show that 75% of the deaths could have been avoided by practicing a little SAFETY FIRST.

We recently had a fire prevention week? How about a Safety First week? We would be sure to get good results. Safety First on the railroad is just what we make it! We preach it—why not practice it? If everyone employed on the railroad were to appoint himself a committee of one to practice Safety First, the results would be astounding. Our rules and laws governing the operation of trains, are as well known as the safety they can be made possible. All they require is that each of us do our duty. Then, accidents would almost disappear.

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The railroads have gone to tremendous expense installing Safety First devices, just to avoid accidents. We surely should appreciate it and help the cause along. The whistle should be sounded and the bell kept ringing when approaching all highway crossings. When a railroad installs gates at a grade crossing, we might say that is part of the principle of “Safety First.” When an autoist brings his car under control at an unguarded crossing and looks in both directions before heading the admonition to “Watch Your Step.”

**We are only brakemen working for our pay. And in this funny boxcar We eat and sleep each day.**

**We read about the cattlemen That live away out west. We work and sleep each day.**

Who think it is the only life— But what we love best. **We accommodate each cattleman And do the favors he may ask To try and make him feel “at home” Long as his journey lasts.**

So please read the lines below, Because they are full Of being clean in this caboose. **Where we live from day to day.**

Please do not spit upon the floor. Or make a dirty mess. **And we will always honor you As one of our many guests.**

Please do not get offended at The four lines you just read. **But think of what this is to us— A HOME—as I have said.**

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Current Railroad Topics

Freight Rates and the Price of Bread

Out of 8½Cents Paid for Average Pound of Bread, Carriers Receive Only Six-Tenths of One Cent

The American family pays and aver- have effected economies in the several

amounts to be discussed in the several
on January 11.

sumer, received approximately the fol-

than ever before.

-11 lCG udlllg 1.21 cents for retaIl g'ro-

the increase in the capacity of

from wheat field to the home of con-

Trade Commission in its report, "dis-

freight and equipment but

paid by the American family for every

pound of bread it consumed:

Farmer, 1.15 cents

Miller, 0.41 cents

Baker, 0.11 cents

Grocer, 1.28 cents

Railroads and other handlers, 0.60 cents

Total per pound --- 8.55 cents

It is noteworthy that if the entire transporation charge were added to the amount which the farmer receives, the net would be only 7.75 cents.

The Federal Trade Commission's re-

place the request which the consumer pays for a loaf of bread de-

age of the prices paid to manufacturers and distribu-

reasons, the average load per train, in-

1. "Condition of both freight cars and locomotives best ever reported.

2. "Fewer trains and locomotives in proportion to the amount of traffic carried, were required in 1927 than ever before.

3. "The average load per train, in-

by rail. The aggregate amount of

was the highest ever reported, hav-

in the same period last year.

The women are not wearing petticoats.

Freight Rates and the Price of Corn

In Four-Year Period, Rates Were Practically Stable, whereas Prices of Corn Fluctuated Constantly

No definite relationship exists be-

institutions paid for farmers for corn,

the Bureau explains. "This mark-

other factors, singly or in combina-

the marketing of corn are not.

The time of marketing, the quality of the corn, the available supply,

that corn is consumed on farms in the area where grown. The remain-

produced as 'grain and in the form of manu-

the United States is consumed on farms

in the form of fuel, feed, and livestock. The aggregate amount of corn

over 63 per cent of the world production of corn. Ar-

second with approximately six per cent. Every year, the Union

the total corn crop of this country comes

"Corn Belt" which comprises of Iowa, Illinois, Nebraska, Missouri, Indiana, Minnesota, Ohio, Kansas and South Dakota.

The following is taken from a review of

adequate expeditious and de-

the railroads and

tries of this country in 1927 amount-

have taken the form of savings to manufacturers and distribu-

quicker turn-overs and a generally in-

of which have effected economies in the several

the several

than ever before.

from wheat field to the home of con-

Trade Commission in its report, "dis-

in the nature of minor adjustments,

which covers

of 1926-27, shows that at points having

the contrary, the study, which covers

prices paid to farmers for corn

the four crop years ending with that

of 1926-27, that shows that at points having

prices paid to farmers for corn

not only differed considerably but

showed no uniformity even in their

The general stability of freight rates on

was shown by the fact that out of

the four principal primary markets, only 21 changes occurred during the four years covered by the study. Of these changes, all of which were in the nature of minor adjustments, 16 were decreases and only 5 were increases.

Transportation Cost Not the Governing Factor of Prices

During this same period, however, the

world market for corn fluctuated from week to week, from month to month, and from year to year, the Bureau explains. "This marked contrast warrants the conclusion that the transportation cost was not the cause of the ever changing price situation, but that other factors, singly or in combination, were responsible. Some of the price determining factors in the marketing of corn are: the time of marketing, the quality of the corn, the available supply, and the demand for corn.

Large Production—Small Export

Despite the fact that the corn crop takes

produces corn, but 66 per cent of the

the so-called "corn belt" which comprises of Iowa, Illinois, Nebraska, Missouri, Indiana, Minnesota, Ohio, Kansas and South Dakota.

Freight and Door Service: A Leading Cloister manufacturer tells us that the women are not wearing petticoats and bloomers as much as in former times.

Standing Evidence

A leading clothing manufacturer tells us that the women are not wearing petticoats and bloomers as much as in former times.

The figures show.

---Auto Bilt.

Section Foreman, B. J. Jenkins and Relief
Agent L. G. Ireland, Springville, Ia.

Page Seventeen
SPORTS

Milwaukee Road Bowlers Tournament
March 31st to April 15th, 1928

Come on, Milwaukee Road Bowlers, we are waiting for you to arrive and smash the old maple. The alleys on which we are holding the Tournament are on a par with any in the country. The all-events medal donated by the alley-keepers is on display at the alleys, and it is sure a wonder that there will also be a Brunswick Balke Collender Co. Mineralite Ball presented to the bowler rolling high single game during the Tournament.

From the way the entries have been coming in, it would appear that this will be the finest Tournament, and naturally a good prize list will result. We are endeavoring to give the average bowler a chance to come in on the prizes, and are, therefore, offering good-fellowship as well as regular prizes. So get your arm in shape so computing No. 1.

Send to J. F. Conlin, Secretary, 441 W. Dayton St., Madison, Wis., for entry blanks.

Chicago League Notes

THE only sensational bowling of the past month was the bowling of the Ticket Auditors, Feb. 14th, when these keglers knocked 2873 pins into the alleys, and it is sure a wonder that there will with a 609; Gunz, 586; Tobin, 526; Kusch, the weak sister, was second with 593, and the Old Reliable, Krumrei, had 559. They compiled games of 893, 943 and 1037, the latter game being good for second high team game.

Beltz says "there is another news item. I just rolled 116."

Have all you bowling fans sent your entry to Madison? If not, get busy. J. F. Conlin is waiting for them. A nice Gold Medal is waiting for the winner of the All Events. We want Chicago to support the Tournament 100 per cent.

The Comptrollers finally climbed out of the cellar by winning two from the Records while the Officers were dropping three to the Asst. Comptroller.

Chuck Albright says the Aud. of Inv. and Jr. Fac. Acct. has the hard luck team of the league, everyone is hot and how when they shoot them. Well Chuck, it won't always be like this.

Two Milwaukee teams will be represented at the National Tournament at Kansas City, March 31st. Here's hoping the boys bring home a nice slice of the prize money.

As two of the double century marks: Gavin, 609; Krumrei, 646, 602; Faus, 642, 600; Albright, 608; Lange, 603; Specht, 637, 620 and Peterson, 629.

How about a sweepstakes to wind up the season. Won't be long now before some of the boys will pack

Page Eighteen
All Club members are requested to take note of the change in the name of The Women's Club. The title of the railroad having been changed from Chicago, Milwaukee & St. Paul Railway to the Chicago, Milwaukee, St. Paul & Pacific Railroad, it was necessary to change the Club name in conformity therewith. As "The Milwaukee Railroad" is the generally accepted pseudonym for the entire System, it was voted to give that title to the Women's Club instead of adopting the longer and less pliable title.

**List of Chapters**

- Aberdeen, S. D.
- Audubon, Minn.
- Beloit, Wis.
- Bennington, Ill.
- Black Hills (Rapid City, S. D.)
- Bozeman, Mont.
- Cedar Rapids, Iowa.
- Cheyenne, Wyo.
- Chicago Pullman Avenue Unit.
- Chicago Union Station Unit.
- Council Bluffs, Iowa.
- Deer Lodge, Mont.
- Des Moines, Iowa.
- Dubuque, Iowa.
- Glen Dale, W. Va.
- Green Bay, Wis.
- Harfordton, Mont.
- Janesville, Wis.
- Joliet, Ill.
- Kansas City, Mo.
- La Crosse, Wis.
- Ladd, Ill.
- Lewiston, Mont.
- Madison, Wis.
- Marion, Iowa.
- Madison, N. Y.
- Mankato, Iowa.
- Mason City, Iowa.
- Milbank, S. D.
- Milford City, Mont.
- Milwaukee, Wis.
- Mitchell, S. D.
- Missouri City, S. D.
- Montevideo, Minn.
- Norwalk, Neb.
- O'Fallon, Ill.
- Oshawa, Iowa.
- Perry, Iowa.
- Portland, Wis.
- St. Louis, Mo.
- Saukton, Iowa.
- Savannah, III.
- Seattle, Wash.
- Sioux City, Iowa.
- Sioux Falls, S. D.
- Sloan, Iowa.
- South Bend, Ind.
- Terre Haute, Ind.
- Three Forks, Mont.
- Toledo, Ohio.
- Twin Falls, Idaho.
- Waunus, Minn.
- Wausau, Wis.

**High Team Averages—Three Games**

Ticket Auditor, 2847.

Record, 2007.

**High Single Game**

Ticket Auditor, 2917.


**High Individual Averages—Three Games**

Faus, 56.

**High Team Average**

Faus, 267.

**The Milwaukee Railroad Women's Club**

The Milwaukee Railroad Women's Club is composed of forty-three clubs. Each club is comprised of three men and one girl. Chances are rolled every Friday at 5:15 P.M. The standing at the end of the 16th week will be found in another column.

**Deer Lodge Chapter**

Mrs. Arthur J. Buchen

The Deer Lodge Chapter brought its 1927 activities to a fitting close, with a very happy Xmas party Dec. 31st.

Our delightful Club House was decorated with festive Holiday colors. A beautifully decorated Xmas tree glittered with tinsel and colored lights, casting a glow of good cheer and happy fellowship.

A mound of gayly wrapped Xmas packages at foot of tree, caused much excitement and merriment when distributed.

A fitting program of yuletide music, readings and dancing was prepared by Mrs. McAvoy as chairman.

Choice refreshments were served at late hour, everyone voting it a very splendid evening.

To much praise cannot be given our President Mrs. Starr for directing such a successful year of splendid achievements. The acts of charity, and good cheer, are too many to mention. Our treasury has been enlarged so that we are prepared to meet emergencies. Our membership has grown steadily. Mrs. E. O. Wardson has been outstanding in bringing in new members at every meeting, and her efforts are appreciated.

Our Club House is now fully equipped so we can take care of any form of entertainment which makes it much more convenient for all chairman of refreshments or entertainment.

A new corps of officers are taking up the duties for coming year, to accomplish much good, to build to even a greater success, the work outlined for us. The motto for next year is "Time to do well." Anyone can criticize, it takes grit and courage to build.

Never fail to visualize your work as part of a great program of world service and betterment. Your success or your failure helps to increase or to lessen the sum of human happiness.

"Time to do well!" time to live better.

*Terre Haute Chapter*  
*Mrs. Alonzo Wagner, Historian*

The regular business meeting of the Milwaukee Women's Club was held in the Club House, on January 12th.

Mrs. E. L. Kenney, President, opened the meeting by having everyone repeat the club motto. We were pleased to receive $1.68.

**Aberdeen Chapter**  
*Mrs. A. J. Anderson, Historian*

Now that we are beginning the New Year, I hope that I, in the capacity of Historian, succeeding Mrs. Hiddleston, will be able to at least partially keep up the good work she has begun.

Let us all make a New Year resolution to make our Club night a thing to look forward to and all of us, especially our delinquent members, turn out to all the meetings.

The regular meeting of the Aberdeen Chapter was held January 1st. at which time the following officers were elected:

President, Mrs. L. L. McCann;

First Vice Pres., Mrs. W. L. Finncum;

Second Vice Pres., Mrs. E. O. McRory;

Treasurer, Mrs. L. L. McGovern;

 Corresponding Secy., Mrs. R. G. Hofs.

Our election had been held December 1st and on December 14th a card party and dance was held in the K. P. Hall. Refreshments were served.

At our December business and food sale we did very well, making $78.85, which pleased us all.

At the last meeting we decided to enlarge our Club rooms. This will be much better for the organization and the women all feel it will be nice to have that much needed additional room.

**Des Moines Chapter**

The Des Moines Chapter of the Milwaukee Women's Club held their regular meeting in the club rooms December 30th, about fifteen members being present.

On election of officers and reports of committees, refreshments were served. One table of cards was played.

The following officers were elected for the year 1928:

President, Mrs. F. W. Price;

1st Vice President, Mrs. W. L. Finncum;

2nd Vice President, Mrs. L. L. McGovern;

Secretary, Miss Marion Elliott;

Treasurer, Mrs. C. L. Pound;

Historian, Miss Maude French.

The campaign for new members resulted in securing 125 contributing members and 48 voting members.

On the evening of January 7th a dinner was served in the club rooms by the losing side to the winning side in the campaign for new members. The side won, captained by Mrs. E. W. Webb and Mrs. L. L. McGovern, the former's side being the winning side. About thirty members and their families were present at the dinner which was pronounced by all to be a fine one. Conductor W. L. Fannin led the list with the largest number of new members having secured. (Of course we are now content we will receive the $25.00).

A benefit card party is scheduled for the evening of January 21st.

On the evening of December 23rd the Women's Club gave a Christmas party for the children of Milwaukee employees. Santa Claus, in the person of Engineer John Allison, arrived at the Union Station on a Milwaukee engine about 7:30 P.M.. After a speech to the children by Santa Claus everyone went over to the club rooms where a tree loaded with candy, nuts, apples, etc. had been erected. An interesting program was given by several children after which Santa Claus distributed the gifts from the tree. Everyone both children and grown-ups, had a fine time and hope Santa will pay them another visit next year.

**The Milwaukee R. R. Women's Club**

**High Team Average—Three Games**

Ticket Auditor, 2847.

Record, 2007.

**High Single Game**

Ticket Auditor, 2917.

from Mr. J. T. Gillick, as a Contributing Member of our Club. A letter from Mrs. Byram expressing her appreciation of our support, was read, also, another correspondence from the General Offices. Our Treasurer’s report was made and we were advised to state we have a balance on hand, for the year 1926 of $6371.

Our President named the Chairmen of Committee as follows:

OFFICERS Mrs. E. C. Prien, Historian, Mrs. A. Bensch of the Program Committee, Mrs. J. E. Grice of the Membership Committee, Mrs. J. F. Zimmerman, Secretary, Mrs. F. E. Leonard, Recording Secretary, Mrs. R. H. Kearney and Mrs. Rose Harvey of La Grange, Wis.

The grand climax of the evening was the “Kitchen Symphony” presented by fifteen ladies under the direction of Mrs. E. C. Kiesele and Mrs. E. A. Meyer as Manager. They were all quite splendid in uniforms composed of grey knickers, dark coats decorated with bocas of silver teaspoons in place of the usual gold braid, white shirtwaists with snappy black bow ties and very impressive, tall, smartly fitting hats made of paper bags. Mrs. Kiesele’s coat was of light gray and she wore a wide for Drum Major’s hat, chin strap “everything” and she handled her baton like a veteran.

It would take too much space to tell about the musical instruments they carried but which included piano, organ, harmonium, snare drum, piano, violin, cymbals, gong, etc. Each member presented some specialty, either a joke song, or pantomime, and Mrs. Whelan and Mrs. Kiesele gave solo dances. In addition to “chorus” singing there was singing by the ladies and sung to the tune of familiar airs. Miss Georgia Rafferty played the accompaniments for the entire evening. It was about two hours of music and fun and everyone enjoyed it immensely. The following Monday evening the performance was repeated for the pleasure of the patients of Sunnycrest Sanatorium.

The next meeting will be March 10, and this is just a reminder to keep this date open. This is just a reminder to keep this date open. Have you renewed members and that seemed almost a challenge to all other members and departments to get behind the good work and make for a 100 per cent membership. Have you done your bit and endeavored to bring in at least one new member?

There is no doubt that we will all become so very beautiful singers, as we hope our programs continue to include some of these delightful songs that seem to bring out so much enthusiasm.

The program of the day was a series of book reviews by Mrs. Dynes, and it goes almost without saying that she certainly held her audience and everyone wanted to see how she finished. Furthermore, we are sure that our Librarian will be kept busy handing out the books which we heard reviewed so interestingly.

The next meeting will be March 10, and this is just a reminder to keep this date open.
Ottumwa Chapter
Mrs. J. V. Tuomey, Historian

At the annual election of officers for the year 1928 the following were elected: President, Mrs. W. C. Givens; 1st Vice-President, Mrs. H. P. Gibson; 2nd Vice-President, Mrs. W. R. Howard; Treasurer, Mrs. John Evans; Corresponding Secretary, Mrs. H. L. Cogswell; Corresponding Secretary, Mrs. H. F. Gibson; Recording Secretary, Mrs. R. E. Dove; Historian, Mrs. J. V. Tuomey.

Reports of the various committees were read, the welfare work for the year amounting to $431.25. 355 for flowers and 250 calls, in cases of sickness and death, as reported by the Sunshine Committee.

On Jan. 31st Mrs. M. P. Hamen assisted by Mrs. H. F. Gibson, Mrs. W. R. Neary and Mrs. H. R. Howard gave a bridge luncheon for members and friends, whereby adding twenty-five dollars to the club fund, these luncheons have proved very popular. These ladies are to sponsor a bridge tournament after Easter.

The regular social meeting on Jan. 27th, in the form of a surprise party, was given for our President who was presented a Five Dollar Gold piece.

On January tenth the Club had as their guests Mrs. H. E. Byram, Mrs. E. F. Rummel and Mrs. Eetta Lindskog of Chicago. In the afternoon a tea was given in their honor at which time all the friends of the club as well as members were invited.

In the evening a regular meeting of the Club was held. After the reading of the annual reports of the various committees, Mrs. Byram gave a very inspiring talk. Mrs. Rummel and Mrs. Lindskog also brought words of greeting to the Club.

The club was held February third in the K. C. Hall. It was a huge success financially as well as socially for $75 was added to the treasury. Credit for this success is due to Mrs. Frank Ulrick, Mrs. W. H. Ross and Mrs. J. Lembold, Messrs. R. Minton and Flgers Bohlen assisted as floor managers and Means, W. H. Ross and W. L. Gaffney had charge of the Ciek room.

