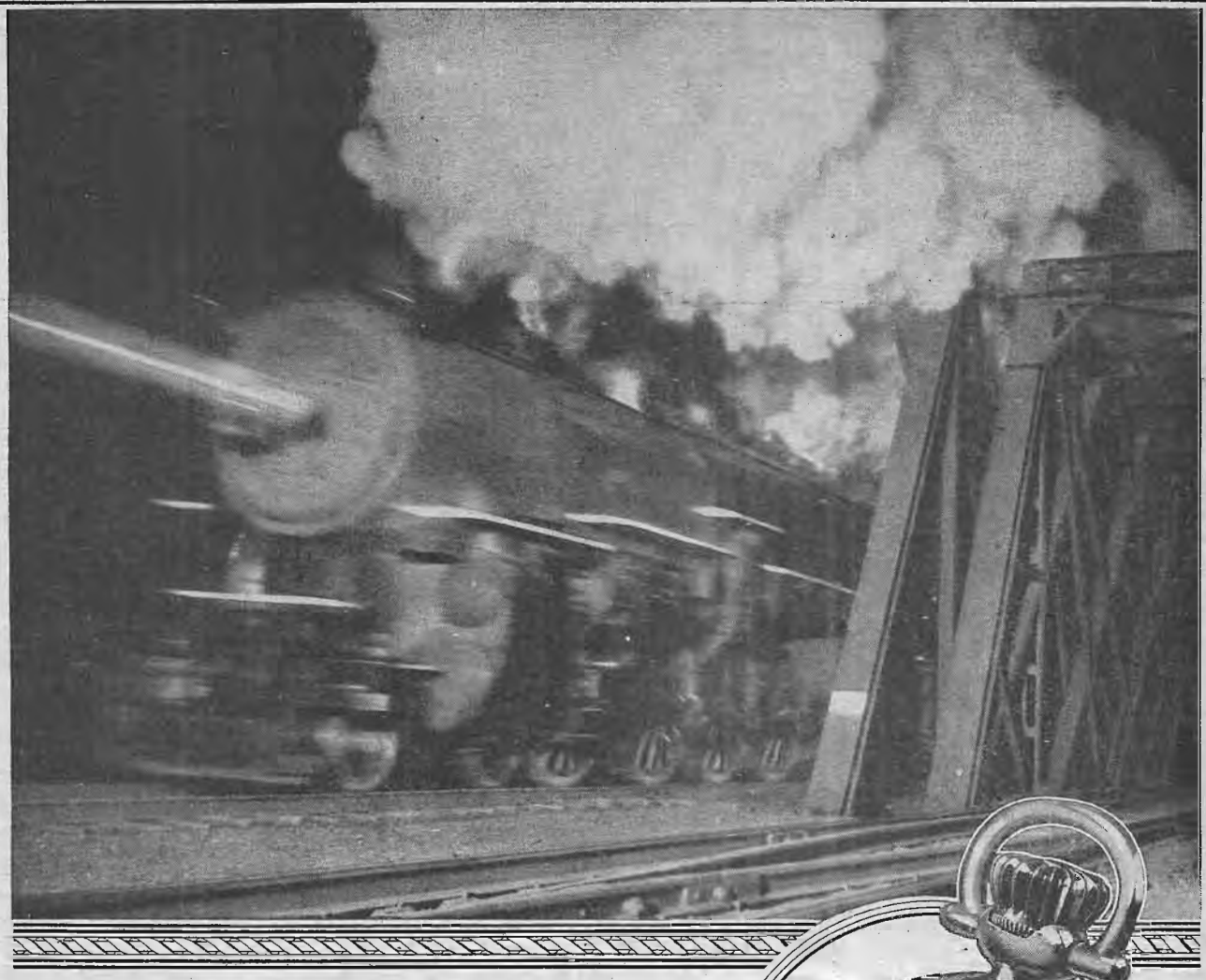
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MARCH, 1925

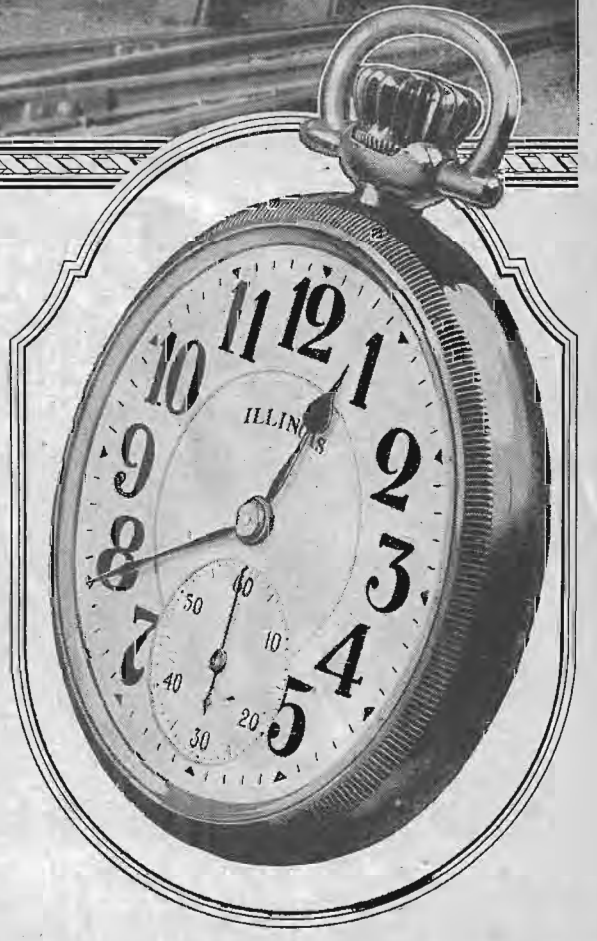


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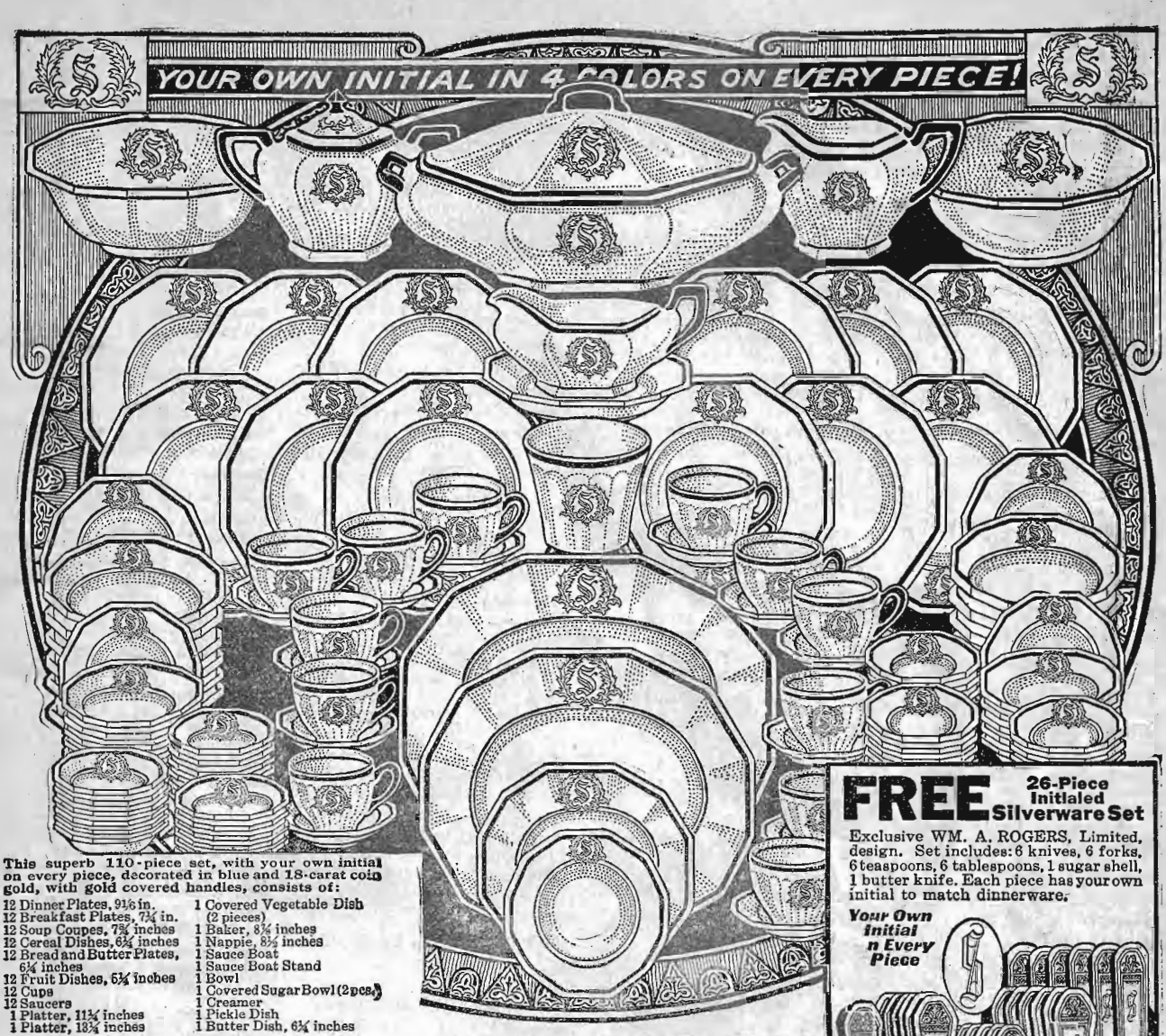
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THE MILWAUKEE MAGAZINE

Volume XII MARCH, 1925 No. 12

Everybody's Business

Extracts From an Address by President H. E. Byram Before the Commercial Club of Great Falls, Montana

The old saying that "What is Everybody's Business is Nobody's Business" has come to my mind as the general theme of my talk this evening.

The Railroad Business is Everybody's Business in a very real sense. Think of any other industry or occupation and you will be able to trace a definite and vital connection between it and the railroad.

Agriculture is dependent upon rail service to move the vast crops when ready for market. There is no other transportation medium adequate to handle the grain and live stock, fruit and vegetables, and other commodities necessary for the subsistence of citizens of this and other countries.

There is no other medium able to transport from store and factory the many articles consumed and used on the farms.

This argument applies to mines and mills and factories with the difference that the railroad is an important customer of some in addition to affording needed service.

For example, the railroads of this country use about one fourth of all the lumber produced yearly. This goes into bridges and buildings, water tanks, coal sheds, equipment and sundry smaller items. This is equivalent to saying that one quarter of the employes of the lumber industry are supported by the railroads.

About the same proportion of the yearly steel output is used by the railroads, which means that they support about one fourth of the employes of that industry.

As to coal, the proportion used by the rail lines is even greater, approximating one third, because the roads burn so much in their locomotives and stationery plants.

Even though 650 miles of the Milwaukee Road are electrified in Montana and in Washington, this one railroad burned close to $12,000,000 worth of fuel in its locomotives last year—about 10% of its entire operating expense.

It is apparent that the railroad business is very important to those engaged in the three great industries just mentioned, for not alone are the railroads needed to transport their products to markets and consumers but the railroads are themselves important patrons whose trade helps make their operations successful.

In addition there are the manufacturers of some 70,000 other items required to operate a railroad who look to the carriers for much of their trade and who with all other manufacturers are dependent upon rail service to bring in raw materials and carry forth the finished products.

Following this same line of thought from a different angle it is evident that the public as a whole is very definitely interested in the railroads which distribute the commodities—food, fuel, and other items of daily use—needed to make life comfortable, enjoyable, and, in fact, possible.

If there were some other transportation medium which could step in and perform this stupendous task then it would not be proper to place so much importance on the railroad's services.

There is no other medium. Motor vehicles—15,000,000 of them—are congested in cities and on highways—carrying a certain amount of traffic. They are now quite busy. Suppose they were asked to take over the great tonnage handled by the rail lines. How long do you think the public would endure the resultant stagnation of business and lack of supplies?

Sooner or later much traffic will be carried in the air but great advancement in that field must first be accomplished.

It must be borne in mind that much of the criticism directed at the railroads has been based on the rates charged by them.

Only a small load can be carried by even the largest air machine and the charge per 100 pounds must be much greater than the railroads' rate because of the cost of the air ship and of the fact that the expense of the crew must be borne by this small cargo.

Even with the motors operating on highways the cost of transportation is much higher than by rail lines because to the motor charge which is usually greater than the railroads' must be added the cost of highway construction and maintenance and other items which the railroads share with the public.

Waterways are fixed as to their sphere of usefulness and require the services of rail lines before and after their part of the movement has been accomplished.

As air, land, and water are the only routes available to man and as waterways are restricted by nature the air lanes and highways are destined to be the competitors of the rails.

With the exception of the mails and certain other things that must be moved quickly regardless of expense it would seem that the railroads could fairly claim the right to continue to handle the business of the country based on the principles of economy, responsibility, safety, and dispatch.

To use plainer terms—if shippers and travelers really believe railroad rates are too high they cannot consistently patronize other transportation media whose charges, when all factors are considered, are much higher.

When lower transportation rates are established they will be established by the rail lines.

The railroads are already in existence and have the advantage of generations of experience in this field.

Their net operating income is limited to a certain percentage by the Transportation Act of 1920. If more than that per cent is earned in any year half of the excess must be turned over to the Government and the other half laid aside for use in some year when the showing is not so good.

With this definite check on excess earnings and with the very close relationship between the railroads' interests and the interests of all other lines of business and of the public as individuals it is evident that no benefit can accrue to any one concerned by reducing the railroads' earnings in any way.

That is to say, the law provides that the railroads are entitled to a fair return on their property value. Such rates are to be established by the Interstate Commerce Commission as will bring this fair return "as nearly as may be".

Railroad economies and lower rates can only be brought about when business is heavy so that more tonnage can be loaded in each car and train, thus deriving additional revenue from the definite expenditure involved in moving each car or train.

If business is diverted from the railroads so that their tonnage grows less instead of greater and they are unable, therefore, to effect such economies, it follows that higher rates must be established by the Government in order that the business that does move by rail may bring about the "fair return" contemplated in the law to which every business is entitled.

This gives greater force to the statement that the Railroad Business is Everybody's Business.

In my remarks so far I have covered about everybody except the investors. They number close to 800,000 stockholders and 1,000,000 bondholders as directly interested, besides the many millions who have insurance policies and savings bank deposits, as insurance companies and banks are large investors in railroad securities and are naturally vitally concerned with the financial results of the carriers.

Is there any group I have not mentioned so far? If there are railroad employes present they may ask, "Where do we come in?"

You come in right here to refute the

latter part of the phrase "What's Everybody's Business is Nobody's Business".

While everybody — including yourselves—is interested in and largely dependent upon the railroads, the transportation business is carried on by close to 1,800,000 employes of the railroad.

Theirs is the onerous and sometimes unappreciated task of handling everybody's business 24 hours a day expeditiously, economically, and safely.

They are a splendid body of men, well trained and intelligently discharging their responsibilities.

The Milwaukee has some 56,000 of them and because of their steady application to duty and their desire to cooperate with fellow employes, supervisors, and the public, we have been able to afford unequalled service in recent years in spite of serious handicaps.

These are the men our critics have attacked when they have denounced railroad operation as unsafe, extravagant, and demoralized.

A railroad like any other concern must have managers and executive heads to co-ordinate activities and see that the plant as a whole functions to the best interests of the public.

Those employes and supervisors busily engaged on a certain division cannot know what is going on in another section. Traffic may be heavy in the district and light in another. There may be a surplus of cars here and a shortage there. One division may need more engines and others have power to spare, etc. All these affairs and general contact with the public and government boards and commissions, require the attention of general officers who find more of it to do than can be spanned by an eight hour day.

But the carrying out of instructions, the loading of cars and trains, and their movement on the road, the repairs to equipment to keep cars and locomotives safe, the operation of machines and appliances and terminal facilities, the laying of track and its maintenance, the distribution of materials and supplies, use of fuel, and a thousand other things, lies actually in the hands of employes.

The fact that only two other important railroads in the entire country west of the Great Lakes have lower operating costs per road mile than the Milwaukee speaks well for the employes of this great railroad.

They are handling your business well, handling it expeditiously, handling it safely, and so far as we can hear, satisfactorily.

While because of geographical reasons this road has not recently earned any profits the continuance of such high class service, coupled with the certain industrial recovery and development of the regions served, cannot fail to bring the financial returns that should be enjoyed.

The railroad business—Everybody's Business—is being carried on by railroad employes—it is their special business.

You have many of these men and their families in Great Falls. You know the railroads' local affairs are handled by these men and not by some mysterious personages living in New York or Timbuctoo.

These employes are your fellow citizens, their interests are yours and their efforts are exerted in your behalf. The same is true of the rest of the army of railroad men living in other cities and towns.

The City of Dubuque, Iowa

Amid the welter of tongue twisters that characterize American nomenclature applied to localities and lakes, mountains, rivers, plains and prairies, states, cities and humble hamlets, some there are which though unique do not bear the birthmarks of Indian origin. They speak of a people who came from overseas to follow certain "favorite phantoms" whether those were exploration, quests for Fountain of Life, the lure of gold, the hunter's and trapper's wandering freedom; or for colonization and settlement. When the Pilgrims of other lands came for settlement, they often brought with them names of beloved localities of the home land; or they adopted the names the Indian had bestowed. But far out in the wilds of the west, beyond the flowing Mississippi, the pioneers went thither, mostly for hunting and trapping, or on romantic quest of adventure or to seek a fabled passage to the wine and spice islands of the Far East; or to carry the story of The Cross to the aborigines, and they often made gift of their own names to the places they visited or seatled. Among those of the trapper fraternity was one French voyageur named Julien Dubuque, who hunted and trapped the fur-bearers in the North Country for a number of years, listening the while to the stories that came to him from a country to the south, along the borders of the great Mississippi River, which abounded in great wealth of lead and zinc, and perhaps, he may have thought there, would be gold and silver, too. At any rate, he voyaged down the distant waters until he came to bold headlands and rolling hills that disappeared away into the distances on either side of the river; and in those hills, his Indian guides told him were the zinc and lead he was seeking. He dropped anchor at the foot of one of the finest and most picturesque of the beetling cliffs, stepped ashore, crossed himself in devotion, and proceeded to take possession in the name of Julien Dubuque. That was in 1788, and the territory of which he took possession was a demesne of Uncle Sam, so he, perforce, had to go about his settlement in lawful manner, and not after the manner of those earlier conquistadores who crossed the seas, planted their ensigns, set up their crosses and took over everything in sight and beyond, in the name of some foreign Majesty.

Dubuque found some mining being done by the Sauk Indians, entered into agreements with them and settled down to being a miner of zinc and lead, which industry he carried on until his death. By that time, a very respectable settlement of white men had grown up about the miner Julien, and it was given the name of Dubuque. Such is the tradition concerning the beginning of the now beautiful and interesting city of Dubuque, Iowa. Its French founder could not have found a more strikingly attractive location. Its hills, sharply sloping from the river bottoms, and in palisades and beetling crags; while their summits are crowned with splendid old trees that arch over the city's avenues in a grand canopy of waving green. From these heights you may look down on the pulsing life of an industrial center; out on the broad Mississippi coursing swiftly through and out of the picture on the far horizon; and beyond to the hills that border the broad stream over in the neighboring states of Wisconsin and Illinois. It is a magnificent panorama and it tells its own story in language that means the bountiful gifts of nature to humankind.

From its early settlement in the closing years of the 18th century, Dubuque has grown to be a city. In 1883 it was a village of importance, and in 1925, it is a city of 45,000 people. Its many industries occupy the broad plateau that stretches back from the river to the hills, while its homes are built up on the hills and are reached by broad, winding avenues that at almost every turn give one a glimpse or a wonderful vista of the marvelous scenic frame in which the city is set. Beautiful views open up continually; they may be the widespread country with the river, the hills and the green fields of the distance; or they may be the nearer beauty of fine old homes, towering, arching elm trees and green lawns; or they may be in the setting of the city parks, where nature's gifts have been seconded by the hand of art for the benefit and enjoyement of the people.

Mr. George E. Roberts, Vice President of the National City Bank of New York has said of Iowa, "It is the very heart of the richest agricultural territory in the world"; and of a great part of this wealth, Dubuque is the center and the market. To get down to "brass tacks" in this chronicle of the ancient city, it is 172 miles west of Chicago, 250 miles south of St. Paul and Minneapolis, 330 miles east of Omaha and 340 miles north of St. Louis; and it has rail and river connection to all of these centers. The Dubuque Division of the Milwaukee skirts the banks of the Mississippi from La-Crosse, Wisconsin through Dubuque and south to Savanna, Ill. Its other railroads are the C. B. & Q., the Great Western and the Illinois Central; and while Dubuque is scenic in a superlative degree, and has historic interest as one of the first cities west of the Mississippi River, and is interesting otherwise, there are characteristics and substantial considerations of importance of which it can boast. It is one of the most important manufacturing cities of Iowa, having more than two hundred factories and wholesale houses that furnish employment to some seven thousand men and women. A striking feature in the history of these industries that they seldom or never have closed down. The two largest sash, door and millwork factories in the world are located at Dubuque; there is a plant of the Brunswick-Balke Callendar Company which is now manu-





Two Airplane Views of Dubuque, Iowa.

facturing the highest grade of radio and phonograph cabinets. Three large casket factories, shoe factories, a plant where famous and nationally advertised Brighton-Carlsbad sleeping garments and other clothings are made. Foundries and factories where pumps, brass goods and plumbing supplies; tanks, inner tubes; vinegar, peanut butter, mustard, and many other commodities are made; as well as flour mills and an industry unique in that section of the country, a boat and boiler works. Some of the finest steel barges on the inland waterways are turned out in the harbor of Dubuque, and one of the "sights" to the stranger in Dubuque is to watch the launching of a great steel barge, on a harbor water of the Mississippi River. One of the finest of these steamers, "The Willow" is now being built there, and will take close on to two years to complete, at a cost of half a million dollars. This boat will be used on the lower reaches of the Mississippi River. It is 200 feet long, 68 feet beam and has three decks.

Dubuque's wholesale houses include grocers, coffee and spice importers, flour, clothing, auto accessories, plumbing and mill suplies, cigars and tobacco, electrical supplies, hardware, crockery and glassware, paper products, toys, stationers' supplies, etc.

Since 1920, forty miles of paving have been laid in Dubuque, two handsome new bank buildings have been erected; one thirteen story office buildig and six hundred and seventeen new homes,—not a bad record at all, one would say.

Of the city's development along cultural lines, a writer has this to say: "It is anything but a one-sided city. Its leaders have constantly had in mind the education and training of the children, and as a result, one finds a high class of employes in the mills, shops, and offices." It is a great educational center, having twenty-one splendid public and parochial schools and several acadamies providing a very excellent curriculum for higher education.—The University of Dubuque, Columbia College, Wartburg Seminary, Mt. St. Joseph College, Dubuque Academy of Music, and Bayless Business College all have faculties and equipment for collegiate and post-graduate work which attract students from all parts of the United States and foreign countries. Afar on the horizon, over in Wisconsin, rises Sinsinawa Mound, on whose heights is a Roman Catholic Convent which has long been noted for its great educational work; and thousands of women in the United States look back to this beautiful place and the wonderful Academy of St. Rose, as their beloved Alma Mater.

Dubuque is a shining example of a city managed on a strictly business basis; and it is said to be the most wisely and successfully governed city in the United States. The plan of government is the so-called City Manager Form under which it has been operated with phenomenal success since April 1920. Its affairs are handled with the efficiency and method of a great and successful corporation; its taxes are lower than in any other city of similar size, or even in cities much larger; and more is given for every tax dollar than is received by the citizen of the average American city. This fact is one of the "Talking Points" when manufacturers come to consider Dubuque, and is one of potent influence in their decision in favor of Dubuque, for they like to know that the money they will invest and spend in the city of their location, will be spent to good advantage. As a further evidence of the efficiency with which the affairs of the city are managed, even the fire insurance rates are the lowest of any city in Iowa.

Strategically speaking, Dubuque's situation is incomparable, because back of it lies the great state of Iowa, with its inexhaustible resources; and across the river the two great states of Wisconsin and Illinois, equally fertile and equally productive; and being a natural river crossing the agricultural, commercial and industrial wealth of all neighboring country naturally goes thither. On every hand its business prosperity, thrift and development insure it a long and interesting life of progress and development.

One of the great shop plants of the Milwaukee System is located in Dubuque, where heavy repair and construction work is done. The Dubuque Shops employ upwards of 2000 men.

The Milwaukee Shops at Dubuque contribute very substantially toward Dubuque's prosperity. Its annual payroll expense there being approximately $1,761,577.46. The shop plant is located a short distance from the city proper and is connected with the business centers by street railway while the homes of the shop operatives are a charming little suburb to the big city.

Of the various branches constituting the shop service, of which Mr. M. P. Hannon is District Master Mechanic, there is the Store Department employing on an average of ninety men. G. T. Richards is District Storekeeper; Glenn Lake, Assistant District Storekeeper; F. Ostendorf, Chief Clerk; Jake Kleeman, General Foreman; Harold Matthieson, Assistant General Foreman.

The stock carried there includes supplies for engines, freight cars, passenger cars, track material, train supplies, roadway material, etc. About 260 cars are unloaded at the Store Department each month and 250 loaded with company material.

In the Locomotive Department, 413 men are regularly employed. Frank Fernstrom is General Foreman; Jas. H. Bell, Assistant General Foreman; C. W. Danglemeyer, Machine Foreman; A. J. Bensch, Air Brake Foreman; J. C. Christensen, Tool Room Foreman; Paul Rose, J. J. Murray, F. H. Dersch and A. E. Sanders, Gang Foremen; E. T. Galloway Rod Foreman; Geo. Graff, Blacksmith Foreman; Jas. T. Smith, Boiler Foreman; Elmer Kopps, Assistant Boil-

er Foreman; L. Howell, Pipe and Tinshop Foreman; Julius Jacobi, Labor Foreman. At the roundhouse, 74 men are regularly employed. T. P. Jones is Day Roundhouse Foreman; Jess Parnell, Night Foreman. In January of this year the number of engines handled in and out of the roundhouse was 797, which was a good average for the general run of work. During the same month in the Dubuque Shops proper, nine locomotives received classified repairs.

In the Car Department there are 326 regularly employed. F. A. Shoulty is General Car Foreman and Head of the Car Department. Frank Hense, Foreman of Tank Shop; A. Brown, Car Foreman; Fred Lillie, Mill Foreman; Peter Olinger, Painter Foreman; Robt. Beckler, Foreman of Wheel Shop, Louis A. Krause, Foreman of Tank Shop; Dan Sullivan, Assistant Car Foreman. The average output per month, of the Car Shops at Dubuque, is 6 coaches, ten engine tanks, 15 to 20 rebuilt freight cars, 1525 light repair freight cars, 1650 pairs car wheels and 5 to 10 cabooses. From there also, is shipped a large quantity of car forgings, finished lumber and other material for rebuilding passenger and freight cars and locomotives to points in the Southern District.

The Dubuque Division Headquarters are located at Dubuque. Mr. W. M. Thurber is Superintendent.

What are the Regional Advisory Boards?

The Regional Advisory Board is a voluntary organization of all branches of the public in the territory of each Board's jurisdiction, usually covering from three to six states, and which territory, as a practical matter, is made to coincide with the territory of the several District Managers of the Car Service Division of the American Railway Association. The Boards are composed of representatives of the production, distribution, consumption and credit (as related to transportation of commodities) of each district. The personnel of the Board itself consists of (a) its officers, (b) the Chairman and Vice Chairman of the Commodity Committees, and (c) Members-at-Large. An Executive Committee usually exists functioning between sessions of the Board. As many Commodity Committees are established as are deemed necessary to make the Board thoroughly representative of the district. Each Commodity Committee deals with a Committee of the carriers at any time when the necessity arises and need not await a meeting of the Board itself.

Scope of Activities

The Regional Advisory Boards function for their territory on all matters which come within the purview of the Car Service Division of the American Railway Association. It is a "service" organization, and there are no restrictions on what may be considered by the Board, or its Committees, if they come within these limitations. They do not deal with rates. We may summarize their activities by saying that they co-operate with the railroads and the Car Service Division on car supply and service matters as outlined by the seven basic points upon which they are predicated and which are enumerated below:

1. To form a common meeting ground between shippers, local railroad and the carriers as a whole as represented by the Car Service Division, for the better mutual understanding of local and general transportation requirements, and to analyze transportation needs in each territory, and to assist in anticipating car requirements.
2. To study production, markets, distribution and trade channels of the commodities local to each district with a view of effecting improvements in trade practices when related to transportation, and promoting a more even distribution of commodities where practicable.
3. To promote car and operating efficiency in connection with maximum loading and in the proper handling of cars by shippers and railroads.
4. To secure a proper understanding by the railroads of the transportation needs of shippers, that their regulations may fit shippers' requirements, and, contrary, to secure understanding by the shippers and their co-operation in carrying out necessary rules governing car handling and car distribution.
5. To acquaint shippers and railroads in each section of the country of the seasonal requirements in their section, in order to promote intelligent oc-operation in the handling of equipment between the different districts of the country.
6. To adjust informally car difficulties which may arise in each local territory between the carrier and shipper.
7. To give the shipping public a direct voice in the activties of the Car Service Division on all matters of mutual concern.

Strictly a Public Organization

No railroad, nor the Car Service Division, is represented on the Regional Board; however, definite Committees of railroad officers are appointed to negotiate upon call with the Committees of the Board and with the Board itself. The railroads take an active part in the deliberations of every Board—utilizing the dockets of each meeting for bringing service questions to the attention of shippers and consumers in their district. Rules of procedure adopted by each Regional Board provide that all questions which arise between shipper, consumers or the railroads shall first be taken up with the individual railroad for settlement or understanding and it is the purpose of Board committees to encourage and promote informal settlement of all questions with all shippers and carriers affected. The particular commodity in each district, however, represents the next step to which questions arising between shippers and carriers can be referred, and the Regional Board itself considers these problems which can not be informally disposed of by the particular committees direct with the carriers involved. Not only is the purpose of the Regional Board one for bringing about a permanent understanding on service questions with the railroads, but it acts to promote and harmonize the different interests of all classes of shippers and consumers. Intelligent public opinion in every operating territory regarding the many questions which arise in bringing about adequate transportation service represents a necessary attribute and part of these voluntary co-operative forums for the solution of common problems.