St. Marys Chapter
Mrs. Chas. Cuskey, Historian

Mrs. H. Vogel entertained St. Marys Chapter at her home on Monday Jan. 16th.

Twenty-two ladies were in attendance. The meeting was presided over by Mr. Leonard President.

Mrs. E. J. Cuseeber was appointed as chairman of the Good Cheer and Relief Committee, to be assisted by Mrs. J. R. Mannock, Mrs. R. D. Darst and Mrs. J. E. Moffatt who was Chairman of the above committee resigned, also Mrs. O. L. Simms, it was impossible for them to continue.

Mrs. A. Blunt was appointed to serve on the Ways and Means Committee taking the place of Mrs. H. H. Stewart who left to make her home in Tacoma.

Mrs. C. Swedin, Chairman of the Membership reported as having 100 members to commence the year with.

Mrs. J. P. Downey, Chairman of the Ways and Means reported 200 tickets have been printed for the dance to be given on Feb. 13th at the Elk's Temple.

Visits were made on the sick, also flowers sent. Gifts were also given for a new babe.

We are delighted to report our club house is being put in shape, which is certainly going to be enjoyed.

Lunch was served by Mrs. Vogel.

During the business session, Mrs. W. L. Gaffney, Membership Chairman reported seventy-five paid members for 1928.

Mrs. P. A. O'Connell, Chairman of the Art Committee, called attention to the work of the Art Committee and purchasing committee.

Mrs. W. F. Ingheim told of the splendid work of the orchestra under the direction of Mr. Paul Patchell.

On January tenth the Club had as their guests Mrs. W. C. Givens, Miss Zola Hibbard and Miss Miriam Colby.

The second annual dance of this Chapter was held February third in the K. C. Hall. It was a huge success financially as well as socially for $75 was added to the treasury. Credit for this affair is due to Mrs. Frank Ulrick, Mrs. W. H. Ross and Mrs. J. Lembold, Messrs. R. Minton and Flgers Bohlen assisted as floor managers and Means, W. H. Ross and W. L. Gaffney had charge of the Ciek room.

Harlowton Chapter
Mrs. H. P. Schultz, Historian

HARLOWTON Chapter held its election of officers Monday, Dec. 5, 1927. The following officers being elected: Mrs. J. R. Brinson, President; Mrs. A. E. Hoops, 1st vice president; Mrs. Harry Wheaton, 2nd vice president, Mrs. Hazel Buckley, Recording Secretary; Mrs. A. E. Kelthum, Treasurer; Mrs. R. H. Shultz, Corresponding Secretary; Mrs. H. P. Shultz, Historian.

We have the promise of a new club house this spring. The members are looking forward with pleasure to the new quarters as the building we now occupy is too small for the membership of the club.

An Art club has been organized among the club members. The members have made card table covers and lamp shades for the club house. We are expecting many things this Art club with which to "doll up" our club house. Harlowton Chapter has received a shipment of furniture such as chairs and rugs, also dishes, also many book articles.

The Ways and Means committee, Mrs. H. M. Hogal as chairman, are planning a card party for March. They are going to raffle a Five Dollar Gold piece.

The Welfare committee has been kept quite busy these days calling on our sick members as Old Man Flu has been visiting us again.

Mason City Chapter
Mrs. H. G. Crow, Historian

THE Mason City Chapter held its regular monthly meeting in the club room Feb. 19th.

The committee of the past year gave their reports, including the Secretary's and Treasurer's reports. The report from the December party was given and after all bills paid, the balance for the treasurer was $18.50.

Mrs. W. T. O'Flanagan and her helpers are to be congratulated upon the results of their work for the year, and the success of the parties given under their management.

Through the courtesy of one of the members of our club we have the use of a piano in the club rooms now. It is tuned and we are prepared for some pleasing musical programs from our members in the near future.

We voted to send Mrs. Haugen, wife of a C. M. St. Paul & Pacific employee in Three Forks, who is a patient at Galen Springs, a bouquet of flowers; as our members would be unable to call.

We received a letter of thanks from the young lady to whom, last month, we loaned fifty dollars to assist her in college work; and after her report of the expenses for which the money was used we decided, upon her request, to make another loan of $50, to be paid back with regular interest.

After other business matters were disposed of our President announced her committees to act for the coming year.


These ladies are to be assisted by members of the club during the year when called upon.

After the adjournment of the meeting the ladies were invited to remain for tea which was served by Past President, Mrs. Kohlete and President Mrs. Coffin assisted by her staff of officers.

A good number have entered the club for the year of 1928 and our next meeting Feb. 7th, will have special features of entertainment, and a good advertisement is expected.

We have been promised the attendance of some guests from out of town, there is a paper of special interest to be read.

LaCrosse Chapter
Mrs. Paul K. Mahoney, Historian

THERE LaCrosse Chapter held its first meeting of the year Thursday evening January fifth. The work of the new year was begun in the best of spirits. The officers elected and re-elected were shown a glad welcome. The officers for the ensuing year are as follows: Mrs. H. J. Bullock, president; Mrs. Elsie Rogowski, Secretary; Mrs. Max Schultz, Corresponding Secretary; Mrs. R. K. Keaveney, Treasurer; Mrs. Redlin, Ways and Means; Mrs. R. A. Taylor, House and Purchase; Mrs. Paul K. Mahoney, Historian.

The annual bazaar and luncheon met with great success, the amount of money taken was in excess of three hundred dollars, which money will be used for the benefit of needy families of employees of the Chicago, Milwaukee, St. Paul & Pacific Railroad, that come under the LaCrosse Chapter.

Page Twenty-one
Friday evening January twentieth a card party was held in the club rooms, five hundred and eighty persons being present, and fifty prizes, with a total value of $10.00 to our Club. Many thanks, Mrs. Learning.

Mr. and Mrs. Gallagher are in Mississippi in the hope of benefiting Mr. Gallagher's health.

Our dance and card party was held Feb. 10th at Haser's hall. It was our first dance, and we were so well pleased that we are planning on giving another one. We are much indebted to Mr. and Mrs. Hugh McLeish for having sold a large number of tickets they sold. All the prices for the card party were donated by our merchants, except the door prize, which was donated by Miss Morrison from the child a doll, which Miss Morrison offered to donate.

Black Hills Chapter

Feeling that Black Hills Chapter had passed a very successful year in getting organized and obtaining 94 members, celebrated its first anniversary in the Y. W. C. A., with a Get Together party of some sixty members of our Milwaukee family. Dinner was served at 6:30 at one large table, decorated with a large birthday cake bearing one candle and a miniature Milwaukee train standing on a table. Of course there were several weeks before the meal was finished, but each time it was soon required and put back into service. With gentlemen, conductors and brakemen, roadmaster and section men present the task was not difficult.

The room was decorated in Christmas colors and a large Christmas tree stood at the head of the table. After dinner we were favored with a fine program consisting of several ditties by two of Rapid City's leading men and some clever selections sung by several of our own Milwaukee men, accompanied by Rudolph Beckmann on the piano. The Chairman called upon several of the gentlemen present to make short talks, which of course, were quite complimentary to the work of our Chapter and to the Club in general. Those responding were Miss. Stanley Core, E. E. Smith, Thos. Hickson, C. Yount, Fred Diehl and R. Beckmann.

We also obtained five contributing members through these talks. The Chapter presented the retiring President with a beautiful wall vase as a token of appreciation of her efforts during the past year.

The presentation address was made by Mrs. E. E. Smith, Social Chairman, who complimented Mrs. Hickson for her ability in keeping the program of the meetings to an agreed time, and for her faithfulness and loyalty and unceasing efforts in getting us organized, bringing us through the first year and placing us on a solid foundation to carry on the good work.

We now have a permanent meeting place, which the Company, through Mr. Ingraham's generosity, has been provided for us and we now feel that we can get to work in earnest and accomplish some real good.

The officers for the coming year are: Mrs. James Johnson, President; Mrs. Stanley Core, 1st V. P.; Mrs. Frank Clark, 2nd V. P.; Mrs. Carl Ziegfeld, Secretary; Mrs. C. Yount, Treasurer; Mrs. E. E. Smith, Social Chairman; Mrs. R. D. Beckmann, Ways and Means; Mrs. Fred Diehl, Welfare and Relief; Mrs. R. Holl, Membership.

Tacoama Chapter

Mrs. J. N. Strassman, Historian

The first regular meeting of the new year was held at the Women's Club House, January 30. After a delightful luncheon the meeting was called to order by our President, Mrs. Prete, and all joined in singing "America." A short interesting talk on Near East Relief was given by Dr. E. Guy Talbot of President, Mrs. Prete, and all joined in singing "America."

It was decided to discontinue the 15c lunch charge and pay only the set-up fee of $1.50 as required by the Club House Association and to have the Sunshine drill in the meetings.

The report of the Sunshine Committee included selling more hospital cards and two members reported ill. We hope they will soon recover and be with us.

The Benevolent Committee reported that the small daughter of an employee had the misfortune to have a leg broken in an auto accident and suggested that the Club send the child a doll, which Miss Morrison offered to donate.

A roll of the members present was made up and voted to be sent to Mrs. Rossiter.

The subject of another social evening was favorably endorsed by the ladies present so it was decided to hold a Valentine party at the Club House Wednesday evening, February 15, with cards, dancing and light refreshments and to charge the nominal entrance fee of 25c.

Mrs. Levin read the report of the Christmas Committee which showed that $41.50 was contributed in money by our members besides the canned goods and other groceries, and that she had $27.13 to turn to the Treasurer.

The Secretary was instructed to write the Governing Board and ask them to consider holding their next get-together meeting on the coast as it is felt that these meetings are a great inspiration to officers and members and not many of the western chapters can take advantage of them when they are always held at the eastern terminal.

The Committees appointed by our President to act for the current year were read as follows:

Advisory Board: Mrs. Geo. A. Loomis, Chairman; Bencvolent: Mrs. C. Schultz, Chairman; Program: Mrs. Harry Micklethwaite, Chairman; Membership: Mrs. A. D. Browning, Chairman; Refreshment: Mrs. Ben Hubbard, Chairman; Auditing: Mrs. R. R. Gardner, Chairman; Ways and Means: Mrs. Geo. Freestone, Chairman; Telephone: Mrs. W. Evans, Chairman; House and Purchasing: Mrs. A. J. Kroha, Chairman; Social: Mrs. J. A. Wright, Chairman; Sunshine: Mrs. Hugh McMillin, Chairman.

Tomah Chapter

Mrs. Henry Thoms, Historian

On Friday night January 27, the Railroad Women's Club held their annual dance at the Armory. It proved a great success and was well attended. Everyone reported a good time.

The proposition of raising funds to erect a memorial for the Milwaukee boys having served in the World War, was presented at the meeting and favorable action was taken thereon.

At this time the club has one hundred and five contributing members. The club members have been active in helping the needy. Several calls for assistance have been promptly cared for.

The meeting closed with singing. The next meeting will be held March 7.

(Continued on page 47)
and coat lining. Also, an entire frock and coat lining is shown of printed crepe with a coat of homespun tweed in a harmonizing color.

The two piece gown continues in high favor, despite the dictum of some of the modistes to the contrary. One charming sports model is described by our special correspondent. "One of the best sports model, and one equally good for office and street wear, is of satin crepe banded with the reverse or dull side.

The skirt has a cluster of side pleats on one side, the rest of the skirt being tight and plain. A band of the dull crepe finishes the bottom, and the skirt is knee length. The blouse is quite long, finished at the bottom with a band of the dull crepe. From the left shoulder seam come two dull bands running down the side front to the natural waist line, where they turn abruptly and cross to the right side. The outer band becoming the lower on the crossing. The bands turn down again on the right side and run down within a few inches of the bottom of the blouse, where they turn again across. The inside band stops at a line even with the outer band on the upper left side. The other band continues around to the side seam and at this point long ties extend from each side across the back, where they may be tied, or they may come around again to the front and tie wherever the fancy of militancy suggests. Inside the banding across the bottom of the front there is an ombre panel of the dull crepe on which a colorful-motif is underskirted. The model shown had a little flower pot with a gay flowering plant. The neck is V shaped and collarless.

This model can, of course, be made in two materials—skirt of wool georgette and blouse of crepe, and navy blue is in highest favor this Spring."

The counters are piled with printed silks and printed crepes, while tub silks are beginning to peep out to entice you with the thought of summer days. There is nothing prettier or more practical than these washable silks, for they really do wash and come out of the laundry as fresh as the daintiest gingham.

The new voiles are beautiful beyond belief, and certainly for summer wear nothing is more delightfully cool, and they have the advantage of not mussing as some of the silk confections do.

The Easter Bride

The weeks that are coming on now will be busy ones for the Easter brides, and there are wonderful things for her to choose from for her trousseau. First, the wedding gown, if for a formal wedding, of course, remains the traditional white crepe, satin or taffeta with a court train or not, according to fancy. With the train, of course, goes the long enveloping, filmy tulle veil, but with the short bridal gown, a veil is optional, but if chosen, it reaches, of course, only to the knee line.

Nothing could be tastier for the going-away gown than an ensemble of navy blue homespun coat, and skirt, blouson and coat lining of navy and white striped crepe. Close fitting hat of navy suisse bound and banded in self color, with a gayly colored flat mist of the same. Shoes of beige suede and hose to match.

The bride should have two or three smart sporty outfits which may be achieved with comparatively little expense; a dance frock of taffeta and silk lace in matching color is a practical feature of a trousseau and an afternoon gown of printed georgette is a good choice for more formal affairs.

Household Helps

Clean the marble top of your new davenport table with Fullers earth or French chalk. Soap will discolor marble.

To remove coffee spots from silk, sponge immediately with clear warm water and rub dry with a circling motion.

Shake your wet fur coat vigorously, dry in a cool place and do not brush until quite dry.

If a bandage sticks to a wound, soak it with peroxide. This serves the double purpose of releasing the bandage and cleansing the wound.

Wipe your bathroom fixtures often with a woolen cloth dipped in ammonia or gasoline. This prevents rust as well as keeping them shiny.

Savanna Chapter

Hatt Nolan, Historian

REGULAR meeting of the Savanna Chapter was held in the Lydia T. Byram Community House on the evening of February 13th. The meeting was called to order by our President, Mrs. Chas. Seitzburg, and regular business followed.

Report of Ways and Means Committee showed $47.58 taken in during January. Also had a successful card party during that month.

Report of Mutual Benefit Work during January indicated the following:

<table>
<thead>
<tr>
<th>Description of Work during January</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total donations</td>
<td>$24.50</td>
</tr>
<tr>
<td>Gifts of flowers and fruit</td>
<td>$39.00</td>
</tr>
<tr>
<td>Total calls made account sickness, death and other reasons</td>
<td>$111.00</td>
</tr>
<tr>
<td>Number cards and letters of sympathy, etc.</td>
<td>33</td>
</tr>
<tr>
<td>Relief work done in January</td>
<td>$43.79</td>
</tr>
<tr>
<td>Total</td>
<td>$93.25</td>
</tr>
</tbody>
</table>

After the business meeting, cards and refreshments were enjoyed.
Good Things to Eat

Swedish Bread. Dissolve one yeast cake in one half cup of scalded milk which has been heated until warm. When dissolved, add one half cup of flour. Beat thoroughly. When light and smooth, add two cups of scalded and cooled milk and four one-quarter cups of flour. Mix thoroughly and let rise again, then add one half cup of melted butter if you think desired. Shape the rolls without the slush end and knead, using approximately one half cup of flour in the process. Cover and let rise again. Shape as desired or ten ring.

Swedish Ten Ring. One third Swedish Bread mixture and shape in a long roll. Put on floured board and roll as thin as possible. Decorate with melted butter, sprinkled with sugar and cinnamon, or chopped blanched almonds. Roll, like jelly roll, cut a piece from each end and join ends to form a ring. Cover, let rise, brush over with yolk of egg slightly beaten and sprinkle with finely chopped almonds.

Dues for Stale Bread. Be sure to save all pieces of stale bread, for their uses are many. Findings, grille cakes, scalloped dishes and omelets are made with soft, stale bread, crumbled. Remnants of bread from which crusts have not been cut may be dried in the oven, then rolled or sifted. These are used for crumbling croquettes, oysters, cutlets, fish, meat, etc.

Cheese Biscuits. Mix two and one half teaspoons of baking powder with one cup of flour, one half teaspoon salt. Work in the fingers one tablespoon of butter and flour mixed. Moisten with one half cup of milk, or equal parts of milk and water. Add one half cup of grated cheese. Roll out, cut and bake in a hot oven. Nice with a dinner salad; or with afternoon tea.

English Veal and Ham Pie. Remove the meat from a knuckle of veal. Cover the bone with cold water and one slice of onion, one piece of carrot, piece of bay leaf, six or parsley, twelve peppercorns, two teaspoons of salt. Roll five minutes, then let simmer until tender. Remove the meat and reduce the stock to two cups. Put one half pound slice of lean, raw ham in frying pan, cover with lukewarm water and let stand on back of stove one hour. From four tablespoons of flour in four tablespoons of butter, add stock, then veil and turn in cuber. Let simmer half an hour and add two dozen eggs. Place in serving dish, cover with a puff paste which has been previously baked, and serve.

Honey Baked Brown Potatoes. Three or four slices of fat salt pork, cut in cubes and fried until crisp. Remove the pieces and add two cups of finely chopped cold boiled potatoes, season with salt and pepper. Mix thoroughly with the salt pork, and fry three minutes, stirring constantly to prevent burning. Place in a casserole or pot, and serve brown. Fold as an omelet and turn on hot platter.

The Patterns

Send 12c in silver or stamps for our UP-TO-DATE SPRING AND SUMMER 1908 BOOK OF FASHIONS. Address The Milwaukee Magazine, Care Beauty Pattern Co., 11-13 Sterling Place, Brooklyn, N. Y.

Ladies' Dress-Cut in 6 Sizes: 34, 36, 38, 40, 42 and 44 inches bust measure. A 12 year size requires 3½ yards of 30 inch material together with one yard of contrasting material. The width of the Dress at the lower edge is 41 inches. Price 12c.

Ladies' Morning Frock-Cut in 4 Sizes: Small, Medium, Medium-Large, Large. Price 12c.

Ladies' Night Frock-Cut in 4 Sizes: Small, Medium, Medium-Large, Large. Price 12c.

Ladies' House Dress-Cut in 4 Sizes: 34, 36, 38, 40, 42 and 44 inches bust measure. A 12 year size requires 3½ yards of 30 inch material if made with the sash end. If made without the sash end, 2½ yards will be required. To line each end with contrasting material will require 2½ yards. Price 12c.


SIOUX FALLS CHAPTER

Mrs. R. W. Rieweert, Historian

Our regular meeting was held in the Club House Jan. 10th, at which time it was decided to hold another dance. The proceeds will be used to help replenish our treasury after having paid the Doctor and Hospital bills of one of our members who had passed away.

The dance was held in the Passenger Station Jan. 20th and was very well attended. A farewell party for Mrs. Lenore Neilson was also held in the Passenger Station Tuesday evening, Jan. 31st. Mrs. Neilson is leaving for Rapid City, S. D., for an extended vacation. She was presented with a nice gift in appreciation of all the work she had done for the Club.

Hard to Believe

Mistress: "If you want eggs to keep well they must be laid in a cool place."

Maid: "Fancy hera thinking of that."

—C. N. Semmophere.
Among Our Business Getters

G. P. P.

RATE Clerk J. P. Dickey at Galawood secured a carload movement from Chicago to Kansas City. This car was secured in face of instructions for competitive line routing. It was nice work. Mr. Dickey in the month of December, also secured 38 LCL shipments that had originally been billed via competing lines.

Another loyal employee who is consistent in his efforts to increase the revenues of the railroad is Section Foreman Harry Burns at Kansas City. This railroad continues in the favor of their employees who will get into the game.

In the month of January Mr. J. P. Dickey, Rate Clerk at Galawood, secured diversions on a total of 41 LCL shipments for long haul points, with a total weight of 4025 lbs.

The Passenger Department tells us that Mr. E. J. McGuire, in the Chicago Department at Milwaukee, furnished information that resulted in the sale of two round trip tickets to California. We are glad to hear from the Chicago Department, and hope more of their employees will get into the business of helping the revenues of the railroad.

Yard Clerk Ray Bentham is a fine example of the efficiency, courtesy, and service extended to us in traveling on your road.

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

Dubuque Division brakeman J. J. McCauley, while inspecting his train on February 10th, discovered a broken arch bar under one of the cars and car was set out for repairs.

PORTER Frank Stanley, on train No. 20, December 13th, 1927 found a purse containing a sum of money after passengers had left the train. He promptly turned the property into the office of the Superintendent of Sleeping and Dining Cars, so that when the owner returned his loss, the purse was in hand of delivery without any delay whatever.

Roy Minton discovered brake beam broken under carload of logs just as train 94 was pulling out of the Yards. He succeeded in getting agent to the train before it was stopped, avoiding a probable derailment.

Terre Haute Division foreman R.

(Continued on Page 47)
Iowa Division
Baby Rockman

MISS Katherine Howe, daughter of engineer W. B. Howe who has been taking a commercial and business course at the University of Des Moines, since completing her high school work has just been appointed private secretary to Priellia Wayne, one of the special writers for the Des Moines Register. The position is especially fine one for a student just out of college.

Charles Kinnam, agent at Ferguson took a few days lay off in February and came out to Perry to visit among old friends and acquaintances.

W. H. Robison, agent Collins is back in the harness after a several weeks enforced layoff while he was recovering from an operation. W. J. Black was in charge of the station during his absence.

Division Master Mechanic W. N. Foster was on the program for a talk at the annual banquet of the Perry Community club Jan. 29th. Several other officials had been invited to the affair but other engagements prevented them attending. "W. N. Foster made a good talk, and it wasn't all "Shifty" either.

Chief Dispatcher C. B. Elder of Bolot was down on the Iowa and Soo cities division the latter part of January. Chester's mother lives at Perry and a brother is a dispatcher in the same department, Vincent with ten years service.

The Agricultural Exhibit car which was on the Iowa division the first of February drew an especially big crowd at Perry, as A. S. White, a former Perry man is in charge. Bert was in the water supply department on the Iowa division for about five years' and Merle previously passed the mechanical examinations on the book of rules and as they had a chance to do so broke his bone in his foot.

Engineer M. J. Holden has been laid up in Perry for several weeks as the result of an accident. He was going to his room after coming to Perry on 108 when he was struck by an automobile and thrown to the pavement. The car struck his leg in such a manner as to break a bone in his foot.

Engineer James DuAubue laid off the middle of February to take a trip to Cuba to visit engineer Jack Abernethy and his sister. Jesse South's friends had a good laugh at his expense. The residents of Perry had been bothered for several weeks by night prowlers. Jesse's neighborhood had been visited so he got a gun which he loaded and kept under his pillow. One night he thought he heard someone in the room and when he called to them to throw up their hands and the subject he suspected as being a man didn't move he let go with a shot. When he turned on the light, he found that he had sent a bullet through his wife's fur coat which had been hanging on the closet door.

Train dispatcher Harry Buswell's little girl who has been sick for several weeks has recovered and returned to school. Audrey had a long siege of illness.

Mrs. Nancy Johns, mother of Conductor Arthur Cate's wife died at the home of a daughter in Des Moines in the latter part of January. Burial was made at Maxwell where the family had lived for a long time.

The Iowa division correspondent has been compiling the list of those employed on the Iowa division or on the Iowa and other divisions also and already has made a list which totals three thousand six hundred and twenty seven years. If the names of all do not appear in this issue, it is because the editor does not have room for them all and they will appear later with the rest of the list when it is ready. If there is any other division which makes a better showing, we will take second place very gracefully. The Iowa division employees are faithful to the job.

Iowa Division Fathers and Sons
Morgan J. Hilldrich engineer 42 years service, Iowa division, son Mason Hilldrich in Store Department 10 years.

W. B. Howe, engineer Iowa division forty-six and one half years service. Son Harold, machinist helper Perry twenty years service.

John McCurdy section foreman, forty-three years service in track department on Iowa division.

Joe Reel conductor Iowa division thirty-eight years, son Raymond train service seven years.

V. E. Doud in Sioux City freight house thirty-one years has son George Doud conductor Iowa division, twenty years and grandson Claude Doud train service Iowa division four and one half years.

J. F. Friggie Passenger conductor Iowa division forty years son Fred R. Biggie conductor Iowa division fifteen years.

Frank Becker section foreman Melbourne has sixteen years service, son Raymond section foreman thirteen years, Iowa division and son Claude Section foreman twelve years Iowa division.

Ben Zimmerman, section foreman West Iowa division eight years has son Joe B in track department two years.

N. Thaddeus section foreman West Iowa division eight years has two sons John, and Charles with eight and seven years in track service.

Gus Nizell in track department on West Iowa division has thirty-four years service, his sons Arthur and Frank in the same department have twenty-six and twenty-one years service.

Mr. Learning in track department West Iowa division has fourteen years service with two sons in same department, Vincent with ten years service and John with four years service.

C. Ashley in track department on West Iowa division has twenty-eight years service and his son Dan has ten years service.

James Chevinken in Track department on the K C division has twenty-six years service, one son Harley has twenty-one years service at Corn, on the K C divn. another son Fay has twelve years in track department and is located at Gladwin on the K C division while his third son J. A. Chevinken is Road Master on the West Iowa division with twenty-six years service.

Passenger conductor A. L. Roller with thirty-eight years service on the Iowa division has two sons W. J. with twenty-two years service and H. J. with seventeen years service, both conductors on the Iowa division.

Nick Slater who is employed in the round house at Perry has forty-five years service. His son J. P. has thirty-six years service and is a conductor while his sons Pete and Owen in the car department at Perry have seventeen and fifteen years service.

(Continued on page 45)
Rail Rumblings from St. Paul

Allen

Not having a wedding or death to report, we shall use this space to give you the story of an ambitious country boy's first visit to the city. He had been the focus of a letter, back home, to his girl friend.

Dear Josephine:

My boy you think I got lost in this big town, but I didn't! Just didn't want to write to you until I had some news and you know you always teased me about my spelling anyway. But I want to show you that spelling doesn't make the man, and don't you think you spelling is getting better Josephine?

The first thing that strikes your attention in a big town is the high buildings and maybe that accounts for the sore neck I got now. They have a log cabin in this town somewhere but I haven't seen it yet but I hear a lot of people talking about the Pioneer Building. They say they got elevators in that building but you can't fool me they couldn't get an elevator in a log cabin. I know what an elevator is, I've got a one down by the railroad depot in our town.

These city guys aint going to get ahead of me. I started to go to college last night and the professor told me I should start to graduate and be a good fellow in four or five months and what do you think Josie? Let men go there and get their degree in our own.

I told him I didn't object to work and get it. They have lots of shows in this town the people here call them movies. But I don't know why they call them that they are always in the same place these show houses. 'Taint I am going to one of them and see a show I think the name of the show is Norma Scissors in the Cut Up.

They have lots of dances here. Lots of us young people go out to the coinenum to dance. Now I always thought the coinenum was in Rome cause I read that in your geography but you can see that printers makes mistakes too and you learn a lot when you travel around like this. You get the facts.

I would like to get a job days cause I only go to college nights and my money aint lasting any to good. It costs me 25 cents a night at the hotel I don't know the name of the hotel but some of the fellows call it the flop house. I would like to get a job with a big railroad then I could ride home free. If I don't get a railroad job pretty soon I don't think I'll be home. So yesterday morning I went down and stood in front of a railroad office and the fellows were coming out to fill in. I heard one of them say, "No, I didn't get a pay check this payday somebody stepped on it." Now that fellow was in hard luck I suppose it just happened that the fellow who stepped on it had big nails in his boots and that tore the check all up. I heard another fellow say he got a platter on his check but I can't explain that I always thought you had to go to court to get a court platter. I said to one of the fellows say neither do you know where I can get a job? I told him I didn't object to work and lots of it. He said, "Go right in that door I just came out of." So I went in.

The first thing that struck my attention was a room with a big cage around it. No there weren't any birds or bees in this cage there were men in there counting money and so forth. This must be the railroad company bank. I says to myself if I don't get a job here maybe the GN or the NP or can use

New Ford Sedan (Model A) Given for Promptness

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

We'll Get Prompt Delivery

for You!

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

G. A. CULVER, Advertising Manager
500 No. Dearborn St., Dept. 398 Chicago, Ill.
me cause I read they are trying to join hands and they will probably need a lot of help too.

Welt Josie I will let you know in the next letter how I come out. I am feeling fine but a little tired you know seven days of this city life makes one weak write soon to your old friend.

Josh

P. S. Just address me Mr. Josh Slicker Saint Paul Minnesota and I'll get it alright.

Page Twenty-eight

Our Gang

General Office

Vida.

All aboard! Buffalo--Niagara Falls! We planned a big party to the Falls to see them in their wintry splendor, but when we were all set to go, there were just a jolly four, the Misses Ann Olsen, Loretta Kuhn, Vera Snapp, and Hazel Merrill. The rest of the bunch were missed by all. We took the 3:00 P. M. New York Central train, arriving in Buffalo 7:10 A. M., and by the way, we lost an hour, so that when the porter called us, we thought we were getting up in the middle of the night.

We had the pleasure of calling at the C. M. St. P. & P. office in Buffalo and meeting the genial Mr. Trumper and office force. Ten-fifty found us on the interurban en route to the Falls. The sun refused to shine, so there was just a little damper on our "spirits." However, we did enjoy the Go George Trip at the Falls, and two of the girls took the Spanish Sightseeing Car across the river. Two did not--I am not saying who or why, even though I know you would like to know.

The trip through the large power plant proved interesting and instructive--and the guide--well. We were all very familiar with Niagara knows about Louis' Restaurant--such good cats! Fast Freight Potatoes--salad--and everything. Understand some of the girls had salad and some had none, but that is all right--yes ah! After this weary repeat, we took a stroll around Goat Island--Honey-monkeys--not so many as in June, but they were there, nevertheless--yes indeed! About this time, one of the girls with a leaky galosh had wet feet, so we went to a picture show--not warm, dry, and seated, and incidentally saw a good show. By the way--so they have always in Niagara Falls, I wonder about the girls. I wish I could ask the girls about the Butcher Shop Candy.

When we came out of the show, we were delighted to find that it was dark and time to see the Falls lighted--and such a gorgeous sight. When we finally arrived at Buffalo about 10:30 P. M., port soak of a light lunch, it was ready to retire we were.

Sunday A. M., the sun shining bright--no damper on our enthusiasm now. We rushed readily over to the Falls, and then commenced the ohmg and shing--the frozen spray on trees, grass, and shrubbery transformed it into a veritable fairyland, and the rainbows were much in evidence. What are the Falls without the rainbows?

Then to Louis again for a wonderful turkey dinner--salad and everything--and we all had some.

Forgot to mention the numerous hands of Bridge we sandwiched in between jumps. Nine P. M. found us comfortably seated in the Pullman ready for home. Might mention the fact that we all felt it best to have breakfast on the dinner Monday A. M., before coming to work--thus the busy exit from the train about five minutes after pulling in. Galoshes in hand instead of feet, and what is that mysterious looking bundle I see one of the girls carrying? The end of a perfect trip. Oh, yes--we had a good cashier--cash, but not carry. She did not spend much of our money--accounts all balanced in everythin'.

Miss Florence Anderson, of the General Manager's office, has recently enjoyed a trip to Miami. Winter vacations seem to be the vogue.

Miss Luella Hook, of Grays Lake, Ill., and Milton Bennett, Fox Lake, Ill., were married Saturday, Jan. 21. Mr. Bennett is employed in the Purchasing Department. Seven pounds baby girl born Jan. 23, to Mr. and Mrs. H. C. Youngs, of the Purchasing Department.

Understand the boys at Mayfair are getting an early start on their spring housecleaning. Dentations of lace curtains are in order.

FLORENCE ANDERSON just left on a trip to Florida. Wonder if it's strictly a vacation trip--or there is a new vacation? Speaking of being colorful--did you ever notice all the redheads or "strawberry blondes" in our office?

Will Koneru,
Edith Carlson,
Florence O'Boyle,
Curf Toney.

Mrs. Peterson is anxiously awaiting the arrival of spring which will bring the horses back to the Chicago tracks. Of course, they are running now at Tia Juana and New Orleans--but it takes winnings so long to get up here from the far south. Since Martin won the smoking set via the punch board route, he has added smoking to his one or two other vices (?) All the girls quit biting, and are anxiously awaiting the first "sick spell" in hopes that the lucky one will be given the lighter more often than he smoked. However, he will smoke any GIVEN amount of cigarettes.

It won't be long before we see Curt in the famous "Sam 'N HenryH act on the stage--The Ladies Night Minstrel show. We have a regular "Sam 'N HenryH in our office. Three guesses, who are they?

Laura to Ticket Clerk: "What time does the next train leave for Oakslows?"

Ticket Clerk: "At 3:30."

Laura: "Make it 3:15 and I'll take it."

I & D Division

M. E. R.

OTTO SECORY, Assistant Division Accountant, I&D, who is on sick leave, spent one day in Mason City recently. Otto is looking fine but fears that he is feeling much better, but feels that he will be compelled to spend some little time yet at Oakslows. I&D Division has not been located for a little over a year. Everybody was glad to see Otto and we hope that he will be well sooner than he anticipates.

The division offices at Mason City were recently rededicated with gay posters announcing an old time dance in the Women's Club Room. The artist should be congratulated for her work, as well as the successful turnout to the dance. The artist? Why, Mrs. Stella Harding, DMN's stenographer.

Miss Mae Noven Brabech, stenographer in the Superintendent's Office, had the misfortune to fall recently, slightly injuring her just recovered knee. She is doing well, because the accident occurred at a rainy day during the noon hour rush on a main street. She says the very worst part of it was that she spilled a perfectly new pair of two dollar hose.

You probably all thought that Superintendent Ingraham received several new hats for Christmas. The matter of the fact is, he is a grandfather again, and this time it is grandson. Do not believe that he is satisfied that he has a hat most suitable for the occasion yet. Mr. Ingraham and family spent a Sunday at Sioux City recently with the new arrival.

Mr. G. P. Hodges, our Division Master Mechanic, who has been confined to the Park Hospital at Mason City since before Thanksgiving Day, is reported to be recovering nicely, but as yet is not allowed visitors.

Mr. Herman Queenah, Interchange Clerk, Mason City, underwent several operations during the month of February at the Buffalo-Niagara Falls Hospital, and although he has been seriously ill and still very weak, we have learned that he is on the gain and hope that he will be with us soon.

Roadmaster Henry Gosper, who was compelled to spend several weeks in a hospital during the month of February at the Buffalo-Niagara Falls, and although he has been seriously ill and is feeling much better.

Roadmaster C. A. Montgomery, who has also been ill for some time, says that he is feeling some better and is able to get out for a short time on real nice days.

Elmer Moll, Jr., Secretary, failed to appear at the office on the morning of February 15th and we later learned that he is nursing the mumps. Elmer is an all-around athlete and it was rather a shock to find that he was complaining of any ill. Trust he will have the mumps in a light form and be back on the job soon.

John Wilson, Trainmaster Beerman's stenographer, was also on the sick list the early part of the year.

Mrs. Mrs. W. Schultze, Roadmaster's Clerk, was confined to her home during the month of February. We sincerely hope that she will enjoy a speedy recovery.

Mr. G. P. Annon, the Division's appointed Division Engineer, I&D Division, February 1st, 1928, with headquarters at Mason City. Mr. H. G. Crow, Assistant Engineer, was transferred to Minneapolis, and will move his family there soon after the close of the school year. We are all very sorry to have the "Crows" leave us and hope they will like Minneapolis as well as we liked to have them at Mason City. Miss Violet Moran has been employed as stenographer in Mr. Botz's office.

It has been asked--"Who does Ruth Scott call Angel?"

Ruth received a Western Union Valentine, which, seemed to please her very much. Looks rather serious.

Miss Marie Fiala, Asst. Timekeeper, Mechanical Department, Mason City, writes that she is enjoying her vacation in California.

Mr. and Mrs. M. M. Burns of Sanborn, Iowa, are spending the winter in Los Angeles.

Mr. Bennett is an I&D Conductor.

Clifford Smith, Track and B&B Timekeeper, was away from the office several days in February, account serious illness of his
father, who underwent an operation at Rochester, Minn.

When a certain group of girls were reading the SM Division notes in the February number of this magazine, their breath was fairly taken for an instant, until reading on it was discovered that A. Piper was still in circulation.

It is feared that Mabel Buchanan, Clerk in the Car Department at Mason City, bears watching-strange men calling her "Mable."

It is assumed that F. H. Dickhoff, Yardmaster, and Carl Dunavan, Chief Yard Clerk, have their ruts and reels in readiness in case of an early Spring.

It was reported that F. H. Dickhoff, Yardmaster, took off on February 1st, so that he would be on hand the 2nd to shoot the groundhog, in case there was any danger of him seeing his shadow. The last report was—the groundhog was killed.

Miss Mary Gen Braheny and Mrs. Marie E. Randall, Stenographers, Superintendent's Office, purchased wool hose and warm mittens for the Ski Tournament at Canton, S. D., and to their dismay the tournament was postponed account "no snow," hence no need for the warm garments and it is presumed that they were exchanged for something lighter.

C. E. Mutschler, Chief Clerk, Superintendent's Office, spends every other weekend at Dubuque, Iowa, with his family, who are spending the winter there with Mrs. Mutschler's mother, who has been ill for the past several years.

H&D Division
Maude Hamlin,

IN spite of the fact that old Mr. Groundhog distinctly saw his shadow on Feb. 2nd, we have been having some fine weather, for which we are truly grateful, after the siege of cold weather we had in January.

It keeps the forces around the yards at the different stations busy draining water from switches, crossings, etc., but that is better than shoveling snow with the indicator at zero and below.