As a result of the study of business conditions by the several Board Committees and their reports at each meeting, the railroads and the public have been given a constant and better insight to their responsibilities. In addition to analyzing the different factors of production and markets, and their accomplishments toward evening out the volume of distribution, the Committees submit, at periodical Board meetings an analysis of their future transportation requirements in each district. Furthermore, in co-operation with the railroads in each district, the different Commodity Committees are effecting a complete understanding of the necessary rules and regulations governing car handling in order to promote a constant uniform flow of equipment between the different territories of the country to meet current demands, and to avoid, as far as possible, the handling of equipment by specific orders. Car efficiency, as related to the prompt loading, prompt releasing and the heavy loading of equipment is also being carried on by the Boards in their respective districts.

Distribution methods as applied to the marketing of the various commodities involved in each district are studied by the different Committees and the Car Service Division with the view of disseminating all of the pertinent facts governing these problems which will aid in the establishment of more efficient practices in each industry and the evening out of commodity movements—to avoid as far as practicable the peak loads and depressions of carloading and to promote greater stability in the relation between the production and demand for the various commodities.

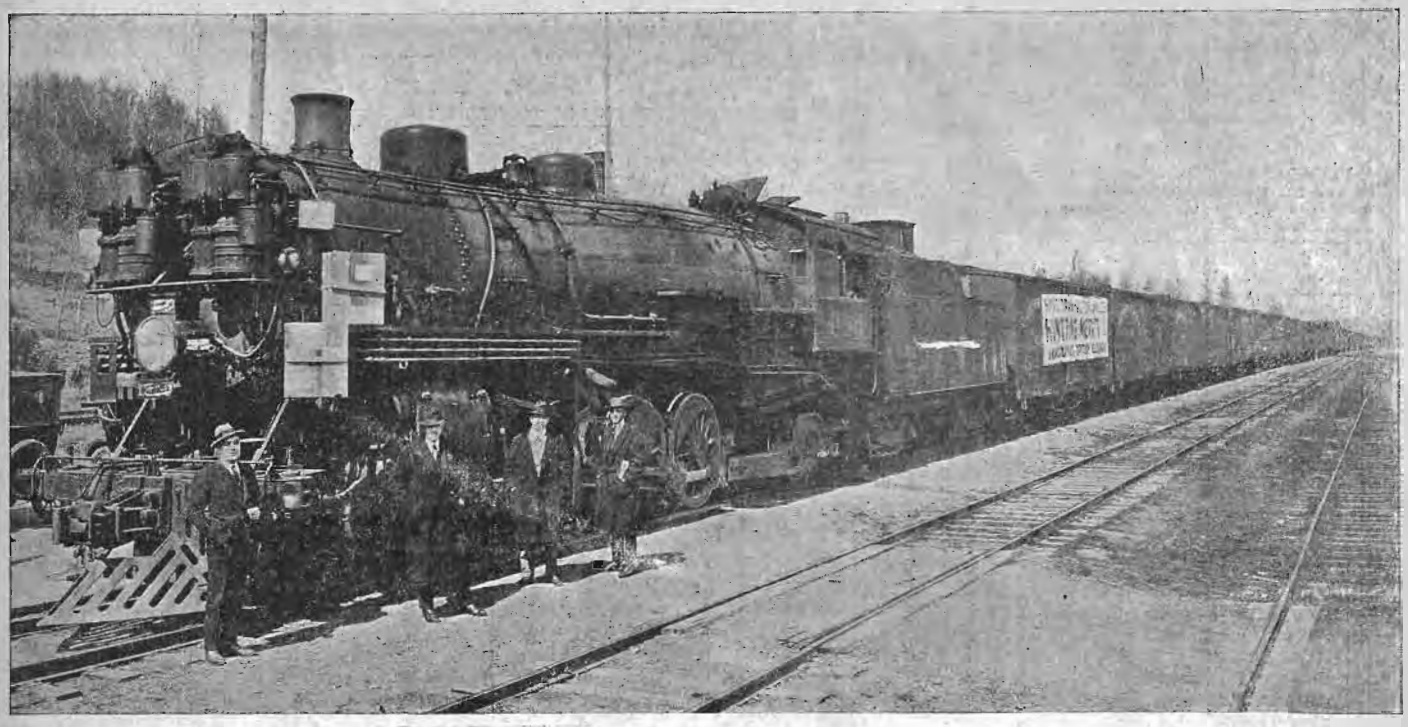
These Regional Advisory Boards have proven very successful and are entirely dependent upon the co-operation of both the railroads and their patrons and each employee can contribute to the success of the work by prompt attention to the handling of literature, posters, or in whatever way his duties bring him into contact with Regional Advisory Board work as well as explaining the Board work to Patrons who may not be aware of it.

Hear and Harken

He (anxiously): "What did your mother have to say about me kissing her by mistake in the hall?"

She (after keeping him in suspense for a minute): "Why, she said that they certainly did it much better when she was a girl."

—*Illinois Central Magazine.*



A Trainload of Huntting-Merritt Products.

Shingles in the Making or The Story of a Great Industry

To the materials in most common use, and particularly those constantly before us, we give perhaps less thought than to those which are not so common but which have been more recently brought to our notice, because of the new properties they may possess, or because of a supposed need they may seem to fill.

Shingles, for example, are one of the oldest of our building materials, having been in constant use in this country for nearly three hundred years. Because of the great demand for them the old methods of manufacture have long since been done away with and have been replaced by the use of modern machinery. Shingles were first rived by hand from the solid wood and later split in order to obtain a straight and more even grain. Now they are manufactured in a most scientific and economical manner.

Nearly all shingle mills are located on some body of water where the logs may be conveniently floated to the "storage pond" adjoining the mill. They are two-story structures with a slip or chute running out into the water over which the logs are drawn from the pond to the first floor of the mill by means of a heavy conveyor chain. A large saw running at the end of the slip cuts off sections of the log as it advances into the mill.

These sections, usually termed "blocks", are sixteen, eighteen, or twenty-four inches long, depending upon the length of the shingles to be manufactured. When cut from the log they drop on to a moving carriage which "feeds" them into a second and smaller saw where they are "quartered", by cutting across the diameter of the "blocks", turning them and again sawing through them at right angles to the first cut. This process not only works them down to a more practical size to be handled in the process of manufacture, but also opens up the block in a manner that permits the cutting of edge or vertical grain shingles.

Edge grain shingles, because of the natural grain of the wood, will not warp or curl when in place on the roof of a building because of atmospheric conditions and are therefore much preferable to the flat grain type for the roofing of buildings. Flat grain shingles, while they are eminently suitable for covering the sides of buildings, where they will give perfect satisfaction, cup and curl on a roof when subjected to atmospheric changes.

The smaller blocks produced in the quartering operation are passed along to a third saw, where the bark is trimmed off and any surface defects cut out. When this operation is completed the blocks are ready to be placed in the shingle machines and are taken by means of another conveyor to the second floor of the mill, where these machines are located.

The blocks are gripped by that portion of the machine that moves forward and backward on the high speed shingle saw, automatically feeding out the block as the saw cuts off the shingles. The blocks are placed in the machine so that the saw cuts shingles from the face of the block produced in the quartering operation, thus producing edge grain shingles. The well-known wedge shaped form of the shingle is obtained by the machine first feeding out the top portion of the block further than the bottom on one forward movement and then reversing this on the next.

The machine operator, called the "sawyer" removes the shingles as they are cut. He squares up the edges and cuts out any defects by means of a trim saw directly in front of him. He then completes this part of the work by passing the shingles down a chute to bins on the floor below. Defective shingles go to a separate bin and are not mixed with the better grades.

"Packers" stationed beside the bins pack the shingles in bundles of standard size, bind them ,and place them on a conveyor which takes the bundles to the dry kiln.

At the entrance of the kiln the bundles are stacked on trucks and run into the kiln. They remain in this heated compartment from ten days to two weeks, in order that the drying will take place slowly at a temperature of about 180 degrees. Faster drying at high temperatures has the tendency to cause the shingles to warp or become brittle.

A shrinkage accompanies the drying of wood so when the bundles are removed from the kiln they are somewhat loosely held together. They are tightened by being run through a small power press which exerts a pressure on the ends of the bundle. This is the final process and the shingles are then ready to be loaded aboard cars or boats for shipment.

The number of shingles produced in the Pacific Northwest during the year 1922 was over nine and one half million squares. These shingles if laid the correct number of inches to the weather would cover an area of 950,000,000 square feet or 34 square miles.

It will be seen that the production of shingles forms an important industry. Six thousand men are employed directly in the mills and over $16,000,000 is invested in the shingle mills of the Pacific Northwest. The product furnishes yearly 40,000 cars of freight to the railroads and is shipped to every state in the union.

One concrete illustration will show the extent and importance of the shingle industry. During the year 1925 the Huntting Merritt Lumber Company of Vancouver, B. C. expect to manufacture and ship over 400,000,000 Red Cedar Shingles. The picture of the train of shingles shown at the beginning of this article contained fifty cars and was about one week's output from this Company's mills. While the Huntting Merritt Lumber Company is located in Vancouver, The Milwaukee enjoys a very large percentage of its patronage.

THE MILWAUKEE MAGAZINE

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Milwaukee Employees Pension Association

FINANCIAL STATEMENT
as of
December 31st, 1924

Cash in Bank			$ 23,655.13*
Accrued Interest Receivable			4,303.04
Office Equipment			705.35
State Bank of Chicago—Unpaid Dakota Check	$5.30		
Less paid on a/c	1.06		4.24
Organization Expense			6,605.88
Investments—In Municipal Bonds. U. S. Liberty Bonds and Real Estate Mortgages			235,929.50**
PENSION FUND—			
Net Contributions to date		$249,551.87	
Less—Beneficiary Refunds paid to beneficiaries of deceased members	$1,551.50		
Amount paid to members in dire need	275.00	1,826.50	$247,725.37
GENERAL FUND—			
Net amount of Dues to date		$ 23,530.00	
Less—Sundry expenditures for Office Rent, Prtg. and Staty., Office Supplies, Salaries, Postage, Gen. Expenses, etc.	11,322.58		
Premium on Treasurer's Surety Bond	250.00	11,572.58	11,957.42
Advance Payments			388.90
Sundry Credits			19.66
Sundry Income			.05
Profit on Investments sold			115.50
Income on Pension Fund Investments			5,996.24
Donation from Veterans' Association			5,000.00
		$271,203.14	$271,203.14

*Cash Receipts in January amounted to $27,075.40
**Investments purchased in January 22,783.18

Pioneers' Club Extends Invitation to Members of Veteran Employes Ass'n.

The Pioneers' Club on the West End plan a three or four days boat trip on Puget Sound and around Vancouver Island to which a most cordial invitation is extended by them to members of the Veteran Employes Association and their families who may be in that vicinity in the latter part of June. Their boat will sail from Seattle, June 25th, and immediate notice addressed to Mr. L. S. Cunningham, 724 South Grant Street, Tacoma, Wash., of the desire of any member of the V.E.A. to join this party is asked.

We are assured by the officers of the Pioneers' Club that this trip will be a most enjoyable one and one that will be long remembered by those who are so fortunate as to be among the number. We are advised that a large boat will be used, supplying every possible comfort and most commodious quarters.

It is to be regretted that the Veteran Employes Association, as a whole cannot take advantage of this opportunity to visit Puget Sound and Vancouver Island but it is hoped that such of its members as can go will avail themselves of the opportunity.



Miniature Display Shows Train Passing Through Rocky Mountains

"Say, these look like regular mountains! Where are they supposed to be? Out around Butte? Or Missoula?"

Attendants have been kept busy answering questions like these since J. J. Oslie, City Passenger Agent of the Milwaukee road, in Minneapolis, installed his "hand-made Rocky mountains" in the window of the road's ticket office, at 526 Second avenue south.

In miniature, Mr. Oslie and his brother, J. A. Oslie, a ticket-seller, have built with wire screen and plaster of Paris a "statue" of a bit of Rocky mountain scenery through which the Olympian, the Milwaukee road's crack coast train, passes on its way to the Pacific. To add to the realism, there is a toy Olympian itself, racing around on a real track through a tunnel—a little Olympian with an electric locomotive.

The display really started with the miniature train, Mr. Oslie says. From the General Offices one of these train was sent to each city ticket office. The Minneapolis passenger agent and his brother put their heads together to work out a fitting background for the train. Most of the credit for the idea, he says, goes to his brother.

Out of galvanized wire screen on a wooden frame, they built their little mountain pass—six feet long, five feet wide, with the "mountains" rising three feet into the air. Then they covered the screen with plaster of Paris, sizing it over as they do plaster in a house.

Next they painted the whole thing—using tiny camel's hair brushes, the kind that are intended for use with water colors. It was necessary to use the small brushes, with little dabs of color, to give the effect of mountains seen at a distance, Mr. Oslie explained. He and his brother painted from 5 o'clock one morning until 11:30 that night.

A mirror lake, a raised road-bed, with sand glued on the sides, a tinsel waterfall, and artificial snow for the mountain peaks were added.

"One of the hardest jobs was to find something to represent grass," Mr. Oslie said. "We tried the spines off the Christmas tree first, but they didn't look like grass. Finally we got some artificial moss at the Ten-Cent store."

It took Mr. Oslie and his brother three weeks to build the display.

Kindred Spirits

As we journey through life,
We find here and there
Kindred spirts, not strife—
Who help and inspire like a prayer.

There are some very near,
Yet as strangers they seem,
They neither comfort nor cheer—
Like a mirage or dream.

But the friendships worth while
Are ever loyal and true,
Who bestow a kind word or a smile.
I wish there were more. Don't you?

—J. S. Andrews
Seattle.

A Night on the Line

Alvertie L. Branin, City Ticket Office, Seattle

Orders from the chief, snappy with command, flashed to me with the suddenness and accuracy of a ball from a twirler's fist, startled me into sudden activity. The dots and dashes that tripped from the humming wire spelled for me relief from the monotony of life in the sand and sagebrush wastes.

Three months I had been marooned in the desert, working a trick as operator at a little water-tank office, living in a box car, seeing from one long day's end to another only the section hands and an occasional tramp wending his weary way along the track. No trains stopped unless for water, and with the little work there was to do time lagged heavily.

The message set me to working in feverish haste in preparation for departure on number five, due in half an hour. I was ordered to report for duty at a station some distance south and I was happy in anticipation of the move.

The shrill whistle of my train as she nosed her way around the bend, casting bright beams of light far down the track, found me ready and waiting with the semaphore barring her progress. As the giant locomotive came to a cracking, groaning stop beside the station platform the blue uniformed, gruff voiced conductor, swearing his protest at the unusual interruption, swung from the steps as I climbed aboard handing him his clearance. At once his bright little lantern, waived in his outstretched arm, twinkled its command of "go ahead," and as the train gathered momentum I found my place in the soft cushions of the car and watched the dimming lights of the little station as they swiftly faded from view.

The night wore on; and through the frosted window of the coach I saw the break of another day. Soon, now, I would arrive at my journey's end.

The sleepy-eyed brakeman, bringing with him a breath of fresh, cold air, shuffled down the aisle and paused beside my seat, handing me a slip of yellow paper penciled with a curt command.

"Miss Mollie Flynn: Proceed to Sallisaw."

This was not a pleasing prospect, a long day's ride in the narrow stiff back seats.

But at last, arrived at my destination, worn and weary, I was welcomed by the departing incumbent who handed me the office keys and waived his farewell as the train on which I had just arrived bore him swiftly from sight.

I was in Sallisaw, dropped, in the middle of the night, into a state of chaos of which I had not dreamed. The office was in process of renovation. Painters' ladders and paint pots filled the open spaces, wet paint was everywhere, the smell of it was overwhelming, paint stained canvas lay in heaps about the floor and partly covered the littered desks, ashes from the rusty, red stove streamed out upon the boards, a pile of dirty mail sacks lay in the doorway, and the light from the oil lamps filtering through cracked and smokey chimneys, cast a sickly glow about the room, leaving the far corners in deep shadow.

Scarcely had I removed my wraps when the ticking of the telegraph called me to instant attention.

"WA-WA-WA! Copy 31." The dispatcher calling me for orders for number sixty-three whose approach was heralded by a steady puff, puff as she labored up the distant hill, and came gliding to a stop beneath the semaphore.

The brakemen with their sputtering lanterns sprang to the ground and began their work as the dirty faced conductor, with tobacco stained lips and important swagger, came to the window demanding, "Hurry up there with those damned orders." But at the unexpected sight of a girl arranging the sheets he choked back the oath, made awkward apology, hastened through the door and bawled his orders to the busy crew who swung themselves aboard the moving train as it slowly crawled into the enveloping blackness.

Almost immediately there issued from beneath the window a chorus of squeaks and grunts and squeals, hair-raising in its weirdness. I listened and shuddered. Then forcing the courage to investigate, I found, to my dismay, that my friends of the local freight had unloaded at the warehouse door many bundles of odoriferous green hides which had assembled to the spot all the razorbacks of the neighborhood. Snatching up an iron crowbar I gave battle to the hungry horde, and after hours of struggle, as it seemed to me, the last of the squealing pigs was driven from the feast.

In the quiet that ensued I heard the clack, clack of the telegraph, frantic with impatience. I dashed to the key in answer to the summons.

"Where you been, have called you for half hour. I'll report this. OS 63." With this command and threat of vengeance the dispatcher switched to another wire leaving my explanation in mid-air. Jumping then, quickly, from my chair in response to a brisk, loud knock, I wheeled about to find a black, greasy face peering at me through the glass of the ticket window. I was startled, but a second swift glance reassured me for I saw on his soft, slouch hat a band of faded lettering: "Sam's Transfer." At his motion I raised the window and waited for him to speak.

"We-all's got a corpse out here. It's got to go on your train in the mornin'. Just come in to the Junction an' they 'lowed we'd better fetch it right over."

With trembling fingers I unlatched the bolts, and as the big door slid back in its groove along the wall two husky negroes bore a long pine box through the doorway, then left me alone with the lifeless form for company.

Heartily I wished myself back in the coyote infested land from whence I came. In contrast to the stillness in this house of death their mournful night-cry would have been music to my ears.

An Old, Old Friend

Two men were talking in the smoking car. Finally one of them remarked that he was from Wichita.

"Do you know Charlie Smith out there?" the other asked.

"Know him! I should say I do. We have slept in adjoining pews for the last twenty years."

Union Pacific Magazine.

LUBRICATION AND ITS EFFECT ON LOCOMOTIVE SERVICE

A Report Presented at the Annual Convention of the Traveling Engineers' Association

Reprinted from Railway and Locomotive Engineering

The principle of lubrication is as old as man; and as he had to use but little ingenuity in discovering this principle and its purpose, it being exemplified in the articulation of his own frame, it is fair to assume that he acquired this knowledge at a very early period.

It is well known that the ancients possessed at least some simple types of machines, for the reason that they raised many great stones to a considerable height in completed works, after having transported them great distances from the quarries whence they were taken. And it cannot be doubted that engineers in building some of the great pyramids 4,000 years B. C. required the rubbing surfaces of the machines and implements in use to be lubricated, so as to be used more effectively. Neither can it be doubted that even at that early date the efficiency of various lubricants was discussed. Although some knowledge of this, one of the most important essentials to mechanical progress, has been possessed by man for many years, the subject has not been given the attention by the engineer and man of science that its importance would justify. However, science and mechanics are greatly indebted for considerable practical information and working data, some of which has taken the form of world-wide formulae.

The efficiency of a machine is measured by the quantity of work obtained by dividing the amount of useful work performed by the gross work of the machine; and experience has taught that friction is the principal cause of loss of energy and waste of work in machinery. Also, that waste energy is reduced to a minimum by a proper choice of rubbing surfaces and by the best lubrication.

Since lubrication has for its object both the reduction of friction and the prevention of excessive development of heat, the value of the lubricant depends on its efficiency in reducing friction, its durability under wear, its freedom from liability to "gum," its freedom from acid and grit and its permanence of composition and its physical condition when subject to changes of temperature. It is of great importance to remember that the higher the temperature the less is the lubricating power of any lubricant; and consequently if we have an efficient lubricant under normal conditions, it should not be assumed that a hot bearing may be cooled by increasing the quantity of lubricants on it, but the cause of the bearing heating should be removed, and time and money saved.

It is needless for the writer to attempt any discussion or comparison of the various lubricants and their characteristics, which some chemists consider of so great importance in the selection of the lubricants. Suffice it to say, that it has long since been an acknowledged fact that vegetable oil and animal fats are inferior to properly refined petroleum oil for machinery lubrication. Nearly all vegetable and animal oils are compounds of glycerine with fatty acids, and in this respect essentially differ from the min-

eral oils. When kept for a long period decomposition takes place, acid is set free, and the oil becomes rancid. This rancid oil will attack and injure machinery.

Regarding viscosity, gravity and the flash, and burning temperature, assumed by some to be of so much value in determining the quality of lubricating oil, a prominent writer in his book on "Lubricants, Oils and Greases," says: "The tests that usually influence the choice or purchase of lubricating oils are the specific gravity and viscosity; but in reality these tests count for little, for the reason that but a small idea of the lubricating quality of an oil can be gained from either of the tests separately, and not very much even when taken conjointly, except in extreme cases; as, for instance, we know that a very thin light oil is useless for steam cylinder and heavy journal lubrication, and that a thick heavy oil is equally useless for light, high-speed spindles."

Another writer says of "specific gravity": "It may be pointed out that this characteristic affords little or no information as regards the lubricating powers of an oil. The specific gravity is, however, an aid in selecting an oil for a particular class of machinery. The viscosity does not furnish an absolute means of determining the lubricating value of an oil, either, although it enables one to draw certain conclusions. This, if the viscosity is too low, the film of oil which keeps the bearings of rapidly moving machinery apart is not sufficiently developed to keep the metal surfaces asunder, and therefore the friction between them is not sufficiently diminished. Again, if the viscosity of an oil is too high, the resistance of the film is so great that heating occurs and the bearings become warm, and even hot, the heat so generated being proportional to the internal friction of the oil, or, in other words, to its viscosity. That oil will prove the best which under given conditions of speed, pressure and temperature has the lowest viscosity."

Many consumers of large quantities of lubricating oil, particularly large railway systems, are provided with laboratory facilities, both chemical and physical, and it not infrequently happens that those in charge of these laboratories feel that the department is not entirely fulfilling its purpose if it does not exercise a certain supervision over the purchase of lubricating oil; making very rigid requirements for the flash, burning, viscosity and gravity tests, assuming when the oils meet these requirements that they have fine lubricating qualities, when, as a matter of fact, oils having much better lubricating qualities may be barred by the very requirements intended to serve as a means for getting the best, the requirements thus defeating the very purpose they were intended to serve. Prof. Thurston in his book on "Friction and Lost Work in Machinery," states in this connection: "The consumer will usually find it economical to use that lubricant which he has found to be the best, with little regard to price, and often finds real economy in using the better material, gaining enough to pay excess in the total cost very many times over."

When it is considered that the locomotive, and all it has accomplished in the interests of man, would not have been possible but for the principle of lubrication, the importance of the knowledge of this subject becomes at once apparent. Lubrication has been, and is, just as essential in making the locomotive possible as that great source of power, heat energy, or the water which affords a medium for its conversion into an active force. Without lubrication the locomotive would be impossible, and even with it a considerable portion of the power developed by the locomotive is exerted to overcome the resistance in its moving parts due to friction.

While the information obtainable on the subject is rather meager, we know that the lubricants used and the means of applying them to the primitive locomotive were in keeping with the crude design of all the parts; and inasmuch as we find that the modern locomotive with its nicely designed parts and using the very best lubricant applied by modern methods, loses through friction over 10 per cent of the maximum power developed; and as we know this quantity or proportion of waste energy is considerably affected by the quality of the lubricant used, it is reasonable to suppose that the success of the early locomotive was in no small measure delayed by faulty and inefficient lubrication.

The present hydrostatic lubricator with its disc sight glasses and attachments for stopping the feed without disturbing the adjustment of the feed valve, and automatic drain valve for preventing loss of oil when draining lubricator, is a tremendous advance in the interest of safety and economy over the tallow cup of forty years ago. But it is neither fool-proof nor perfect ; it requires intelligent handling for effective service, and for it to give the most effective service the locomotive must also have intelligent handling. The lubricator should be so located that the engineer may have an unobstructed view, not only of, but through the sight feed glasses; and in all cases it must be located so that the oil pipes have a constant downward course, as an upward turn in the pipe will pocket the oil and result in an intermittent feed to the valve and cylinder, and consequent imperfect lubrication.

The best service from a valve or cylinder oil requires that it enter the steam chest thoroughly atomized, each drop being divided into thousands of minute drops or atoms as it reaches the rubbing surfaces. This is accomplished by a combination process of emulsification, vaporization and atomization and it follows that a first class cylinder oil must possess the qualities to readily emulsify and atomize, with a sufficient degree of vaporization to spread itself over the surface with the steam, in other words, to lubricate the steam. Uniformity of distribution is as important as the uniform-

The design of valve and method of introducing the oil are very important factors. It has been practically demonstrated that a flat or slide valve cannot be successfully used with very high temperture of steam ,because of the heat warping the valve, presenting an uneven surface to the heat, but with the modern locomotive of today we have piston valves with superheated steam which, after giving our engineers some alarm on the start, we find are as easy (if not easier) to lubricate than side valves with saturated steam.

(Concluded next month)

S. M. West Notes

Ray H. Hoffmann

Brakeman Geo. Voss and wife have returned from a trip to California and other points along the Pacific Coast. Some day we are going to ask "Geo." to write a book of his travels over the United States and other countries. This book would be interesting to read no doubt.

Traveling auditor John Cameron of Austin, accompanied by Mr. Gray, spent a few days at Madison, auditing the station books. We understand Mr. Cameron has been buying a certain brand of tobacco with which you get a dollar pipe free. These pipes are made of rubber, with a false bowl. The bowl doesn't last very long and you can then smoke the rubber. Ask Wm. Tyler for particulars.

Gen. Supt. W. M. Weidenhamer of Minneapolis in Car 222 passed over the S. M. West on a tour of inspection on Jan. 14th. He was accompanied by Division Supt. E. A. Meyer and Division Freight Agent A. S. Willoughby. We always consider it a pleasure to have Mr. Weidenhamer pay us a visit.

Dud Simpson, Cashier at the Madison Frt. Office, accompanied his mother to Wolsey, S.D. on Jan. 15th.

F. T. Bollow, Dist. Adjuster and Elmer Schneff, Claim Agent from the Aberdeen office, stopped in to say hello at the roadmasters office at Madison, while waiting for train connections, recently.

Leo Flynn, relieved passenger conductor H. F. Putney on No. 1 and 6 for a few days.

Over 900 tons of ice from Lake Herman was packed in the Madison Ice houses during the month of January. Nearly 600 tons were packed in the Jackson Ice houses from the Des Moines river, at the same time. The Lake Herman ice was 26 inches thick, a cake weighing 500 lbs. The Des Moines river ice was about 20 inches thick, a cake weighting 315 lbs. The ice this year is of very good quality, which assures the Company of a reliable supply of ice for the seasons icing.

Earl Montgomery, Fireman, out of Madison, received a bad injury to his foot at Fulda, Minn. on Feb. 12th. He was picking coal when the pick slipped and hit his foot. He was taken to the Madison Hospital for treatment.

Walter Houghton, Passenger Brakeman, who has been relieving Mack McCreedy on the Madison & Britol run, has returned to La Crosse, Wis. John Casey of Madison, is now braking for conductor Dan. Lawler on this run.

Jim Cheek, Switchman in the Madison yards grew a nice "Rudolph Valentino" beard, during the recent cold weather. They say a good beard is like a snow fence in winter. We believe Jim put some hair tonic on his to coax it along.

The following firemen from the S. C. & D. Division at Sioux City, have been helping out on the S. M. West the past month. Fireman Reed on No. 1 and 6, McNutney and Foster on Way Freight East.

W. J. Boriff of Madison, has been relieving fireman Hudack at Woonsocket on the freight between Woonsocket and Western Springs, while he took a little vacation.

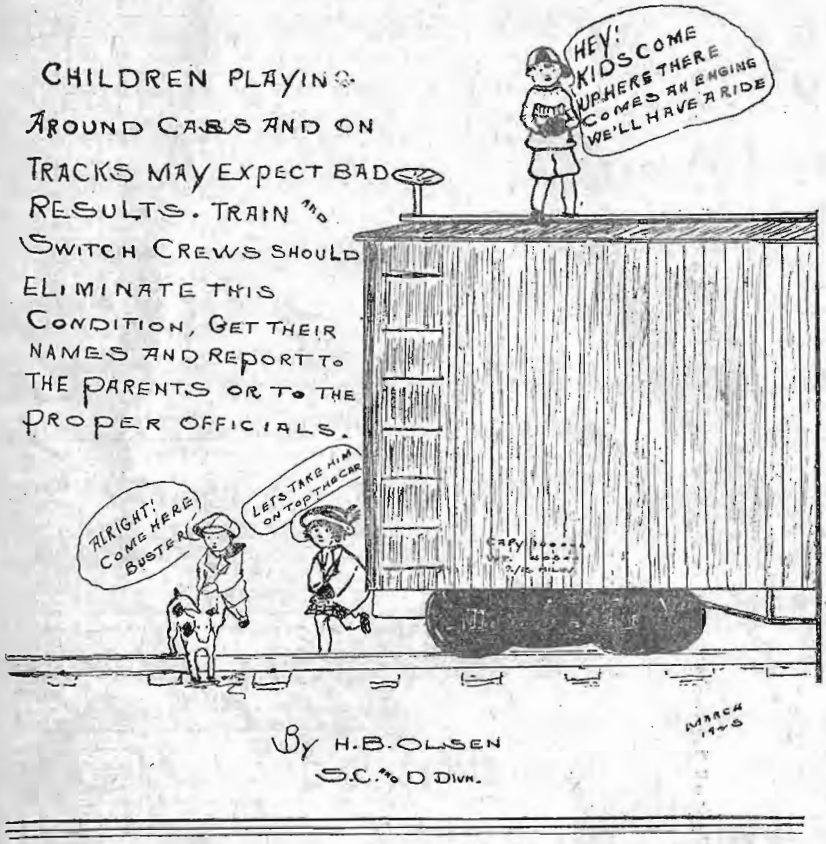
Pass. conductor J. J. O'Brien and wife of Madison, left Feb. 9th, on an extended visit to Sacramento and other points in California. M. J. Killoren is relieving Mr. O'Brien.

Al. Brakke, of Madison, is now braking on No. 71 and 74 between Woonsocket and Western Springs. G. K. McKinney returning to Madison.

Conductor Joe Rooney of Woonsocket spent a few days at Madison recently.

A. E. Peterson, Demurrage Checker from Dubuque, Ia., spent a few days recently at Madison, checking over the station.





Habits

There's a "something" that we know of,
  That we make a great big show of,
Seems to cling where'er we go,
  Whether we say "Yea" or "No"—
    It's a "Habit"!

When Monday rolls around,
  After rest on Sunday has been found,
It seems we always manage to,
  Feel a trifle "sad" or "blue"—
    It's a "Habit"!

While walking down the street,
  If some one "known" we should meet,
We're right there to say "How do"
  And to ask, "How are you?"—
    It's a "Habit"!

Let's get the "safety" habit,
  While we have the chance, let's grab it,
Safely tuck back in our mind,
  Every precaution that we find,
    Get the "Habit"!

If we "Stop" "Look" and "Listen"
  Tear drops on our eye-lashes will not glisten,
Nor will there be the fear,
  Of slow music and a bier—
    Get the "Habit"!

So, let's get together,
  Makes no difference what kind of weather,
And practice what we preach,
"Safety First" to all, beseech,
  Get the "Habit"!

Virginia J. Mattes, Sect'y. to:
General Supervisor, Safety &
Fire Prevention Bureau.

Safety First Habit

Accidents can be divided into two classes; first—those happening during the performance of one's regular duties; second—those happening while doing something that is not ordinarily done or is not done often enough to be considered as routine occupation.

We start very early in life to form habits, this tendency is very noticeable even in infancy and as we grow older and continue in certain modes of living character and personality is formed. Our every day action is more a matter of habit than most of us realize. We all, perhaps, could tell of incidents both funny and ridiculous that have been done by either ourselves or our acquaintances as a result of certain habits. A man living at a restaurant got the habit of always wiping his knife, fork and spoon off with a napkin, on account of poor dish washing, was invited out in a private home for dinner and just after all the guests were seated at the table and were starting to eat, he, without thinking, took his napkin and very ceremoniously started wiping off his silver ware. A man who had been a soldier most of his life was walking across the parade ground one day with his arms full of packages, one of his friends who happened to know this and wanting to have a little fun with the old gentleman, yelled "ATTENTION" in a sharp, military tone, and immediately the old man dropped all of his packages and stood at "attention."

A story is told of a lazy man who started married life with a minimum amount of household equipment.. The family increased in size, but the stock of household furniture remained the same and as a result the whole family was forced to sleep in one bed; when a member of the family got tired of laying on one side, he would yell "turn," the whole family would then turn over to the other side. One day the old man went down to the boys' swimming hole and went to fishing from the end of the boys' spring board. The fish did not bite very well so he leaned back on the board and soon fell asleep. The boys came along to take their afternoon swim and discovered their spring board was already occupied, so one of them yelled "turn" and the spring board was soon cleared for action.

These incidents are mentioned to show that habits once formed will cause the possessor to do or repeat actions without conscious thought. When this universal characteristic which we all possess is properly applied to our everyday tasks, personal safety will have attained a high degree of perfection. In applying habit as safety first protection, to the individual, it will probably be necessary for each individual to go over carefully in his own mind the routine of his daily work and carefully analize his own actions and procedure to see if in every case he is doing things in a way that he would pronounce safe if he watched his neighbor doing it. If, when these irregularities are found a little energy is put forth in forming the proper habit, habit then becomes an ally to Safety First.

To accidents in the second class or those that happen while doing something that is not in the usual program of activity, the application of habit does not seem so apparent and in some respects it seems to increase the hazard. The hazard is brought about by the fact that in doing routine tasks, the mind which is not needed in the task at hand starts to think of things entirely apart from the physical situation. This in itself of course, starts the habit of doing one thing and at the same time thinking of something else. If the truth could be got at in unexplained accidents the situation would probably develop that the mind was at least partially occupied with things entirely apart from the situation.

In the last six years two men have been electrocuted in Sub-stations. In each instance, each man was ordinarily very careful and understood his business and in each case the man was doing something that was not done more than

once a year or longer. In one instance, a man went to work on the 3000-volt buss without first disconnecting it from the line and in the other a dangerous switching combination was used instead of a safe one. In both cases, I am positive that the men knew better and the only explanation that I can apply is they were not thinking about what they were doing and started to do the special work without first getting their minds out of the ordinary thinking rut for their routine duties. It is said that it takes a poison to kill a poison so in this instance it will take a carefully formed habit to overcome a subtile one. Namely, when starting something that is not ordinary cultivate the habit of first bringing the mental forces in from the golf course, the fishing stream, the deer hunt or away from the troubled seas, and set them to the task at hand and take a double check to see that nothing is overlooked to prevent safe and proper doing of the task at hand.

C. A. Fox,
Gen. Foreman of Sub-Stations.



Railroad Tracks

AN ESSAY BY

Earl Guyot, Son of Dispatcher H. F. Guyot

As one looks out over a railroad track, he is, at first, little impressed with this commonplace piece of steel, but as he stands contemplating upon the industrial uses of the track, a new light enters his mind as to the meaning of the track with reference to human life. Tracks are steel pioneers of modern commerce. Only after it has been laid out through untrodden wastes, can the mechanical giant and throbbing city of modern industry follow in the path which it has hewn out. With all the grim determination of a forty-niner, of Lewis and Clark, of Boone, the track stretches out through forests, across plains, over mountains, a steel symbol of modern progress.

We stand near a track, look down the rails and see them, or rather imagine we see them come together in the distance; naturally the first question to enter our minds is, "Why?" There are, of course, laws of physics to explain this phenomenon, but biologically speaking, if it is possible to speak of an inanimate thing according to the science of life, it is the simple fact that neither makes, nor can make an attempt to reach each other for they are spiked to the ties on which they are laid.

A great majority of things in this life, we find upon observation, have a certain tendency to scorn the other fellow, or, on the extreme other hand, to be too familiar beyond a point of respect, but through our Creator's plan, in most cases, they fail, for He has planned that one of the laws of human existence shall be—true companionship.

Paths of humans will eventually meet for their tracks are laid parallel, but they will not come together unless they are fastened by the spike of respect to the ties of correct sociological ethics and ideals.

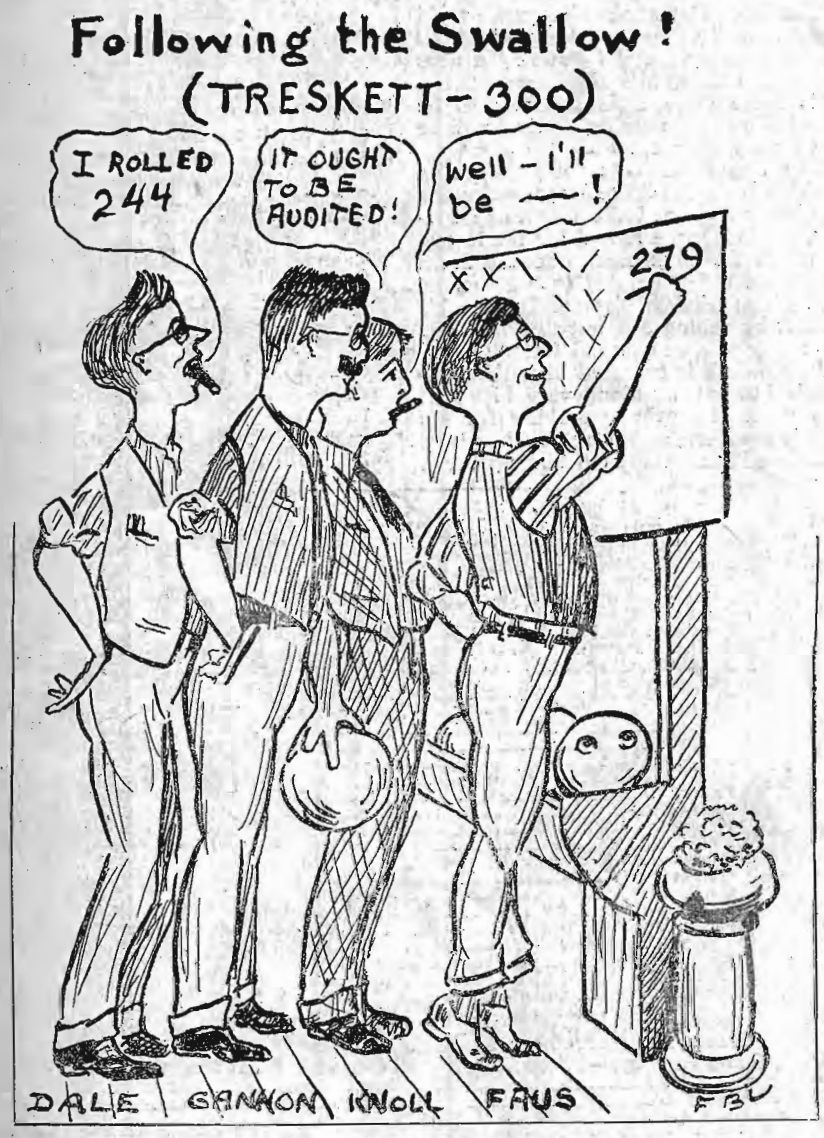
When I look at a railroad track, I see our Maker's plan of human existence. Here are two lines running off into the mysterious distance to explore and enjoy the unknown. Human tracks, properly laid, will run into the Union Station of happy and respectful harmony in life. Properly laid, I say, for a track laid along obtuse lines can never meet while those which cross unpleasantly at a little distance will never meet again.

It is an honest regard for each other that will bring lives together with a true understanding and love. It is just because restraint is so provoking to the youth that true comradeship is so beautiful to the fully grown man and woman, for, as I have before stated, an ultimate happy union must, and does ,depend upon a certain restraining influence, respect, while we are young men and women, for those whose tracks are laid parallel to ours.

One of Ed Conklin's Reminiscences

Best half and I were coming down from Green Bay, years ago. The train stopped at Midway, a flag station, and soon we heard Frank DuBois, the conductor roaring like a Durham Bull, giving someone an awful bawling out. The train started, DuBois got aboard and went forward into the baggage car roaring all the way. The brakeman came along with a grin on his face and we asked him what had occurred. It seems that a farmer's wife had flagged the train and asked permission to get on and see if her nephew were on, as he was to take the train at DePere, going to Chicago, and she wanted to bid him good-bye.

SPORTS



Don't Miss the Janesville Tournament
Bring Your Friends

Janesville, Wis.—After three successful bowling tournaments, the Chicago, Milwaukee & St. Paul Association is ready for the fourth annual "Kegelfest" to be held in Janesville. Dates for the meet have been set for Saturdays and Sundays in order to give the Pin Knights the best opportunity to get away for the trip. They are: April 11-12, April 18-19, April 25-26 and May 2-3.

The meet has had all kinds of boosting so far from the press. The Janesville Daily Gazette is strongly back of the affair. The Chicago Tribune, Milwaukee Journal, Milwaukee Sentinel and Minneapolis Tribune have carried stories that we know of, while the Associated Press has also given us publicity.

Right here in the town where the meet is to be held, William A. Naeser, Secretary of the C. M. & St. P. Association for 1925, is getting things lined up locally. The business men of the city are giving him assistance and the Chamber of Commerce has promised cooperation.

Bowlers are assured of a beautiful plant for their meet. The railway classic will be held on the Grebe & Newman alleys some of the finest in the middle west. There are 12 alleys in all awaiting the mineralite artists, six on one floor and six on another. These are the same alleys over which the great Wisconsin State Tournament was held last year when 1,186 five-man teams, 1,400 two-man teams and 2,800 singles tried their luck for 31 days in succession. That meet was the largest state tourney ever held. Over these alleys, the Wisconsin state women's bowling meet was also held.

This gives the rollers an idea of what to expect in the line of facilities. The tourney building also contains check room, lounge, pool and billiard tables, soft drink fountain, barber shop and cigar stand. In other words, it is complete in every respect.

The officers have sent a call by circular to all bowlers of the system to get strongly behind their meet. He urges every station, every shop, every office—everybody—to fall in line and make the C. M. & St. P. tourney the best there is in railroad circles. He believes that the men of the system will do it and make the 1925 meet 100% greater than any in the past.

Officers in charge of the meet will give bowlers every assistance possible to help organize teams and will advise all interested of those in their localities that will assist them.

The entry fee for the meet is small—$1.00 for each event and $1.00 for bowling in each event. Entry blanks have been distributed all over the system. Each bowler, or each team, should see that it gets theirs. Then fill out the blank sending your entry money along with it to Mr. Naeser at 550 Pearl St., Janesville, or to the C. M. & St. P. Roundhouse, Janesville.

Janesville knows how to handle big bowling tournaments in a smooth way and everything consistent has been promised the bowlers. The town has plenty of good hotel facilities, good restaurants, good theaters and good churches so that all classes may find plenty to do while in the city.

Start planning now to come to Janesville. Get busy and get your pass.

Officers of the association are: President, E. H. Braun, Shop Accountant's Office, Milwaukee; Vice-President A. J. Epp, Store Department, Milwaukee; Local Chairman Charles Neave, Roundhouse, Janesville; Wm. A. Neaser, Secretary.

Chicago League Notes

Joe Krizek, one of Car Accountant's No. 1's Star bowlers is now a proud daddy. A seven pound girl made her appearance at his house recently. Congratulations, Joe.

The night of Jan. 20th, Joe Gleason wanted to know if the pins were crazy, as strikes were coming his way galore. No, they are not crazy, Joe, when you hit them you get them sometimes.

Bug House Fables: A. F. E. Bureau trims Car Accountant No. 1 three games without a handicap.

Car Accountant No. 1 again have boosted the three game team average to 2982. Green Bay please note. Knoll and Krizek were the heavy pin getters totalling 677 and 658. Knoll also broke the high three game individual average by getting counts of 209,231 and 237.

The Ticket Auditors also raised the ante for second three game series by toppling 2787 while the Aud. Station Accounts team collected 2783 and then got trimmed 3 by Car Accountant No. 1.

Eddie Heyn says "What's the use."

Harry Earle says he is going to buy some of the boys cigars in view of the fact that he finally has succeeded in climbing to 20th place with an average of 171.

Janesville Boosters of the Fourth Annual Tournament are expecting Chicago to send a big entree to this year's meet. Are you doing your bit and have you lined up your team, if not, why not? Get busy. Train service to Janesville from Chicago is as follows:

Leave Chicago 7:10 A.M. Arrive Janesville 10:20 A.M.

Leave Janesville 5:45 P.M. Arrive Chicago 9:10 P.M.

To assure the success of the League next year the secretary requests that before the end of the schedule March 24th that all teams expecting to roll in next year's league hand their application to him and also indicate therein the night that they prefer to bowl. A meeting will be held about September 1st to re-organize for the 1925-26 season.

The Secretary also wishes to announce that if all league games are finished on March 24th, as scheduled that prize money will be distributed at the Crystal Bowling Alleys at 2:00 P.M., Saturday, March 28th.

It's rather a hard matter
To include all in our chatter,
So if you look in vain
For the sign of your name
Do not blame the unknown editor.
He does the best he can
To cover every single man,
But if you bowlers would give a little help,
Probably there would not be such a yelp
And our column would be better.
So you bowlers with all the sand,
Please lend a helping hand.

C. M. & St. P. Bowling League
Green Bay, Wis.
Bowling Notes

Warehouse 1 upset all dope and beat the Car Department two out of three, the only team to accomplish this feat so far this season, other teams notice, it can be done.

The C. M. & St. P. Bowling Tournament at Janesville is causing a lot of talk these days and no doubt Green Bay will be well represented there.

Understand the Car Department five went down to Milwaukee one Sunday just for a practice game and showed the Milwaukeens some real bowling, and the Milwaukee bowlers now realize that they will have to go some at Janesville to cop the bacon.

Warehouse 2 is still causing all the teams lots of worry, just now they are making a game fight to get out of the cellar.

Howard Hart hasn't been going very good lately, we believe he is saving up his strikes for the State and Company Tournaments.

Otto Kramer sure is a welcome addition to Warehouse 2, ask the boys.

Dinwoodie's bunch of cripples are hanging on in third place, but it has been whispered that they are due for another slide.

The Store Department crowd lost 9 games before they got back in the win column, talk to 'em Ed.

Watch that machinists bunch, they are crawling up slow but sure.

Ray Margraf and Pete Maeirle have been turning in some beautiful games recently, they have a habit of going out and rolling every game over 200.

Adolph Giese rolled another high game of 234 just to show the boys that the first time it wasn't just a flash in the pan, watch your handicap Adolph, those kind of games are what cripples it.

Minneapolis Pin Chatter

The Store Department has made rapid improvement of late. Taking the Shops in for three sets, and followed the next week by beating the Enginemen twice. This same store team is likely to be heard from at Janesville, as they will be there with bells on.

The Superintendents took the cellar position from the Store Dept., when the Enginemen cleaned them in three battles, the last game record for the league in which the Enginemen knocked down 1004 pins.

S. Jones tried to displace O. Murck's record, by rolling 395, but this was four too many to oust cheerful Otto.

E. Newirth is reported ill with pneumonia but getting along very nicely at this time. Everybody looking for his speedy recovery, and return to the game.

Rube Ekman was also laid up for a week but has returned, all glad to see you back Rube.

The good word at present is, let's all go to Janesville, alibis, sore thumbs and, all that goes with it to show 'em we can get 'em too.

Prose seems to have considerable trouble controlling his hook, of course we know if the Crab wouldn't talk to him so much he would do better.

Minneapolis League
Team Standings

	Won	Lost
Enginemen	40	20
O'Briens Tigers	38	22
Machine Shop	33	28
Dist. Accts.	24	36
Store Dept.	23	37
Superintendents	22	38

High Series

Enginemen	2797
O'Briens Tigers	2740

High Game

Enginemen	1004
O'Briens Tigers	983

High Three Game

H. Lindberg	639
R. Ekman	614
Graves	614
C. Behr	614

High Game

H. Lindberg	275
E. Graves	244
H. Collins	244
C. Behr	244

Chicago Bowling League Standing

TEAMS	Won	Lost	High	Average
Car Accountant No. 1	47	19	1011	899
Ticket Auditor	38	28	992	866
Aud. Station Accounts	36	30	970	870
Freight Auditor	34	32	976	848
Comptroller	30	36	948	833
Car Accountant No. 2	30	36	922	812
A. F. E. Bureau	27	39	918	805
Assistant Comptroller	22	44	922	795

Individual Average

	Games	High	Average
Faus	63	279	191-28
Treskett	63	233	187-29
Krizek	51	256	187-24
Gavin	66	256	186-35
Snyder	45	227	181-40
Dale	51	244	181-23
Krumrei	51	222	180-46
Knoll	63	237	178-41
Specht	66	225	178-26
O'Shea	66	243	178-33
Gutfahr	66	232	178-6
Heyn	66	247	177-44
Hettinger	60	216	177-31
Lippert	39	230	175-25
Burke	48	231	175-7
Cienski	63	233	174-56
Gentz	66	227	174-55
Gumz	63	236	172-50
Kulton	66	246	171-48
Earle	51	244	170-46

High Team Average—Three Games

Car Accountant No. 1	2982
Ticket Auditor	2787
Auditor Station Accounts	2783

High Individual Average—Three Games

Knoll	225-2
Faus	220-2

High Single Game

Car Accountant No. 1	1011
Ticket Auditor	992
Freight Auditor	976

High Single Game

Faus	279
Gavin	256
Krizek	256

Standing of Green Bay Team to Feb. 7th, 1925

	Won	Lost	Pct.
Car Department	48	9	.842
Superintendent's 1	38	19	.667
Dispatchers	34	23	.596
Store Department	31	26	.544
Machinists	29	28	.506
Superintendents 2	26	31	.456
Yard Office	24	33	.421
Warehouse 1	19	38	.333
Freight Office	18	39	.316
Warehouse 2	18	39	.316

Contributory Negligence

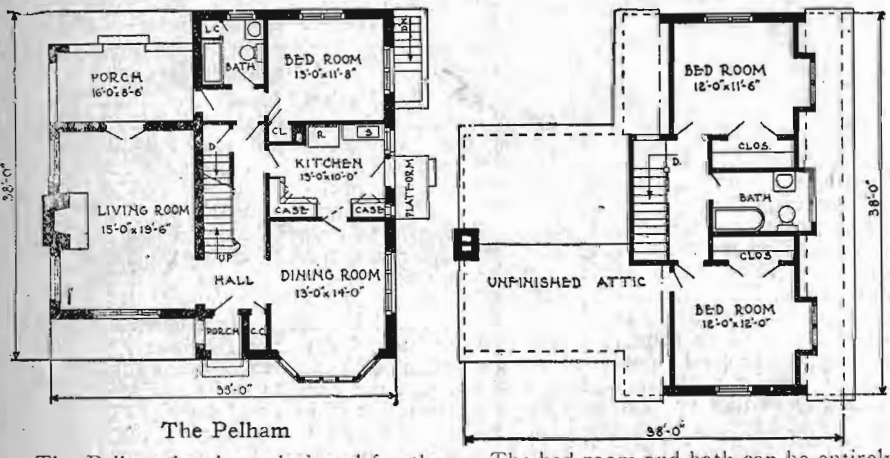
The village tightwad was listening in on the radio at the home of a friend of his. It was Sunday morning and the sermon from the Shady Avenue Baptist Church of Pittsburgh, Pennsylvania, was being broadcast.

All at once he took the head phones from his ears and started to leave the room.

"What's your hurry, Hiram?" demanded Mr. Brown. "Don't you like the sermon?"

"Sermon's all right," said Hiram, "but he just announced they were going to take up the collection. Guess I'll be going."—Exchange.





The Pelham

The Pelham has been designed for the man who would have a good home of his own but who lacks the funds at the start to complete it. It is of a type that can be enlarged even to a greater extent than the plan here shows. It has an extreme dimension of 40 feet and should be placed on a lot not less than 50 feet wide. The dining room, kitchen, bed room and bath form a complete unit and when only this much of the house is to be built at first the dining room becomes the living room. The arrangement of rooms, whether the house is fully or partly completed, is conductive to comfortable living.

A small entrance porch at the front gives access to the hall which leads back to the kitchen, a bed room, the bath and the inside cellar stairs. The living room has a broad hearth flanked on either side by double windows. Triple windows give a view of the street and French doors open on to a comfortable rear porch. The dining room is made particularly bright and pleasant both summer and winter by a large bay of five windows. Good arrangement in the kitchen with regard to the placing of the two cupboards, the range and the sink give it many step-saving advantages. The room is also well ventilated and gives easy access to all parts of the house.

The bed room and bath can be entirely shut off from the rest of the house by a door to a small lobby by which they are reached. Upstairs are two bed rooms with bath between each with exceptionally large closets and made comfortable by plenty of windows.

Any number of changes are possible in this plan. It might suit the builder to complete the first floor and leave the second to a later date. Where the right hand unit of the house is finished, there is hardly use for two baths. Either one may be omitted and the space included in the bed rooms or used as a sewing room.

Where additions and changes are to be made the advantage in the use of concrete masonry stuccoed is that new portions can be made to match and bond perfectly with the old. This quality permits any number of changes with the assurance that the completed house will appear as if it had all been built at once.

Further advantages of such construction are fire safeness and low upkeep charges. By using cement asbestos shingles or cement tile for roofing a very pleasing effect can be secured by choosing appropriate colors in the roofing and stucco, as both Portland cement products may be obtained in a variety of shades.

Additional information of interest to home builders is contained in an attractive illustrated booklet called "A Plain Talk on Beautiful Homes" which may be procured free of charge by writing the editor.

An Old Milwaukee Ad

Here is a Milwaukee ad of the yester years. It displays the same accurate understanding that characterizes the ad man's appreciation of today.

The Praise of Tourists

The Chicago, Milwaukee & St. Paul Ry.
(Mel.: My own native land.)

I have railed it in the East, I have railed in the West.
I have railed it through countries great and small;
But the route that's a feast and whose speed is unsurpassed,
Is Chicago, Milwaukee & St. Paul,
Chicago, Milwaukee & St. Paul,
Chicago, Milwaukee & St. Paul,
But the route that's a feast and whose speed is unsurpassed,
Is Chicago, Milwaukee & St. Paul.
All along the river line can imagination dream
Or landscape more enrapture and enthrall
For no scene on the Rhine or the Yankee Hudson stream
Beats Chicago, Milwaukee & St. Paul,
Chicago, Milwaukee & St. Paul,
Chicago, Milwaukee & St. Paul,
For no scene on the Rhine or the Yankee Hudson stream
Beats Chicago, Milwaukee & St. Paul.

Worded by Monssini.

Madison Division

A. C. M. & St. P. Women's Club was started at Janesville, Feb. 8th, 1925. The first meeting was held in a passenger coach with Mrs. H. E. Byram, Mrs. Carpenter Kendall and Mrs. Grant Williams present. Mrs. Fred Zimmerman was elected Chairman, temporarily and Miss Harriet Mulligan, Acting Secretary and Treasurer. Our next meeting will be held on Feb. 24th, 1925, and from now on, keep a keen eye on the women folkses.

We're glad to see engineer Wright's smiling face with us again after being off for some time because of illness. Stick around Art—we're always for you.

Favorite topics of a few,
Colleen Moore—Waldo Luchsinger,
My Radio—G. J. Ryan,
Tuxedos—Clarence Hammel,
Chicago—Harriet Mulligan.
He writes poems on the quiet,
Some that almost start a riot,
Some rhymes they are, I'll say,
Jim Fox—how do you get that way?

Engineer Wm Dee is sojourning in Southern California while engineer Wm. Wilkinson is enjoying Texas Climate for a couple of months.

Mr. Chas S. Hallett, Boilermaker Helper at Janesville Roundhouse for the past eleven years passed away at his home on Saturday, Feb. 7th, 1925 after an illness of several months. The sympathy of all employees is extended to the Harlett family.

Frank Hardy, East End Brakeman, who was injured at Waukesha several weeks ago is slowly recovering at his home in Milwaukee. Good luck Frank, we hope to see you back on the job again in the near future.

John McGeen, Weight Master and Yard Clerk, Waukesha, is the proud father of a fine nine pound boy left by the stork several days ago.

Harry Vedder, Conductor, Nos. 1 and 4, is off on a three months leave and is spreading the remainder of the winter with his wife and daughter in sunny California.

Conductor Jas. Cavaney is confined to his home in Milwaukee on account of sickness.

W. C. Kenney, D.M.M., Madison, Wis., spent several hours in Waukesha, Feb. 12th.



Proper Packing

The National Industrial Traffic League in a recent circular to its membership made the following suggestion to bring about more uniform packing methods and a higher state of efficiency with the idea of Claim Prevention also delivering their merchandise to their customers in the same condition that it leaves their packing rooms:—

Freight claim prevention. Report condition of packages received. Great success has resulted from that practice.

One of our correspondents on the Pacific Coast who has made a very thorough study of Claim Prevention methods informs us that he has had great success in preventing claims by reporting to the shipper the condition of package or packages when received.

If a consignment is received in good condition he compliments the shipper on the pains taken to satisfy the customer. If goods are received in poor condition, package being more or less broken, he reports in detail to the shipper, and if his investigation satisfies him that the container is faulty, he suggests by the use of sketches and diagrams ways of preventing breakage to future shipments.

The results accomplished are summed up in the following:—"The writer, in our own plant, for two years, with hard endeavor and close relation to all of our shippers has succeeded in cutting our losses 80%, having now only three commodities on which there is any successive continuous damage, i.e., soil pipe, enamel stoves and tinware; on all other iron and steel hardware, plumbing and miscellaneous commodities which we import and ship out, we have succeeded in eliminating almost completely all damage."

The writer of this letter goes on to say:—"If you could get your membership to agree, or a group of members to agree, to try the plan of sending a circular letter covering all shipments made for thirty days or sixty days, so that there would be several shipments involved, and ask that the receivers report the facts of any exceptions in the package, the container, the description on B/L or the marks of the cases which cause a transportation claim either on the water or rail movements and then report to your committee the results of this tryout, we believe you might secure a foundation on which to build your final recommendation to all parties."

Inspection of Equipment

We have recently been penalized under Freight Claim Rule No. 64 for the full amount of claim where our record of inspection of equipment.

This rule is mandatory and particular attention is called to paragraph (a) as to inspection of equipment when placed for loading; and paragraph (b) pertaining to equipment reaching destination and shipments damaged chargeable to defective equipment, when a thorough inspection and record of same should be made.

If car not examined by Car Inspector, then it is in order for the Agent or other employe to make the inspection and maintain a permanent record thereof.