Mr. J. T. Kelly, General storekeeper, and Mr. G. T. Richards, district storekeeper of Minneapolis were pleasant callers at our office January 20th. We are always glad to welcome these gentlemen and hope they come out our way again soon.

A Safety first meeting was held at Montevideo on Jan. 16th and there was a splendid attendance—Rudy said he counted over sixty noses and the suggestions were equally as numerous.

Extra Gang Foreman Hazeltine and wife took a trip to Wisconsin to visit Mr. Hazeltine's mother, the work in the yard being taken care of by our trusty relief foreman, Vast Carlson. However, Gust was ready to go back on the farm when the regular foreman showed up, says he is sort of car-shy since being on the farm so long.

"Dad" Raymond is sojourning in California—his annual custom, and is being relieved on his run by Oscar Norman. This changes things all around—Albert Johnson is the captain on Nos. 1 and 4, and Conductor Barrett is running No. 21 and 22 now.

Conductor Jake Hammer and wife have left to enjoy a trip to Oregon and California, to be gone about two months.

Our venerable roadmaster, O. P. Ronning was laid up a day or so the first of the month, which is the first time he hasn't answered roll call at the office for goodness knows...
when. However, he is about again, altho not feeling quite up to Haylie yet, he says.

There was some sort of a convention down in sunny Florida and a bunch of the boys attended, among them being Ed. Waldman, Engr. Cottam, Steve Droyse and others. This trip down was a real success, but might have ended up differently for Ed Waldman, had he not Steve been in a friendly mood, as Ed Agged Steve with a very dear friend in the drawing room—or was it the observation car? Anyway, Ed found the ladder at last, and got up and to sleep, and Steve was left to enjoy his nocturnal affaire-de-amour. To resume—seems that one of the boys had a hard time looking after his wearing apparel the next morning, and you'd never believe if I told you where he kept them—or it—but for further information ask Steve Droyse.

Later on, at the Convention, which was more explicit, was a two-weeks party of the B&E Development, whatever that is. Steve Droyse cut up some curious capers. The last seen of him before the return trip, he was going up the court-house steps with his arm on a huge bouquet—after a long search for further information (ask Steve Droyse), he was told you where he found them—or it—but it isn't true this time, Steve says he is going back on and make it honest-to-goodness true.

Charley Coton by the way collected enough curves while down there to start a new line, if you ask him to let you see some of them—they're good.

Engr. J. F. Warrington's wife passed away after a lingering illness, on Jan. 27th. Our sympathy to Mr. Harrington at this time.

Art Roniswell and C. Teigh are very widows now, their wives having gone to Los Angeles to spend a few weeks.

Engr. E. H. Foss will be presented with a 40 year badge as Engr. on the CM&StP railroad, on Monday, Feb. 13th. There will be many of his old friends present to congratulate him on his 40th anniversary.

Mr. John Oakes was a pleasant caller at Montevideo the middle of January. He didn't stay long, however, just between car trains.

Mr. Walker, Div. H. and Pass. Agt. of Aberdeen was another caller at Montevideo a short time ago.

Engr. James O'Mara and family are visiting in sunny California this month. Bring back a few oranges to us Jim, they're pretty high around here.

Fireman Chen Jung has the sympathy of all the loss of his wife, who passed away at the Montevideo Hospital on Jan. 12th after an illness of several months.

One of our B&H agents, Kruze Iverson, is confined to the house due to a spell, owing to having slipped and hurt his ankle a short time ago, during the icy weather we had. "Home" Middletown, formerly on the Main Line, is now resting up on the Farmington Line, and Tickner is taking a whirl at the Main line house with a spell. We'll miss Red up here in the office was training so very once in a while.

We now have a couple of dandy stationary and line agents in the Assistant's office at Monte. JEA says they look just like a couple of pipe organs—OPR says they have the same action as a move fence to keep the white coat out of the D&G, and Mr. Hils says they look like—but that is another story.

Madison Division

Art Batty is back at work after a trip through the Middle West touring with the Wisconsin University Harefoot Club. The slogan—"All our girls are men and every one a lady" has a fascination for the Passenger men.

Wm. Day, Engineer has returned from a hurried trip to Los Angeles where he was called account of death of a sitter.

FIRST SIGNS OF SPRING

Charles Alger notes that the first of the wild onions, Bill Kline starting to count flower seeds, George Whalen fixing starter on Ford (One of the old ones).

Fred Lingen's rubbers on hat shelf,
Clarence Chapman talking about vacation,
Cap Payne training for that broad smile,
Art Brown getting ready for golf,
Jake Wits helping the section foreman—
He was seen counting ties between Steuben and Waukesha—Jake was busy shopping and the work train slipped out of town.

The Charles Ray Promond told baby story on No. 22 at Walworth was a tragi-comedy. Lady passenger boarded train, escort with baby failed to reach train before it started and baby handed to Promond, Ray stopped train and discharged lady. The outcome was that Promond had baby "unattached" and train stopped at Hebron Tower where lady left with Towerman which it later joined its mother.

Such a mixup.

Henry Young, Yardmaster Janesville has returned from his visit with relatives at Galveston—Henry don't go often but when he does he goes.

At this writing we understand Engr. Wilkinsen, Brodhead has taken off account of sickness. Hope it is only temporary.

Supt. Modinaud is now an enthusiastic radio fan and possesses a fine new radio recently installed by Chief Timekeeper Chap.

Frank Lemanski gave Bredella a traveling bag for Xmas. Bredella has been studying time tables since. Why not make it California "Bredella" that's where they usually go.

Cap Payne has authority for a new Woman's Club at Madison and Winnie Fox is asking dollars for the women—It and right.

They say the Madison Division will get about 60 miles of heavier steel West of Madison this season. Fine for the old Prairie.

DON'T WEAR A TRUSS

BE COMFORTABLE—Wears the Brooks Apparatus, the modern scientific invention which prevents and cures HilVVC immediately restores. It has no obnoxious springs or pads. Cushions bind and draw the breathing forms together. No suits or plaster. Durable. CHEAP—on trial to prove itself. Nothing like it. It is famed for its remarkable performance. Never sold in stores or by agents. Every appliance made to special order and sent direct from Marshall. Full information and booklet sent free in plain, sealed envelopes.


How Far Did LINDY Fly? FROM NEW YORK TO PARIS

Solve this Puzzle

The letters on the wings of this plane show the number of miles Lindbergh flew from New York to Paris. In the letters in the alphabet are numbered—A is the number represented by each letter (C & A in the picture). The number represented by each letter (C & A in the middle of miles Lindbergh flew from New York to Paris) are 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

AND WIN BUCK or 4 Cars Given

I am going to give away this beautiful 1928 four door Buick Sedan, also a 1928 Nash Sedan also a 1929 Essex Sedan, the above two cars and a $1000.00 worth of additional credit prizes—over $5000.00. Cars will be delivered free of duties by nearest auto dealer. I have already given over fifty cars and new this year, and now YOU can get this new Buick Sedan or cash if you wish. Can you win? You can win it, it costs nothing to try. Just price winner can be won by answering any one of the questions in plain, bold, black, or colored ink. Letters must be legible. Can you win it, it costs nothing to try. You can win it, it costs nothing to try. You can win it, it costs nothing to try. You can win it, it costs nothing to try. You can win it, it costs nothing to try. You can win it, it costs nothing to try. You can win it, it costs nothing to try. You can win it, it costs nothing to try. You can win it, it costs nothing to try. You can win it, it costs nothing to try. You can win it, it costs nothing to try. You can win it, it costs nothing to try. You can win it, it costs nothing to try. You can win it, it costs nothing to try. You can win it, it costs nothing to try. You can win it, it costs nothing to try. You can win it, it costs nothing to try. You can win it, it costs nothing to try. You can win it, it costs nothing to try. You can win it, it costs nothing to try. You can win it, it costs nothing to try. You can win it, it costs nothing to try. You can win it, it costs nothing to try. You can win it, it costs nothing to try. You can win it, it costs nothing to try. You can win it, it costs nothing to try. You can win it, it costs nothing to try. You can win it, it costs nothing to try. You can win it, it costs nothing to try. You can win it, it costs nothing to try. You can win it, it costs nothing to try. You can win it, it costs nothing to try. You can win it, it costs nothing to try. You can win it, it costs nothing to try. You can win it, it costs nothing to try. You can win it, it costs nothing to try. You can win it, it costs nothing to try. You can win it, it costs nothing to try. You can win it, it costs nothing to try. You can win it, it costs nothing to try. You can win it, it costs nothing to try. You can win it, it costs nothing to try. You can win it, it costs nothing to try.
February 2nd was a beautiful day and everyone present felt that the groundhog went back for another six weeks. Well, up to the time we have to send in our items for March issue we can say that the old fellows are much warmer even in the sun than he is huddled up in a hole in the ground. Regular California weather has been very mild. But the fallen man never presents as large a bill as the coal man, so we should worry.

Lost, Stayed or Stolen — One engineer known as Walter Jackson, who has not been seen around Bensenville for about three months and all are anxious to know what has become of the gentleman. Some one of the opinion that he is paying off the ground hog and crawled in for the winter while others think perhaps he may have gone to Minneapolis looking for one of the old Mallet type engines for which he always showed a great preference. If any one sees Walter he should write, phone or telegraph Goldie Webber, who is the boss at the Bensenville round house.

Yard Master Reeger recently got the laugh on a certain engine crew in Galveold yard. After the crew had worked with an engine for about two hours Reeger had occasion to get next door and the first thing he saw was a brand new $200 bill lying down in front of the engineer. The crew had also seen it but supposed it was a worthless to-bacco certificate and had let it lay unnoted. Still the engine yard master grabbed it up and never even said, "Thanks, Boys." Every one thought they had the laugh on the crew but the engineer says that the Bible says: "Unto him that hath shall be given and unto him that hath not shall be taken away even that which he hath." So why should a poor engineer or fireman expect to pick up money on the deck when a yard master was anywhere around.

James Turney of the Galveold roundhouse forces was accidentally burned by steam and will be laid up for some time.

J. Bright, store room keeper at Galveold, has returned to work after a few weeks' vacation.

Born to Engineer Wm. Milligan and wife, January 22nd, a baby girl. Mother and daughter fine and dandy and popa Wm. all smiles as the eight went around among many friends and co-workers.

Jill, Div. Engineer Leslie Tett, while working in the stock pool in the Terminal, had a very narrow escape. While in the stock yards district he went back over the tank to take a look at the water in the tank and as the engine was passing under one of the concrete overhead bridges at the time he was struck on the head by the structure and thrown into the coal tank unconscious. On this trip he was firing the engine for Engineer Ross Wheat. Mr. Wheat saw the torch fall and stopped at once and they assisted Mr. Tett off the engine and hurried him to the Washington Boulevard Hospital. At first the doctors feared the accident would prove fatal, but within a few hours hopes were given to his family and the following morning the good news was heralded throughout the terminal that he had passed the danger point. His many friends rejoiced with his relatives that he is now improving rapidly.

Swidoman Abner Snell is still very low at his home in Franklin Park.

The latest recruit from our ranks to enter the frictionless field is Mr. Earl White, caller at the Bensenville round house. And in he goes somberly. In his first appearance he made a wonderful showing against a boxer who had been in the same game some little time and in his second bout he was proclaimed the winner by the judges. The boys all are keeping their eyes on Earl and are ready to give Tunney and Dempsey a little advice about keeping to shape a few more times till Earl gets strong enough to meet them.

The Bensenville Chapter Club No. 3 of the Women's Club put on a Valentine party in their Club Rooms February 14th, and it was a success as usual. About 25 attended and enjoyed themselves thoroughly boys and girls of the High School Band played several selections. Miss Minnie Schmidt also played several selections on the violin, accompanied by Mrs. Dr. Oakes at the piano. Buns and pretzels were played and then a delicious luncheon served. The Club is going strong and a number of such parties are being planned for the future. A great many of the men have signed up for membership in the club as contributing members and it is hoped that all the rest will follow suit as the Welfare Committee in No. 3 is a busy bunch and every cent contributed by the men finds its way to the home of some unfortunate co-worker.

Since the change of name of our R. R. it became necessary to change the sign on the Women's Club House. Now wasn't that just the nicest way in the world to get the sign repainted. And it looks fine. When the landscape artists get through with the grounds and all the flowers are in bloom we will try and give our readers a picture of this wonderful Club House in the magazine but the photo won't give you any idea of what friendly gatherings take place there. To know this you would have to visit one of them.

Hurray, it pays to advertise. Last month we mentioned the plain facts about NOT GETTING NEWS and low and behold, some of our old comrades came right up to us with a few items of interest. Hope our editor finds room for them all.

"Jack" Harrison, chief clerk of Mr. C. L. Emerson's office, and wife, accompanied by our "Silver Toned" operator, Marie Mueller, and husband, are to spend a week up in New Orleans attending the Mardi Gras which we know will be very enjoyable.

Elen Duffey, chief clerk at Galveold round house, rather surprised us all by getting married December 1st. While it may seem a little late for congratulations, our very best wishes to them both.

We welcome back Howard Kays, fireman forster at Western Avenue, who has been on the sick list for some time.

The new President of this great railroad, accompanied by some of the Old Guard who have held down an executive position for several years, gave the Terminals the once over recently and we are advised that he spoke very highly of our operations here.

Glad of it and we hope when he comes again we will not have had occasion to change his opinion.

Just What They Like

Around the Loop

Jim Whalen likes his evening tea,
Dick Dungo likes his coffee,
Frank Pether likes to chew the fat
With dispatchers in Milwaukee,
Don Eldred likes to play the "Sax."
They say he sure can play it!
Frank Schultz likes to smoke his pipe,
When it is fitted with Veuve,
Ed Derrickson likes to fight your case,
You'll never find him lagging.

Send for this Official Railroad Time Book

of the Manufacturers of

CROWN SHRUNK OVERALLS

UNION MADE

A New Pair Free! — if they shrink

The Crown Overall Mfg Co.
CINCINNATI, OHIO

E. A. AARON & BROS.
General Commission Merchants
SPECIALTIES
Butter, Eggs, Poultry, Game, Fruits and Vegetables
Hotels, Clubs, Restaurants and Dining Car Supplies
Phone: Roosevelt 3220
48 South Water Market, CHICAGO

Clearance Sale

Marriage prices on all models.

Act Quick — You Cannot afford to Miss this Opportunity

Ford Sedan or Sport Car Free

Which Do You Want?

Solve This Puzzle

What is the puzzle? It is a simple one of course. It is called "The Very Insignificant Problem." You must find the name of the man who is engaged to be married. The puzzle is not hard to solve if you just think of it. Look at the letters and you will find the answer. If you can't solve it you must answer the question: "Are you a good speller?"
Lou Dresell likes to haul the girls
In his auto—"The Green Dragon."
At Cragin Jct.—
Jack Kemnitz likes the radio
As well as the grass widows;
Steve Lass likes to watch for trains
Out through the clean windows,
And Shultermann likes to work third trick
When the evening sun is low.

... At B 12—
Paul Peslar likes to hunt for quail
Down in southern Illinois,
And Watson likes to use the phone
When there isn't any noises.
McNerney likes to receive his check
From Cook County, Illinois.

... At B 17—
Jim Drumfield likes to spar and box,
They say he knocks them funny.
Coe, Campbell likes the second trick,
If it only paid more money,
And Sappington likes the West Side girls
Because they call him "Honey."

... At Benenville Depart—
Floyd Sullivan likes the agent work,
He likes to sell the tickets;
While Anderson likes to deal in cats
For Sale—Three dandy kittens.

... At Tower B—
Jacobe likes the first trick here,
He's the youngest extra Ham,
While Perry likes to cook and eat
Like any other man.
"Ye Scribe" he likes to work third trick
In place of Callahan.

... At Tower A—
Carl Laux likes vacation time
To sit in the big rocker,
Andビル would like to find the guy
Who broke into his locker;
And Steffel would like to know
The Ham who is the knocker.

... At A 20—
Bill Haak likes the first trick here,
He's always there on time
Anderson likes the second trick,
They say he likes it fine;
But Hatlender's likes the old St. Paul
Since Eighteen Eighty-nine.

... Finis—
So we leave you here and go back home
To Old Pacific Junction,
And hear Bill Shallow tell the gang
"The signals do not function."
E. S. Ralph, Opl.

Milwaukee Shops
H. W. G.

Another old timer has passed on, Albert Vollendorf Grazier Foreman in the Car Dept.
He died at his home up on Chambers street Milwaukee Feb. 6th, 1928. Mr. Vollendorf had been with the Company since 1895 and for the last three or four months was quite feeble and unable to be at his work.
Our new President Mr. Scandrett visited the shops Feb. 1st, with Mr. Gillick and Mr. Sparracovi.

Veteran Joe. M. Horror was 90 years old Jan 23rd last. His photo with that of his Grand daughter Helen one of the youngest employees shown here. Mr. Horror be it remembered has been in the employ of the Milwaukee Road since 1885, the oldest in service and next to the oldest RR employee in the United States.

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John M. Horror and His Granddaughter, Helen

Veteran Engineer At Klumb who has been laid up for sometime is not as well as this writing.
The hardest bunch to photograph is Jack Waldman up in the store shop and then comes Johnny Creek. Never mind boys we will get you yet.
Those blizzards and big snows recently promised have not showed up yet, still half of Feb. is left, and good old March generally holds its own, so far we don't have to go to California.
Mr. A. G. Hoppe, congratulations If not too late.
The Chicago, Milwaukee, St. Paul & Pacific makes a good looking letter board, so does the red monogram on the side of the tenders being sampled out.
The 35th street viaduct talked of for the last 30 years is being agitation with prospects of a start this season. This will go over the round house and close to the power house and store room.
The Nor Div deploys above North Avenue looks like a miniature Panama Canal. This with the wrecking for the Civic Center and widening Cedar and a few other streets makes that part of Milwaukee look like a cyclone.
One shop man loses his pocket book and a good bunch of money, another finds it and turns it over after proof, while three others claim it.
An auto finally did slip over the top of 36th street the gully knocking some bracing off the viaduct stairs and wrecking the old catamaran.
Quite an accident happened to Fred Scola the attic file clerk the 11th, particulars will show up in the MB Items. Good night.

Motoring on the Milwaukee Up and Down Hill on the Rocky Mountain Division
Nora B. Decoo

Spring had come—sounds like the hay fever season around here a bit early, soon as the weather starts to warm up then everyone talks like they had their mouths full of—well watermelon or something. Even the train dispatcher can't make us hear half he says and works on the good old 'Morse' now and then.
We see in the newspapers that the guard of pipe organ pumps were to hold their con

vention in Two Dot, Montana, well something always happens so we can get our names in the newspapers even if it is also vain. However, though what a pipe organ pump is—let alone what they would do in Two Dot—well one cant help but wonder you know when you read it right in Minneapolis and don't have anything to do with it yourself either. Probably some of those big sheep ranches around that little city got mixed up with the Lambs Club in New York town and there you are.

Engr. Williams and wife who have been in California for the last few weeks has returned here and has an awful tour of two from strolling around those bathing bitches. He says his wife spent all his money so they had to come back. They are in Three Forks for the present and living in the Gannell home while Mr. and Mrs. Garnell are on the coast for a ten day trip.