When cars are inspected by the Car Department Form 661-B or 1413 should be on file and when inspected by Agent or other station employes, Form 1413 should be used and filed with the shipping instructions. Should car reach destination and shipment check out damaged by water or other defects charged to the condition of the car, an immediate mechanical inspection should be made to show whether or not defects are old or new and report furnished to the Freight Claim Agent.

Mechanical inspection of this kind may enable the Freight Claim Agent to charge the entire amount of the claim to the originating carrier when cars with old defects are used.

I am quoting herewith Rule No. 64, Freight Claim Division of the American Railway Association:—

"(a) Car shall be inspected while empty and before each loading by carrier furnishing the equipment and if necessary, properly cleaned and placed in good condition, so that loss of or damage to freight may not result from defects in car, filth, waste, oil, grease or other substance or from anything liable to cause loss of or damage to freight; such inspection to be governed by the kind of freight to be loaded and the probability of loss or damage. Inspection should be made at point of loading, but if operating conditions render this impracticable, car may be inspected at yard or terminal from which equipment is distributed for loading, providing that the movement from such distributing point of loading is without intermediate loading or use. Carrier furnishing the equipment shall keep a permanent record showing where car was inspected, name of person making the inspection, condition of car and extent of inspection at time of such inspection. Loss or damage resulting from failure to inspect, clean and repair cars or failure to make record as above provided shall be charged to carrier at fault. When, however, the undisputed physical facts enroute or at destination differ with statement that car had been so inspected, the statement of inspection being totally at variance with the actual facts, the actual conditions shall govern.

"(b) In case loss or damage is alleged due to causes named in Paragraph (a) of this Rule, the carrier at destination having knowledge or being notified of such loss or damage shall inspect both freight and equipment and shall keep a permanent record showing name of person making the inspection, extent of the loss or damage, and the apparent cause thereof, whether defects are old, of long standing and apparently present when car was last loaded, or new. When freight is transferred enroute and damage is apparent, it shall be the duty of the transferring carrier to make the inspection and keep a record thereof as provided in this paragraph.

"(c) Failure to comply with the requirements of Paragraph (b) shall render transferring carrier or carrier at destination liable for twenty-five per cent of the amount paid in addition, to its proportion of the balance under the appropriate Rule.

"(d) Provided that no carrier at destination shall be penalized under Paragraph (b) if it did not and could not reasonably have had knowledge of the alleged loss or damage.

"(e) Provided, further, that no carrier at destination shall be penalized under Paragraph (b) when the carrier furnishing the equipment is liable under Paragraph (a)."

Avoiding Waste Through Proper Packing Methods

The National Retail Dry Goods Association has issued the following bulletin to its members with view toward greater satisfaction to its customers and Claim Prevention:—

"The primary purpose of good packing is to reduce loss and damage to a minimum, thereby saving thousands upon thousands of dollars which are now being paid out in settlement of loss and damage claims. It is a splendid movement and deserves the hearty co-operation and assistance of every shipper, because the benefits to be derived from a reduction of loss and damage claims are mutual and the saving to the carriers should be reflected in lower transportation costs to the public.

"In packing freight for shipment four distinct points should be considered: (a) what style of packing will secure the lowest classification; (b) what is the minimum tare or dead weight possible in each package; (c) what packing material and what style of package will give full protection to the goods and yet be the least expensive; (d) how can the goods be packed so as to insure perfect condition when delivered.

Cost of Packing

"Any money put into a package should add to the safe carriage of the goods contained therein or to the attractiveness of the shipment and thereby serve as an advertisement, otherwise it is money thrown away. If this expense can be reduced, just that amount can be put into the productioin, the price reduced or the profit increased. In many instances shippers have found from experience that old second hand containers have proved more expensive in the end because they failed to provide proper and necessary protection, resulting in losses and damages.

Safety of Goods

"The most essential consideration in the packing of freight for shipment is the safety of the goods. When shipments arrive at destination in a damaged condition the very object of their transpor-

tation has been defeated. It is possible, as a rule, to collect from the carrier for losses or damages suffered in transit, but from the customer's point of view, prompt and safe delivery is the most important consideration. It is only fair to the carriers to pack merchandise that it will get to destination safely with ordinary care and handling. Aside from the consideration due the carrier, the shipper should use every means in his power to see that the shipment arrives at destination promptly and in the best condition possible under the circumstances. It should also be borne in mind that shipments should be so packed so as to avoid the contents becoming damaged by other merchandise.

Packing For Lowest Classification

"The importance of this question is too frequently overlooked, and every shipper would do well to give this important matter the consideration which it deserves. To determine the proper style of packing necessary to obtain the lowest rate, one must secure a copy of the classification governing the movement of his freight and study it carefully. Various rates are provided for various methods of packing and very frequently the shipper will find it less expensive to put a little more care and expense into his packing and thereby secure the lower rates.

The Bulk Factor

"Shippers will find that one of the important basic principles in freight rate construction is the bulk. It naturally follows, therefore, that by reducing bulk as much as possible a lower rate is secured. For instance, baby carriages when shipped set up with the wheels on are subject to the highest rate applicable to that commodity, which is three times first-class rate. When they are shipped with the wheels off and completely drawn into the body, the bulk is reduced and the rate is only one and one-half times the first-class rate. In some instances the bulk can be still further reduced by collapsing or folding flat and the rate would be only second class.

Reducing the Risk

"Another element which helps to determine the class to which the particular commodity belongs is the amount of risk which the carriers run in transporting it. Therefore different rates have been provided for different methods of packing. It is to the advantage of the shipper to pack his merchandise so as to reduce the risk to the lowest possible minimum.

Articles of More Than One Class

"The shipper should remember that when articles of more than one class are packed together in one container the rate which will be applied by the carrier will be the highest rate applicable to the highest class commodity in the container. It is generally advisable to pack the different classes separately unless the additional expense of packing in this manner is greater than the loss suffered by reason of a higher freight rate.

"It should be remembered that shipments passing from one classification territory into another are not always subject to the same rate. Shipments packed so as to secure the lowest rate in one territory may require an entirely different method of packing to secure the lowest rate in another territory. In the case of shipments subject to more than one classification where the rate differs for certain styles of packing, the shipper should first determine what style will provide the lowest rate for the combination. This can often be secured by packing to secure the lowest rate for the longest part of the haul.

"It is frequently possible to reduce the cost of transportation by reducing the dead or tare weight. Very often shippers carelessly use containers entirely too large for the shipment, and, of course, extra packing material must be used to fill up those vacant spaces. The result is an unnecessary amount of useless, dead weight, upon which the freight charges have to be paid on the same basis as the contents."

Bad Land Echoes

(Bill Mike)

We are sure having nice weather and the spring seems in the air, birds are coming from the southland, boys are playing everywhere. With their marbles and their baseballs, playing keeps and one-o'cat, I can hear them argufying, "No pig sets." "My turn to bat." Girls are strolling with their dollies, giving them the warm spring air, gee! it's hard to sit in office when it's springtime just out there. Olga has gone to Miles City; took a temporary place, say, we miss her at the office, miss her kind and smiling face. Mrs. Shine is just now working in the place that Olga had, 'cause she's not much on the news stuff some of them are mighty glad. Kinney's been out on the west coast looking at his land and things, guess he sure must like that country for he claims it's fit for kings. Thought perhaps he'd bring a partner (He's a bachelor, you know) back with him to be his helpmate as they used to long ago. Mr. Williams spent a few days looking o'er the roundhouse shops he's the head of motive power and sees that no engine stops. The roundhouse team beat the city in a game of volley ball, and they're puffed out like a blowsnake or a sail out in a squall. Jack Allen was called as witness on a damage suit someplace, guess it was at Valley City that he went on this new case. We now have our ice house loaded to the brim with nice clean ice, in the real hot days of summer a cool drink seems doubly nice. S. L. Richey and son, Leland took in the big auto show, said they saw some nice cars,—but none surpassed their own Reo. 'Pears like I forgot to mention in the last month's magazine, that Mike Wood had gotten married; happiest man ever seen. Hear Pete Burns was somewhat angry when he heard what Mike had done, wondered if forks thought that building cinder paths was lots of fun. Our Chief Dispatcher G. H. Hill went and left us for the West, "Bill" Moran has been appointed to come in and do his best. M. A. Tripp and little Warren came back home the other day, Warren sure has been improving all the time he was away. Ed. Warzala went to a dance, not so very long ago, up at Rhame, I heard them tell it, he got lost in the depot. Queer a man of his perception, one who's traveled as has he, should lose all sense of direction, something wrong that's plain to see. Harry Catey and folks are back from their visit in the East, Harry's color is much improved since he's taking compressed yeast. Shirley Brown went up to Miles town for to see a winsome maid, but when he called on the lady, his brown turned a darker shade. For it seems she got the dates mixed (There were two named Brown, you see), and she took the one that was not for the one that was to be. Shirley has a plan of action that I'm sure will win the game, for since Browns appear so common he decides to change his name. Then she'll know which one is coming, and no need then to forget, as to which one she's expecting and no cause then to regret. Yes, Sir; "Pop's" got a radio and has been all over town, looking for a pair of ear-phones, gee; but he can hoe it down, almost made a mile a minute, if you do not count the stops, hear the city's sent him warning to beware—or traffic cops. 'Twas a cold and wintry morning, snow lay deep upon the ground, when O'Connell, who's our blacksmith stepped outside to look around. While inside 'twas warm and cozy, table decked with breakfast things, when O'Connell came in flying, like a bird with mammoth wings. He rushed up against the table and upset it on the floor, broke the dishes, spilled the coffee, good wife had to cook some more. It has got us sort of puzzled that our Smith should act like that, and he gives no explanations of the place where he was at. Our editor has asked for rhyme, and here it is and so now my wife says that I can not write about things in prose somehow. She says it has not got the kick, it's jerky and things like that, in prose I'm 'way behind the times like our worn out democrat. With me, I can not see much diff. between a Ford and buggy, at times they both roll right along, and both at times are sluggy. But this I know, and it's a fact I can't write the news in rhyme, unless you hand in all you have to me in plenty of time. I have my daily work to do, and certainly must be done before I can go nosing out the news from everyone. I am not a paid reporter such as the big dailies hire, but I must gather when I can the things that about transpire. So if you have a bit of news come or send it here to me, and I will do the best I can to write it appealingly.

General Manager's Office

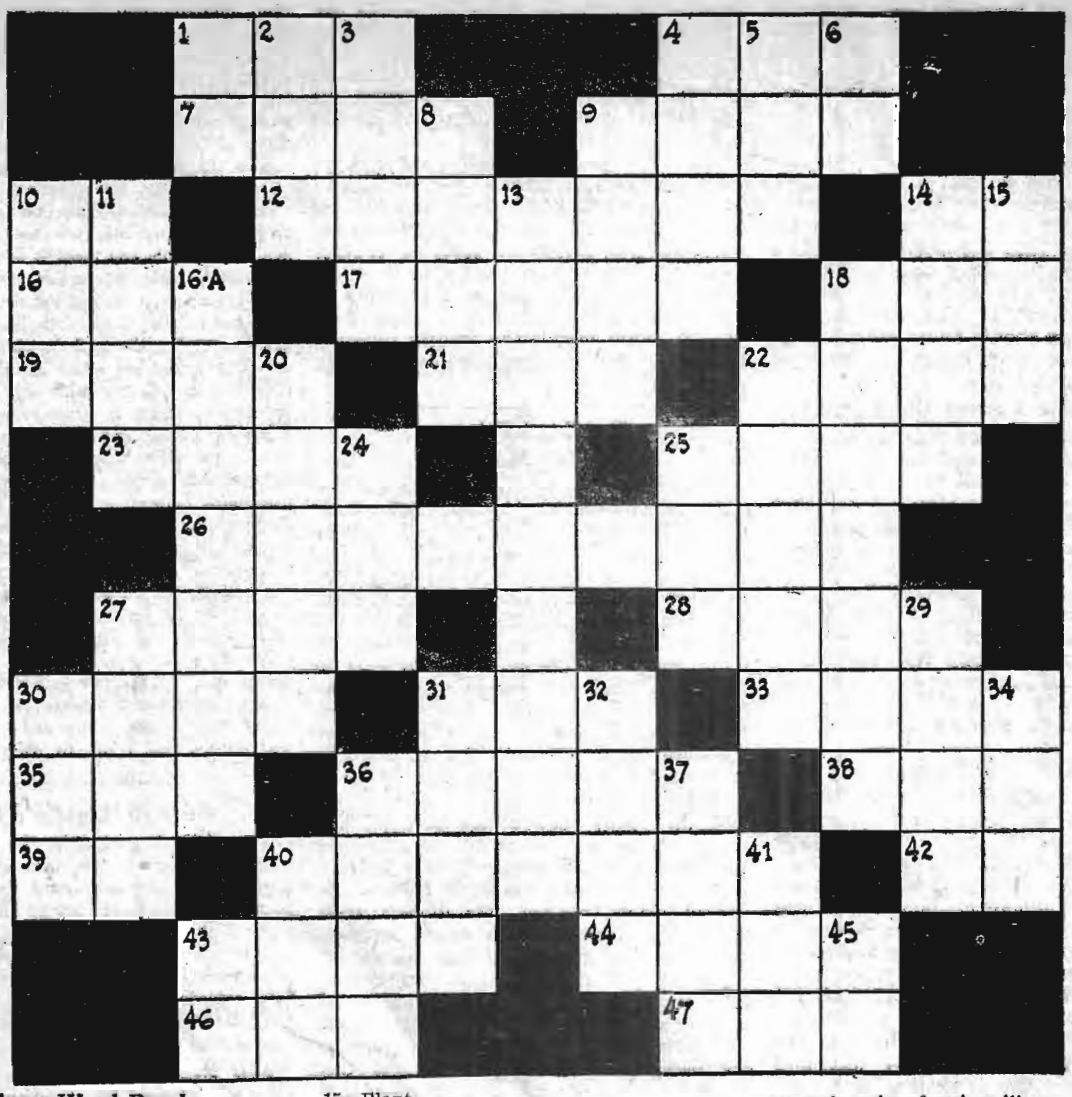
John O'Toole arrived at the office Thursday morning, February 12th, with a beaming smile a yard wide and announced the arrival of a bouncing twelve pound boy at his home on February 11th. The proud papa is now taking culinary courses from Bailey and Lem and the can opener is receiving a very rigid test. The force extends its congratulations and well wishes and trusts for the best of health for junior and Mrs. O'Toole.

Miss Nessel's red dress, or we should say black silk trimmed in attractive red, was quite a sensation in the building and brought many pleasing remarks from the well known criterions. While almost any other person would have been filled with egotism from such flattering remarks Joe blushingly passed them off. It is rumored her designer is a well known Parisian artist and no doubt Joe will be receiving many inquiries from her girl friends as to the business address of her friend.

George Harder was home for several days due to a very severe cold contracted during the recent damp weather. The family were also afflicted and George had a much harder time getting back to health than would ordinarily be the case. In the meantime Mrs. Peterson, with the assistance of whoever was not overloaded with work, got out the Monthly Efficiency Book. All who worked on the book trust that George keeps in the best of health from now on.

Our efficient little office boy, Leonard Thelander, has been confined to his home for the past two weeks with a severe attack of inflamatory rheumatism. We trust that his illness will soon be cured and that he will be back on the job again as lively and peppy as before.

The office looks forward with pleasure to the recent system adopted in the file room for taking care of the vast amount of correspondence handled daily. Miss McMillian, who took the place of Miss Southworth, is being kept so busy in the file room that the office force does not see her more than three times a day; morning, lunch time and evening.



Cross Word Puzzle

By Mrs. F. E. Devlin

Solution will be published next month.

Definitions of Horizontal

1—A mischievous person.
4—An instrument for driving heavy blows.
7—A color.
9—Scare.
10—A bronze coin of Rome.
12—To give.
14—Bachelor of Science (abbr.)
16—Policeman.
17—Meet by appointment.
18—Make love in low tones.
19—A kind of cheese.
21—Name of lake (abbr.)
22—A breed of dogs.
23—A melody.
25—Seventh king of Israel.
26—A large American reptile.
27—Clever.
28—Goddess of discord.
30—Instrument for making holes (plu.)
31—Era.
33—A case for carrying small articles.
35—A golf trem.
36—An animal.
38—Opposite of no.
39—Editor.
40—Government grants.
42—Into.
43—A device for concentrating or dispersing radiation by refraction.
44—A dull pain.
46—A tree.
47—Pronoun.

Definitions of Vertical

1—The Emerald Isle (abbr.)
2—Cleanse.
3—Separate.
4—Rave.
5—Boy's name.
6—A state (abbr.)
8—A Roman Emperor.
9—Repose.
10—A military aviator.
11—A chemical used in cooking.
13—Jewish church.
14—Dunce (slang)
15—Plant.
16—A Religious allegory.
18—Benevolence.
20—A place where flour is made (plu.)
22—A small job.
24—A beverage.
25—Goddess of malicious mischief.
27—Feared.
29—Fat.
30—Devoured.
31—Music and poetry.
32—A mountain.
34—(From the Greek) meaning equal.
36—A safe place for money.
37—Engrave.
40—A vegetable.
41—Pronoun.
43—Behold.
45—Suffix.

News From Union Station

J.M.

The assortment of sparklers seen adorning the third finger of many of our Union Street fairef breadwinners indicates that Sears, Roebuck and Montgomery Ward are still doing business.

The Yellow Cab Company recently completed a large garage and service station directly across the street from the Union Street Freight Office, and while it practically demolished our baseball field, there is much consolation in the knowledge that we can get a cab on a minute's notice. The new rates adopted by the Cab Company enable one to ride several blocks for a single day's pay.

Walter Lapinski says he is doing his best to get ahead. Everybody knows he needs one.

Head Rate Clerk Baltzer showed up the other morning with a sheepish look and a black eye. It is rumored that he attended a dance in Cicero and was struck by the beauty of the place.

Gertrude LeClaire has returned to work after several weeks of serious illness. It seems good to have Gertrude with us again, and we all hope that her luck has changed.

Alma, our reducing notice clerk, says her husband's average income is about 3:00 A.M.

It was necessary to rent a hall for Orville Rush's wedding. Many of his friends from this office were present, some acting in the capacity of ushers. Those who attended reported that a gay time was had by all; even Orville seemed to be enjoying himself. The employees at Union Street presented Mr. and Mrs. Bush with a hundred piece dinner set, and we all join in extending our congratulations and best wishes.

"Uncollected" Clerk Cory seems to be taking good care of his cough: he's had it all winter and it's as good as new.

After years of intensive research and experimenting in the uncertain art of horse racing, our esteemed Rate Counselor Michael had finally arrived at the conclusion that you can lead a horse to the barrier, but you can't make him win.

Our chief clerk tells us to work but not try so hard to get caught at it. He also says it is well for the clerks to remember that he used to use the same old excuses.

Comparative figures for January 1924 and January 1925 show that the Union Street Payroll has decreased 2 2/5%, while the tonnage handled has increased 22 3/5%. Results like this have always been the aim of the management, and if similar reports are turned in from all along the line, it will add to the general feeling that the C. M. & St. P. Ry. is well along the road to stability.

Talking Points

The Iowa legislature, seeking for new forms of taxation in order to meet the growing expenses of the state and local governments, contemplates a railroad occupation tax, as well as a law requiring the assessment of railroad property for taxation purposes at the same valuation used for rate-making purposes. In discussing the various forms of new taxation suggested the Iowa Homestead, in its issue of February 5th, said: "If Iowa collects two or three million dollars annually in occupation taxes from the railroads, the railroads will, in all probability, collect at least this much back in additional freight rates charged to meet the tax." The railroads, of course, have no way to obtain funds with which to pay taxes except to collect them from their patrons. Taxes are always and everywhere paid by the ultimate consumer, no matter who pays them directly to the collector. The railroads are already paying something like $7,000,000 in taxes to the state and local governments of Iowa. If this sum is to be increased to $10,000,000, as is now proposed, the roads will have no other alternative than to ask for such rates as will enable them to collect the additional $3,000,000 from their patrons.

Freight earnings, in 1923, from the transportation of agricultural products, including live stock, aggregated about $915,000,000. Should the demand of radical politicians, that rates on agricultural products be reduced to the pre-war level, be acceded to it would mean a reduction of approximately $300,000,000 in the return from this class of freight.

Cash dividends paid by the railroads to their stockholders in 1923 aggregated $296,000,000. It will be seen, therefore, to reduce rates on agricultural products to the pre-war level would wipe out more than all the dividends received by owners of railroad stocks. This demand, however, is on a par with other demands made by politicians and others who seem to imagine that people invest money in railroad stocks without expectation of any return on the investment.

In his address to the gathering of Kansas farmers at the annual Farm and Home week celebration of the Kansas Agricultural College, Dr. W. M. Jardine, President of the College said: "Any reduction of freight rates is doubtful." Pointing out that it costs no more to ship good products than it does to ship poor products, he suggested that freight rates can be reduced for the farmer by shipping higher grades of wheat, beef cattle, butterfat, and other products. "Seventy-five to one hundred per cent of all that can be done to bring agriculture back to a stable basis must be done on the farms and in the homes of the different states," said Dr. Jardine, who, as a member of the President's Agricultural Conference, has been giving close study to the questions confronting the farmers as a class. Speaking of his experiences as a member of this conference, Dr. Jardine said: "The commission found few things remediable by legislation." How different the expressions of this recognized expert in agriculture, when talking to farmers, from those of the average self-appointed leader of the farmer, who goes about preaching the doctrine of discontent! He treats the farmer and talks to him as if he were an intelligent American citizen and business man, whose problems must be solved, if solved at all, by the same methods that are observed by successful men in other callings.

1924 GROSS REVENUES WERE LESS THAN IN 1923 BUT NET OPERATING INCOME WAS LARGER

Class I Railroads Earned Net Operating Income of $987,133,650, Equivalent to 4.35% on Property Investment

Class I railroads representing a total of 236,190 miles of line earned a net operating income in 1924 of $987,133,650, or a return of 4.35 per cent on their property investment, according to reports filed with the Interstate Commerce Commission and compiled by the Bureau of Railway Economics.

Thus in spite of the fact that the railroads were operated in 1924 with the greatest efficiency in their history, they failed to earn a return of 5½ per cent, that has been set up by statute as a "fair return."

In 1923 the same roads earned a net operating income of $983,736,200. The rate of return was 4.49 per cent.

The fact the 1924 net operating income was greater than that of 1923 but the rate of return less, was due to the greater property investment in 1924, resulting from the new capital expenditures in 1923.

Gross Revenues Decline 5.9 Per Cent, But Operating Expenses Reduced 7.8 Per Cent

The gross operating revenues of the Class I carriers in 1924 amounted to $5,986,492,100, a decrease of $373,931,100 or 5.9 per cent compared with the preceding year. Operating expenses amounted to $4,558,307,800, a decrease of $386,827,600 or 7.8 per cent.

Net operating income showed a slight increase, from $983,736,200 in 1923 to $987,133,650 in 1924. This increase of approximately $3,397,000 in net operating income was brought about despite a decrease of nearly 6 per cent in gross operating revenues resulting from the fact that freight traffic in 1924, measured in net ton miles, was approximately 6 per cent less than the preceding year. The railroads, however, were able, due mainly to increased efficiency in operation, to reduce their operating expenses in 1924 by nearly 8 per cent compared with those in 1923.

Operating Expenses $1,272,000,000 Less Than in 1920

Compared with 1920, operating expenses in 1924 showed a reduction of $1,272,000,000 of which $670,000,000 were passed along to the public during the year just passed in the shape of reduced freight and passenger rates. That is to say, had freight and passenger rates in 1924 been at the level of those fixed by the general rate increase of 1920, the total charges made for transportation by the railroads in 1924 on the traffic actually handled in that year would have been $670,000,000 greater than they were.

Earnings by districts for the year 1924 with the percentage of return based on property investment follows:

Region	Net Railway Operating Income	Rate Earned
New England Region	$35,727,730	3.74%
Great Lakes Region	183,333,460	4.84
Central Eastern Region	194,911,371	4.26
Pocahontas Region	52,525,674	6.03
Northwestern Region	104,873,704	3.12
Central Western Region	181,262,509	4.21
Southwestern Region	91,944,778	4.34

Taxes Reach Total of $344,073,780

Class I railroads in 1924 paid out alone in taxes $344,073,780, an increase of $6,739,360 over the amount paid in 1923. This means that the average paid daily by the railroads for taxes in 1924 was $940,092 compared with $924,204 in 1923.

The freight revenue for the year 1924 amounted to $4,347,916,000 compared with $4,625,786,000 in 1923. This was a reduction of 6 per cent.

The passenger revenue amounted to $1,076,615,000 compared with $1,147,578,000 for 1923, a reduction also of 6 per cent. These totals include the amounts received by the railways in the form of a surcharge on sleeping and parlor car tickets which aggregated $37,489,000 in 1923 and approximately the same amount in 1924.

Revenues received for the carriage of mail increased about 5 per cent; express revenue showed a smaller relative decline than freight or passenger revenue; "all other" revenue declined about 6 per cent.

Dubuque Chapter—C. M. & St. P. R.R. Women's Club

Dubuque Chapter of the C. M. & St. P. R.R. Women's Club held their regular meeting at 8:00 P.M., Friday, January 16th, at Eagles Hall. Program for the evening consisted of piano solos by the Misses Mary and Elizabeth Kearney and readings by Miss Margaret Birner.

The Sunshine Committee reported having done considerable relief work during the holidays and numerous Sunshine cards had been sent out to employees and their families.

The Program Committee have been kept very busy, having given a dance on the night of December 19th, and a card party on January 9th, both of which were very well attended, and a very enjoyable time was held by all presnt. They have arranged for another dance the 29th of January.

It was decided that instead of serving refreshments each meeting, the ladies in charge of the entertainment for the evening could determine just how they wanted to handle this.

The Dubuque Chamber of Commerce have asked us to join the "Better Home Movement" and a motion was carried that a delegate be appointed to represent the Dubuque Chapter.

AT HOME



HAZEL M. MERRILL, Editor

House Cleaning

The season is drawing nigh for cleaning and shining the various woods and metals about the house. One of the first essentials is proper supplies for cleaning and a convenient place to keep them. Each home should have at least one cleaning-closet, and an extra one on the second floor if you have the space available will be found convenient and helpful. If possible the cleaning-closet should be ventilated.

No. 1—Get some neat, black tin boxes to hold the small articles necessary in your cleaning. In a goodly sized box for the bathroom place ammonia, disinfectant, an aluminum shaker, cleaning powder, soap, nickel polish, rubber gloves, floor cloths, cloths for polishing, brush for bowl, tub, and scrub brush. Have another such box, smaller, for silver cleaning equipment, silver cream polish, several powder puffs to be used for applying the polish, rubber gloves, cheesecloth, chamois, silver brush, and outing flannel for polishing. Another handy box may contain cord, labels for expressing parcels or for parcel post, "fragile" signs, several weights of wrapping paper, book corners, indelible pencil, crayon, glue, sealing wax, eraser, and scissors. A neatly cretonne-covered basket containing hammer, wrench, screw driver, and pinchers; foot rule, tape measure; pencil and pad; scissors, tacks, nails, etc.

Plain, unfinished wood, of course, may be cleaned with soap and water and brush. Ink spots may be removed from plain wood with oxalic acid. Oiled surfaces may be cleaned with a cloth wet in clear warm water and wrung dry. If unusually soiled, make suds with mild soap, ivory, and then rinse the surface with clear water. Then go over it with good furniture polish, as the soap will remove some of the oil. Varnished surfaces should not be wet unless absolutely necessary to clean, except when a good grade of spar varnish has been used. Painted surfaces may be cleaned by washing with mild soap and warm water or kerosene and water, about a tablespoon of kerosene to quart of water. Waxed surfaces should be cleaned with chemically prepared mops and dust cloths. Whiting is an all-around standby for polishing metals, and copper and brass may be easily cleaned and polished by mixing whiting with vinegar or there are many good brands of polish on the market, the use of which is simple and effective, also harmless. An easy way, if there is an easy way to clean windows, is to use clean warm water and a chamois skin. Wet chamois in clear water, wring it well, and rub window; rinse chamois in clean warm water, wring thoroughly, and go over window again. You may purchase a good household-size long-handled brush with rubber squeegee attachment and clean your windows like the men employed to clean store and office windows. An easy way to dust window shades is to lay them on a flat table. A huge square of art gum may be used to clean wall paper and the results are amazing. The labor required is quite unskilled so the older children may assist.



Home From the Hunt. Billy, 3 Years, Son of A. A. Kurzejka, Chief Carpenter, Minneapolis, Minn.

Have you just completed that new home, or possibly will in a month or so? When the furnishings are all installed and it should be looking its best, the new home is apt to look its worst. It is from the outside details that we get our first impression, and these, of course, are incomplete soon after completion of the structure. There is an unsightly stretch of soil, bricks, lumber, and other leavings, instead of an inviting stretch of velvety lawn. Perhaps there is not a tree on the place and not even a bush to soften the hard appearance. Of course, if you are not considering cost and can just send for a representative of a Nursery Company to do the planning and planting for you, your problems are not so serious, but that is expensive, like everything in building a home, and if you are not considering cost and worry if you are willing to use your "strong-right-arm" and your head. In a short while, you can eliminate that look of crude newness. A beautiful velvet lawn will not spring up over night for you, but there are vines and plants that will—almost. The Japanese Morning Glory, Honeysuckle, Virginia Creeper, and the various varieties of Clematis will run over a porch or the side of a house and give quickly the appearance of having been there for years. Of course, there are many other more permanent and desirable vines but they are slow-growers. Next, we need some bushy growths which will also spring up quickly and there are many pleasing varieties of quick-growing annuals. Nasturtiums are satisfactory to plant; the poorer the soil the more they seem to thrive. The large varieties will give a spread of foliage quickly and the bright blossoms are attractive. The casteroil bean makes a pleasing shrub and will grow to the size of a small tree in one season.

While planting this garden we might give thought for the winter days that are to come when we cannot have the flowers from the gearden to brighten the interior of our home, and we could grow straw flowers, large ones with a wealth of color, deep crimson, bronze yellow, all shades of pink and rose, and violet. Sprays of baby's breath and Japanese lantern may be added to these winter bouquets to make them attractive. You may arrange several bunches of these winter flowers and wrap them carefully and put away with a date as to when they should be opened. In this way, have a change before they become tiring.

Perhaps you would also be interested in a few suggestions as to how to furnish this new home, at minimum expense. It is well to first make the most of the natural features of the room; two windows with attractive chintz curtains and a mirror or unframed print or small picture hanging between them; a shelf with a piece of pottery on it, will almost furnish the whole side of a room. An inexpensive couch with attractive cover will complete one side of room. A recess between fireplace and wall may be utilized for a very unpretentious bookcase. French doors are extremely attractive and give a furnished effect to a wall when fitted with attractive curtains. Quite pleasing is a shelf with attractive ornaments and a chair placed beneath or small stand. An open doorway when not curtained gives a bare unwelcome look to a room that you cannot get away from except by hanging the best available portiers. If you have a fireplace and mantel, you are particularly fortunate, as they are the best possible beginnings you could have for furnishing any room. Next, you must have one or two really good things, an Oriental rug, or at least good domestic one, old fashioned mahogany table or desk, wing chair, fine, large mirror. Their places in the room should be carefully selected to make them the center of attraction. Great care should be used in selecting accessories. A room without a great deal in fact very little expensive furnishings may be made exceedingly attractive by rare textiles, prints, pottery, brass, etc. However, we should be careful not to have too many of these and to avoid the appearance of a museum. A last suggestion is with reference to coloring. Use quiet, subdued, restful colors.

One or two well-placed cushions will give the rooms a home-like appearance. Very few pictures, and they should be well chosen.

A Nice Dinner For Six

Compiled for The Magazine

By Rodney T. Lamb

Chef of Dining Car.....

Cream of Rice a La Reine

Spiced Green Olives Radishes

Filet of Sole au Gratin

Chicken a la Lamphert

Potatoes Souffle Golden Turnips

Lettuce and Alligator Pear Salad

Thousand Island Dressing

Nippy Cheese Biscuits

Strawberry Bavarian Cream

Cafe Noir Salted Nuts

Good Things To Eat

Sauce Duchesse. Into one pint of tomato sauce, work one half pint lean cooked ham cut in small dice; one half cup of white wine. Bring to a boil, then add yolks of two eggs, with tablespoon of A-1 Sauce. Season and serve. A splendid sauce for meat or fish.

Asparagus Patties. Wash and cook equal parts asparagus heads and mushrooms. Into 2 oz. melted butter, work two tablespoons flour; one cup scalded milk. Whip until smooth, add a little salt, and a dash of mace. Pour liquid off from the cooked vegetables and add sauce. Fill patty shells and serve.

Strawberry Bavarian Cream. One pint nice ripe strawberries, stemmed and washed. Place in deep dish with one cup sugar. Let stand thirty minutes. Whip one pint cream until stiff. Rub berries through a fine sieve, add to whipped cream with one and one half ounces Sparkling Gelatine. Set dish in crushed ice while mixing, then pour into mould and chill thoroughly. When ready to serve, turn out on plate and garnish with berries and whipped cream.

Swiss Pudding. Cream one half cup butter; add seven eighths cup flour. Scald two cups milk with the grated rind of one lemon and add to first mixture, and cook five minutes in double boiler. Beat yolks of five eggs until thick and lemon colored; add one third cup sugar, gradually, then add to the cooked mixture. Cool and fold in the stiffly beaten whites of five eggs. Turn into a buttered mould, cover and steam one hour and a quarter.

Graham Pudding. Mix one quarter cup butter, add one half cup molasses, one half cup milk, one egg, well beaten. Into this, stir one and one half cups graham flour, one half teaspoon soda and one teaspoon salt. Dredge one cup seeded raisins with flour and add to the mixture. Cover and steam two hours and a half. Serve with lemon sauce.

Lemon Sauce. One large cup sugar; nearly one half cup butter; one egg; juice of one lemon and grated rind of half lemon. One teaspoonful nutmeg; three tablespoons boiling water. Cream the butter and sugar. Beat in egg yolk, lemon and grated rind and nutmeg. Beat for some minutes, adding the boiling water gradually. Put on top of tea kettle to heat, but do not let boil. Stir frequently, and lastly, add the stiffly beaten egg white.

Fashion Book Notice

Send 12c in silver or stamps for our UP-TO-DATE SPRING AND SUMMER 1925 BOOK OF FASHIONS.

Address Miss Hazel M. Merrill, 802 Union Depot Building, Chicago, Ill.

5015. Misses' Dress. Cut in 3 sizes: 16, 18 and 20 years. An 18 year size made with long sleeves requires 3½ yards of one material 40 inches wide. With short sleeves 3¼ yards will be required. Price 10c.

5024. Girls' Dress. Cut in 4 sizes: 8, 10, 12 and 14 years. A 12 year size requires 2⅞ yards of 36 inch material with ⅜ yard of contrasting material for collar, revers facing and vestee. Price 10c.

5012. Ladies' Dress. Cut in 6 sizes: 34, 36, 38, 40, 42 and 44 inches bust measure. If made as illustrated in the large view the dress will require, for a 38 inch size 4¾ yards of 40 inch material. With long sleeves 5⅝ yards will be required. The width of the skirt at the foot is 56 inches. Price 10c.

5033. Misses' Dress. Cut in 3 sizes: 16, 18 and 20 years. An 18 year size made as illustrated in the large view will require 2⅛ yards of brocaded material and 2 yards of plain 40 inches wide. Without sleeves ½ yard less is required. The width at the foot is 1⅜ yard. Price 10c.

5013. Ladies' Dress. Cut in 8 sizes: bust measure, 40, 42, 44, 46, 48, 50, 52 and 54 inches, and corresponding waist measure, 33, 35, 37, 39, 41, 43, 45 and 47 inches. The width at the foot is 1⅝ yard. To make as illustrated for a 44 inch bust will require 4⅝ yards of one material 40 inches wide; with ½ yard of contrasting material for the collar and cuffs, and ¼ yard of chantilly or other lace allover 20 inches wide. Price 10c.

4913. Ladies' Apron. Cut in 4 sizes: Small 34-36; Medium, 38-40; Large, 42-44; Extra Large, 46-48 inches bust measure. A Medium size requires 4¾ yards for the knickers of 27 inch material. The width of the frock at the foot is 1⅞ yard. Price 10c.

5043. "Two in one" Undergarment. Cut in 4 sizes: Small, 34-36; Medium, 38-40; Large, 42-44; Extra Large, 46-48 inches bust measure. A Medium size requires 2¾ yards of 36 inch material. The chemise alone requires 1⅞ yard. For gussets of webbing ½ yard 4 inches wide or ¼ yard 6 inches wide is required. Price 10c.

5050. Boys' Suit. Cut in 3 sizes: 2, 4, and 6 years. If made as illustrated a 4 year size requires 3 yards of 36 inch material, with ½ yard of contrasting material for collar, cuffs, lap and facings. Price 10c.

5023. Girls' Dress. Cut in 4 sizes: 8, 10, 12 and 14 years. A 12 year size requires 3¾ yards of 40 inch material. Price 10c.

5007. Child's Romper with "Apron Tunic." Cut in 4 sizes: 2, 4, 6 and 8 years. A 4 year size, if made with "tunic," will require 2½ yards of 27 inch material. Without tunic 1⅞ yard is required. Price 10c.

5008. Child's Dress. Cut in 4 sizes: 2, 4, 6 and 8 years. A 4 year size requires 2 yards of 36 inch material if made with long sleeves and of one material. With short sleeves 1¾ yard will be required. Price 10c.

5018. Ladies' House Frock. Cut in 8 sizes: Bust measure, 42, 44, 46, 48, 50, 52, 54 and 56 inches, and waist measure, 35, 37, 39, 41, 43, 45, 47 and 49 inches. A 44 inch bust requires 4⅛ yards of 36 inch material. The width at the foot is 2 yards. Price 10c.



The C. M. & St. Ry. Paul Women's Club

Since last month, eight new chapters have been organized as follows:—Seattle, Tacoma, Wash., Green bay, Madison, Wausau, Portage, Janesville and Beloit,

Seattle Chapter

The preliminary meeting of the Seattle Chapter was held at the home of Mrs. H. B. Earling, with an attendance of about forty women representatives of the families of employes of the various departments of the service; and the women employes. At that meeting the temporary Committee Chairmen were named and plans made for a meeting to be held later in the month at which the President-General Mrs. H. E. Byram would be present and explain the objects and hopes of the C. M. & St. P. Ry. Women's Club. This meeting was held on January 27th at Frederick and Nelson's Auditorium with an attendance of nearly three-hundred. Mrs. Earling introduced Mrs. Byram, who instantly won every woman present with her sincere enthusiasm and genuine interest in the Club work. Mrs. F. J. Calkins was named Temporary Chairman and Miss Charlottee Bouldin, Temporary Secretary, to hold office until the regular election of officers. A Nominating Committee consisting of Mrs. F. N. Hicks, Mrs. Paul Wilson and Miss Bouldin was named. It was decided to hold the next regular meeting on February 14th. Mrs. F. J. Calkins favored the assemblage with two beautiful vocal selections, which were much enjoyed. Mrs. Calkins has a charming and cultivated voice and the Seattle Club is looking forward to hearing her again. The Seattle Club is the first to be organized on Lines West.

Tacoma Chapter

The first meeting of the Tacoma Chapter of the C. M. & St. P. Ry. Women's Club was held the 28th of January in Lafayette Hall of the Scottish Rites Temple with a crowd of about two hundred and seventy-five in attendance, despite the fact that the rain was coming down in torrents.

Mrs. D. E. Rossiter, wife of Superintendent Rossiter, presided at the meeting and introduced Mrs. Byram, who gave a most interesting and convincing talk of the Club, outlining the organization work, explaining its purposes and aims, and its hopes for the organization all over the system.

Mrs. J. Spencer Eccles, wife of Assistant Trainmaster Eccles, who is the possessor of a beautiful lyric soprano voice, sang a very lovely group of songs that were greatly enjoyed.

Mrs. Rossiter appointed Mrs. Eccles, Mrs. J. A. Wright and Mrs. F. J. Alleman as a nominating committee to submit names for candidates for the offices of the chapter—which will be voted on at the next regular meeting, to be announced later.

At the conclusion of the business session, Mrs. Byram, together with Mrs. Earling and Mrs. Bradshaw—who accompanied Mrs. Byram to Tacoma—held a reception, meeting all of the ladies present—after which everyone retired to the dining room where tea was served.

Asst. Supt. Cleveland took Mrs. Byram and party around the city for a short drive, pointing out the interesting spots to them before taking them back to the train.

Green Bay Chapter

The Green Bay Chapter was organized February 4th, with about two hundred women present at the first meeting, held in the Crystal Ballroom of the Hotel Northland. Mrs. F. C. Dow presided introducing Mrs. Byram, who made an interesting and instructive talk on the purposes of the Club, its hopes and aspirations and dwelt at length on the enjoyment and real benefits accruing from getting together with sisterly feeling, to help the members of the railroad family who in any way, needed such ministration as the Club would be able to offer. Mrs. Kendall read the Constitution and By-Laws, which were adopted by unanimous vote. Mrs. Grant Williams, President of the Chicago Chapter spoke on the work of the Chicago Chapter, told of its beautiful Club Rooms in the Fullerton Avenue Building inviting all the women present to visit them whenever they happened to be in Chicago. The work which the Chicago Chapter is doing is typical of the activities that may be entered upon by any of the Chapters, having for its object the advantages of better acquaintance among the women of the railroad personnel and the pleasures of being able to spread sunshine, cheer and the more substantial benefits among those who needed them.

The Nominating Committee presented its report and the following officers were elected:—Mrs. F. C. Dow, President; Mrs. H. L. Culbertson, First Vice-President; Mrs. M. A. Melville, Second Vice-president; Miss Katherine Browning, Corresponding Secretary; Mrs. John F. Dunn, Recording Secretary; Mrs. David Tibbetts, Treasurer.

A short program consisting of vocal selections by Miss Ethel Duquaine and Mrs. R. E. Widrig, accompanied on the piano by Mrs. John Whitney; and a very clever reading by Miss Nona Moeser was much enjoyed. Preceding the meeting Mesdames Byram, Kendall and Williams were entertained at luncheon at the Hotel Northland by the Committees in charge of the Temporary Organization. After the business session a social hour was pleasantly passed, the guests thus having an opportunity to meet the new chapter members and form a real and lasting friendship with them individually and as a Club

Madison Chapter

At a large and enthusiastic gathering of Milwaukee women in the Esther Vilas Hall of the Y. W. C. A. at Madison, Wisconsin the Madison Chapter of the Women's Club was organized. About two hundred women were present. Mrs. J. A. MacDonald presided, explaining the purpose of this coming together, and introducing Mrs. H. E. Byram, President-General of the C. M. & St. P. Ry. Women's Club. Mrs. Byram told of the origin, hopes and ideals of such a Club formation among all of the women of the Milwaukee Road, and of the wonderful success already met with in this getting together and banding into a great, sisterhood devoted to helping the sick, needy and unfortunate among both men and women of the Milwaukee family. She was followed with eager interest, her high ideals and sincerity carried conviction to her hearers. Mrs. Kendall then read the Constitution and By-Laws which were adopted. Mrs. Grant Williams followed, telling of the Chicago Chapter, which was the first one to be formed on the railroad, and of the good work it had already been able to accomplish through the splendid co-operation of both the men and women employes in the Chicago district.

A Nominating Committee was appointed, to report at the next meeting, time and place to be announced later.

During the course of the business meeting, it was announced that there were sixty-two women present from Janesville, and while they were in sympathy with all that Madison had so far accomplished, they said Janesville wanted a Chapter of its own, and said there were about two hundred women in that city, who wanted to join. So Janesville was voted a Club of its own, and Mrs. Byram altered her plans so as to make a stop in Janesville long enough to get a Chapter at that place under way.

Prior to the general meeting, the ladies were entertained at luncheon by the committee in charge of the preliminary organization, and were driven around the beautiful Wisconsin Capital City by Engineer Johnson.



Mrs. Wm. Swain, Wisconsin Rapids, Senior Member, Wausau Chapter.

Wausau Chapter to the C. M. & St. P. Women's Club

Following a 1:00 o'clock luncheon at the Elks' Club house on February 6th, our Wausau Chapter to the Milwaukee Women's Club was launched with much enthusiasm by sixty women. Mrs. H. E. Byram, President General of the Club, Mrs. Grant Williams, head of the Chicago Chapter and Mrs. Carpenter Kendall, Editor of our Magazine were present. Mrs. Byram explained the purpose of the club, which is welfare work and to promote social interests among the employes and their families.

The tables were decorated with ferns and lighted red candles in crystal candlesticks, carrying out the railroad colors of red and green. At the table for the guests were additional decorations of shaded lights, red carnations, smilax and ferns. The guests were presented with corsages as they were introduced by

Mrs. P. H. Nee. Between courses Mrs. Herman Redlich sang. "For All Eternity" by Mascheroni, and "Your Eyes" by Tours, accompanied by Mrs. J. H. Healy, Jr.

Following the adoption of the constitution, which was read by Mrs. Carpenter Kendall, the following officers were elected:—

President—Mrs. P. H. Nee

First Vice-President—Mrs. J. E. Dexter.

Second Vice-President—Mrs. F. E. Pond

Secretary—Mrs. A. I. Lathrop

Treasurer—Mrs. Lillian G. Atkinson.

A social hour was enjoyed after the close of the business meeting. Out of town guests were Mrs. James Smith, Mrs. H. L. Hildebrandt, of Tomahawk; Mrs. M. Christensen, Mrs. C. H. Raidby, and Mrs. J. L. Truax, of Merrill; and Mrs. William Swain of Wisconsin Rapids.

We expect to have our regular meeting once a month, time and place for which will be announced later. It is hoped we will have 100% membership in the Wausau Chapter before very long and extend a cordial invitation to all women employees, and women members of employees families to join the club.

Portage Chapter

Portage Chapter was launched on Saturady, February 7th, with Mesdames Byram, Kendall and Williams of Chicago, officers of the General Club present to assist in perfecting the organization.

Preceding the business meeting, a luncheon was given in the parlor of the Presbyterian Church, at which covers were laid for one hundred and fifty. The tables were beautifully decorated and the delicious luncheon was greatly enjoyed.

At the meeting held immediately after luncheon, Mrs. Byram told the company of the objects and aspirations of the Club; of the wonderful success attending the organizations so far, and complimented the Portage women on their splendid turnout. She said it was always an inspiration and incalculable help when those engaged in helping to start the Clubs at every division point on the System, arrived to find so large and interested a gathering as was present at Portage. Mrs. Byram's splendid talk and very obvious sincerity was convincing, and a large percentage of the women in attendance at the opening meeting signified their intention of becoming members. Mrs. Kendall read the By-Laws, and told how the Club Dues were to be applied to whatever benevolent fund was established; while moneys raised in other ways, at entertainments etc., could be used for whatever purposes the local Chapters saw fit,—always however in the interest of the Club and the Milwaukee personnel. Mrs. Williams told of the work of the Chicago Chapter and invited the ladies present to visit the beautiful Club Rooms in the Fullerton Avenue Building, any time they might be in Chicago.

Following this, the Constitution was adopted, the report of the Nominating Committee read and accepted, and the following officers elected: Mrs. O. H. Frick, President; Mrs. F. T. Buechler, First Vice-President; Mrs. Urban Budzien, Recording Secretary; Mrs. Jesse Taylor, Corresponding Secretary and Mrs. W. E. Jones, Treasurer. An informal reception was held in the upstairs parlors of the Church, at which the visiting women were given an opportunity to meet all of the new club members, and wish them God Speed in their good work.

Janesville Chapter

On Sunday morning, February 8th, about one hundred women met with Mesdames Byram, Kendall and Williams in a coach at the Janesville passenger station and arranged the preliminaries of the Janesville Chapter. Mrs. Byram spoke to those present on the ideals and aspirations of the C. M. & St. P. Ry. Women's Club, and congratulated them on their interest and zeal in the good work which was sure to follow the formation of these Chapters of the Women's Club. Mrs. Fred Zimmerman was appointed Temporary Chairman and Miss Harriet Mulligan, Temporary Secrejoyed.

tary. A Nominating Committee and Committee on By-Laws was named, to report at the next meeting, time and place to be announced later. This Janesville gathering was an "extra" on the list, it having been thought that the women of that city would prefer, either to join the Madison or Beloit Chapters; but when the Janesville women present at the meeting in Madison signified their wish to have a separate organization, saying they were sure of a sufficient number to make a really "going" Chapter, the officers of the General Club were more than glad to meet them and help them to start.

Beloit Chapter

Beloit Chapter was organized on Sunday afternoon, February 8th, with a large attendance, there being over two hundred women present. Mrs. F. E. Devlin presided, with Mrs. Clara Langtry, Temporary Secretary.

After explaining the purposes of the get-together, Mrs. Devlin introduced Mrs. Byram, who told of the ideals and aspirations of the Club and expressed her hope that before many years had passed, the women of the entire system, from Lake Michigan to Puget Sound would be banded together in one great sisterly organization for the purpose of relieving the sick, needy and suffering men and women all over the railroad. She also said that her "vision" was for a chain of hospitals of the Milwaukee Railroad where all of the Milwaukee personnel would be received on a common footing, and cared for according to their necessities. She urged all of the women to join the club, prophesying the pleasure they would find in a better acquaintance and in the splendid opportunities of the mutual benefit work. The constitution was read by Mrs. Jack Collins and adopted. The Nominating Committee then read its report, which was adopted, and the following officers elected: Mrs. F. E. Devlin, President, Mrs. John Connors First Vice-President; Mrs. R. M. Teller, Second Vice-President; Mrs. G. R. Hannaford Recording Secretary; Mrs. Clara L. Langtry, Corresponding Secretary; Mrs. W. J. Hughes, Treasurer.

A fine program was given consisting of two groups of songs by Mr. J. L. Brearton of Savanna, Company's Attorney at that point; and two readings by Mrs. Harry Lombard. Both were real artists in their specialties and their numbers were greatly enjoyed. A social hour followed the business meeting, during which time, enrollment of additional members was made, after which it was announced that Beloit had gone over the top with one hundred and fourteen paid memberships to start with. This is the largest number of paid memberships recorded at any first meeting, a fact of which the Beloit Chapter is justly proud.

Chicago Chapter Notes

On Friday evening January 30th, the young ladies of the Comptroller's Office gave a dinner and bunco party at the Club Rooms. The occasion was in the nature of a Valentine Party, the table and other decorations embodying Valentine colors and features; and were very beautiful and attractive. An exceptionally good dinner was served, after which bunco, singing and dancing were enjoyed. Those present from the Comptroller's Office were:—Misses Grace Baldwin, Connie Smith, Louise Zarweck, Blanche Vaughn, Vera Snapp, Margaret Pagels, Ruth Hannaca, Crystal Malone, Elsie Walker, Loretta Maloney, Marie Donnelly, Libby Shapiro, Margaret Nasheim, Grace Dansfelser, Esther Krueger and Anna Olson. Their guests were Misses Etta Lindskog and Ethel Carlson.

The idea of using the beautiful Club Rooms for such social gatherings is gaining favor, as more and more the privileges of the Club and the interesting work it is planning, is being understood.

Milwaukee Chapter Notes

The great event of Milwaukee Chapter the past month was the big Ball given in the Auditorium, February 13th, with more than one thousand in attendance. It was a grand success, credit for which belong to Mrs. C. U. Smith and her efficient committee, who put the affair well over the top. Mrs. E. A. Lalk, Chairman of the Refreshment Committee made the most wonderful fruit punch ever served, which the dancers and those playing cards did full justice to. The decorations were huge black cats, typical of Friday the 13th and the tradition that goes with that unlucky day. Alternating with hearts, tribute to St. Valentine and his gracious Feast Day. Cards were enjoyed in Kilbourn Hall, adjoining the Ball Room and many fine prizes were won by the players. A "Parade of Wooden Soldiers", a Spanish Dance and vocal and instrumental numbers were given during the intermission. A feature of the evening was the presentation to Mr. E. H. Bannon, of a fine watch and chain and a traveling bag by the members of the C. & M. Division. Mr. Bannon is leaving to assume the Superintendency of the S. C. & D. Division and the gift was but a slight testimonial of the love and loyalty of all of the employes of the C. & M. where he has been Trainmaster and good friend to all for many years. Mr. N. P. Thurber made the presentation and Mr. Bannon, completely overcome, was unequal to a response, but looked his gratitude and love through the tears that gathered in his beaming

eyes. He leaves with the hearty good wishes of his associates on the C. & M. together with their very general regret at losing an efficient and greatly beloved official.

Milwaukee Chapter membership has gone over the 300 mark, and now aims at the 500. The banner Chapter so far.

Bensenville Chapter

The First Annual Dance given by Chapter Number 3, Saturday evening, January 31, at the Rutherford Field House at Mont Clare was a great success. About two hundred people were there. Among those present were:— Mr. and Mrs. Whiting, Mr. and Mrs. W. F. Ingraham, Mr. and Mrs. Joe Bodenberger and Mr. Gillick. Mr. and Mrs. Byron were expected but could not be present. The music was furnished by McKains Orchestra of Chicago. The Floor Committee took great pleasure in introducing everyone and making them all fell at home and the refreshment committee are to be thanked for their delicious luncheon served just before "Home Sweet Home".

Those who were not present certainly missed a very good time, as everyone said it was one of the nicest dances they ever attended. Mr. Berg proprietor 'his Field House", which certainly Shaw, who was in charge of the dance, "Your dance was the best and your crowd was the finest I've ever had in this Field House", which certainly speaks well for the future success of the chapter.

The committee wishes to thank Mr. George Cooper, Mr. Guy Sampson, Mr. Frank Erhart and Mr. George Shaw, who helped out in the check room and on the floor and also those who donated cakes.

On February 4th, Chapter No. 3 at Bensenville, held their regular monthly meeting at the Village Hall as the "Box Car Club House" has not yet arrived. After the business was discussed and the meeting adjourned Mrs. Ingraham, President, introduced Mrs. H. H. Field, wife of the General Counsel of the Milwaukee Railroad, who gave a very interesting talk on Interior Decorating. She told of the coloring to use if the rooms are large or small, high or low, girls' or boys' rooms and if you are young or old. Never to buy all your furniture all at once but as the birds "They get twig by twig until their nest is finished". Never to have anything too good as the lady who had a beautiful home and was furnished with beautiful new furniture. Her husband came home after the furniture arrived and was in its place. His wife showed him through the newly furnished rooms and when they reached the living room with its beautiful new set, the husband admired the set and sat down on the floor.

Her talk certainly was a great benefit to all of us and we hope we shall again have the pleasure of hearing Mrs. Field at one of our meetings.

Mrs. Leslie Knowles.

Perry Chapter

The Perry Chapter, made its debut in Perry society on the night of Jan. 17th when they staged a Benefit Card Party. The American Legion hall, the largest of its kind in Perry was donated to the ladies for the affair and was none too large. The large hall was filled with tables at which Bridge, Five Hundred and Whist contests were held, prizes being awarded both men and women in each class of games. Several tables of pinochle and other games were furnished for those who did not participate in the games for which prizes were given. Those who didn't play cards sat around the side lines and visited. After the card contests there was a short program and a dance with refreshments following. The membership committee for the chapter issued a goodly number of membership cards to those who had not yet joined the chapter. From a financial stand point the affair was a big success but the opportunity afforded for the railroad folks to get together and get acquainted was something which will be of much greater gain to the Perry Chapter as that is one of the objects of the club. The Perry ladies are making plans for other socials and other means of raising funds for their relief work.

Twin City Chapter Notes

On Monday evening, February 2nd, 1925, the regular monthly meeting of the Twin City Chapter was held. Our membership is increasing, and we feel that we will soon have to find larger quarters than our Club Room in which to hold our monthly meetings.

The main topic in the line of business was the dance and card party at the Curtis Hotel, Thursday evening, February 19th; tickets 50c per person. Mrs. H. G. Dodds, Chairman of the Finance Committee, is handling all arrangements for the party, and we are sure that it is going to be a success.

The program for the evening consisted of several readings by Miss Nedra Wilkins, who is a daughter of one of our employes in the Local Freight Office, Minneapolis; also, several musical selections by the Lyric Lassies. We all enjoyed the program, and appreciate and thank those who took part.

The meeting adjourned, and light refreshments were served.

On Friday evening, January 30th, the Minneapolis Store Department girls gave a Bunco Party for the girls located in the various departments at Minneapolis and St. Paul. Everyone had a wonderful time, and we all agreed that the Store Department girls are certainly a bunch of royal entertainers.

On Saturday afternoon, January 31st, a card party was held in the Club Room. We were pleased to have Mrs. H. E. Byram, President General, who was enroute from the Coast to Chicago, as our guest at this card party. Mrs. Byram gave a short talk, which was much enjoyed.

Minneapolis Chapter Notes

The dance and card party given by the Twin City Chapter, Thursday evening, February 19th, 1925, at the Curtis Hotel, was a great success, both financially and socially; and we are proud, owing to the fact that this was our first large party. There were about four hundred guests, every department being represented, and those who did not care to dance played cards.

Bob Morken's eight-piece orchestra furnished the music. This orchestra consists of young boys under the age of twenty-one, and considering the mixed crowd they had to play for, old and young, we feel they did splendidly. Bob panied by the latter's mother, Mrs. T. A. Morken is the son of Mr. T. A. Morken, General Agent, Passenger Department, St. Paul.

During intermission Miss Audry Nelson and Miss Maxine Morken, accompanied by the later's mother, Mrs. T. A. Morken, entertained with solos and dances. Miss Nelson also gave a whistling solo. These two little girls are lovely entertainers, and several remarks were heard to the effect that it was worth the price of admission just to hear their offerings.

Our party was indeed successful, and we expect to have many more and know that they will be equally successful.

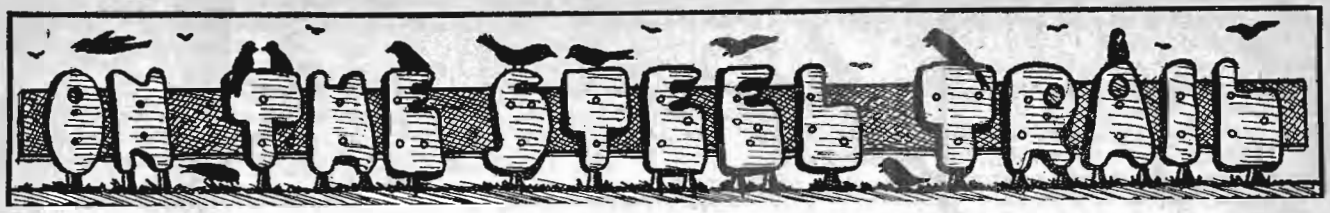
Chicago Chapter

The February Meeting of Chicago Chapter was held in the Club Rooms, Saturday afternoon, Feb. 21st, with a large attendance. Interest in the Club and its work is growing steadily and each meeting shows a larger attendance with a constantly growing membership. Mrs. Dixon, Chairman of the Program Committee put on a splendid entertainment, consisting of a group of songs by Miss Ruby M. Henderson who sang "I Passed By Your Window", by Brake; "Trees", by Rosbach; "Mighty Lak A Rose" by Nevin; and "The Sunshine of Your Smile" by Lillian Ray. Miss Henderson also responded to an encore with "Mother Machree", on request. Miss Fanny Mapes accompanied on the piano. Miss Henderson is a gifted artist, having a clear, high soprano which is under training. Miss Mapes is organist at one of the largest churches in Evanston. They were followed by the Rubber Band Orchestra of Evanston, the members being Barton Cook, Lucius Crowell, Elmer Faust, Whitfield Hillyer and Mrs. Raymond Cook. It is an orchestra of juniors and their rythmic, jazzy selections struck a responsive chord immediately in the audience, so that it was with difficulty most of the young women present restrained their dancing feet and kept their seats. All of their selections were warmly welcomed and cordially applauded.