Mrs. Fairhursts sister from Spokane is a guest at their home here for a few weeks. Eddie can't work at all now, he has to stay home and play with his small nephews.

Operator Herrington second trick at Sappington is on the sick list and has gone to Butte for treatment. He is relieved by Operator Kinshall while he is laying off and we all hope he is soon recovered.

Mrs. Plumb wife of third trick operator at Ringling has returned from Butte where she has been with her small son who has been sick there.

Engr. Eberle and wife are enjoying the mild climate and warm water at Excelsior Springs, Mo. and a letter from them says they will be back when they know for sure winter is over, here, which from the way it hangs on will be for sometime yet.

A large shipment of elk from the Yellowstone Park, several car loads were sent via the NP to Lombard and over our line by express to Minot and Montana July 8th. They were taken in trucks to the back of that place and understood were placed there for some eastern people who have a club or game preserve near that point. Agent Key got rich on the express commission so he doesn't have to work any more now.

L. G. Bucklin signal maintainer from the Maude district was hurt while working about the middle of Feb., but came into the Three Forks hospital and was able to return to his job in a few days.

Signal maintainer Krumpel relaxed himself while he was off.

Mrs. Dick Griffith wife of Maintainer Griffith stationed here was made a trip to Beloit, Kansas early in February. She was there about a week and salaried that part of Wisconsin and Minnesota are on the sick list and has

Mrs. Romette wife of Maintainer arriving in Two Dot, Montana, well something always happens so we can get our names in the newspapers even if it is also vain. However, though what a pipe organ pump is—let alone what they would do in Two Dot—well one cant help but wonder you know when you read it right in Minneapolis and don't have anything to do with it yourself either. Probably some of those big sheep ranches around that little city got mixed up with the Lambs Club in New York town and there you are.

Mrs. Sam Romine and small baby daughter who was born in Bozeman about Christmas time, have returned to her home near Ringling. Mrs. Romine lost her husband last summer in a motor car accident near Gold Creek.

Mr. A. E. Barnes has returned from a business and pleasure trip around the state and to Minneapolis and Chicago.

A baby girl arrived in the home of Mr. and Mrs. Joe Mason last of January and Mrs. Mason has gone to Butte and white after spending a few weeks with her parents here.

Congratulations.

Mr. & Mrs. Wegner and family have moved to Butte where Mr. Wegner is on one of the Butte Yard helpers.

Mrs. Butler wife of engineer Butler has been on the sick list for a few weeks, she
was at the local hospital for some time but has returned home again now and everyone hopes she will soon be well and out again.

Mrs. George Dunkley Mrs. Butler's sister and also a sister of Engr. Tom Lefever has been here on a short visit but has now returned to her home in Twin Falls, Idaho.

E. C. Driscoll who was our foreman, here for some time and who had the great misfortune to lose his left arm here last December will move to Deer Lodge shortly where he will be employed in the coal department. We wish them the best of luck in their new home and duties.

Mrs. Torgrimson and small daughter Alice have returned from a two weeks visit to San Francisco where they went to bring Florence home and to make a short visit with Mrs. Torgrimson's sister there who is leaving for Mexico.

We are doing as well as could be expected and we regret to announce that our brother C. D. Driscoll of Livingston, Montana died here at her home January 31st. We offer our deepest sympathy to Miss Shanesey when she will have the CANW switching account balanced.

We hope Miss Anderson will some day explain to us the reason for the great number of suitcases which are being carried into and out of Elmwood Park each Sunday morning. What is it, Anna? Won't somebody tell Walter A. Fendt, Frt. Auditor's Office, where New Orleans is.

Walter thinks it's west of Chicago.

Berise Kennedy, how could you do the same thing and not let a few of your Good Friends in on it? We just heard today that you changed your name to Herold and your address to 1201 Marion St. Rochester. We wonder if you will have a party sometime before we learned we should have been calling you Herold instead of Kennedy. This was all your fault and you will have to take all the consequences. We hope, however, you both will be happy ever after.

Fullerton Ave. Building

Why so angry, Edna? Everyone knows Marie Siegel, Car Accountant's office, was all excited when she reached the office one morning recently. She kept asking everyone if she had turned off the gas that morning. When questioned further Marie admitted she had been out for a second but had turned the gas back on and had not been asked whether she had turned off the gas. "Oh, well," the boys said, adroitly, Miss H. Schmidt will not be appointed either way, if you don't have a better excuse than smoking butt you will have to see Mr. Murphy, birth of a baby boy.

Mr. Walter Fendt announces his engagement to Miss Mildred Amsden.

Frank Caufield (Irish) had corn beef and cabbage at "Steve's" this noon and it was pronounced too
delicious.

Sioux City & Dakota Division

Learning that the sun produces static electricity which slowly but surely undermines the health of its victims were healed — totally and successfully — without recourse to surgical aid.

Aromas From the Cereal City

Rye

Switch Foreman George F. Kerna, who was hit by passenger engine on January 17th, and received a badly bruised side, is recovering rapidly at St. Luke's Hospital.

Yard Clerk Frank Pirkel has sold the Ford to be used on his long trips this summer.

Swp. Clerk Harold Phillips, Freight Office, has resigned and Vic Zobl advanced to Switching Desk. H. Schmidt now doing the yard checking.

Swan. Geo. McNab was off duty several days due to an attack of rheumatism, probably caused by calling so many square dances up at the Moose Hall.

Take off your hat, dust your shoes and present your card as we have moved into our new yard office, everything spick and span. Thanks to the cooperation of all, especially to Chief Carpenter E. McGuire and his men, who have been busy for some time remodeling the old coach and repainting it.

Sioux City & Dakota Division

H. B. Olsen

Learning that the sun produces static electricity which slowly but surely undermines the health of its victims were healed — totally and successfully — without recourse to surgical aid.

Piles Cured Without Surgery

The old theory that piles could be healed only by surgery has been totally disproved by several well-known men, railroad officials and members of their families. Possibly some of these are well-known to you.

Absolute Relief or No Pay.

No matter how long you have been troubled, if you have a case that can be cured, we will not charge you anything, but if our treatment fails, we will not charge you anything. If you have not been neglected, we can guarantee you absolute relief or no pay.

One Year to Pay — We are glad to make special terms with easy payments to railroaders and members of their families. Take a whole year to pay. 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 McClary methods of diagnosis and treatment, and tells you exactly what is offered here at a very nominal cost. Write for it today.

THE McCLARY SANITARIUM

Patents

Send drawings or model for examination.

BOOKLET FREE. HIGHEST REFERENCES.

PROMPTNESS ASSURED. BEST RESULTS.

WATSON E. COLEMAN, Patent Lawyer.

724 9th St. N.W., Washington, D.C.
about his "MOON" car which has given him service for the past ten years and still going strong.

Conductor Braiden lay off two trips on the local so that he might get the old "bus" out and put it in service for the coming season. Unfortunately it seems while driving down Fourth St., Sioux City, those darn "hooch" signs did not "buck" the right way and Bert went "hood". Incidentally the next day he inspected the interior of the new police station none of the little mis-lab.

We are glad to report our old friend Conductor "Book" Jenkins is able to get around fairly well on a crutch and, is just as happy as he ever was.

Section Foreman R. Thomsen at Utica, Ia., has taken a leave of absence for 90 days and Mr. H. Ross is relieving him.

Mr. M. Fish has been appointed Section Foreman at Arnon, Ia., vice Mr. E. Malone, resigned.

Agent G. H. Mertens at Tyrndall, S. D., has taken his daughter Lillian to Rochester, Minn., for examination as to the removal of a goitre.

Conductor "Jack" Crews of the Platte line is getting to be quite an ice king. He is exhausting ice for all the surrounding towns in the vicinity of Running Water, the first thing we know, you will never have your railroad connections and live off the accumulated wealth from the ice house.

Conductor Waltham at Scotland, S. D., has returned from a visit down in Iowa where he visited relatives and old time friends.

Conductor Ed. Delany on the Running Water line fast trains 406 and 407 took a much needed vacation and spent one week in seeing the sights at Sioux City, Minneapolis, Chicago and La Crosse. Conductor John Rifenbark took charge of the two fast runs mentioned during Ed's absence.

Section Foreman Miller, who has resided at Grant Center for the past 29 years, has accepted the position of Section Foreman at Morningside, Ia., relieving Henry McGrain who has taken the position of Crossing Flagman at Virginia Street, Sioux City.

Section Foreman Chris Olson at Hawarden, Ia., has just purchased a new "Casey Jones" watch. Look out for new records in track work as soon as the Frost goes off this spring.

Milwaukee representatives at Chatworth, Ia., have just about got things in their own hands at that point. Agent E. W. Francesworth has been elected Mayor and Section Foreman Clarence Shriner, Marshall. Here's power to you, boys.

Crossing Flagman Pete Riley, Reid Street at Sioux Falls on account of ill health, has been forced to resign and Jera Matson is filling the vacancy. Mr. Riley is one of the old time "rails" and it is regretted his health will not permit him to remain in the ranks of the big S. C. & D. family.

Conductor Clarence Rifenbark says when the Company consents to "name" the locomotives instead of "number" them, he suggests the name "PELICAN" be given the 2816 and incidentally should be painted a battle-ship gray. This suggestion is sanctioned by Conductor Braiden and Bill Eckert.

Engineer Al. Main says he is not really superstitious, but has come to the conclusion that a black dog crossing the truck ahead of his engine has something to do with a cylinder-head blowing out the other morning as he was double-heading No. 75 out of Canton. We are glad it was not a black cat, Al.

We regret the loss of the Western Weighing & Inspection Bureau from the Sioux Falls office. The Bureau has made its headquarters in this office for the past 25 or 30 years and Mr. H. H. Hall, has been in charge for 25 years. The headquarters is now maintained at the "Omaha Ry" while, of course, Art Curfman looks after the inspections at the "Milwaukee" as before.

Switchman Fred Brown leaves
"Now is the time to tackle the hardest thing, With feet that climb and hands that cling, And a heart that never forgets to sing—IS PEP."

Switchman Frank Henderson says, "A friendly smile on an honest face—IS PEP."

Switchman Les Sweeney says, "No you're all haywire.

"To meet each thundering knockout blow, And come back with a laugh, because you know you'll get the best of the whole darned show— IS PEP."

Norman Capwell, City Freight Agent, Sioux City, made a pleasant call at Sioux Falls recently and we were mighty glad to see you, Norman. The January Safety First meeting, which was held at Sioux Falls, had the usual large attendance with suggestions goiter and interesting talks by Supt. F. T. Rechelt and Safety Inspector W. H. Coombs. Miss Laura Severtz, Experim. Clerks, rendered some very pleasing violin selections and after the meeting hot coffee and doughnuts were served to the satisfaction of each and every one.

Deer Lodge and West Rocky Mountain Division
Mr. E. S. M. CHAS. TOKLEY, Asst. Div. Accountant in the Superintendent's office, and recently returned from a visit in California. Mrs. Tokley had been in California for several months and "Toke" went out to accompany her home. Toke is a regular "gee whiz" at figures, but he miscalculated that time and came home a day early. This means a lot when you have only a week off.

Chief Dispatcher Magette has returned from a trip to Wilson, N. C., where he was called by the death of his brother.

Mr. Gertrude Kerr has returned to work in the Superintendent's office after an illness of several weeks.

Miss Laura Critzer is in St. Patrick's Hospital at Spokane recovering from a recent operation.

Traveling Engineer Frank McCopp has just returned from a vacation in California.

Friends of Mr. and Mrs. Wm. T. O'Reilly have received word that they are the proud parents of twins, a boy and a girl, born Saturday, February 4th. Mr. O'Reilly was formerly Chief Clerk in the Superintendent's office of Deer Lodge.

Brakeman and Mrs. A. J. Grover returned last week from an extended visit with relatives in Seattle.

Mrs. Pearl Jones, of the Chief Dispatcher's office, has returned from Spokane, where she and Mr. Jones went to attend the funeral of Mr. Jones' mother.

The employees of the Superintendent's office enjoyed a sleigh ride the night of February 4th, after which they were served with a delicious dinner. The remainder of the evening was spent in games and radio.

Operator and Mrs. Ralph, Coon of Alberton are spending their vacation in California. The Milwaukee Women's Club gave a public card party January 27th, which was well attended and very much enjoyed by all.

Mr. Norman Stephenson and wife are visiting Engineer D. V. Stephenson and wife. Norman Stephenson was formerly a brakeman on the Missouri Division. He is now owner of a large grocery store at Excelsior, Mich. They are all spending a few days in Seattle and other Coast cities.

Mr. H. E. Arnold, General Chairman of the B. L. F. & E., is in Seattle attending the regular business meeting.

Mr. H. P. Lovely is spending a few days at Missoula; N. D., visiting with friends.

Mr. J. A. Jones of Avery is in Seattle attending the business meeting of the officers of the B. L. F. & E.
Condr. Geo. Snell, wife and son George have gone to California for a visit. George is bound he is going to get a room near Holly-wood while Mrs. Snell visits her sister. Looks like a controversy, but I'm betting on Mrs. Snell.

Floyd McGuire, Machinist Apprentice at Deer Lodge, has gone to Los Angeles to be with his mother, who is seriously ill.

LaCrosse and Northern Division

Items

On November 1st, 1927, a remote control system was installed between Tunnel City and Raymoure, a stretch of single track two and seven-tenths miles in length. This system is new and very efficient and handled by the Operator at Tunnel City. From his office he controls the switch at Raymoure. It all electric and works fine and replaces the old staff system so long in vogue.

Switchman Kickapoos Sampson of Bentonville yards hopped in on us the other day, turned around a couple of times then dropped right out again. Can’t say what his mission was, but expect to hear all about it later.

When the mercury stands above freezing and the Portage Freights House crew has a day off, some of them take a whirl at ice fishing. Prior to the trip there is much planning (and hoping) and after the trip the fish stories have to be spread abroad—so really these excursions require a bit of time. Harry Weber and Sam Schiefelein have been pretty chatty lately. Know why? No! Then let us tell you confidently, of course. We hear they caught twelve of the fish out of Long Lake. We hear that Harry tried to dive for the thirteenth but forgot the ice was between him and the water. Thanks to the ice the minnows stayed where they could be picked up and returned to the pail from which they had been spilled.

The idle day after New Year afforded some others a chance to see what they could do in the line of the piscatorial art. Paul Roeker, who could give Ike Walton a few pointers, says that his legs were too short so the other fellows beat him to the hole when the flag went up. Desire was whetted by the report of a 25 pound lish, which Roeker thought was a carp. Then you should take a trip over the LaCrosse Division. The sidewalks have also been renewed so that it looks very fine now.

We are very sorry to chronicle the death of one of our esteemed Section Foremen, Adolph Anderson, of Granville. On January 13th he sent his section crew home early while he went to North Milwaukee to inspect a car for which he was a prospective buyer. Returning home, he was struck by an auto. The driver failed to stop and left Mr. Anderson lying on the pavement where he found the next morning. When he was taken to the morgue, the only means of identification on his person was a letter written by the Roadmaster. Funeral was conducted at Milwaukee on January 17th. Several of the Section Foremen acted as pall bearers. Mr. Anderson has been employed by the Milwaukee Road for about six years, having spent most of the time on extra gang work, but for the last year he has been on the Northern Division where he did excellent work and kept the section at Granville up to a very high standard at all times.

Roadmaster Ogden has a new love. Now don’t get excited, it’s only a 1928 Jones Casey Inspection car, but it sure is a dandy.

R. C. Blakeslee of Milwaukee spent Tuesday, January 17th, at Horicon installing new telegraph instruments. The instruments are now neatly encased in a glass box away from dust and protected from improper handling. This creates a deep problem for the Operators—what shall they put on the shelf that formerly held the telegraph instruments? Who can offer some suggestions?

We regret to learn of the death of Miles J. Pluck at Horicon, at the age of 62 years. He was formerly employed in Railroad Service as a Brakeman on the Markesan Line and also on the Superior Division, but of late, he has been conducting the depot restaurant at Horicon. It is in this capacity that he has become widely known to a host of railroad men on the Northern and surrounding Divisions as well as to the traveling public. His passing is keenly felt for his hospitality and generosity were known to all and many a meal was eaten in the Superintendent’s office which he shared with the Operators and the traveling public. The Operators and the traveling public will rally around the family and offer their sympathy.

The Sicamous has three spaces on the Free Press every day for the bowling stories. The number of entries is not great, but there seems to be a real interest in bowling.

The bowling match between the Superintendent’s staff and the Dispatchers Office was held on Tuesday, January 20th, at the Columbus freight house. The match was held on the 24th and promptly notified the proper parties so the matter could be given attention before serious trouble developed. Glad to note interest and thoughtfulness in observing and reporting matters of this kind.

A lady traveling on No. 5 recently had her wrist badly wrenched and was suffering greatly when a young lady offered to help her. She applied hot and cold packs until the pain subsided and the lady could be given other medical attention. We learned later that the lady was a nurse from Mayo Brothers. Think this is an instance of real helpfulness and thoughtfulness.

Dear Mr. Editor,

I am writing to inform you of a new ice plant located at the Columbia freight house at the corner of South Main and Second streets. The plant is owned by Mr. A. W. Brown and is operated by Mr. J. E. Brown. It is a modern plant and is equipped with the latest in ice-making machinery. The plant is operated by Mr. J. E. Brown and his assistants, Mr. J. H. Brown and Mr. J. R. Brown. The plant is located at the corner of South Main and Second streets.

Yours sincerely,

John E. Brown

Columbia Ice Plant

Columbia, Wisconsin

January 10th, 1927

[Note: This is a fictional letter and does not pertain to the content of the document.]
homing shirts and other accessories. Their appearance gave us quite a scare—in fact, it was so impressive that CCM immediately framed a suitable shield in case we were ever thrown and chose at his wish, that he had a boy as a result of their tussle with the long-haired gentleman. The "Dude," with Col. John F. Sweeney, Conductor Bert Bagley and Brakeman Joe Car-

Continental Casualty Company
(The Railroad Men’s Company)
H. G. B. ALEXANDER, President
Chicago

CUT OUT AND MAIL TODAY
Continental Casualty Company
910 Michigan Ave., Chicago, Ill.

I am employed by the MILWAUKEE
SYSTEM—Division.

Please send me information in regard to
being employed by hundreds of my fellow employees,
their health and accident policies such as are
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GEAR COMPANY
CHICAGO OFFICE McCOMBKE BLDG.
CANADIAN OFFICE TRANSPORTATION BUILDING MONTREAL.