The young ladies first mentioned and the members of the Rubber Band Orchestra all gave their services, and the Club extends their heartiest thanks to them for their courtesy.

At the regular business meeting following the program, it was voted to change the date from the third to the second Tuesday of each month, for the regular Chapter Meeting.

On February 18th, Chicago Chapter gave an informal dance in Riverview Park Ballroom which has one of the finest dancing floors in the city, as well as a capacity of twenty-five hundred on the floor at one time. Its capacity was taxed, as the Milwaukeeites turned out en masse, there being nearly three thousand tickets sold. The music was inspiring and dancing continued until 1:00 A.M. During the intermission there was a feature of interpretive dancing by a group of little people from a dancing school on the North Side. Many officials and their wives as well as the boys and girls from all of the Departments at Fullerton Ave. and the Union Station offices, were among the dancers and lookers-on. The dance was voted a great success and all are now asking when the next one will take place.





Fullerton Avenue Building

J. T. Griffin

Once more the battle rages,
Once more we daily fight,
Some want the windows open wide,
Some want them closed up tight.

A. J. Frandsen, Freight Auditor's Office sure has a bright boy, takes after his father they say. The teacher asked him the other day to write a composition of fifty words giving the child 15 minutes to complete the task. The chip off the old block came right back with, "The girl stood on the steps and called Kitty, Kitty, Kitty.——." Can't slip anything over on the young ones these days.

Have you ever noticed how those poor husky men of the Auditor of Overcharge Claim's Office suddenly develop lame back or rheumatics whenever the water bottle needs refilling. Guess they can't lift the bottle, or are they merely protesting against the Volstead Act? Comptometer Operators (altogether girls) "How Dry I Am—Nobody knows."

The girls in the Auditor Station Account's Office cannot understand the sudden change in appearance of E. J. Linden, "OH MY" how much older Elmer looks now, is the expression heard throughout the office.

There is only one reason that I know of why Eric Heimerli, Freight Auditor's Office parts his hair in the middle, and that is because every block must have an alley.

Beneke asked Schulze where Christ was born. Schulze said in Allentown. Beneke said "no Charlie you're wrong, it was in Bethlehem" to which Charlie replied, "by gosh you're right Ben, I knew it was somewhere on the Pennsylvania."

They are after you all your life and they nail you in the end. The undertaker Mr. C. Becker, Car Accountant's Office has passed the examination, watch him folks.

There is considerable rivalry in the Car Accountant's Office here lately between E. J. Knoll, Car Accountant and Wm. H. Mauch his Chief Clerk. Mr. Knoll having purchased a Cleveland car and Mr. Mauch a Willys Knight. At this writing Mr. Mauch is in the lead he having driven a hundred miles and picked up one nail in his brand new tire. No word from Mr. Knoll as yet.

George Figg the "Marcel Sheik" of the Switching Bureau thought he would prepare in advance for the C. M. & St. P. Women's Club Dance, so he started to reserve dances with the young ladies a week ahead of time, he conceived the idea of having them stand in line, so there would be no time wasted. "Atta Boy George" there is nothing like preparedness.

Margaret Smith, Freight Auditor's Office, has so much on her mind here of late that she almost forgets to eat and would not, only that her uncle brought her lunch to the office to her. Why not think of him only in your dreams, Margaret?

Congratulations to Walter Mueller and F. Corcoran, Auditor Overcharge Claims Office who reported the arrival of baby boys at their homes recently.

P. J. Kirwan, Auditor Station Account's Office, entertained a few of his many friends at the Blarney Castle, 4906 Spaulding Ave. His Irish Turkey Sandwiches made a big hit with the boys. No mustard was served with the sandwiches on account of the color.

Walter (Pieplant) Flint of the Freight Auditor's Office, says one good way, "to keep from growing old" is to drive to work in your "Chev-ro-lay" some morning when the ground is covered with ice, speed her up to about 30 or 35 miles per hour when going south on Southport Ave. and don't slow up for the mere street intersections like Lincoln Ave. He knows from experience, Eh Walter?

It has been noticed that Sophie Friedman, Revising Bureau, Freight Auditor's Office has been complimenting Amoe on his wonderful brown eyes, and always trying to assist him with his work—Look out, Amoe.

J. A. Chisesi, Freight Auditor's Office, is looking for a wife. She must be at least 40 years old, weight 250 lbs., have henna colored bobbed hair and blue eyes, must have considerable wealth, so that he can retire.

A baby girl arrived at the home of Mr. and Mrs. Fortiers, Real Estate Dept., on Monday, February 9th. Mother and babe doing fine.

All questions in connection with Cross Word Puzzles will be gladly answered by our able Cross Word Expert from Libertyville, Miss K. E. Cole, Real Estate Dept., she gets them all without difficulty, that's a good way to spend your time to and from the office.

It is to be regretted that the Real Estate Dept. has lost the able assistance and services of Arthur G. Owen, Ry. Engineer, who has accepted a position with the Gulf Coast Line at Houston, Tex. We wish him success and hope that he will endear himself in th hearts of the Southern belles as he has among the fair sex of the Real Estate Dept.

Grant Miller Freight Auditor's Office says the ice business is a good thing to get in on.

Will some one tell Frank Weichbrod where he can get some good hand cheese.

We would like to ask Al. Severson the Switching question mark where and when he received the sore on his forehead. Did the Iron slip, Al?

The girls of the Auditor Expenditure's Office gave a Luncheon and Bunco Party at the Womens Club Room on February 26th, 45 girls attended and luncheon was served at 5:30.

Mr. Dan Delaney after several months absence account of sickness visited his many friends in the various offices and they were all glad to see him and thought he looked much improved after his trip to Texas.

Little Red Riding Hood has made her appearance in the Auditor of Expenditure's Office, the boys seem to be more interested in nursery rhymes now more than ever since her appearance.

Elmer Anderson, Auditor of Expenditure's Office, is giving lessons in Swedish language every Monday evening from 5 to 6. No charge to those who care to learn.

Mary Flanigan Auditor of Expenditure's Office expects to receive a $1,000.00 shortly she having successfully solved a cross word puzzle she started some months ago.

On the evening of February 12th, fourteen girls from the Car Accountant's Office had a Valentine Party in the Women's Club Room. This was the initial event of the season for that office, but it evidently won't be the last. A delicious dinner was served, followed by a short program and bunco. It is hoped that the party taking home the first prize won't forget to report what success she meets with.

J. A. Meyer, Car Accountant's Office, is now going out after bigger game, he had enough experience catching mice in the office, he feels he is capable of bigger things.

Sick room bouquets have been sent to the following employes by the C. M. & St. P. Employes Association.

O. P. Barry, Assistant Comptroller
Jno. M. Robertson, Freight Auditor's Office
Geo. Walschon, Freight Auditor's Office
Florence Hammell, Ticket Auditor's Office
Esther Selk, Freight Auditor's Office
Alvina Nielsen, Car Accountant's Office
Osmund Osmundson, Auditor Overcharge Claim Office
E. Kehle, Freight Auditor's Office
M. Kerske, Freight Auditor's Office
M. Schild, Ticket Auditor's Office
W. O. Little, Auditor Overcharge Cliams.

The officers and employes extend sympathy to:
Alice Moss, death of aunt
Alfryda Ims, death of father
Eleanor and Mildred Schreiber, death of grandfather.

Deer Lodge Notes

Walter B. Strawn

"Fat" Brentnall eats so many buckwheat cakes every morning that it makes his stomach hurt. He has solved the problem by having his wife make the cakes larger so he won't eat so many.

Russell Marsh was driving home from Butte with some fellows the other evening when he noticed a car over by the side of the road. Russell stopped and asked if he might be of any assistance. The fellow in the car told him to go on and mind his own business. Russell is not as dumb as he looks. He's dumber.

"Red" Janes has lost that apologetic look he formerly carried on pay days. He is now B. & B. foreman (B. & B. stands for Babbittman and Bolt Maker, also Boiler and Blacksmith, also Bunk and Bull.)

One Sunday evening back in Missouri a colored preacher addressed his congregation in indignant tones. It seems that one of the good brothers had strayed from the straight and narrow and the preacher felt it his duty to tell the entire congregation about it. However, to save the sinner the embarrassment of being present

at his own exposure the preacher announced that the janitor would turn out all the lights for a few minutes to give the man a chance to retire. The lights went out and a great confusion followed. When the lights came back on not a man was left in the pews.

Last month we wrote certain facts about a shiek. We mentioined no names but it seems about half the fellows thought we meant them.

We catch some great fish in Deer Lodge. The writer of this column just received notice that he had won two prizes in the annual fish photo contest conducted by the South Bend Bait Co., of South Bend, Indiana. The prizes each consist of fishing outfits.

Why did it require 300 years for Noah to build the Ark?

Quite a controversy has developed in Deer Lodge over this question.

Special Apprentice Newell Freeman states that it was because the material was ordered through the local store department, but Professor Hollis, after an exhaustive research into antediluvian history, tells a different story and, from archaeological records produces the following account:

It seems that Master Mechanic Noah had received only 100 years advance notice that the Ark was to be built and he referred the entire file to his General Foreman, with the request that he prepare a list of the material that would be needed. The General Foreman monkied around two weeks before he had the list ready and this left the store department only 99 years and 50 weeks in which to get the material on hand. Then the General Store Keeper cut the requisition in half because he thought they were building the Ark too big and he didn't think there would be a flood any way. The Purchasing Agent next held up the requisition for pipe fittings, awaiting a decline in the market which never came.

After the material finally came it was discovered that one of the stock keepers had shipped an important casting to an outside point and they had to wait for one to come by baggage, which took 11 months.

Master Mechanic Noah then requested the Special Apprentices to draw up a sketch of the proposed Ark, but, after waiting 100 years for them to get started, he finally had to proceed without a sketch.

Then one of the gang foremen broke his arm trying to pat himself on the back and they couldn't find anyone dumb enough to put in his place.

Next the Superintendent's office got the A..F.E all gummed up and work was suspended on account of overspending the A.F.E., until it was discovered that the Division Accountant had charged out store expense 17 times. The Auditor of Expenditures wrote them a dirty letter about that. They never did get the charge straightened out and finally had to hold over about half the charges until the Ark went into service so they could charge it to running repairs.

Further investigations show that after the Ark was finished it was impossible to get the Special Apprentices aboard on account of the size of their fect, so they rigged them up an office on the top of Mount Ararat and left them high and dry (as per usual).

One day when the flood was subsiding Master Mechanic Noah was taking "five" on the shady side of the deck when he felt a jar as the Ark grounded on the top of Mount Ararat. Thinking he had a flat tire he ran to the side of the boat, and there he saw the Special Apprentices. They had a complete drawing outfit rigged up in one end of a cave, with a super-heterodyne radio outfit going in the other end, with ARK coming in strong.

"Hello, Boss," one of them shouted. "We've got that sketch about done and if it ever stops raining and the darn sun will shine a few days, we'll have some prints ready for you."

"Fine time to be giving me a construction print after the Ark's built, made her mileage and is coming in for a general. What the devil's been holding you back?"

"Well, we were arguing whether to put in a stall with the monkeys for the clerks or to leave them outside the Ark with the rest of the poor fish."

Appointments

Effective February 1st:

Mr. E. H. Bannon appointed Superintendent S. C. & D. Division, vice Mr. E. F. Rummel transferred to Lines West.

Mr. E. F. Rummel appointed Superintendent Idaho Division, vice Mr. F. G. Hill assigned to other duties.

Mr. H. L. Wiltrout appointed Assistant Superintendent, Milwaukee Terminal Division with headquarters at Milwaukee.

Mr. A. J. Elder appointed Assistant Superintendent Twin City Terminal Division with headquarters at Minneapolis. Mr. C. F. Holbrook, Trainmaster is assigned to other duties.

Mr. O. A. O'Neill appointed Trainmaster, C. & M. Division, vice Mr. E. H. Bannon, promoted.

Mr. M. J. Gruber appointed Trainmaster, H. & D. Division, vice Mr. O. A. O'Neill, transferred.

Mr. J. H. Valentine appointed Trainmaster, Kansas City Division, vice Mr. M. J. Gruber, transferred.

H. & D.

"J.D."

H. S. Deming, Agent Hector, has returned from a short trip to Florida. Mr. Phelps of Olivia was the whole works at Hector during Deming's absence.

Frank Arndt, another Hectorite, is spending a vacation in Florida. How do these birds do it? Frank evidently, likes Florida better than his side-kicker did.

Tommy Russell, has departed, for California. This is nothing unusual for Thomas. He'll be showing up about the 1st of April again.

Mr. King, father of Ben of Montevideo storekeepers, died January 11th. Mr. and Mrs. Ben attended the funeral.

Frank E. Hein, formerly of Montevideo and now living at Milbank, acting as Storekeeper at that point, was married January 12th. Who'd of ever thunk it? Good luck, old boy.

Asst. roundhouse foreman Clarence Schmitz is spending the winter in California.

Henry (Hank) Schultz, Pipe-Fitter, Montevideo roundhouse, took the fatal step into matrimony January 6th. Congratulations, Hank.

Thomas Kelly, Fargo Line Engineer, is spending the winter in Hot Springs, Ark-kan-saw.

Mrs. John Hausauer, wife of Special Agent, Ortonville, passed away after a lingering illness caused by a stroke, on Saturday, January 17, 1925, at the age of 59 years. Services were held from the home at 1:30 P.M., Sunday and the Congregational Church at 2:00 P.M., Rev. Walseth officiating and Rev. Ripon assisting. Interment was made in Mound Cemetery at Ortonville. We all join in sympathy for John's great loss.

It is rumored, we are about to lose one of our best friends, Mr. O. A. O'Neill, Trainmaster. At this writing we do not know who will take Mr. O'Neill's place, nor where he goes from here. But all join in wishing him luck.

Gasoline Bishop and outfit, were the whole works on the ice job this season at Ortonville.

Iowa (East) Division and Calmar Line

E.E.E.

Agent T. H. Lynch of Delaware, is taking a couple months off and has gone to California. M. F. Kelly is relieving him.

Acting agent L. A. Huffman and station helper John Peckosh of Oxford Jct. spent several days at Anamosa the first part of February as witnesses for the company in a law suit tried there.

Golden Milburn has been appointed Station Baggageman, days, at Marion, to fill the vacancy caused by the death of Geo. Woodcox and Harley Reynolds has been appointed Night Baggageman.

H. L. Shekelton has been promoted to the position of General Yard Master at Atkins Yard and I. F. Dawson has been appointed Night Yard Master to fill the vacancy account Mr. Shekelton promoted.

Chief dispatcher H. C. Van Wormer of Marion, spent three days at Anamosa first part of Feb. as a witness for the company in a law suit.

Train dispatcher R. C. Merrill has resumed work after being off several weeks' account of illness.

Conductor Elmer Shook was off duty several days first part of Feb. Conductor M. D. Coon was on his run during his absence.

Lineman James Tobin was off duty for two weeks account of an injury to his leg sustained while loading some poles at Oxford Jct.

Pass. Conductor Wm. Brubaker was off duty ten days having some work done on his teeth.

Conductor Lee Tolbert is on conductor Dow's run on Nos. 4 and 3 at present.

Pass. brakeman Ray Mark was off duty one trip account sickness.

Conductor Wm. Hyde was off duty for a week or so first part of Feb. John Reagan was on his run during his absence.

Brakeman Ralph Seeger is in Chicago on official business for the Brotherhood of Railway Trainmen.

Asst. Chief Opr. R. L. Taylor of "MA" office, Marion, spent Feb. 1st in Chicago visiting relatives.

Agent J. B. Howe, Oneida, was off duty Feb. 14th attending the marriage of his daughter.

Conductor S. A. Parmenter has been off duty for some time and is resting up during the cold weather. Conductor Frank Lafferty is on the day transfer run during Mr. Parmenter's absence.

Brakeman Ed Forbes had the misfortune to break one of his fingers Feb. 11th.

Yard clerk A. O. Beyer of Atkins Yard, has taken a 90 days leave of absence and has accepted a position with Harper MacIntyre Hardware Co. of Cedar Rapids.

Yard Clerk C. A. Tolbert of Atkins, was off duty several days account of sickness.

Conductor F. S. Craig has given up the Chicago run on Trains 3 and 4 and has taken one of the Cedar Rapids-Calmar runs.

Mrs. L. J. Broussard of Ottumwa, was a guest of Mrs. C. A. Le Roy at Marion, Feb. 10th.

General Supt. C. H. Buford and Chief Engineer C. F. Loweth of Chicago, spent Feb. 10th in Marion and Cedar Rapids on Company business.

Mr. C. H. Beeler, General Chairman of the Order of Railway Conductors, was in Marion on business for his organization Feb. 10th.

Account of poor health agent M. B. Leonard has given up Wyoming station temporarily, and has bid in third trick at Paralta for three months. W. D. Schesser is in charge of Wyoming station at present.

Pass. Conductor Elmer Millard is off duty account sickness. Conductor W. Pulley is on the Maquoketa-Davenport passenger run during Mr. Millard's absence.

Train baggageman Perry Arbuckle is off duty and has gone to Iowa City for an operation. D. Pulley is running baggage and S. E. Nelson is on the braking job on the Maq-Davenport passenger run while Arbuckle is off.

Asst. timekeeper L. F. Cleveland of the Supt's. office, Marion, has been off duty for several weeks account sickness, he is improving and expects to be back to work again soon.

"When a Really Good Watch is Desired —I Advise a Hamilton"



ENGINEER J. B. MEREDITH of the Norfolk & Western Railroad knows a thing or two about watches. When he makes a statement like the above you can be sure that he means it.

Engineer Meredith has been carrying a Hamilton since 1897. It has given him time satisfaction in work requiring a watch that must be accurate.

The rigorous demands of railroad service call not only for accuracy but for dependability too, and so it is that you'll find the Hamilton the favorite of most railroad men.

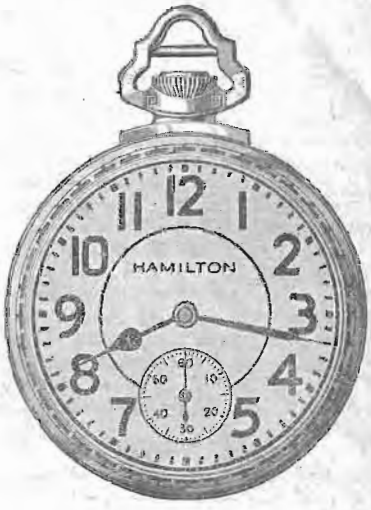
Thousands of railroad men depend upon them day after day, and year after year, and find them, with proper care, always on the job.

When you purchase a watch, keep Hamilton accuracy and Hamilton dependability in mind. This combination is an assurance of economical watch service, the kind of service that railroad men want.



HAMILTON
"992"
RAILROAD
MODEL

Here is the watch that Hamilton has designed especially for railroad men. The sturdily wrought case is fashioned of 14K Filled Gold and has a unique pendant construction that is practically dust-proof. The bow is equipped with a special, adjustable screw bar which prevents bow pulling out.



HAMILTON WATCH COMPANY
"On the Lincoln Highway"
LANCASTER, PENNA., U. S. A.

Hamilton Watch
"The Railroad Timekeeper of America"

Mrs. Mary Briggle of Marion, fell down stairs Tuesday, Feb. 10th and broke her nose and left arm, she is improving rapidly. Mrs. J. F. Briggle and mother in law of passenger J. F. Briggle and a mother in law of passenger conductor J. A. Pringle.

Mr. and Mrs. Sherman Fountaine of **Marion,** are rejoicing over the arrival of a baby **girl at** their home. Mr. Fountaine **is employed as ma**chinist at Atkins shop.

Sixty women attended the Kensington and card party given by the Milwaukee Women's Club in the Memorial Hall at Marion, Thursday, Feb. 5th. In addition to the Kensington, bridge and 500 were played. Mrs. Willis Jordan was chairman of the entertainment committee, Mrs. Grace Brown of the decorating committee and Mrs. J. A. Pringle of the refreshment committee. Valentine decorations made the hall very attractive. An enjoyable time was had by all.

To My Kind and Sympathetic Friends:

At this last painful, heartrending hour, I seize the golden opportunity, to bid a sad and tearful adieu. To my many emotional, broken hearted co-workers. It grieves me, more than I can express in my words mere tho' they be, and my crepe hanging friends, to you, I bequeath my Cedar Rapids possessions as follows:

To Mr. Lambertson, graciously do I bestow upon him for safe keeping, the beautiful and gorgeous crepe, gaudy though it may be. To "Pick" I leave the sole and undisputed heir to the dandy hand tailored typewriter. To Roy, my side kick, and Willy the rival speaker of Socrates, I heartily leave all the L.C.L. billing. To Tommy, I leave the dandy hand carved explosive stamp, and to Barney the Hero of the day who is the impending personage in the Matrimonial Deal, I give him the right to have first option to the crepe, so he can pawn it when he needs dough. To Rawson, the best little big shorty of the office, I deed the exclusive right to furnish Jimmy with all the matter needed for Jawbone Arguments, while Jimmy gets my ornamental yellow sweater. Vic, and Fred shall have all the excess typewriter ribbons to make ink, and also the tickets I gave to "Sonny" to have pictures taken. To Joe I leave all the unfinished business of the O. S. & D. Department, a promise that he will never double cross me again, and Bunny gets all that is left in regard to worn out pencils and free tickets to Oak Hill and introductory cards to all the Banjo Players, and last but not least I leave "Sonny" to ponder over his destinies, and debts and sure way to get out of Cedar Rapids, Ia. To Coffey with whom I can easily sympathize, I give him the assurance that he may not be losing the best man in the office, but he will have to look a long time for one as good, and to Mayme I bestow the sole right to notify Tommy of all phone calls at exactly 5:00 P.M., while Eddie Burke can use Johnny Pickering's suit case at any time. To Phil I leave a burning desire to visit the Metropolis of Illinois along with "Sonny" when he leaves Iowa.

Broken heartedly yours,

Drink Aus and Alles. Chuck.

Northern Montana Division

A. B. T.

Mrs. Frank Marling and son, Franklin, of Minneapolis, are visiting in Lewistown with Mrs. Marling's mother, Mrs. D. N. York. Mr. Marling is an Engineer on the C. R .I. & P. out of Minneapolis.

H. W. Williams, Supt. of Motive Power, Lines West, accompanied by Mr. L. K. Sillcox, made a trip over the Northern Montana Division on January 27th and 28th.

Another wedding! Ernest Swanson, Boilermaker at Lewistown Roundhouse, and Mrs. Florence Dodge were married January 19th, at the bride's home in Lewistown. After a short honeymoon, the happy couple returned to make their home in Lewistown.

Car Foreman G. L. Wood and wife recently spent a week-end at Great Falls with F. K. Kummrow and found everything in the pink of condition.

We are now smoking some Perfectos again, the occasion this time being a visit by the long-legged bird to the home of Mr. and Mrs. Richard Cook, leaving a 7½ pound boy.

Nels Sandborg, our jovial blacksmith, also went to Great Falls recently on a business trip.

Well folks, Mabel has her car, and it runs just like an automobile, burns gas, 'neverything. Understand the officials are going to request that she doesn't park near the Superintendent's office, because it's so bright and new that it attracts too much attention from the force.

Rail Rumblings From St. Paul

By Allen

It may be interesting to note that the oldest railroad in the United States is the M.C.S.B. Ry., Mauch Chunk Switch Back Ry. It is eighteen miles in length making a circuit from Mauch Chunk, Penna. to Mt. Pisgah, Mt. Jefferson, Summit Hill and back to Mauch Chunk. It is a scenic route patronized chiefly by tourists.

One of the shortest lines in the country is the Brownstone and Middletown railroad which operates two and one half miles; giving service between Brownstone, Pa. and Waltonville, Pa.

Joe Kulischek admits that he is only four feet in height and also admits that he is the biggest little man who ever took a train out of Belle Plaine, Minnesota, his former home.

When Miss Nyberg is in deep thought her thoughts are not of a place where boats "tie up" not a steamboat landing, otherwise called a "dock", but of "Doc" a certain gentleman who has the privilege of signing M.D.

A number of the younger bucks around here have to take their hats off to Mr. Garvey, our Foreman, when it comes to playing volley ball. He keeps the young upstarts on their toes all through the game. Mr. Garvey is yet a long long ways from being an aged men; we will tell the world.

A group of auditors now checking the St. Paul station have amongst their number none other than our former cashier, Mr. Ben Hultman. Welcome home, Ben.

The railroads pay heavy taxes to the communities through which they operate and the trucks and bus lines give to the same communities deep ruts into their roads and highways.

Where are the ship by truck and travel by bus lines after a big snow storm? The railroads must operate and do operate regardless of weather conditions.

Did you ever try to read to help pass away the time while traveling in a bus? Did you ever try for a little exercise while enroute? Well you had better not even stand for a moment you may get your head bumped.

Maybe it would do well for some heads to get bumped it would maybe awaken them.

Don't overlook the fact that the railroads developed the west.

Why should anyone hinder or stand in the way of an industry that has done more than everything else to make this country a United States?

News From The Connecting Link

Betty Koelsch

The employees of the C. M. & G. Division wish to extend their sympathy to Harry and Ernie Miller in their bereavement. The father of Mr. H. L. Miller and Mr. E. Miller, who resided at Kirkland, and who has been ill for some time, died on February 1st, 1925.

Mr. P. L. Mullen visited us on February 3rd. We are always glad to see Mr. Mullen, he is sure of a welcome at any time.

Conductor A. E. Mitchell presented conductor C. E. Adams with his prize winning Scotch Collie. Be very careful of that dog, Mr. Adams.

Mr. Frank Cracraft is the proud daddy of a little baby girl. That is the reason why Frank is so anxious to go to work on his rest. The C. M. & G. offer their congratulations to Mr. and Mrs. Cracraft.

Mr. Paul Russell is a very busy man since he has charge of the repair track and coal dock also.

Adam, our janitor, has improved the looks of the offices considerably. Our desks are now highly polished, floors swept very clean, windows washed, and in short everything is kept very neat and clean.

Mr. F. Honer has been in Joliet for a few days getting the water tank in shape.

Both Mr. Haslett and Mr. Mohr have purchased new suits, so that they will be all ready for spring.

Mr. W. W. Humiston, whose birthday was in February, celebrated said birthday very successfully. Congratulations, Hummy, we hope you will see many, many more HAPPY birthdays.

Since the trains have been running from West Clinton, Indiana, to Savanna, Illinois, we have had occasion to associate with both the Terre Haute Division men and the Illinois Division men and we must say that they are regular fellows.

M. C. B. Gossip

"Lee"

Erwin Weber has achieved a new title, he is now Chief Draftsman, has full charge of closing the windows.

A certain young lady with bobbed locks decided she wanted to look dignified hereafter, and wore her hair "up". But every woman has the privilege of changing her mind, and low and behold, what appeared but curls and a wee ribbon.

Ethel Mallon is at home recuperating from an operation for appendicitis. She rose one morning to come to the office but found herself in the hospital by noon. We were certainly sorry to hear she was ill and will be very glad to have her back with us.

I guess the name of "Shiek" will have to go to Erwin Weber, this month. He got an invitation to a Valentine Party from a girl. Now that is not so unusual, but it happens Erwin doesn't know hef except by sight, and as she has a sister he doesn't know just which one is to be his hostess. But he's going, Ah, yes, he's going.

Hildegarde Brennan has taken Emily Mohr's place, and we hope she likes us, for we all like her.

Bernice Kruse asked me especially to say she had been to Chicago, and she's going again. There you are Bernice.

Belle Beznor decided to give up independence after all and her diamond is back, sparkling as it did before its banishment.

The prize for early birds we think goes to the couple who were reported under the notes of the Aberdeen Division, as being married at 4 A.M. We didn't know you could find a minister, priest, rabbi, judge, or justice of the peace up at that hour of the day, but then of course they may do things differently out in the wilderness of Aberdeen, S.D.

Did you notice Steve quits right on the ring of the bell now? Oh well, we'll agree the way home doesn't seem so long when you're not alone.

Aloysius Grimm has a saxophone, but we don't know if he can play it. It was only on exhibition.

Martin Biller exchanged his flivver for an Essex coach. Ask him for particulars.

Someone said I had neglected the "Back Office" so I sleuthed around and got some dope on some of its inmates.

Conversation between Harry Belond and F. J. Maxwell:

Belond:—"What do you think of taking out insurance on a diamond ring?"

Maxwell:—"What good would it do?"

Belond:—"Well—in case someone hit you over the head."

Maxwell:—"Say if anyone hit you over the head, you wouldn't have any use for insurance."

Tal Hughes tried to get a Wenatchee apple for dessert on a Northern Pacific diner—but they hadn't known he was coming and had all the apples baked in the pie.

H. R. Miller is thinking seriously of putting in a requisition for a trunk in which to carry his circulars and instructions.

F. J. Maxwell is going west to meet Johnny Walker. Is Johnny Walker a man or just a favorite brand?

I was told H. R. Campbell is a cross-word puzzle fan and a woman-hater, but that argument wasn't settled.

A post card was recently received in the back office from Miles City, addressed to Lee Murray, but alas the bunch was unable to read it. Mr. Marshall claims it was a love message in Japanese, but Lee claims it was Norwegian.

Mr. Marshall and Mr. Gilman were so busy I couldn't keep track of them, although I really ought to mention that Mr. Gilman's fur coat is the envy of all M.C.B'ites, even though he insists it is old.

Marcella Claffey said she never chewed gum before she worked with us. More credit to you Marcella, you certainly are an expert now. You and Lucile looked as though you were chewing a marathon.

Twin City Terminals

Mac

Mr. J. A. Elder who has been appointed Assistant Superintendent of Terminals, made us a pleasant visit recently. We like your looks Mr. Elder and are glad to have you with us.

R. J. Roberts of Mr. Weidenhamer's office has been on the sick list the past few days. Glad to see you around again Bob.

The girls at So. Mpls. Shops entertained the Up Town Girls at a Get Together Party in the club room at the Milwaukee Depot, on Friday evening, January 30th. Bunco was played and prizes won by Katherine Wright and Emma Murphy. Katherine Wright and Nellie Sullivan gave readings, and later refreshments were served. A very enjoyable evening was spent. Hope we will have more Get Together Parties and get better acquainted with the girls of the different offices.

New officers for the Milwaukee Division of the Railway Business Women's Association were chosen for this year on Monday evening at the club room in the Milwaukee depot. Miss Emma Murphy, Chairman; Miss Florence McCauley, Vice Chairman; Miss Georgia Perry, Secretary, and Miss Mary M. Zoll, Treasurer.

Mrs. Frank Peel has been ill for some time, and underwent a serious operation the first part of February. We hope in the near future her health will be fully restored.

Some changes have been made in the local freight office during last month. Alfred Wareham was promoted to the position of Utility Clerk, Arnold Nyland to Collector and Mr. Holmes, Reclaim Clerk. Raymond Kolhoff has accepted the position of messenger.

Frances Leonard took the fatal step. She is in the "Bobbed" class now. Who's next?

PILES CURED WITHOUT SURGERY

Established in Kansas City 25 Years

The Parkview Kansas City, Mo



No knife, no scissors, no clamp and cautery, no "red hot" iron, no electricity, no confinement or hospital bills to pay

WE CURE EVERY CASE OF PILES WE TREAT BY DR. McCLEARY'S MILD, SERUM-LIKE TREATMENT or YOU NEED NOT PAY ONE CENT

We make this statement because when a case of piles has been neglected until incurable conditions have developed, we do not take such a case for treatment. All cases are treated on a basis of a complete and satisfactory CURE. Send now for complete information on an

EASY AND POSITIVE CURE BY DR. McCLEARY'S MILD SERUM-LIKE TREATMENT

BEFORE YOUR CASE BECOMES INCURABLE

We will furnish you the names and addresses of over 9,000 business, professional and traveling men, farmers and stockmen, women and children, from all over the United States and Canada, whom we have cured. We convinced them, as we can convince you, that—

First—No matter what you have tried without success, your Piles can be permanently cured, positively and easily, by our treatment. You don't need to despair or suffer any longer.

Second—As to Surgery—well, to put it mildly, Surgery in the Rectum is as Dangerous as it is Painful—so much so that we would not operate on a fellow human being for the removal of Piles for a money consideration. Scar Tissue is as bad as Piles.

BANK REFERENCES

As to our reliability and good standing we refer you by permission to the following banks of Kansas City:

Liberty National Bank — Missouri Savings Bank — Home Trust Company
Gate City National Bank — Columbia National Bank

We also refer you to your Home Bank or Commercial Club, as they can easily verify our statements by letter or telegram to the institutions named.

If you are afflicted, simply write your name on the bottom margin of this page, tear it out and mail today for full information on easy and positive cure; also Free Book on Rectal Diseases and "Curing Piles Without Surgery."

DR. McCLEARY'S PARKVIEW SANITARIUM

651 TENTH AND PASEO — KANSAS CITY, MISSOURI

Fred Ahr's two oldest were riding a rocking chair, supposing they were riding a couple of wild bronchos, and landed through the front windows. No serious outcome of the episode, only to the window.

Mr. Smith who has been on the sick list is able to be around. Tell us his strength is gaining rapidly, also boasts of the recent receipt from the Veteran's Bureau of a badge indicating service exceeding forty-five years. We understand Mr. Smith's total service with this company has now passed fifty-eight years. It is the hope of the entire organization that he will be able to spend a number of more years with us.

Gene Biernbaum in the Accounting Department, was absent for a short time last month on account of being on the sick list. She is back at work feeling some better.

Laurence Netka is the proud father of a baby boy.

A Valentine Party was given by the C. M. & St. P. Women's Club on Feb. 10th in the Club Room at the Milwaukee Station. Officers from the Railway Business Women's Association were guests. Mrs. Severance, President of the Railway Business Women's Association gave a few minutes talk. She congratulated the Milwaukee Women's Club on their fine club rooms and large membership they have been able to accomplish. Refreshments were served.

Now that the holidays are over we can settle down and join the Christmas Clubs for next season.

The local freight office acknowledges a call from Mr. O. N. Harstad, Asst. Gen'l. Manager on Dec. 17th.

Fred Ahr is back on the job again after a two months leave of absence.

The Women's Club, Twin City Chapter, recently organized by Mrs. Byram, is beginning its activities, starting in with open house on New Year's Day, details of which are given elsewhere in this issue.

With regret to announce the deaths of three of our young men:—Adolph Kolhoff of the Local Freight, Chas Kendrick of the Depot Ticket Office and Adlai Matzke of the Commercial Office. We extend our deepest sympathy to the families.

The other day we noticed candy and cigars were being passed around promiscuously and upon inquiry we learned that Mr. Frank E. Quirk was the donor in honor of his recent marriage to Miss Frances A. Lebens. Congratulations.

Wisconsin Valley Division Notes

Lllian

Miss Edna Larson, Cashier in the Freight Department, left on January 22nd, accompanied by her nephew Donald McCloud for a month's vacation which will be spent at Los Angeles, Omaha and Denver, Colorado. We were all very glad to see Edna get started for owing to unforseen circumstances it was necessary to postpone the trip as originally planned and it certainly was disappointing, to say the least. However when the plans were finally complete, all obstacles removed, the trip looked more wonderful than ever. Edna was so elated that she had us all celebrate with her by doing our best in making a three pound box of "Rhyner's Sweets" look just about all spent. Hope you will have a wonderful time Edna and come back to your duties with renewed energy.

Mr. R. L. Whitney, Traveling Accountant, from Chicago office has been with us for about three weeks, checking up, etc. He too was successful in winning the "Cap" on one or two occasions, without any apparent effort. If I remember right, I think it was the 18 pound brook trout, he caught in St. Rigis about five minutes after leaving Drexel, when it was unanimously voted that he was entitled to "it" for the rest of 1925.

Miss Mildred Conklin, spent the week end at Amherst, visiting Mrs. W. J. Delaney, formerly stenographer in the Superintendent's office.

Mrs. Paul Stoff was called to Lima, Ohio, on account of the illness of relatives.

The death of H. M. Moore, Engineer, which occured at Miami, Florida on Jan. 28th, came as a shock to all of his friends and fellow employees. It was hoped that the trip to Florida would greatly improve his health, unfortunately he appeared to grow weaker soon after his arrival there. The body was brought to his home at Tomah for burial, and several of the employees attended the funeral. Sympathy is extended to those who are left to mourn his passing on.

Mrs. August Morin, of Tomahawk, suffered a stroke of paralysis and has been very ill.

Lawrence Zander, son of Mr. and Mrs. Otto Zander had his leg broken in a coasting accident recently. He was taken to St. Mary's hospital and is getting along nicely although it will be necessary for him to remain there for sometime.

Mrs. J. L. Linehan and Mrs. R. P. Rawson are still confined to their rooms at St. Mary's Hospital—The sunshine bags have assisted greatly in making things look brighter and more comfortable for the patients. Mrs. F. L. Hudson has returned to her home after spending about eight weeks at the hospital, and is now able to be up and around.

Mrs. C. H. Conklin and Mrs. P. McGinley are laid up with an attack of LaGrippe.

Mr. and Mrs. C. B. Carman left for Miami, Florida, where they expect to spend the balance of the winter.

Mr. F. L. Doxtader has returned from Hot Springs, Arkansas, where he has been taking treatments. While he is much improved he has not, as yet, returned to work, but expects to be able to report for duty within a short time.

The only news we were able to gather from the roundhouse is that "Gladys has her hair bobbed".

We were all very glad to meet Mrs. H. E. Byram, Mrs. Grant Williams and Mrs. Carpenter Kendall, while up here in the interest of the Milwaukee Women's Club; details of which will be found elsewhere in the magazine.

Notes From the Traffic Department, Local Office and Docks, Tacoma

We regret having to record the sad fact that misfortune is still camping on the trail of Mr. F. J. Alleman, our genial agent. Not enough with having undergone two operations last fall, he has now had the hard luck to strain a ligament in his back, so that he has been confined to the house for some time and is even now barely able to straighten up into an erect posture. According to the attending physicians it will be quite a while before the trouble is mended. We are sure that our readers all join in wishing him an early recovery.

Joe Gordon, old and popular member of our freighthouse force at the Local Office, has also been pursued by misfortune. Mrs. Gordon was taken very seriously ill in January, necessitating a stay at the hospital, and now Mr. Gordon was laid up by sickness for two weeks. We extend our best wishes to both of them for an early restoration to health.

Jack McKay, Assistant Warehouse Foreman at the Local Office, is on a temporary lay-off and is spending his time with old friends at Spokane and thereabouts.

Bob Shipley, our handsome and rotund Chief Yard Clerk, and Joe Baughn, the equally handsome but more slenderly built Car Clerk at the Yard Office, went on a fishing trip to St. Joe, Idaho, about the middle of January but never caught a fish. However, they had some good luck in the fact that Bob fell into a creek and was able to get out again. Joe claims that there was quite a flood in the lower reaches of the creek due to so much water being displaced by Bob but we feel sure that this is somewhat exaggerated.

Mr. Bradshaw, General Manager, and Mr. Hicks, Assistant Freight Traffic Manager, both of Seattle, paid a visit to the Docks recently and were much interested in one of the big O. S. K. liners which happened to be loading at the time. They explored the vessel thoroughly, from the upper bridge and the radio room clear down into the farthest and lowest recesses of the shaft tunnels, way down below the water line.

Mr. William J. ("Scotty") Kear, Assistant Foreman at the Docks on the Export side, and Mrs. Kear returned from a vacation trip to San Francisco, Los Angeles, San Diego and (of course) Tia Juana. They had a splendid time, enjoyed themselves hugely, took a glimpse at the famous 160-foot bar at Tia Juana, took scores of pictures, and then were glad to get back to the damper climate of Puget Sound. Palm trees may be all right, but the berry bushes of Puyallup also have charms.

Mrs. Roy Kidd, wifa of Roy Kidd, Rate Clerk at the City Offices, is on a visit to Roy's parents at Dallas, Texas. Roy started in to do some "batching," but we understand that he cooked only one meal and then took to eating around with his friends. As he has a great many of them he may be able to get along until Mrs. Kidd's return without doing any more culinary work himself—without joking, Roy is making many friends as rate clerk and we hear that many shippers ask for him when they want to get a rate because of his unfailing courtesy and inexhaustible fund of information.

Miss Pearl Byars, Stenographer at the City Office, gave a party on Monday, February 2nd, at her home, 1507 South Ninth Street, in honor of Mrs. Clara Carrotte of the Superintendent's Office, who is leaving on a vacation trip to Los Angeles and San Diego. The party took the form of a handkerchief shower and the evening was spent in games and music, not to mention dainty refreshments. Those present were Mrs. Carrotte, Mrs. Rose Shipley, Miss Margaret Olson, Miss Leah Flake, Miss Florence Larson, Miss Florence Hall, Miss Anne Johnson and Mrs. Hazel Allgood.

Mr. Albert G. Bantley, Traveling Freight and Passenger Agent, returned early in January from a brief visit by himself and Mrs. Bantley to the latter's mother at Cleveland, Ohio. They also stopped at Chicago and Milwaukee; at the latter place they called on Mr. E. A. Lalk, formerly Division Freight and Passenger Agent at Tacoma, but now General Agent at Milwaukee. Mrs. Bantley will remain with her mother until February; in the meanwhile Mr. Bantley is officially wearing that lonesome, woebegone expression befitting the circumstances, but his friends say he is bearing up with admirable fortitude.

Mr. "Jimmie" Hogan of the City Office had the grand laugh on his office associates when the "news" leaked out the other day that he had been married as long ago as September 8th to Miss Helen Morrell of Tacoma. The newlyweds are at home at the Hillbury apartments. To the urgent suggestions of his friends for a few belated cigars Jimmy is turning an adamant ear, claiming that such poor dubs of detectives as they have shown themselves are not entitled to any cigars; what's more, he needs the money for a new piano for his wife.

Mr. J. W. Stevenson, Division Freight and Passenger Agent at Tacoma, is now frequently seen in deep study of a little pamphlet entitled "Tacoma Parking Rules." The occasion for this thirst for knowledge is the sad fact that previous neglect to acquire the information recently subjected him to a painful interview with

a police judge and the attendant loss of several dollars.

Emmett Maloney, Chief Bill Clerk at the Docks, now temporarily located at the Local Office, has just added to his histrionic laurels by taking part in a performance of Richard Harding Davis "The Dictator" at St. Leo's High School of this city. Those who saw it say that Emmett played admirably, of which we have no doubt, as he ranks high in amateur dramatic circles.

Mr. Campbell, Chief Clerk at the City Office, recently drove his limousine to the Passenger Station to meet the evening train from Gray's Harbor and Messers. Rossiter, Superintendent, and Stevenson, Division Freight and Passenger Agent, who came in on the train. He took these gentlemen on board and bravely started up the hill to the residential part of town, but, alas! the supply of gasoline gave out when they were still in the foothills, so to speak, and we understand that Mr. Campbell had to coast backwards clear down to Pacific Avenue before he could obtain a supply. As a result both himself and his passengers were considerably late to dinner.

President Byram was a recent Tacoma visitor and inspected the shops very thoroughly. Messrs. Byram, Earling, Bradshaw, Hicks, Rossiter, Stevenson, and Valentine were all guests of the Tacoma Lumbermen's Club at luncheon on January 28th. Mr. Byram was the principal speaker and addressed the club in his usual felicitous manner. He struck a very optimistic note as to the outlook for business in general and our line in particular, especially as regards the lumber business which is of such great importance here; and he was vigorously applauded by his hearers.

On Time Line—Kansas City Division

M.F.K.

Here we are ready to broadcast the news for March which seems to consist of announcement of those on the sick list; the most successful cross-word puzzles advocates and the latest stations on which our radio fans have been able to tune in, Chief Clerk J. W. Sowder heading the list of fans with his Fada Neutrodyne.

J. H. Valentine, former Chief Dispatcher at Savanna, Illinois, has been promoted to the position of Trainmaster on the Kansas City Division with headquarters at Ottumwa. Mr. Valentine takes the place of Mr. M. J. Gruber, who has been transferred to the H. & D. Division as trainmaster. We are sorry to lose Mr. Gruber but can assure him that the employes over the entire division express many hopes for his success, as well as pleasure in welcoming Mr. Valentine to this division.

After an absence of several weeks on account of illness, Mr. J. F. Anderson, Assistant Superintendent at Coburg, reported at his office on January 22nd for the first time, feeling much better and we hope, well on the way to recovery.

G. T. Richards, District Storekeeper from Dubuque Shops, was in Ottumwa about the middle of the month. We wonder if he noticed the nice new coat of paint in the main store room at West Yards, which looks pretty keen.

Speaking of the Store Department, we hear there was recently an anniversary celebrated, Mrs. H. Ford, Stenographer to Division Storekeeper Thomas, having been married to "Home-Run-Harry" just three months. You know Harry isn't any relation to the famous Ford family but he has made a name all his own in this district, as he was perhaps the hardest hitting man in the Mississippi Valley Baseball League. The season closed with Harry in second place with a batting average of 367, but after three months of wedded life they say his average still rates about 500 with Ransom.

At the time of writing this column which happens to be February (some say the most uninteresting month of the entire year) we are already looking forward to the big Valentine Party the ladies of the Milwaukee Club are giving on the 23rd of this month at the Moose Hall. It is to be in the form of a card party, both bridge and "500" to be played. All Milwaukee employes and their families are invited. The ladies hope to make this an even bigger success than their New Year's party.

A. C. Daacke, Division Accountant, has been sick for the past several weeks. He is reported somewhat improved.

Lane Ardery and J. H. Riley, two of our veteran engineers are spending a few weeks at Hot Springs, Arkansas. They expect to make a trip through the west, terminating at Seattle, where they will take the famous trans-continental train eastward and home. At times we wonder if these two young chaps should have gone by themselves, but reports from various points enroute, assure us that they have kept out of mischief and are having the time of their lives.

On January 21st a son was born to Mr. and Mrs. Herman Bradley at Ottumwa. Mr. Bradley is a Switch Foreman in the West Yards. Congratulations are also being extended to conductor and Mrs. E. E. Santee on the birth of a son on Jauuary 25th.

Miss Lillian Ferguson, daughter of our agent at Muscatine, is visiting with friends in California. Harry Pryor, Receiving Clerk at Muscatine and wife are also spending several weeks in California.

On Jauuary 29th, during severe cold weather, an extra going west, with a long train of empty cars, was running short of coal. In order to avoid running from Gladwin to Washington for coal, which might have resulted in delay, fireman Tony Genochia and Brakeman Ray C. Gladson assisted in unloading coal out of a car of company coal in this train and in that way avoided the necessity for running to Washington, and enabled the crew to bring the train into Ottumwa without a relief crew. This kind of work is always appreciated and shows that our employes have the welfare and interest of the company at heart.

We guess that popular song of several months ago "Mama Goes Where Papa Goes" doesn't apply to the Kansas City Division as we understand wives are completely barred from the reunion which the Accounting Department is holding February 21st and 22nd in Cedar Rapids. They seem to be classed under the head of excess baggage.

Harold McCormick has taken the position of Clerk of Mystic, relieving Leo L. Love who has been transferred to Willamsburg.

Engineer J. B. Smith, one of our veteran engineers, for the past several years running on passenger between Ottumwa and Davenport, is seriously ill with pneumonia.

Car inspector Paulson, while at the west end of yards at Nahant, noticed a car of oil leave the rail, while oil train was heading in, and immediately signaled the engineer. By his quick action, Mr. Paulson saved considerable delay to trains as well as a serious derailment.

Miss Elizabeth Evans, Comptometer Operator in the Superintendent's office, Ottumwa, was in Des Moines, January 17th and 18th, attending the Diocesan Convention of the Episcopal Church. Miss Evans represented the Girls Friendly Society.

Conductor A. A. Floyd, who has been ill for the past four months, has gone to Cleveland, Ohio, to spend an indefinite length of time with his daughter.

Engineer V. Glore is spending several weeks in Oklahoma on business.

Assistant Engineer Ralph Lowe spent a day at Nahant recently looking over the yards, to install two more tracks. Any more track room at Nahant can be used to good advantage.

United States *Canada*

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(***The Railroad Man's Company***)

H. G. B. ALEXANDER, President

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Indigo Dyers and Printers

Wheeling, W. Va.

Where the West Begins

By Maggie

J. M. Oxley of the Train Rules Examining Board, was in Mobridge, Jan. 22nd.

Mr. Murray and Mr. Arnold, I. C. C. Inspector were on the Trans Mo. Division during the past month and as usual found everything just right.

R. B. Golden has been assigned agency at Glencross and is now debating whether a radio or parrot is most needed down there to keep her company.

Charles M. Olsen, Operator at Lemmon, has gone and done it. Congratulations, Charley.

P. E. Collins, Relief Agent, is working at Eagle, Butte, this month while Mr. Paul does a little scouting around.

A very enthusiastic Safety Meeting was held at Marmarth on the evening of January 21st being attended by fifty officers and employees of the Trans-Missouri Division. Trainmaster Grobel acted as chairman of the meeting which was concluded with an address by District Safety Inspector Esch.

Ann and Mary proved their superior intelligence a short time ago by winning the much coveted rubber from Joe and Larry. Of course the girls do not want the fact advertised but nevertheless have decided to look elsewhere for competition in cards.

C. A. Nummidor from Coast Division has accepted position as Dispatcher in Mobridge Office. Welcome to our city.

We have lost Mary for a while and some will miss her even more than we but it will give Van time to get the car overhauled before the spring rides start.

Harry Pratt, Van Noy Manager, at Mobridge, has gone to Miles City to work on his run for the present.

Wm. Moran, Jr., has accepted position as Day "Cop" in Mobridge Yard. We hear that his appetite is growing with his responsibility.

Car foreman Stroman started the season out by driving to Trail City the 10th. Never heard how he came back but guess he must have walked as he drives a Chevrolet.

Mr. G. H. Hill for the past two years and a half Chief Dispatcher of the Trans-Missouri Division has been promoted to Trainmaster at St. Maries, Idaho. His many friends while regretting to have him leave Mobridge are rejoicing at his well deserved promotion. Mr. W. P. Moran who has been Relief Dispatcher is promoted to Chief Dispatcher.

C. E. Coutts has moved to Marmarth for the winter as business is not rushing on this end.

Mrs. E. M. Grobel was in Yankton, Feb. 4th and 5th to attend the University Class Play, in which Kendrick Grobel had a leading part.

Agent R. S. Lowis has moved into the E. J. Carter's residence. That man sure does like to move.

The break in the weather has been so favorable that rail loading has again been started on this division in the vicinity of Hettinger.

A fuel conservation meeting was held at Marmarth on the afternoon of January 21st, attended by forty officers and employees of the Trans-Mo. Division. Trainmaster Grobel acted as chairman and opened the meeting with an address on Fuel Conservation which was followed by a paper read by Traveling Engineer Fisher after which much interesting discussion on the subject was indulged in.

Judge J. E. Taylor of Bowman, father of H. O. Taylor, Switchman at Perry, died on train 18, Feb. 5th, enroute to the hospital. Sincere condolences are extended from his many friends on the T.M. Division.

From the Banks of the Wabash

Roberta Bair

President H. E. Byram and other high officials attended the Rotary Club meeting at Terre Haute, February 17th. Mr. Byram addressed the regular noon luncheon of the Rotary Club.

The coal mining industry in this locality has improved to such an extent that the month of January was one of the best months which this division has had since 1922. A grand total of 16,047 cars of coal was hauled during the first month o fthis year which was the largest volume of business reported since March 1922, at which time the total number of cars of coal hauled approximated eighteen thousand.

The women employes and wives of some of the men employes attended the performance of "The Love Test" at the Hippodrome, Tuesday evening, February 3rd. Following the show, luncheon was served at the Daphne. Those in the party were: Misses Catherine and Edna Pfeiffer, Marie Tuemler and Ethel Dick; Mesdames Harold Wagner, T. I. Colwell, Alvin Jones, Harold Patton, Pat Bailey, Carson Moorehead and Roberta Bair.

Messrs Scott Amour, Howard Stewart, Ed. Knuckey and Leo Huberta attended the Franklin-Butler basket ball game at Indianapolis the evening of February 14th.

Dispatcher Bill Allen has decided that one week is long enough to smoke one pipe.

Operator Earl Stines of Odon, has bumped J. W. White in the Chief Dispatcher's office.

On Monday evening, February 9th, twenty-seven employes assembled at the Hulman Street offices with the purpose in view of forming a Social Club, open to employes located at Terre Haute and vicinity. A committee was appointed to draw up the Constitution and By-laws, this committee to report on the evening of February 16th. A regular meeting place has not as yet been definitely decided upon but meetings will be held the first Monday evening of each month. The following officers were elected:—Aaron Wright, President; Flossie Wagner, Secretary; Martha Swanson, Recording Secretary; Roberta Bair, Treasurer and Ethel Dick, Reporter. We are looking forward to many enjoyable evenings and will be pleased to welcome guests to any of our social functions.

The construction of an addition to the blacksmith shop and the installation of a steam hammer at Hulman Street Shops began January 27th.

We were complimented by T. P. & W. Railway on services rendered them by our section foreman F. M. Bailey, located at Webster, who on the morning of December 2nd, discovered a broken rail in T.P.&W. track and went out of his way to inform the section foreman on that road. Broken rail was taken care of before any trains passed over it.

Brakeman Effinger, while working on a Latta Yard engine on January 29th, discovered a broken arch bar on SE 12068 while switching out train at Baker Mine. His vigilance and attention to duty in this instance possibly averted a serious accident and it is appreciated.

We are pleased to quote the following letter from Superintendent Swafford of the I.H.B.

"On the 22nd inst. at 7:27 A.M., Conductor Kyle, Southeastern Extra 8361 East, discovered Soo Line car 150118, potatoes, on track No. 6 in Old Yard, Blue Island on fire. He notified the Dispatcher and cut off Mich. Cent. 7971 and pulled other cars away from it.

Conductor Kyle should be complimented for his efforts in saving property from destruction. Will you please inform him that our management appreciated his interest?"

WEST CLINTON NEWS

Earl Lehman

George M. Bain, Conductor, is the proud father of a little daughter, born the first of February.

On January 10th, M. H. McCandless began his eighth year as Agent at West Clinton. Hard work and good management had made Mr. McCandless a successful Agent. We hope 1925 will prove to be his banner year.

Mr. M. H. Donoho, former General Roundhouse Foreman here, made a short visit among old friends the first of February.

Operator Baker, of Terre Haute, relieved A. M. "Doc" Johnson, on second trick, the last part of January.

Faye Myers, Conductor, had the misfortune to have an automobile wreck during the last of January, and in the accident, Faye lost his left arm. The entire force of employees extend sympathy.

William Stanfield, one of the Car Dept. boys, has been off duty for several months, on account of sickness. The latter part of January, his little daughter died after a severe illness. We hope for a speedy recovery, William.

How do you like the 1925 motto?

"DO IT THE RIGHT WAY"

Splinters From the Wooden Shoe

Brownie

Again comes around the time that the Superior Division is to be shown up in the Magazine and as has often happened before there isn't much to print and why? I will tell you.

John Milheiser was approached on the subject of sending me just a few items for the warehouse and always the promise will send it up today, but as yet nothing has been received. What is the trouble John? You surely can write and if you can't why let Ed. Madigan do it for you and if he will not do it why come upstairs and I will help you out.

Another request was made on caller DeLaurelle and clerk Ryan in the roundhouse where things happen every day that would be of interest to other fellow employees, but don't know what happened to those two, think they must have gone to sleep and haven't woke up yet. Well boys please wake up and scratch us a few lines to have printed.

You should see the Superintendent's private office. It really does not belong to the rest of the building. It has all been painted and cleaned up and is now done in silver grey and gold. It is surely quite an improvement and we do hope that we will be able to print this about our own main office one of these days.

Of course, the main topic of conversation among the ladies of the Superior Division is the Green Bay Chapter of the Milwaukee Women's Club. In another part of the magazine will be given a transcript of our wonderful meeting which was held at the Northland Hotel at which time Mrs. Byram, Mrs. Kendall and Mrs. Williams were with us to help organize the Club in Green Bay. We were all very much pleased with the meeting and also very grateful to the above mentioned ladies who were a great help in organizating the Club. We hope to be 100% in a very short time.

Well engineer Jenny is still coming up to the office and he has just about filled the penny box. Of course, no one knows about that Pete, so we will give them a pointer. Pete as a rule runs out of cigarettes about the time that he gets to the office so we put out a box and in that you drop a penny and out comes the cigarette. Pete thinks it is quite an idea.

Clerk Wanner spent Sunday in Milwaukee this week end. We haven't heard anything about it but from all indications she must have been glad to see him and him to see her as he seems to be quite happy this morning.

Our wonder policeman "Mac" was called at the hotel the other night about 1:00 A.M. and told that his boss was going through and would like to see him. Poor Mac dressed all up in his Sunday clothes and hot-footed it down to the passenger station and on his arrival was met by a few fellow employes who had the laugh on him. I will admit it was a dirty joke and if I were you I would plan a comeback. Of



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course, you would have to be quite bright for that, to get away with it.

If there is any division on the system that has any old pictures they would like to donate to a collection we are making in our office wish you would please send them to either R. E. Zimmerman or J. C. Woodward of the Superintendent's office, Green Bay. These two boys have a mania for collecting all kinds of pictures out of magazines, from the Mack Sennett comedies (This is a specialty by the way—the bathing girls), bright sayings, etc. So if there is anyone that has anything along this line I know the boys will be glad to get them so they can tack them up on the wall and get a kick out of looking at them.

You know that Carlton Mathew's Ford Sedan just drives to two places now, Stangleville on Sundays and on Jefferson St. during the week. Yes, it is too bad, but it is a terrible case and believe we will have to do something quick or the poor boy will be lost.

Talk about bowling bets. Last Monday night Ballard's team members each put up 25c for high bowler on the team, taking into consideration full handicaps. Ballard collected and pocketed the money and figured the scores at the end of the evening and figured that he was ahead $1.25. The next morning Van took the joy out of Ballard's life and showed him where the $1.25 was his. It was certainly a hard blow for Ballard as he figured he was the best bowler and then find out that Van had beat him to it.

Traveling Accountant M. J. Skacel has been in our office for over a month now, but we are glad to have him with us.

Am going to make one more appeal and that is—PLEASE SEND ME SOME NEWS. Don't care what it is or who it comes from but JUST SEND IT, that is all.

Tacoma Shop Notes

"Andy"

Betty Hagen, fair stenographer in Store Department office, of late has been displaying a class pin marked "ICS" would you say that she is an "ICS" coed.

Fred Maas, Clerk in Store Department, is the proud owner of a new second hand Ford roadster, which carries him faithfully back and forth from work sometimes.

Geo. Spraguer, our blonde stenographer (well known in real estate circles) was recently confined to the hospital for the removal of various unnecessaries, such as tonsils, etc. He is almost as good as new now, but he said it was h—l for awhile, he could hardly talk or eat, and will say he is pretty good in either line.

Bob, the proprietor of the Mountain View Hotel, located at the Tacoma shops, furnished the treats for all of us recently, at the event of the arrival of a husky nine pound boy at his home. Bob says he intends to make a baseball player of him. Congratulations are in order.

Prof. Smith, together with a class of 30 pupils from Tacoma high school, paid a visit to the shops.