Notes from the Local Freight
Office, Tacoma

IT would be a grievous oversight if we did not refer to the outstanding social event of the past winter in Milwaukee circles at
Tacoma, even if we are somewhat belated in reporting it. The event in question is none other than the marriage of our own Miss Sophie Henshaw to Mr. William Abbott of
Seward, Alaska, which took place on December
18th, at the bride’s home, Tacoma. Only a few friends and relatives attended the ceremo-
nomy, but a very large circle of friends waited in wishing a long and happy married life
and all good fortune to Miss Sophie, who during his years of service at the Docks and later at the Local Office, had endeared herself
to all with whom she came in contact by her
grace of manner and unerring courtesy and kindness. While Mr. Allison, our General
Agent, never had a more faithful and effi-cient employee on his staff than Miss Sophie.
It was a fitting tribute to her wishes by a splendid wedding present. The happy couple went on a brief wedding journey
various points in Oregon and recently left for Alaska, where the bride doubts not soon be as popular as she was here. Our best wishes for her far North.

Ray Powells, our longest Claim Clerk, has taken leave of absence in order to try out a very interesting position which has been offered to him as manager of the magnificent new Masonic Building recently dedicated here. We wish him all possible success and feel quite sure that he will make good in this new sphere of activity.

During Ray Powells’ absence from the Claim Desk our good friend, Fay Clover, Assistant Cashier, will wrestle with the many problems confronting the claim job. Fay has had some previous experience in relieving on that position. However well he may like his new duties there is one of them about which he is none too enthusiastic; it is getting up at 4:30 in the morning every few days to come into town and inspect the unloading of a train of hogs about 6:00 A.M. Fay is getting so he dislikes the mere mention of pork.

Bob Shipley, Chief Yard Clerk on the third trick, feels the need of more regular hours and more opportunity to sleep, so he has in the position as Assistant Cashier temporarily vacated by Fay Clover and now collects freight bills with his usual efficiency. There was a time when we were justified in referring to Bob as “handsome and rotund,” but we are now reconciled to discard the latter epithet, for Bob grew weary of the fun poked at his well-rounded figure and by a persistent and strict enforced diet has now reduced his figure to its former boyish slimness, so that we may now well describe him as “handsome and graceful.”

Ray Fink, demurrage clerk, was recently on duty for some time, a victim of the moles, which, however, did not impair his looks permanently. On his return to duty he displayed to Miss Willa Lindsey and is now wrestling with all manner of coal reports and statistical matter.

Miss Willa Lindsey, who shares with Miss Frieda Marty the distinction of being the only girls in the Local Office, is again acting as Assistant Bill Clerk.

Emmett Maloney, Chief Bill Clerk, is receiving sincere congratulations from his numerous friends on the advent of his first baby, a fine seven-pound boy, who was born Wednesday, February 1st. Mother and child are doing well.

Frederick Jones, who was assisting the agent at Port Angeles for several months, returned to Tacoma as the man whom he was relieving to his home and we shall therefore make no mention of him here. He is just now doing messenger duty for some time, a victim of the miles.

Condr. Bob Shipley, Chief Yard Clerk, has returned to duty. He is just now doing messenger duty for some time, a victim of the miles.

No doubt those of us who are in train service and see and know the dangers attendant upon crossing a railroad at grade can impress it upon those who meet in our every day travels.

I believe most of you will agree with me that the majority of accidents are caused by Ignorance and not Carelessness. Ignorance of the speed at which trains travel compared with the speed of the average motorist.

Ask any automobile owner or driver, these questions and judge from the answers you receive.

If you see a passenger train approaching a crossing at a distance of a half mile, running at the usual speed at which our trains travel, how long do you think it will take it to reach the crossing? The usual answer is: I don’t know, with a shrug of the shoulders. Then ask them this: If you are about a quarter mile from the crossing traveling about thirty-five miles an hour how long will it take you? The answer to this is usually: About a minute.

You can see for yourself that a train running sixty miles an hour will consume about the same time. And the result a tie with the train adjudged the winner by the coroner’s jury.

“Out Where the West Begins”  
D. H. A.

Mr. A. M. Phelps, freight inspector, was here on Wednesday attending to business matters pertaining to his department.

The World Comes To Your Window

Most Salesmen have to go out after their business. Your business comes right to you. Any one who buys a railway ticket is a live “prospect” for A Travelers Accident Ticket; needs one, probably wants one, and will buy one if given half a chance.

Before you slide back his change, just ask: “A Travelers Accident Ticket for the trip—five thousand dollars for a quarter a day?”

Do this consistently, and watch your commissions grow!

Ticket Department

The TRAVELERS INSURANCE COMPANY
HARTFORD :: CONNECTICUT

Per-fex-ion Auto Black
makes any small car look better, last longer and worth more. A few hours work and your car will look like new.

Clip this ad now and send with $2 for 1 qt. Auto Black, 1 pt. Top Dressing, Sandpaper and Brush.

THE
THRESHER VARNISH CO.
Manufacturers
Dayton, Ohio

17 17
We appreciate the good service the Chicago, Milwaukee & St. Paul Railroad Company and its employees giving our Industry

VON PLATEN-FOX CO.
IRON MOUNTAIN, MICH.
LUMBER FUEL
between Marion and Chicago. Mr. Pringle expects to take one of the west end passenger runs.

Brakenham Harry Mills has been off duty for some time due to a badly sprained ankle while switching at Anamosa. Brakenham W. F. Maher is relieving him on Nos. 95 and 96 between Chicago and Farley.

Agent M. E. Burns of Green Island was off duty several days on account of the illness of Mrs. Burns who was taken to a hospital at Belleview.

Operator and Mrs. L. E. Brown of Mosqueta have gone to Florida for a several months' vacation. Opr. M. E. Kelly is relieving Mr. Brown during his absence.

President H. A. Scandrett and party passed over the Division on No. 4, January 24th.

Traveling Engineer and Motorcar Inspector C. J. Montgomery went to Hammond, Ind., Feb. 10th, to make some final tests on new motor cars at the factory.

The financial statement of the Milwaukee Employes Pension Association as of Jan. 31, 1928, shows assets of one and one quarter million dollars. We hope every man eligible on the list is a member.

Mrs. H. L. Schokelton of Marion went to the Washington Blvd. Hospital, Chicago, about Feb. 1st for treatment and is improving quite satisfactorily.

Engineer P. S. Masoney, 2nd trick Paralta has been on duty for a couple of weeks on account of sickness. Opr. E. F. Clauen is relieving.

Engineer and Mrs. L. C. Low have returned to Marion from a six weeks' visit in California.

Mr. and Mrs. Frank Winsor of Miles City, Mont., spent two weeks at Marion visiting relatives.

SM East
M. E. M.

WE ARE glad to report that John Schulte is recovering nicely at St. Obl's Hospital from his recent accident.

Mrs. A. M. Martinson spent a few days with friends in Montevideo, Minn., the first part of February, 1928.

Engineer Matt Lang was called to Minneapolis February 2nd on account of the serious illness of his wife. Mrs. Lang was visiting with her three sons when she was taken to St. Mary's hospital for treatment.

Mrs. Bottier of Madison has accepted the position of clerk to General Foreman at Round House office, Austin. Mrs. Bernice Sherman is now the payroll clerk in the Master Mechanic's office.

S. J. Farley is again spending a few weeks in Austin enjoying our wonderful sunshine and regular town.

A recent visitor at St. Clair reports that our Agent George Macomber holds the position of Mayor in that town.

Mrs. W. J. Canoher and Mrs. M. E. Crosby are spending a few weeks in Southern California.

Fireman John Iverson and wife went to Minneapolis for a visit during the latter part of February.

W. E. Colman, Train Baggage SM Division, and wife are spending a few weeks' vacation in Tampa, Florida, and other points in the south.

The Milwaukee Women's Club is holding another of their very good covered dish suppers at their club rooms today, Feb. 14th. From past experiences we can report a very good time was had by all.

Sympathy is extended to the following on account of death in the family. Mrs. E. W. Winburn and family for the death of husband and father, and Joseph Kemna for the death of wife.

Mr. J. D. Williams went on another little trip all by himself to Minneapolis the 6th of Feb. Surely Mrs. J. D. Williams and son, Vance, plan on visiting at the Ray Williams' home in Chicago, Ill., in the near future.

Mr. L. Jackson has taken a ninety days' leave of absence from work as first caller Austin yard office and has accepted a position as Switchman. Chester B. Monson is working first caller and Edwin Johnson is second caller caller.

Mr. M. J. Ulvelling went to Minneapolis the week end of Feb. 11th. Looks like someone is going to get Mr. J. as a Valentine.

Harold Scott and Bob McCoy admit basket ball is no "old bat's" game and from the many nooses and groans heard around the freight office and ticket office the day after the night before, we do not think they are going to try out at this sport very soon again. Things that never happen:

1. Ray Hoffman with a big smile on his face.
2. Ev and her Red Flannels and Two Petticoats on.
3. Marcella at home on Saturday evening.
4. Flannery and Margaret at all the dances.
5. Kermit liking a movie.
6. Violet playing about the office.
7. Dwight walking to work.
8. Ron not knowing pay day had arrived.
9. Valentine taking the girls out to lunch.
10. Bradford working at his desk.
11. Docye sitting out a dance on Monday night.
12. Herman taking a vacation.

Sparks from the East End of the Electrification
Adolph C. Knudsen

The far away and not alone, My thoughts drift back to Home, Sweet Home. Merry news no doubt will be scarce. But time slides by and soon I'll roam Back to our little town and Home, Sweet Home.

SPARKS are coming this month from St. Joseph's Hospital in Deer Lodge, where the corresponding is taking treatment for rheumatism.

Mrs. Thomas Flynn of Regina spent several days visiting her daughters, Mrs. S. W. Murphy and Miss Alice Flynn.

Walter Kemp of Deer Lodge called at Harlow one day recently.

J. R. Reagan of the Traffic Department stopped over enroute to the Wool Growers' Convention at Great Falls.

Stationary Engineer P. H. Carnaghr, who has been ill and a patient in the hospital at Miles City, is back on the job again.

R. W. Div. brakeham "Red" Manley is now taking up home missionary work. He makes regular calls at St. Joseph's Hospital, Deer Lodge, and has been known to call on the four young lady patients during our call. Watch your step, it's leap year.

Mrs. Wm. James of Roundup spent several days visiting in Harlow.

M. Carroll who replaced Oscar Peterson as clerk at the roundhouse has transferred to Mobridge, being replaced here by Miss Margaret McGahe.
Mrs. Harry Green is visiting friends at Miles as these notes are being written.

Car repairer P. A. Johnston journeyed all the way to Lewistown one day on business.

Mrs. Ralph Carpenter and Mrs. Harvey were hurriedly brought to Lewistown the fore part of the month for appendix operations. They have both recovered sufficiently to return home and according to latest reports, are doing nicely.

Other Harlowton "nails" on the sick list during January were the Eckard family; the Walton child and Clifford Moser. All are greatly improved.

We have to record the arrival at the home of Night Warehouse Foreman, G. A. Rasmussen of a brand new daughter. No wonder Gunner wears that happy smile.

We regret to record the death of Raymond Glenn, son of Mr. and Mrs. L. D. Glenn, which occurred January 24th. Death was caused by septic pneumonia after an illness of only a few days. We extend the sympathy of the entire terminal to the bereaved family.

Conductor and Mrs. James O'Neill returned home the latter part of January from a visit of several months with friends in Minneapolis.

Mr. and Mrs. Scott Lewis are visiting their son at Jacksonville, Fla. Scott, for the love of new eye glasses. Mac still can't see one day, on the way to recovery.

Mr. H. O. Hepperle, attorney, spent some time in New York City during January. We extend sympathy to his family.

Mr. and Mrs. O. L. Lodge spent a few days in Milbank recently visiting friends.

R. P. Kauppi, D. A., made a trip to Minneapolis recently.

Many took advantage of our special round trip rates to Chicago and Minneapolis for the Auto show.

Pa and Ma Tracy spent a couple of days in Minneapolis and vicinity during January visiting friends and relatives.

The early and severe weather that has been experienced during January, although not exactly desirable to most of us, has a compensation in that it has insured a plentiful supply of good ice for the coming season.

The heavy harvest of the frozen water has filled the huge ice houses at Aberdeen, which has a capacity of 7,000 tons, the ice houses at Mountview, Mabridge, Marmarth, Miles City and Baker, also several other points west were filled from the lake at Ortonville. All accounting for the ice handed by the H. & D. Division.

Jake Kaul, who left here about three months ago and has been living in Seattle, is back. Dakotas not so bad after all.

Mr. W. J. Beckel from Austin, Minn., has joined the forces of the H. & D. Store Department. Welcome to Aberdeen, Mr. Beckel.

The friends of Mr. Con Devries who recently had an operation at a local hospital, will be glad to hear that he is home again and on the way to recovery.

B. C. Hoen is the new rate clerk at the local freight house. Mr. Hoen comes to Aberdeen from Glencoe, Minn. He is single. Girls—now don't crowd. Welcome to Aberdeen, Mr. Hoen.

Leslie Foley was laid up about a week on account of injury received playing basketball. He is a little lame yet, but able to get around. Kinda hard on the girls now Les without you at the dances.

The many friends of Mr. O. A. Amos will be pleased to hear he is a great deal better. Mr. W. Belita is the new night roundhouse foreman. Welcome to the H. & D. Division.

A very large and enthusiastic safety first meeting was held at Aberdeen Feb. 13th.

Mr. Emmett Burke is back with us after being absent some time on account of sickness. Glad to see you around again Mr. Burke.

Mr. Gove and N. M. R. both have colds. Must be from handling so much ice.

**Dubuque Shop Jingles**

*Ernest Sanders, one of the older employees at Dubuque Shops, passed away at his home after an illness of several months; we extend sympathy to his family.*
Sympathy also to Timekeeper Frank Frick, whose sister, Stella, passed away after a very brief illness.

Charley K. and Johnny K. are proud papas—hi, hooy! John has called his Charley and Charley called his John—now wasn't that a fair exchange—it was, my word upon it.

Amelia is wearing one now! What do you know about that? It’s big and bright and spunky, and pretty as an Easter hat.

Adam invested fifty cents just the other week—he got his money’s worth, he says; now, wouldn’t that make you squeak?

We understated our V. M. is contemplating buying one of Henry’s new productions. We are glad to hear of your rightness, Ed, but what about the upkeep, isn’t it high?

Herb Ut’s son has commenced to talk—note its first conversaion: “Daddy, what am I going to be when I get grown?” “You can have my job, son.” “But, Daddy, I want to work?” (Here’s where I don’t get NO more supplies.)

Our new foreman, Mr. King, who arrived home rather late the other evening, said to friend wife: “Can’t you guess where I’ve been?” Wife: “I can, but tell your story.” (Was that the night you were sponserkilling, Fay?)

Two Scotchmen were here last week—shhh, a pair of oafs. (They SPENT the day and the evening.)

To our old colleagues scattered hither and thither—GREETINGS! Our 1928 Slogan: We do not “chose” to move!

Tacoma District Accounting
K. K. K.

TALK about visitors lately. In the past month we have entertained such celebrities as Herb Moody of Seattle, Thos. Hughes of Spokane, Joe Stockman of Tacoma and points east, Mr. Huntley of the OW at Pintland, Mr. Rangitsh of the NP at Seattle. We must be darned good or else (7) I don’t know which, the point is, we had lots of company.

To the folks at Mobridge, Avery and other points in the frozen zone—yes—Frank Opie is still champion gum chewer of the Pacific Coast.

No—Morton hasn’t taken any pictures lately. I can’t understand it either, with all this beautiful sunshine and so many girls in bathing suits on the beaches, (vagolies to California).

Bill (wild) Smith has hit his “French Puddle Jumper” commonly known as the Viber Eight, out of “Hock” after a hard winter. About two months ago Bill had an argument with a Hudson, the Hudson won and Bill had to find a new mode of transportation between the office and the village that gives the world the raspberry. He made it. I suppose that when Bill passes a Hudson now the Old “Chevy” runs for the brush. You can only fool a car once.

Louie Bay has heard some of these stories about what a life a man can live when he has a car. So now he is fixing up his Overland Special prepaing for the summer rush. Yes girls, Louie is single and this is leap year. Louie is smart too, he keeps one leap ahead of them.

Forest C. Mason uses Mason tires. This sounds alright, but if all Masons have as many punctures as these said Mason tires, Forest Mason will look like a sieve everytime he drinks water. Try to match this record, 38 punctures in 26 days.

Since Henry Ford’s “Lizzie” grew up to be “Lady Elizabeth” quite a number of the boys are casting their lamps upon her. They tell you that you don’t have to put LePage glue in the oil on this model. You know on the old one how you used to have a canvas over the back like a lawn mower, to catch all the hardware that dropped off. Them days are gone forever.

Ann Johnson, Comt. Opr. on Jan. 20th lost her (solid gold) wrist watch, causing considerable excitement in the office, many of the boys being accused of playing an impractical joke on Ann and where should she find it but among the envelopes marked “Chief Timekeeper.” That is a good one on G.S.B. too.

Helen Amidon has been bringing a bunch of objects down to the office everyday lately, and every little while she pulls one out of the vase and pulls the petals off and mumbles something, I don’t know why, maybe she is using them to make the office she has a satisfied grin on her face and other times she looks like she had lost her last friend. The rest of the day she has a far away look in her eyes and keeps mumbling “Miles City, Miles City, 1076 long miles Oh! Oh! I wish anyone who can tell us what all this is about would kindly do so, maybe we can help her.

They were entertaining a distinguished guest when Frank’s little boy piped up, “Daddy isn’t this roast beef?”

Frank—Yes son, why?

Franks little boy—Well you said you were going to bring an old mutton head home for dinner.

I understand “Little” Wills of the Freight house force has a new Chrysler, but I won’t believe it until she comes over here and gives me a tour in said “Lemo”.

It’s all Geo. Pyette can say lately, Well, Well, I wish I had a good one. (Note it, one Saturday thereby ruining his Saturday night swim.)

Among those of the office enjoying the winter sports at the mountain recently, were Miss Johnson and Miss Lindquist after this operation she has a satisfied grin on her face and other times she looks like she had lost her last friend.

Miss Hall of the Sup’s, office entertained recently in honor of Mrs. (Hazel) Allgood of San Francisco who will be remembered as the Compt. Operator who always had a smile for everybody.

We are glad to report that Mrs. Geo. Pyette, wife of “Our Chief” has been elected President of the Milwaukee Women’s Club for the year 1928.

Congratulations to Paul Jones of the Car Dept. Note you are wearing a diamond ring. (We didn’t know it was customary for the girl to furnish same even though it is Leap Year.) This accounts for the frequent trips to Gig Harbor. Who’d be next?

Miss Harriet Brown, former Car Dept. Clerk at Miles City has been visiting at the home of Helen Amidon. We know you are enjoying our coast country, Harriet.

The Get-Together of the tide flat employes last month? Of course, we know some on the Division red the notes.
most diligently. But, you know, Dear Editor, I have been studying my geography ever since, and didn't get enough news for the magazine. Now I know that California is not in the "Sunny South"! I will devote my spare moments gathering information for this week's little magazine. I may know my onions, but not my geography.

Sympathy of all the employees is extended to Condr. Wm. Jones in the death of his wife. Mrs. Jones had been sick but a few days with diphtheria when death came to claim its victim.

Talk about being popular. If anyone happened to be at the Leap Year Dance it surely was demonstrated when Engr. Hilger had four dances booked ahead. And goodness, Dick Thompson was on the whirl all the time.

**Des Moines Division Items**

**Ferry**

**WE REGRET to announce the death of Mr. Mike Flanagan, brother of Roadmaster John Flanagan, which occurred on February 3rd at Jesup, Iowa. Funeral was held at Waterloo, Iowa, Feb. 6th. Mr. Flanagan has the sympathy of the entire division in his bereavement.

Mr. and Mrs. Frank Kolash have returned from a several months' stay in the west. They report a fine trip into Colorado, and say they liked the west pretty well in some respects.

Conductor Nick McGrath has returned from several weeks spent in Florida and is back on his old run again. Conductor Price is back on his old job, No. 91 and 92, and can be home once more.

Agent W. H. Key was called to Auburn, Wash., on account of the serious illness of his mother. His many friends on the division are hoping that she will recover her health soon.

Agent M. L. Fitzpatrick is back at work after a southern trip. He was relieved by Paul Calbom.

Agent G. J. Foxhoven was married early in February to Mrs. Mildred Lanning of Panora. The happy couple have the best wishes of all of Mr. Foxhoven's many railroad friends.

Fireman Charles Conaway has opened a floral shop on Locust St.

Mrs. Florence Iben enjoyed a visit from her father and mother, Mr. and Mrs. Chas. Nelson, over the week end of Feb. 11th.

Braskem Henry Welch has been having more than his share of trouble lately, having lost his mother for a number of years, and then last week two years later, his mother's brother. We wish to extend our sympathy to him in his bereavement.

Foreman Chas. Crawford and wife have returned from a few weeks stay in Denver and other western points. They report a fine time.

**W A S H I N G T O N  D I V I S I O N**

**Ferry**

**WE REGRET to announce the death of Mrs. James H. Curry is on her way to Spokane and an adopted daughter, Marian. Miss Charlotte L. Bouladin recently returned from a vacation trip east. Mrs. James H. Curry is on her way to California.

Mrs. Charles F. Goodwin is on a business trip to the east. Mr. H. E. Byram spent a few days in Seattle and Tacoma during the time the NP-MN merger was being considered at Tacoma. Mr. H. R. Earling likewise attended the Tacoma conferences.

We are all quite proud of our Seattle Ocean Dock. A second track has been added on the south side. Our new force has a fine, commodious new office in the addition built on, at the street end of the dock. An equally good office has been provided for the Oaka, Shoben Kalika; also a well appointed waiting-room in which to care for passengers and custom-house inspection of their baggage. An overhand walkway along the edge of the roof on the south side of the dock has been installed so that passengers can reach the waiting-room without going through the warehouse.

An oil burning heating plant keeps all of this space very comfortable, and the entire dock has been equipped with automatic sprinklers for fire protection. The extension of the dock to the west, tapering down in width at the outer end, with track along the south side, will be completed within the next week or two. This will not only make a substantial increase in the warehouse space but also will provide berthing space for a second boat. The new steel storage tanks, boiler-house and oil loading standards constructed on our newly acquired property along Hassford Street some distance south of the Ocean Dock, present a very neat and substantial appearance. These facilities, with connecting pipe lines, will enable us to unload vegetable and wood oils while discharging their general cargo at the dock.

For the past year the OSK has been handling its business at our Pier 6, Seattle, but this dock was not large enough to take care of the Oriental business, especially when necessary to handle two boats at the dock at once. Pier 6 has now been leased to the McCormick Steamship Company, who are doing a very satisfactory business there.

**R & S W Division**

Lillian L.

**UNDERSTAND George Gatyson is so fond of a bus ride that he will often take the pay bus fare into Milwaukee to come out on his run on No. 25 rather than deadhead in on No. 8.

Conductor E. A. Martin attended the Mardi Gras in New Orleans the first part of February.

An 8 passenger daughte, Joan May, born to Conductor and Mrs. Joe Helms on February 4th.

Understand Ticket Clerk, Hanson, Dolsen, was held up and robbed of $108.85 on the night of Feb. 3rd while parking in Mississippi Park, Rockford, after 10:00 P.M. We cannot figure what he would be doing out so late as 10:00 P.M.

Lloyd Rummell was hopping around excitedly one day after lunch (it takes a good deal to excite Lloyd), and when No. 9 pulled in he rushed madly over to the station. We have not as yet been able to find out her name.

One of those cold mornings, with a stiff gale blowing, as Peg Fairchild came in to collect the mail, Mary said, "Is it still cold out there? Peg, it's cold, but not, still, the wind is blowing pretty hard." All right for you, Peg, but Mary is going to get even with you some fine day.**
Conductor and Mrs. D. G. McCarty are spending a couple of months in the west. After the way Felix Raus has always brought the Whippet, we were some-what surprised to learn that he had suc-ceded in wrecking some near Ashburn, Wis., by driving over a 20-foot embankment. He promised it was an accident, but due to the fact that he was alone at the time and came back without a scratch, makes us feel that he is in need of a C-50D car and this means of getting rid of the Whippet. Understand he has been casting glances at the lady Henry made out of Lirane.

When you have any tickets to sell hand them over to Alex Helms. We sent down what we considered his share for a party being given by the Woman's Club, the other fellows with the ones he could not keep your thirty?

All apologies to Fireman Thomas E. Gannon for failing to make mention of the 8-pound daughter, Zenoa, born on Sept. 8th. Mrs. Lilian Wheeler in the Timekeeping Department has been called to Milwaukee several times lately on account of the serious illness of her brother.

Pat Barry has resigned his position as Storekeeper at Beloit and returned to Ohio. We surely miss him around Beloit.

The next time engine 2411 makes a successful trip George Messer is going to lay down what we considered his share for a bridge party Thursday evening February 2nd. The guests were: Misses Catherine and Edna Pfeiffer, June and Ethel Dick, Alice Church, Mmes. Mar-sha Skirvin, Agnes Dede and Flossie Waggoner. Regrets were sent by Mrs. Velma Bailey.

At the closing of the evening a delicious luncheon was served to the guests at a table artistically decorated with Valentine colors and emblems. Two tall red tapers in flower holders stood on either side of the centerpiece which was a basket of red tulips.

Dainty place cards bore the names of the guests and the hostess. The guests were: Misses Catherine and Edna Pfeiffer, June and Ethel Dick, Alice Church, Mmes. Mar-sha Skirvin, Agnes Dede and Flossie Waggoner. Regrets were sent by Mrs. Velma Bailey.

Mr. and Mrs. L. S. Amour entertained with a bridge party Thursday evening February 2nd. The guests were: Misses Catherine and Edna Pfeiffer, June and Ethel Dick, Alice Church, Mmes. Mar-sha Skirvin, Agnes Dede and Flossie Waggoner. Regrets were sent by Mrs. Velma Bailey.

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After the business session, the members present enjoyed a chicken dinner and smoker at the Losey Cafe. Bernie W. Schmidt and Milburn K. Lynn were received as members into the Order at this meeting.

Deepest sympathy is extended to Engineer R. E. Sheddin of Elgin on account of the recent death of his wife at Los Angeles, Cali., where Mr. and Mrs. Sheddin were spending the winter months.

Operator C. E. Eldred of Elgin has been assigned third trick at Spaulding while the regular operator is away.

Conductor F. B. Wheeler and wife leave in a few days for California and western points, where they will visit their son for the remainder of the winter.

Mrs. Ed Booth, wife of B&B Carpenter Booth, was called to Webster, Minn., on account of the death of their father, Thos. A. G. Davis, February 14th, at his home, Miss Geo. Daly, at Savanna. Mr. Davis was 78 years of age and a veteran employee of the Milwaukee.

Mrs. Elmer Beakins, wife of B&B Carpenter Booth, was called to Webster, Minn., account of the sickness of her sister, Mrs. Winnfield James.

Sympathy is extended to Passenger Brakeman R. Y. Sheddin of Elgin on account of the recent death of his wife in Los Angeles, Calif., where Mr. and Mrs. Sheddin were spending the winter months.

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Operator C. H. Knott of Elgin is off duty on account of illness.

**Savanna Yard News**

At 4:40 A. M., Monday, January 30th, Mr. Swichtender W. Carey and Miss Grace Ireland were married on January 30th. Immediately following the ceremony the bride and groom departed on an extensive wedding tour to Galena and other western points. The newlyweds are expected back here in time for the remainder of the winter.

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Mr. Chas. Wilson, Bill Clerk, Savanna Yard, does not seem to be as well known as he should be, by our local police officers. He was stopped by some officers a few nights ago and was asked by those gentlemen where he was from. Mr. Wilson is quite put out by this occurrence. They probably did not know Charley on account of his moustache. By your hat, shall they know you, Charley?

Relief Bill Clerk George Correll is a very gallant young man. Caller W. Jensen and Mr. Correll are daily customers of our local skating rink. Yes, says he wished his girl did not live so close to the cemetery as it is and pleasant task for a fellow to take a girl home who resides in such a neighborhood. Business through Savanna Yard is very good. Hope it continues indefinitely.

**Savanna Car Department Items**

**JOHN WEIDMAN**, Wrecking Foreman, returned to work after being off duty for a few days on account of sickness.

Wm. Speck, Veteran Car Repairer, is recovering nicely from an injury sustained while on duty.

Mr. Frazier was born and reared in Savanna. He was well liked and highly respected by his co-workers and will be greatly missed by the men, especially those employed on the first shift. The quiet, efficient way in which he went about his duties was often noted and commented upon.

Sympathy is extended through this issue to Mr. Corra Frazier, widow of deceased, and two daughters, Mrs. Burton Greenleaf of this city, and Mrs. G. W. Fisher of Madison, Wis.
Tacoma Shop Notes

"Andy"

J. E. BRADY is now the very proud owner of a brand new automobile—it's painted green of course—and what's more it is de luxe type, in gas baggage transportation, and Mr. Brady is very much pleased with its performance.

While we have this automobile subject up for discussion, we also want to cast a few reflections in the direction of Mr. C. W. Taylor, who, we understand is in the spot light again, this time, with a new Chrysler. At the time of this publication, our cub reporter has been unable to obtain an interview with Mr. Taylor to ascertain just how this car compares with the Packard he used to drive, so it will have to suffice that we merely mention the fact at this time, and further details, motives, etc., will be advanced at a later date.

John Malcolm has left us high and dry, and has gone to that portion of the map termed California. John has not been feeling well for some time, and he hopes that the change of climate will be of some benefit to him, and so do we.

One of the latest contributions to the scientific world is the "Cheese Cloth Generator" for use in submarines. This device has been invented by a certain party in the Store Department, whose identity we will not divulge at this time.

The tramp-tramp-tramp of Jim Stevenson's pedaling extremities while negotiating the stairway under full tonnage has often been mistaken for the big steam hammer in blacksmith shop, or somebody blasting stumps in the neighborhood, so don't be alarmed, if it's a loud and heavy that, it's Jim.

We have a report that Byron Howard has a fiancé, a leap year victim no doubt. It evidently won't be long now, for we understand that he already has her picture on his wrist watch where he may gaze at it when he has time. Cupid's dart hit another bull's-eye.

Joe Smith has been off sick. We have not heard just how he is getting along, but we hope that he will soon be in shipshape again.

Edith Eline has just returned from a flying trip to Deer Lodge, where she visited with her parents and friends.

It appears anything the old saying that, "No News" is "Good News" then there must be an awful lot of good news around this neck of the woods, that nobody, nowhere, anyhow has been able to advance us a hint, or even an inkling to the correspondent, as to any developments, therefore, like a bobbed tail, we are a little short this month, and furthermore, we wish to let it be known, that we will appreciate very much, if any of you birds in the various branches of the Tacoma Shops, will drop a note to "Andy" c/o D.M.M. office, Tacoma, citing any occurrences, news, etc., interesting or otherwise, and it will be treated as strictly confidential until published. What joy—just as we were lamenting over the lack of news—"in walks dangerous Michael G. Watkin" who has given us the following choice bits:

Mike says—that Ford married Hudson's daughter Essex and now has the auto industry in the palm of his foot.

Mike says—Huagen has bought a new car, but he hadn't.

Mike says—Leap year is just that, it keeps us on our toes.

Mike says—He is going to buy a new car when the new Fords come out.

Mike says—Whiskers is just another one of those hair raising stunts.

Mike says—That Betty got a valentine from uncle as a matter of form.

Wisconsin Valley Division Notes

Lillian

On account of a derailment at Clifford, Wis. on Feb. 7th Soo Line passenger train No. 7 derailed Heafford Junction to Junction City over our line.

Mrs. A. J. Lathrop was called to Viroqua on account of the illness of her mother. Miss L. G. Johnston, Conductor is at present at Milwaukee receiving treatments.

Word was received here of the marriage of Miss Elva Larson to Alpheus Van Norman, which occurred on February 8th at high noon at Santa Barbara, California. Miss Larson is a member of very pretty parties were given in Miss L. G. Johnston's honor. Miss Margaret McGinley entertained at her home, Mrs. A. J. Lathrop was seated at the Tocaco Club House, the office employees entertained at the Wausau hotel, and a trousseau tea was given by the Mines Frieda and Mable Melvin. The young couple spent their honeymoon on the Catalina Island and will make their home at Santa Barbara. Congratulations and best wishes for a long and happy married life.

The condition of A. E. Griffith who is still at the Memorial Hospital is slightly improved.

Mr. Erden Smith left for Milwaukee where he will receive medical treatment.

Mr. Charles Wilt, Traveling Time Inspector, spent about two weeks in the different offices and as usual records on our division were found to be in first class condition.
A baby daughter was born to Mr. and Mrs. D. Corey, at Detroit, Michigan on February 3rd. The Grand parents, Mr. and Mrs. F. L. Lehirs are equally as proud as the parents.

Mr. and Mrs. J. Griffith of Tacoma, Washington, are visiting at the home of Mr. and Mrs. A. E. Griffith. Jim, as he is better known among his friends, is well known among the Valley Division employees having worked at Babcock while Headquarters were at that city and he pleased many to see and shake hands with friends.

Mrs. Flix Slomski entertained at the Club House in honor of her birthday on Feb. 1st. Seven Tables of Bridge and Five Hundred were played.

Miss Margaret O'Brien has accepted the position as Assistant Clerk in the freight department on the first floor.

Mr. and Mrs. F. O'Brien, are the proud parents of a baby girl, Clair Jean, born on Jan. 20th. Denny's old hat wouldn't fit at all.

Mrs. J. W. Held was called to Pearsia, Ill, on account of the serious illness of her mother. Mr. Held left Thursday evening and will remain until there is some change in the condition of the patient.

Mr. and Mrs. J. P. Horn celebrated their 25th wedding anniversary at Portage on Jan. 22, at the same time that Mrs. Horn's parents Mr. and Mrs. N. Schantz of Portage celebrated their golden wedding jubilee. All of the sons and daughters were present and the evening was a very happy one.

Mrs. Byron Thiel entertained at a birthday party in her honor of her daughter Barbara's 5th birthday at the Club House. Sixteen little guests were present. Games were played and lunch was served at a table decorated for Valentine's day.

Mr. and Mrs. Nile McGinley entertained at a bridge party Wednesday evening, of last week. Mr. R. L. Whitney was an out of town guest and had the rules and regulations at his command—let see, it was 2-2-1, 3½ to 5 and shuffle well.

Iowa Division Fathers and Sons

Continued from page 26

Carl Adkisson a section foreman on the Middle Division has seventeen years service. His son Alex is a section foreman, son George is a time keeper with eight years service and son Logan a laborer has two years service.

Charles Lutze has forty years service in the car department at Perry. His son Floyd is a laborer has two years service and son Roy in train service, Iowa Division fourteen years, and son Elmer in round house service twenty-seven years service and Everett Bell, son car department employee four years service.

R. H. Gilliland agent Melbourne twenty-six years service, and Robert operator Iowa division two years.

Robert E. Fitzgerald operator Iowa division forty-five years service and Edward R. Fitzgerald yard service Perry sixteen years service.

Thomas Broderick Section foreman with forty years service is on the I and D division. Has one son Leo two years in service in track department I and D division and another son John A. with nineteen years service who is a line man at Perry.

James E. Kanesly General Yard Master Perry has twenty-six years service. His sons Donald and Edward are callers at Perry with three and four years service.

A. E. Brooks in train service on Iowa division has fifty-one years service. His son Roy has twenty years service and is a conductor, his son Elmer has twenty years service, is in yard service and his grand son La Verne McLoughlin has nine and one half years service as a caller.

Fredland Holdridge Conductor Iowa division has thirty-six years service and his son Earl an engineer on Iowa division has twenty-three years service.

C. R. Swift Sr. engineer on Coast Division is known to the employes of the company and his son Charles an engineer on Iowa division has twenty-two years service.

Wm. Thompson, engineer Iowa division twenty-three years, son Lee B and D department one year.

F. L. Hamner, engineer Iowa division thirty-five years, son George B. Hamner, Brakeman on R & S W division has 8 years service.

Carl McLeod engineer, Iowa division thirty-six years service, son Howard McLeod five years service as fireman Iowa division.

Oscar Wood, engineer Iowa division thirty-nine years service, son Harley, engineer Iowa division nine years service.

J. H. Gilligan engineer, Iowa division forty years service, son Harold in Milwaukee shops four years service.

A. L. Richardson, engineer Iowa division thirty-two years service, son John W. Machinist apprentice three years.

J. J. Brown, engineer 50 years service, son Seymour engineer thirty-eight years, son Frank engineer twenty-five and son Louis carpenter sixteen years, all on the Iowa division at Perry.

Albert Smithson, Brakeman, Iowa division seven and one half years Walter Smithson, brakeman one year.

John Heineleman, Engineer Iowa division, thirty-nine years, son Gerald Heineleman, machinist Iowa division twelve years.

O. R. Taylor Conductor, Iowa division thirty-four years, sons Kenneth, clerk five years, Clifford clerk, four years and Marvin clerk two years.

Elmer Brook, engineer Iowa division forty-two years, son Roy in train service, Iowa division fourteen years, and son Elmer in round house department Iowa division five years.

V. Westen, Chief Carpenter, Iowa division in service twenty years, son Donald, in B and B department, Iowa division two years.

Won. Cummings in yard service at Perry has fourteen years service and his son Francis a conductor has fourteen years service.

John Peterson a roster at Council Bluffs has worked forty years for the company and John Jr. has worked thirteen years and is labor foreman at Co Bluffs.

George Bell, Car department employe Perry twenty-seven years service and Everett Bell, son car department employee four years service.

The B. F. Goodrich Rubber Co.
1925 South Michigan Ave.,
Chicago, Ill.

FACTORIES: AKRON, OHIO

The high standard of quality and workmanship established fifty years ago, is why Goodrich Car Heat Steam Hose Goodrich Air Brake Hose Goodrich Tender Hose Goodrich Axle Device Belting is known to the employes of every road today.

Tie Plates ::- Derailers

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Signals and Accessories

BEDFORD BUILDING CHICAGO, ILLINOIS

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MINING and DISTRIBUTING BITUMINOUS COAL
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CHICAGO

MAKE WOOD Last I Iron
Creosoted Douglas Fir lasts like iron for bridge building, structural work, docks, railroad ties, cross-arms, etc., and for paving in the form of our new KORRUGO Creosoted wood.

Pacific Creosoting Company
Northern Life Building
Seattle, Wash.
Oscar J. Akins, Operator, Iowa division twenty-one years, son, Oscar J. Akins, Jr. operator Iowa division one and one half years.

J. G. Kinser, agent Coo Rapids forty-two years in service, son Clyde Kinser agent Iowa, twenty-five years service.

Thomas L. Hewitt, operator, Iowa division eleven years, son Loyd Hewitt operator Oxford Junction eleven years.

J. H. Murphy, agent Janices, thirty-four years, son Ralph Ticket clerk Perry fifteen years, son Donald Janices six years.

M. A. DeVeau, agent Bayard thirty-six years service, son Bruce operator Co Bluffs yard six years.

R. C. Gustafson Manning station, thirty-eight years service son F. F. Gustafson agent Kimball, South Dakota twenty-six years service.

N. N. Embree agent Madrid thirty-one years service, son Robert helper six months service.

F. A. Warner agent Cambridge forty-one years service. Son Harold Warner helper ten years service.

C. A. Trask Car foreman Perry, sixteen years service, son Recal car department employee Iowa division.

Wm. Lee, Car department employee Perry, thirty years service, sons Eddie and Ray in car department Perry four and five years.

Julie C. Hansen a boiler washer at Council Bluffs has three years service. His son O. Hansen a boilermaker helper has worked five years.

Joe Tiffin a section foreman on Iowa division has thirty-one years service with eleven years service for his son Joseph also a foreman.

Joe Vasa, a section foreman on Iowa division has forty years service, his son Rudolph an extra gang foremen has worked seven years and Joe L. has worked four years as a laborer.

Julian A. Hanson a machinist at Co Bluffs has worked five years with a son Carl L. a machinist helper with four years service.

John Hasse an agent with thirty-eight years service has a son A. Hasse agent with twenty-four years service.

Charles Fiteaton a section foreman has thirty years service with one son Bruce with seven years service in track department and Lawrence with four years service in track department.

C. F. Wightman, conductor Iowa division twenty-two years, son Ivan switchman Iowa division eight years.

E. E. Ransd, Assistant General Yard Master Perry, twenty-eight years service, son Earnest and Frank.

Henry Little, round house employe Perry twenty-six years, sons Joe and Albert also round house employs seventeen and twenty-one years in service.

Paul Betsch Machinist helper in Dubuque shops has worked forty years, has a son Albert a machinist at Savaus with eighteen years service and a son Leo at Portage a machinist with twenty-two years service.

Otis Fullhart Drill press operator at Perry has twenty-one years service, his son Frank is a machinist with twelve years service.

David Thomas has twenty-three years service in Perry round house and his son Earnest L has nearly, son Loyd service as trainman and clerk.

Alex Borg Coal shed foreman has thirty years service.

His son Arthur is an engineer with twenty-eight years service.

Robert Smith Hostler at the round house at Perry has twenty-eight years service, Hub the power plant engineer at Perry has worked eighteen years and Jay C. a machinist helper has been employed seventeen years.

Edward McGwire, Chief Carpenter at Marion with five years service, son J. L. McGwire agent Coo Rapids nine years E. L. operator at Manilla ten years and Alice a clerk at Marion since eight years.

O. O. Bowman an engineer at Perry has thirty years service and his daughter Alice has one years seniority as a clerk.

P. J. Rodahl an agent at Earling has thirty-two years service, his daughter Irene has ten years service and son James five years service all being in the same office.

A. B. Cate conductor thirty-seven years service, has a daughter Mrs. Berdine Beaus clerk at Marion, five years service.

Idaho Division

R. C. P.

Mrs. T. E. Linahan was called toTomas, Wis. on account of the death of her mother. Her sister, Mrs. N. H. Lombard, was unable to accompany her due to the serious illness of her son David.

W. W. Black, formerly yardmaster at Deer Lodge, has been transferred to Spokane as Yardmaster and Assistant trainmaster.

Conductor Jack Downey drew the St. Marys—Elk River passenger run.

It is expected that Wire Chief, F. J. Washburn and the two assistants will move from Malden to Plummer Jct. where the new relay office is being installed about March 1st.

Agent Barrett of Othello made a trade with agent Sever of Usk in positions, the duties at Othello being too strenuous for Mr. Barrett since his recent illness.

We are told that engineer Ed Maxwell was given his first lesson as fireman by conductor Pat Sheridan when Pat was braking ahead years and years ago in Missouri. Funny Ed never told us that.

Agent and Mrs. J. H. Vassey of Manito left recently for a two months stay in Arizona.

Log Scaler, Carl Lillowt underwent an operation for appendicitis and is well on the way to recovery.

Operator J. F. Percy of Spokane office is being treated at St. Lukes Hospital, Spokane, February 9th, a ruptured appendix being the cause.

Travelling engineer, W. T. Emerson, has been elected a director of the Brotherhood Bank, Spokane.

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Operator J. F. Percy of Spokane office is being treated at St. Lukes Hospital, where he must remain for two months. His illness is not serious.

Car Foreman A. Strand of St. Marys, while making repairs to steam connection on train No. 18, February 19th, sustained a serious injury to one of his eyes when a washer flew off striking it. Fear was felt for complete loss of sight to the injured eye but the company specialist, Spokane, will be able to save it.

Miss Marie Freeman of Master Mechanic office purchased a chunk of mining stock a few weeks ago at 6 and is now offered 40 for it. Time by time these lines appear in print---and then again---anyway she is determined to hang on to it for a while yet.

Bill Emerson had some of the same but lost his nerve and let it go at 20.

It would seem thata engineer Lou Mohr has a regular run between Spokane and Othello taking about 2 hours and 45 minutes. Since engines formerly given service at Spirit Lake are repaired at Othello since the closing of the Lake Shops. Others are taken care of at St. Marys by changing off with those running in there as they need repairs.

Agent W. V. Cutler and family took a boat trip as far as Los Angeles, then back to California, and finally across Mexico. Understand he didn't win a very big sum at the races but reports having a heap of fun.

Miss Olive Grobel, daughter of trainmaster and Mrs. E. M. Grobel, was high honor student in the class which graduated recently at the Lewis and Clark High School, Spokane.

Miss Ercell Harrington, daughter of engineer and Mrs. E. Harrington was high honor student at North Central High School, Spokane. She will enter the University of Washington.

The Idaho Division is the connecting link between the electrified lines of our Great System. A very, the eastern terminus, situated in the foothills of the Bitter Root Mountains, is a thriving, bustling metropolis, where the motive power for hauling our trains is changed from electricity to steam. Set like a jewel in the beauty of the surrounding hills, with the North fork of the St. Joe River running through its center, it is a mecca for tourists, fishermen and hunters, as well as health seekers. There one may find nature in all its beauty and one may be sure of a welcome, while at Othello, the western terminus—

What? You never heard of the place? Well its where we change from steer to electricity again. The little village has never made a strong bid for prominence, its male citizens being content with the art of whittling in front of the general store or pitching horseshoes on the map. But be sure you see it when you cross the line, for it is the point where electricity again connects and delivers Milwaukee trains to our Pacific Coast terminals.

Montevideo Chapter

Maude Hamlin, Historian

Meeting in January was held on the 19th, at the Club house, but owing to the extremely cold weather, we did not have as large an attendance as usual.

The welfare chairman was taking care of several children, making dresses and other garments for them. The meeting was held in the afternoon and quite a lot accomplished, a good crowd turning out.

Mrs. Charles Jung, one of our former members, hosted dinner at the Montevideo hospital on January 12th. The family has our heartfelt sympathy in the loss of the wife and mother. Mrs. Jung left a small daughter three years old, who will make her home with grandparents, Mr. and Mrs. G. Jung. Flowers were sent to the home in token of our sorrow and esteem.

I neglected to make mention of a banquet the Club served on Jan. 10th, for the Kiwanis Club, at the IOOF hall. About thirty people were served, which netted our Club $15.00. We have taken over the second Tuesday of each month as our day to serve the Kiwanis Club, and plan to serve them in our Club House in March.

The meeting was turned over to Mrs. Lofdal, who had planned a delightful program—

Trombone Solo—Duane Risch

Dance—Naomi Redman

Reading—Ione Goetz

Piano duet—Mildred Lofdal and

Irvon Johnson

Page Forty-six
Special Commendation

(Continued from page 25)

D. Cole, on December 17th reported finding a piece of flange and reputed it as a fresh break. Second 72 was stopped at Greer and a piece of flange was found broken out of a car in that train. The train had gone but a few stations, before the discovery was made, averting a probable derailing.

Idaho Division section foreman Wm. Brown discovered a broken knuckle and wheel on car of gravel, December 27th. Car was set out at Tekoa.

Dubuque Division conductor S. E. Schwartz, Extra 5514, January 3rd, discovered car with a broken wheel. Car was set out.

Section foreman F. Koepp, Calmar, Iowa, discovered a loose wheel on baggage car 638 in train 33, December 19th and reported same promptly so that the defect was remedied before more serious damage occurred.

K. C. Division conductor E. E. Santas discovered a broken flange on wheel of car while putting up coal at Washington, January 8th, no doubt averting a serious accident.

Operator C. W. Armstrong at Cheneyville, Ill. discovered a chipped wheel on car of coal train No. 272, December 17th as train was passing Cheneyville, and telephoned to the elevator man at Greer, who flagged the train and notified the engineer.

Terre Haute Division conductor S. A. Hill, while working at Crown Hill No. 5 Mine, January 18th, discovered broken flange on wheel in train and switched the car out, bringing it back to West Clinton behind the nuisance.

Muskeget Division brakeman Frank Spear, T. M. Division train 263, December 30th included ten cars of hogs from Tacoma which had to be fed at Marmarth account of not being time to feed at Miles City within the 36 hours. While hogs were feeding Mr. Spear discovered a burned journal on one of the cars.

K. C. Division brakeman J. D. Green discovered a broken arch bar on empty refrigerator in train 76 as train was pulling out of the yard January 16th. Train was stopped and car set out.

Operator W. G. Hanson, Lake City, on December 30th when No. 63's Extra was passing the city, discovered a brake beam broken in the middle of the train and signaled the conductor. Train was stopped and the defect removed.

Terre Haute Division engineer Dwight Armstrong, on pusher returning from Okan, January 27th, stopped at Bedford at 1:15 AM, called the agent and reported a broken rail three fourths of a mile south of Williams. Crossing flagman John Brest, Washington, Iowa, saved the life of a little girl. The child was standing on the Rock Island tracks waiting for a freight train to pass, a branch line train approached, which she did not see. Mr. Brest snatched the child away, barely avoiding being hit himself as he saved the child.

I. & D. Division section foreman Chas. DeKock discovered dragging brake beam under car in train No. 191, on November 17th, as it was passing the section crew near White Lake. He signaled the crew and train was stopped. Terre Haute Division conductor J. H. Galtrup, while inspecting train at Myron December 17th, found car with a broken arch bar and had it set out. Operator W. E. Klein, Monona, Iowa, discovered car of matches on fire as train No. 61 pulled by his station, January 14th. Smoke was coming out of the door. Train was stopped and the fire extinguished.

Dubuque Division brakeman John Kelly, No. 72, September 16th, while train was taking water at Guttenbergs, found a broken track on end of one car. The strap of arch bar had broken, letting track partly way down.

Operator E. J. Foley, Plymouth discovered brake rigging down on car in train No. 74, December 21st, while train was passing his station.

Car Inspector J. L. Gregory found broken angle bars on main track one fourth mile south of Guttenbergs, and immediately signaled the crew. Train was stopped and the defect removed.

Section foreman W. Mefford, Farson, Iowa, while freight train was pulling through Farson, January 24th discovered a dragging brake beam and immediately signaled the crew. Train was stopped and the defect removed.

Aberdeen Chapter

Mrs. A. J. Anderson, Historian

We were very pleased to see such a large crowd to our last meeting, which was held in our Club Rooms on February 2nd.

Mrs. Nee, our President called for reports of standing committees which are as follows:

Consitution and by-laws, Mrs. Wilkinson
Ways and Means, Mrs. Williams
Mutual Benefit, Mrs. Jackson
Membership, Mrs. Zick
House & Purchasing, Mrs. Phelps
Social, Mrs. Bardick
Programme, Mrs. Adams
Auditing, Mrs. Whalen

We were rightfully proud of our Chapter when the Treasurer's report showed—we had a swelling amount stored by and the Secretary's report showed a big boost in membership. A round of applause was given Roadmaster A. J. Anderson, who was responsible for twenty-seven members on our new list.

The Ways and Means committee reported there would be a card party the last of February, the date to be given out later that depending on when the work of enlisting our club rooms would be finished.

A letter from Mrs. Byram was read in relation to a proposed Memorial to all C. M. & St. P. Railroad men who served in the World War. The idea was warmly received by our chapter and a unanimous vote was cast in charge, she will be assisted by ladies on the board.

The office girls are in charge of our next program and we are looking forward to a delightful evening.

Green Bay Chapter

Mrs. W. E. Battlett, Historian

GREEN Bay Chapter held its regular meeting in the Club Rooms Thursday evening, February 2nd with a large attendance. Meeting opened by repeating Club Motto in unison and singing our Booster song. Reports were read by our Secretary and Treasurer on the splendid financial standing of our Chapter. Mrs. C. B. Cheaney, Vice President reported on social afternoon of Chapter held in Club Rooms Jan. 18th. Cards were played and refreshments served. Members assisting were Mrs. Jas. M. Hanahan, Mrs. G. R. Hayden, Mrs. J. T. Dinsmore, and J. J. Kochs. We were happy to have with us, Mr. A. Waldron, Chairman of House Committee, who broke her wrist during the Holidays and is now able to be about. Our contributing member Mrs. W. H. Tierney who ever since the day of organization has been a Booster for our Club was confined at home with sickness for the past month and we are glad to say he is well again. Mrs. Ed. T. Redline who was confined at Washington Boulevard Hospital, Chicago has returned home and is on the road to recovery. Green Bay Chapter extends congratulations to Mr. and Mrs. Leo Burns on the arrival of a son, "Lee James."

President Mrs. John F. Dunn together with Board members went to Menomonie, Mich. Jan. 26th to interest wives of employees in work of the Women's Club. A fine enrollment was obtained and it was their wish to be affiliated with Green Bay Chapter until such time as they could interest enough members in having a Chapter of their own. Mrs. James DeMuth was appointed Chairman of this group.

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MILWAUKEE, WIS.

THE PRIME MANUFACTURING CO.

THE PRIME MANUFACTURING CO.

MILWAUKEE, WISCONSIN

THE SENTINEL BINDERY

THE SENTINEL BINDERY

JOHN C. SALZER

MILWAUKEE, WISCONSIN

Mrs. Bert Lens was appointed Chairman of our group at Hilbert, Jet and Mrs. R. C. Crane of Elkhart Lake group which are growing each day. A splendid report was made by our Ways and Means Chairman Mrs. W. H. Hart on dance held in passenger depot Jan. 23rd. This was a big success both financially and socially, everyone getting together in true Railroad spirit. During the intermission "Boost the Milwaukee" was sung by all. Our new Supt. Mr. J. H. Durben, Mrs. Braatz, and Mrs. Ray Clark.

...in the interest of our membership drive has been launched under the leadership of Mrs. H. L. Benz and from all reports, believe that our last year's mark is to be exceeded by a great deal.

...the Christmas bills were paid. Perhaps the most important subject discussed during the regular meeting, was a "Jigg's dinner" which will be given free of charge to all men employed of the railroad in Mobridge. A large amount of money and food was donated towards this dinner at the meeting and a committee was appointed to meet and receive donations of money at a later date.

Mrs. Holdorf then took charge of the meeting and the following program was given: Piano Duet, Marian Holdorf and Dorothy Schults; Dance, by Lois Holdorf.

The Board of Portage Chapter held its first business meeting of the year on January 6th at the home of Mrs. O. H. Frick. Plans for the coming year were made. Following the business meeting a dainty luncheon was served by the hostess.

The regular January meeting was held on January 7th at 2:30 p.m. at the Club House. After the business meeting, refreshments were served and Bridge was played.

The annual dance and card party given by Portage Chapter was held on Thursday evening, Feb. 1st at the Armory, and was a wonderful success. There were many people present from the various nearby communities. Music was furnished by the combined orchestras of Rudy Schmidt of Portage and Harry Peterson of Kilbourn. Miss Peterson favored the company with a number of harp solos. Cards were enjoyed by those who did not wish to dance. The lady prize winners at Bridge were: Mrs. C. J. Roob, point prize; Mrs. E. P. Kinane, honor. For gentlemen: E. L. Alderman won the prize for points and Louis Gloeckler the honor prize.

The regular monthly meeting for February was held on the afternoon of the 4th in the attractively decorated Club rooms. Three women were welcomed into the ever growing circle of new members. A number of important matters were discussed, after which Hearts were played. The first prize was won by Mrs. Walter Washburn and Mrs. E. C. Moreau received the consolation. Dainty refreshments were served. Among those attending, from out of town were Mrs. George Nellins, Mrs. C. Humphrey and Mrs. M. Houskiud of Watertown.

THE regular monthly meeting held in our club house. Mrs. DiVall 1st Vice President, presiding. The Ways and Means Committee reported a Card Party to be given in the Club House, January 23.

The Welfare Committee reported one plant sent to a sick family. Several sick calls and that the need family now being looked after was kept in groceries and the patient cared for in every way. We received a very lovely gift from our honorary member Mr. Tom Watters of Des Moines, Iowa. A package of 1,000 sheets of Club Paper and 500 envelopes to match. Mr. Watters has been very generous in that line and has done practically all our printing gratis. A rising vote of thanks was given to express our thanks and appreciation. Mr. Jefferson's suggestion in regard to a memorial for the railroad boys who gave their all in the great conflict was discussed and our members favor the Mountain-side Memorial.

Mrs. O'Donnell will see that our two signs on the roof of our club house are repainted. Mrs. Osvald, Asst. Librarian gave a very interesting report on the Library.

Just before adjournment, Mrs. Tanning, in behalf of the members, presented Mrs. DiVall with a lovely corsage. Mrs. DiVall will take the chair due to the fact that Mrs. Valentine has joined her husband at Green Bay, Wis.

Banner was played after the meeting and Luncheon was served. It being Mrs. DiVall's birthday the Social Committee decorated a cake with candles and everyone had a lovely time.

THE Mobridge Chapter held its first meeting of 1928 at the Club House on Monday evening, January 23rd. There were 95 members present and it was demonstrated that the new addition to our Club House is certainly needed.

The officers for the new year were in their respective places and the meeting was led by our President, Mrs. Gillick. Several matters of business were discussed and the Treasurer's report was read which showed a gratifying amount of funds still left in the treasury.

...the meeting was adjourned.
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We shall be glad to send you a copy of our Hamilton Time Book—you will find it a great convenience. Write for it today.

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Send the Coupon NOW!