Mr. Curry, Welding Supervisor, has been visiting us for a few days.

Mr. E. S. McConnell, Special Apprentice from Milwaukee has been spending a few days with us, going over the spring situation.

Chas. Stevens, is the proud father of a baby girl, which arrived at his home recently, via the stork route. Congratulations, Charlie.

Mike Grunnel, whom we reported in the last issue as being in the hospital seriously ill, has weathered the storm, and is now back on the job with his usual line. Mike was a very sick man all right, but we are very glad that he got over it, and that he will again brighten up the woodmill, with his luminous smile.

As a concrete example of what co-operation and "Milwaukee" spirit can accomplish, we wish to cite the following:

With the aid of devices designed and manufactured in Tacoma shops in connection with our Hilles & Jones No. 6½ punch and spacing table —106 cover plates 42 ft. long, with 224 holes in each plate or a total of 23,744 holes, were punched in eight hours. Much credit is due the men for the skillful handling of the work, as well as the interest manifested in establishing this record. The cost per hundred holes punched, was approximately $.05½c.

Iowa Division

Ruby Eckman

Earnest Hayward, one of the signal maintainers, who was injured a couple months ago when a dog derailed the motor car on which he was riding, has been at the Washington Boulevard hospital taking treatment. Roy Williams the helper who was with him is improving nicely.

Lemul Coil, of the Perry roundhouse force, was compelled to have some dental work done the latter part of January. Coil who is a machinist helper got a bad blow in the face when a sledge slipped and struck him. His face was cut and some teeth knocked out.

Conductor George Havill was off duty a couple weeks on account of the sickness and death of his daughter's husband, Victor Geiger, who died in Des Moines following an attack of pneumonia.

Mrs. W. J. Overton who was at the Kings Daughter's hospital in Perry for a serious operation, has recovered nicely.

The two latest Safety First measures adopted on the Iowa division, that of preventing autoists and bicycle riders on the station platforms and the practice of pedestrians using the right of way as a highway, have been given considerable notice in the local papers at Perry. The local papers give as much publicity as is desired to any measure for the company's interests.

Bert Challands a round house employe died at his home in Perry, January 16th. Bert was a machinist helper and had worked for the company several years.

Engineer Frank Banyard and conductor E. E. Banyard and wife were called to Salt Lake, Jan. 24th, by a message telling them of the serious illness of their brother Bert Banyard who passed away before the brothers arrived. Bert started his railroad career with the Milwaukee as a caller when a small boy in Perry. He went firing and later went to the west where promotion was faster. For many years he was traveling engineer on the L.A.&S.L. Burial was made in Salt Lake City, the Elks Lodge of which he had long been a member having charge of the services.

Conductor Edward Davis' wife was laid up at her home for a few weeks with a broken ankle, sustained when she fell down stairs.

Wm. Jones of the Perry roundhouse force was off duty the latter part of January on account of the sickness and death of his father.

Railroad men have been watching with interest the reports of the wrestling matches, especially the one recently when Heiney Engle was awarded the world's championship. Heiney was an Iowa division engineer for a long time.

Railroad men out on the western division have been trying to find out why second trick operator George Harrington at Manilla makes so many trips to Templeton. If the roads are bad he rides the passenger train and the fellows think there must be some big attraction there, judging from the number of trips he makes.

Agent Huffman in looking over some old records at Woodward station recently found original messages received at the time of the death of General Manager S. S. Merrill, which occurred on Feb. 8th, 1885.

Bonny Rose Jones is the name given to a new daughter at the home of Wm. Jones of the Perry roundhouse force.

Engineers Oscar Woods and Elmer Clothier spent a few weeks in Chicago on committee work for the engineers and firemen.

Examination classes on Standard Rules and air brakes which have been conducted on the Iowa division by Assistant Superintendent L. A. Turner and Traveling Engineer J. P. Lutze, have been very well attended.

The line men had a job between Weston and Council Bluffs the fore part of February replacing a mile of copper wire which had been stolen from the line.

Train dispatcher H. P. Buswell who has been working extra in the Perry office, for a number of years has been given a regular trick in the Savanna office. Ralph Wright will do the extra work in the Perry office.

H. L. Shekleton is the new yard master at Atkins yard according to a recent bulletin.

Mickey Upton the eldest son of switchman Frank Upton has a new method of defense. Mickey's grand parents run the Ling Cafe in Perry and he was at the Cafe about supper time, so his grandmother sent home a sack of baking powder biscuits for the family supper. On the way home a big kid jumped onto the five year old lad and having nothing more suitable at hand, he twisted the sack and used it for a weapon of defense. When he arrived home and gave his mother the sack the biscuits were not only baking powder, but powdered, or maybe beaten would be a better term. They were mashed up so fine that the family didn't eat them at least, but Mickey's parents know now that their son can defend himself even against older lads.

Engineer R. R. Meldrum and wife are the parents of a son born Feb. 3rd. This is the first baby in the family.

C. L. Randall died at his home in Good Thunder, Minnesota, the latter part of January. "Curt" was for many years in the train service on the middle division, leaving the service to go farming.

M. Vavera is acting roadmaster on the middle division for a few weeks while roadmaster M. Murphy and wife are on a trip. Their objective point was Key West but they planned to stop at other places of interest going and coming.

Switchman H. O. Taylor and wife were called to Bowman, North Dakota, Feb. 6th, by a message telling them of the death of Herbert's father. Mr. and Mrs. Taylor had been visiting relatives in Layfette, Indiana, and had not had any advice that his father was ill so the news of his death was quite a shock to them.

Perry friends of George Hill were glad to learn of his promotion from Chief Dispatcher, Mobridge to Train Master at Spokane. George is an old Iowa division man and his friends are glad to see him advanced.

Switchman Edward Lavell who has been at a hospital in El Pasco, Texas, for some time was married recently to one of the nurses at the institution.

Illinois Division

M.J.S.

J. H. Valentine, formerly Chief Dispatcher at Savanna, has been promoted to Trainmaster at Ottumwa, Iowa. W. J. Hotchkiss is the new Chief, with former third trick dispatcher H. W. Brown as Night Chief. We regret to have J.H.V. leave us, and he has the very best wishes of the "Savanna kin"—we know he will make an A-1 Trainmaster. "Hotch" as he is popularly known, needs no introduction. Everybody's for him—and glad for his promotion. Mr. Valentine was presented with a nice leather traveling bag as a farewell gift from the men of the Savanna office.

We understand baggageman Kelly is contemplating "two can live as cheap as one". Anyway, we hope he will not forget to put the milk cans off?

Miss Lee Corsiglia, Comptometer Operator at the Savanna Supt's. Office, has taken a three months leave and is now taking life easy at the home of her sister in Chicago. Her place is being filled by Miss Jasper of Moline, Ill. The Supt's office bunch, with Miss Corsiglia as honor guest, were entertained at the home of Mabel Stark, Jan. 28th.

The co-workers of engine hostler Wm. Brooks were saddened account his sudden death at Savanna roundhouse, Jan. 15th. Mr. Brooks was caught between two engines and died shortly afterward. He was a veteran in the service of the company and a faithful employe. Sympathy is extended to the bereaved family.

Engineer Ben Giles, on the Davenport-Savanna run was taken suddenly ill at Davenport and is now in a hospital at that place, and on the road to recovery. We hope it will not be long before he can resume service.

We cannot quite fathom why Walter of the Master Mechanic's office spends his good money for L. D. calls to Chadwick when he can climb into the Ford coupe and get there for a flat rate? Somebody says her name is Ladra, and she's a rival for the queen of Sheba!

Miss Doris Calehan, File Clerk, Supt's. office, pleasantly entertained the S.O.S. Club at her home, Jan. 19th, as a courtesy to Miss Corsiglia. The hours were spent in sewing, games and music, with luncheon served. All had a delightful time.

Congratulations are extended to Mr. and Mrs. Peter Esparos on their recent marriage at Savanna, which occurred the early part of Feb. and at which 200 guests were present. The young couple will reside at the home of the bride's parents.

Illinois Division Safety First meeting, was held Feb. 9th, at Savanna, and well attended. Papers were read by some of the members, and the meeting proved a profitable and interesting one.

Mr. S. E. Brown is the new Agent at Cordova, taking the place of Mr. G. B. Spoor, the retiring agent who has given years of faithful service to the company.

We also have a new dispatcher at Savanna, second trick, Mr. H. P. Buswell of Perry, Iowa. We heartily extend the word of "Welcome" to him.

Tony did his Easter shopping early this year—has two brand new suits already.

The many friends of Mrs. G. Watson, wife of engineer Garfield Watson, will be pleased to learn that she is getting along nicely at the Washington Blvd. Hospital, where she underwent a serious operation recently. Mr. Watson is again on duty, having been off account Mrs. Watson's illness.

Brakeman R. Lilly and friend Mr. Zandercheck, Agent at Henrietta, Ill., expect to leave soon for El Paso, Texas and New Orleans to attend the Mardi Gras which starts Feb. 15th.

Congratulations are extended to brakeman J. Kneeland and wife on the arrival of a son to their home Feb. 6th.

Conductor F. B. Wheel and wife are spending the winter with their two sons in California. Conductor J. L. Sophy has Mr. Wheeler's run on No. 7 and 6.

Sympathy is extended to passenger brakeman Peter Mersch account the death of his wife the latter part of January.

Sioux City and Dakota Division

H. B. Olsen

On February 1st, Supt. E. F. Rummel, was promoted to the Idaho Division with headquarters in Spokane, Wash. We regret indeed losing Mr. Rummel, but our loss is the Idaho's division gain and we wish our former Superintendent the best of success in the new position which he is well qualified to fill. Mr. Rummel was with the S. C. & D. Division three years and at the time he came here business was such that it took untiring efforts to bring and keep it where it would have an earning power, this took economic supervision in every department and Mr. Rummel attained that goal.

Trainmaster Edw. H .Bannon of Milwaukee, arrived Sioux City on February 1st, and has taken over the division as Superintendent and we welcome Mr. Bannon to the S. C. & D. Our continued efforts to keep the division up to the standards Mr. Rummel left it is the slogan of each and every employe and to make our division the best on the system.

"Judge" Omar Well of the roundhouse department, Sioux Falls, says it is plain to be seen he "fixed the air pump on Engine 2874" after every one else had tried their hand at it. He simply stepped upon the deck when the pump started working perfectly.



The Store Department had their office painted a dirty white last week. We have seen worse jobs, but can't remember where.

Anyone stuck on a crossword puzzle, address caller Doc. Hesse for aid.

It is with deep regret that we announce the demise of switchman Fred Anderson, who was so badly injured while switching on track 5, Yard "B", Sioux City, January 16th, and passed away on that day. Mr. Anderson was single but would have been married within a few days. The bereaved relatives have our sympathy.

The Store Department at Sioux City must have a new cat, judging from the scratches on the back of Leo Lamb's neck. Nice Kitty, Leo?

Fire was discovered in the depot at Grant Center on Jan. 23rd on the arrival of No. 4. Conductor Conley and brakeman Porter discovered the fire and backed the engine up to station and used water from the engine and put the fire out. This is mighty fine of this crew and are commended for their prompt action.

The death of fireman J. W. Brown on February 5th, takes another employe from our ranks. Mr. Brown suffered from ruptured appendix which caused his death. He leaves a widow to mourn his death.

On January 29th, while our veteran engineer Wm. Bowers was doing some work on his engine at Sioux Falls, he over balanced and fell to the ground breaking his collar bone and was bruised up otherwise considerably. He was immediately taken to the hospital where best attention was given him. Mrs. Bowers and Mrs. Carl E. Haakinson of Sioux City arrived that evening and comforted him. Supt. Rummel sent his private car to Sioux Falls and in two days "Bill" was ready to go back to Sioux City. "Bill" Bowers perhaps possesses a stronger constitution for his age than any other man. He is getting along nicely and will resume work shortly.

No one has seen any outward evidence of a diamond ring as yet, but Etheal Mandle sure does get a lot of mail lately and from all we hear she is going to be a farmer some of these days. Her favorite popular music is entitled "Take Me on a Buick Honeymoon".

Conductor Billy Bollier had the misfortune to badly injure his foot last week, he is unable to work and we miss you "Billy" on Nos. 75 and 76.

John Norton, Section Foreman at Sioux City, has taken two months leave of absence and is trying out salesmanship. Hope you make a success of it John.

Engine Foreman Henry Hurt was presented with a fine stick of chalk from his helpers so that he might mark the cars in larger figures.

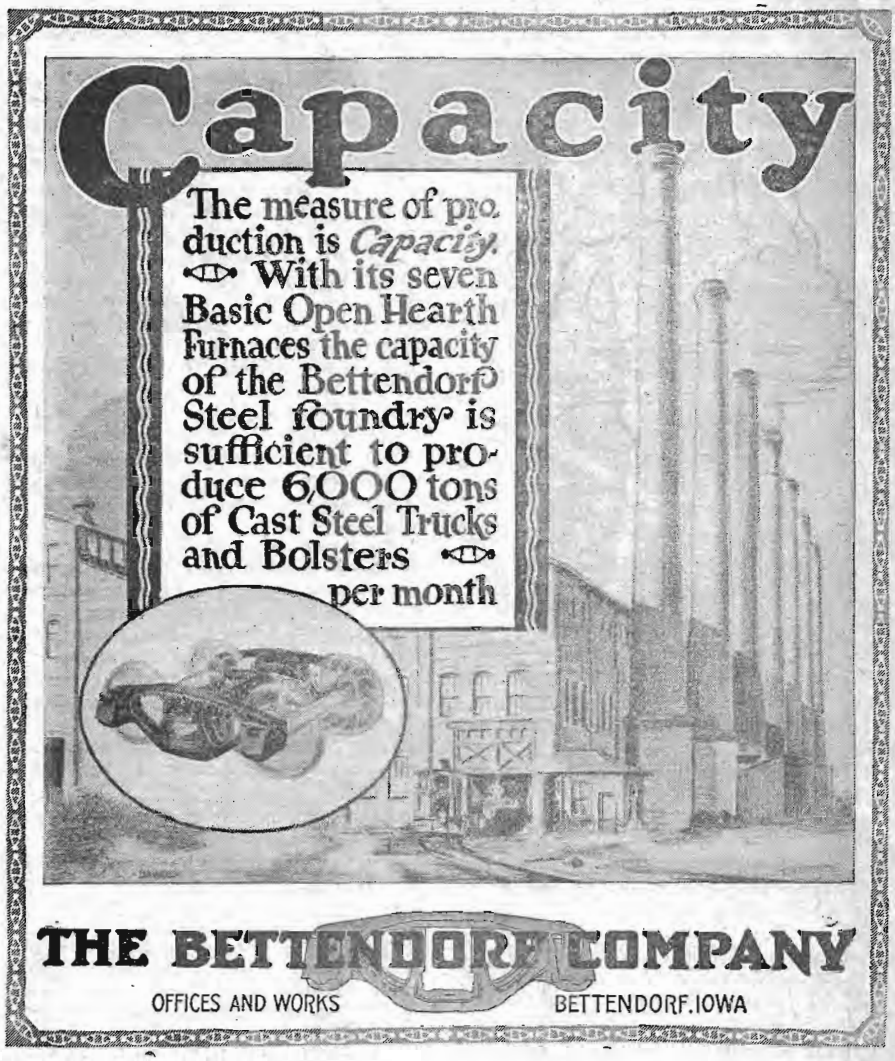
On the night of January 20th, 10:30—operator L. P. Murphy, Mapleton, Ia., was shot through the right lung by an insane man by the name of Merle Chapin and died from the injury on Saturday the 21st. Interment took place at Salix, Ia. Mr. Murphy leaves to mourn his death a wife, two small children, mother, father, sister and a brother. Mr. Murphy had been in the employ of the company for 13 years in various positions starting with section works later taking up telegraphy and held third trick at Mapleton up to the time of his death. We extend our sincere sympathy to the bereaved relatives.

Operator J. F. Hartson is working third trick at Mapleton, pending bulletin account the death of operator Murphy.

Operator Bergress, Hornick, Ia., is on forced vacation account taking treatments at Sioux City. Operator A. W. Sanborn is relieving.

Agent Hirschberger, Charter Oak, Ia., was called away from duty on account of the death of his brother last week. Operator Roy Goodell relieving as agent and Harry Stopher relieving Goodell as operator.





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Spanish Northern Railway Electrification

The Spanish Northern Railways have recently placed in service six locomotives purchased from the Sociedad Espanola de Construction Naval. This company built the locomotives in Spain with mechanical parts designed by The Baldwin Locomotive Works, and equipped them with motors and control apparatus furnished by the Westinghouse Electric & Manufacturing Company.

The electrification is primarily a result of the late war. Prior to this time, Spain received most of its coal from the British Isles, but during the war shipments were greatly reduced, and finally stopped entirely. The shortage caused by this cessation of foreign shipments was keenly felt by all the large cities in Spain, especially Madrid.

Mines were put in operation which before were considered unprofitable. Particularly was the production increased in the region of the Cantabrian Mountains, which parallel the north coast, but the amount of the coal which could be shipped to the central of Spain from this district was limited by the capacity of the railways leading out of this region. The electrification of the mountaneous section will, however, greatly increase the capacity of the entire line to Madrid, and will greatly assist in preventing a reoccurrence of the coal shortage such as was experienced during the war.

The system employed is 3,000 volts direct-current, and the locomotives furnished by Naval will be capable of developing 1620 horsepower at 21 miles an hour, and weigh 185,000 pounds.

It is the intention with electrification to handle trains of 300 metric tons with one locomotive, and 600 metric ton trains with two locomotives, one at each end.

The locomotives are of the six-axle type with two six-wheel swivel trucks. Each axle is driven through a single helical gear by an axel-mounted motor having a one hour rating of 270 hp.

The control equipment is similar to that supplied by the Westinghouse Company on the Paulista and Chilean state railways and has been designed to give the greatest simplicity and flexibility to the control of the locomotive.

The locomotives are arranged for regenerative braking, the system employed being that which has met with so much success on the Westinghouse locomotives now in service on the Chicago, Milwaukee & St. Paul Railway, the Paulista Railway and the Chilean State Railways.

Mapleton, Ia. station contributed 75 cars of stock during the month of January 1925 to the Milwaukee railroad. During the last ten months of 1924, 578 cars of stock were shipped from that station to various markets. This shows what can be done when a little effort is made and all credit is due agent Chas. Simpa who is directly responsible for the fine revenue. Mapleton is also served by the C. & N. W. Ry. Competitive agents will please page this.

One stormy night last week conductor Dave Stuart threw off a list of his train at Hornick, Ia. The list was wrapped around a small piece of board and lodged in the cuff of operator Sanborn's trouser, after hours of fruitless search the list was found just one day late. Can any one tell us what the moral is?

The Sioux City Chapter of the C. M. & S. P. Women's Club held a Card Party in the waiting rooms of the station at Sioux City on the evening of February 10th. There was a large attendance and everyone enjoyed the evening. Much credit must also be given to the refreshment committee for the tasty luncheon which was served after playing was concluded.

Hereafter the regular stated business meetings will be held in the Y. W. C. A. club rooms, corner Jones at 6th St. There is also cafeteria service provided which will hlep materially in the progress of the Sioux City Chapter. It is hoped that a visit to Sioux Falls can be made in the near future for the purpose of organizing a subchapter at that point.

The boys over at Janesville, Wis. want to be on the alert for when the Sioux City Bowling Team enters the annual bowling tournament there in April, there will be slim chances of anyone having bacon for breakfast other than the Sioux City aggregation. Everyone will recall the exceptionally fine showing they made two years ago at Milwaukee. It was an event that we will not forget easily.

Roadmaster G. W. Wean has installed a new radio in his home and states after 10 o'clock at night he can get the whole world, on his "Little Radio".

Al. Erickson our busy line man has gone into the radio business and all you see Al. do is going into all the radio shops during the noon hour looking for transformers and condensers.

N. E. White our veteran Section Foreman at Buck Grove, Ia., spent Sunday in Sioux City looking over the town, wish you would come up more often Nick.

On February 16th, a SAFETY FIRST meeting will be held at Sioux Falls. The Ry. Employes Progressive Club have taken it upon themselves to boost this meeting and make a joint affair of it. A musical program has been prepared, with readings, speeches and every one concerned in the movement of SAFETY FIRST has been invited to attend. We will tell you more about it next month.

"Judge" Omar Wells veteran button now shows 35 years in the service of which he is much pleased to display.

On January 22nd twins were born to Mr. and Mrs. J. V. Jorgenson in the waiting room of the depot at Oakaton, S.D. Twin girls weighing four and five pounds hoth fat and fussy and are the first pair of twins ever born in that town. The "Milwaukee" Ry. should have the privilege of naming those little girls.

On February 12th, we handled 28 filled coaches of people out of Sioux Falls for Canton where the National Ski Tournament was held. A special train from Sioux City and one from Mitchell helped swell the crowd too. Trains discharged passengers right at the field two miles from Canton which out-did the husses and the tournament was one Canton may be proud of for they did "their stuff". It seemed like "days of real sport" to run "excursion trains" again.

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

Nora B. Decco

A card from fireman Sam Haffner and wife from California tells all about the orange and lemon groves and that bright sunshine that put California on the map . . . . also says Dave Haffner has returned to South America . . . sunshine all winter is nice . . . . and except for that drop of temperature in December we have had nothing but nice weather here in Montana . . . . in fact if some of those folks back east could see the car foreman's weather record for the past two years they would buy us out here about.

We regret to write of the illness and death January 30 of little Albert Jenkins daughter of conductor Jenkins who was ill only a short time. We offer the sympathy of the division to this family in their loss.

Engineer Echard and wife from the Ringling helper which has since been moved to Lombard again, have just returned from a few weeks in Iowa visiting home folks . . . . Engineer Elliott relieved Mr. Echard while he was away.

Mrs. Wright, wife of conductor Joe Wright is quite ill and we all hope for her quick recovery. Mr. Wright's sister from Des Moines, Iowa, is visiting here for a few weeks and Mrs. Earl Shook and small son and daughter from Avery are also at the Wright home. Mrs. Shook is a daughter of Mrs. Wright.

We neglected to mention in last month's news that conductor Thos. Roach and wife made a visit with Mrs. Roach's mother and family at Marcus, Wash. during the holidays . . . . Tom says they were looking for better weather than we had here and also for a place where he couldn't hear a steam engine whistle and he found it all right and got so lonesome he came back to hear one.

He came back to a poor place too as the last time we saw a steam engine real close was when the N.P. limited stopped for an hour the other day and every one rushed over town to look at it.

Of interest to those on lines east will be the announcement of the death January 20th of Thomas W. Richard, Asst. Supt. of the Union Pacific System at Pocatello, Idaho . . . . he was a former conductor for the Milwaukee out of LaCrosse, Wis.

Probably there are a number also who have not heard of the death of former conductor Jack O'Hanlon . . . . who was for many years a popular conductor on the Rocky Mountain division and liked by all who knew him. He died in San Francisco, Calif. during December and was taken to his old home at Eden, Wis. for burial . . . . . I did not know this in time to mention it before and although late it may be of news to some of his friends who had not heard of it.

Fireman Fink has returned from a short visit with his mother and brothers in Iowa. . . . he likes the cows and chickens he says, but—?

The news bulletin on the board . . . . is the position of Asst. Supt. with headquarters at Three Forks has been abolished . . . . and Mr. E. M. Hopkins from Renton, Wash. has been assigned as Train Master of the Rocky Mountain Division and Missoula Divisions with office at Three Forks.

Mr. Hopkins relieved Mr. H. L. Wiltrout who was promoted to the position of Asst. Supt. of terminals at Milwaukee. Mrs. Wiltrout is leaving to join her husband shortly and they will make their home in Milwaukee where we wish them the best of success. . . . . and also welcome Mr. Hopkins to the Division.

A special passed over our division Sunday, Feb. 15th, enroute to Seattle from Chicago with the president and every body aboard . . . . . it was a fine looking train and the conductor and brakemen and engine crew were fine looking and all the passengers that we saw and said howdy do to were also. . . . well to say the least fine looking. . . . . Mr. Peckens was not on so although he is considered the handsomest person in the site he surely can't object to this.

Engineer Mayo who got mad and went over to the North Montana Division quite a while ago has returned to the R. M. Division again and is assigned to the Lombard helper. . . . as are fireman Dickerson and Smith.

Night chief train dispatcher R. W. Magett has returned from South Carolina where he with his wife and small family have been visiting relatives for a month. . . . . You all know how it is, nice to go away but all right to get back to workin' again I reckon too.

Kansas City Terminals

S.M.C.

Superintendent J. F. Anderson, who has been under the weather for the past while, is gradually improving and is able to be at the office again.

We have had quite a few visitors during February. Mr. Harstad, Mr. Buford, Mr. Sillcox, Mr. Juneau, Mr. Snell, Mr. Crowley and Mr. Hoehn being "among those present".

Lawrence Flagler, a recent benedict, was commissioned to buy some chiffon hose. The clerk had difficulty in finding out what kind of hose Lawrence wanted, never having heard of Cretone hose. However, Lawrence saved the day by knowing what he wanted when he saw it.

Charlie Wright, Claim Clerk and Florist, says he can hardly wait until the flowers begin blooming. You're not by yourself on that Charles.

Our window display at the ticket office is attracting quite a lot of attention. A painted mountain with a regular tunnel and a miniature electric train that whizzes in and out "of the Rockies".

Pauline Nehr Wilson and Evelyn Braun Williams have both moved into their new homes. They both say they are very happy. That's all there is to it, here is wishing you more of the same thing.

This from the Schutte family:

Alex: "Married life is just fine and dandy but you have more bills to pay. I sure would like to meet the fellow who said two could live as cheap as one."

Katie: "I never knew what fun it was to boss the running of a house and a 'man' or I would have tried harder to get both long time ago."

Jim Talbott must be going to compete with Charlie Wright, or else he don't like to cut grass. We hear he has contracted for a bushel of dahlia bulbs. With all the rest of the flowers there surely won't be any lawn left.

We have in our midst two who have unusual ambitions. Denny Keyes isn't sure yet whether he is going to Spain and straighten out affairs or to Mexico and start a new revolution. Albert Smith thinks Mexico is the place for him. With a Smith at the head, affairs would move. In preparation for the future, both are deep in the study of Spanish and if you want to know what progress they have made just follow them to lunch some day. You may not be able to understand them as they don't always understand each other, but it's comical to hear anyway.

Jennie and Phyllis are the only, only who have not yet bobbed their hair. Their cases are hopeless as they will not listen to reason or persuasion.

Roscoe Rolls claims he has a new old Radio hookup that gets all the stations. Advertise it Roscoe, we are all interested.

Carpenter has also joined the Army of Radio Fans and he has the bug bad. According to all accounts his new set is a great success. Well it should be if it cost as much as a second hand Tin Henry.

Bus is looking for someone with a fat pocketbook as he says he can't run "Ruddy" without a license. (And you do get arrested if you don't have one. Ask Harry Vail).

Harry Vail ventured over in Kansas again last month. Harry says his experience with Kansas is that you always get stuck. This time it was in the mud near Fort Scott.

Ed Owens had a (sad) experience with a plumber last month. After paying one for three days he says no vacation for him this year, he can't afford it.

Items From I. & D. Division

J.L.B.

Leo Montgomery, Timekeeper in the Superintendent's office, has returned to work after being off two weeks with the mumps. Leo doesn't think it's much fun to have the mumps.

On January 19th, veteran conductor Ben Olson entered into his 52nd year of service for this company.

Mrs. Robert E. Quandahl, wife of Ticket Clerk, Robert Quandahl is slowly recovering from a bad siege of "flu".

Mrs. Wm. Kellar, wife of switch foreman Kellar, had the misfortune to break her ankle, while descending the cellar steps at her home. Latest reports say she is getting along fine, and hopes to be able to walk again before long.

Conductor Geo. S. Smith and family have returned from Sunny California, where they spent some weeks with friends and relatives. Geo. says: "California is fine, but nothing could keep him away from good old Iowa."

A solid train of oil consisting of 43 cars enroute from Casper, Wyo. to the Twin Cities, passed over the I. & D. Division recently. This is high class business and we are glad to see this division get its share of the hauling.

At the B. of R.E. meeting, Feb. 9th, held in the Chamber of Commerce Rooms, Mr. Ring proved that he was a good dancer as well as a good division accountant. He certainly can do all the fancy glides and slides when it comes to dancing.

A short time ago there was an add inserted in the magazine; Wanted: "A wife by Geo. Deming, Machinist at Mason City, Iowa." We are glad to inform you that the add had very good results for Geo. hands over the pay check regularly now. This news is a little late, but Geo. would like to have you know that it pays to advertise.

Also Paul Olson thinks it is as cheap for two to live as one. Matrimony is the crime for which Paul is serving time. We wish you lots of happiness. Step up boys. Who's next?

O yes, we have all got our eyes on Harold ("Spook") Davis. We understand he has already purchased the ring, and is saving his money now to buy the furniture. It's alright "Spook" we need you in the ranks.

Most of the brakemen have fallen during the last year which I suppose makes "Bud" Trewin feel sort of left out you know, but not for long. Yes, I guess it is for long, for Miss Long, has the diamond, but the date must be a secret for we have not heard.

We received a communication from our old correspondent "Joyce" a few days ago. You probably all remember her classy items which adorned the pages of this Magazine, not so long ago. She is filling a very good position in Chicago now. She says to tell her friends, if any of them ask, how she likes Chicago, that it is like "Sherman's March to the Sea." We will let you judge for yourself just what she means. Crossword puzzles are the thing now you know.

Friends of Margaret McCormick, former Timekeeper in the Superintendent's office, will be glad to hear of her marriage January 24th, 1925 to Leonard Bardouche, Brakeman for the Milwaukee at Austin, Minn.

Mrs. Mabel Byrd, Comptometer Operator in the Supt's office made, a "flying" trip to Omaha recently to meet her little daughter, who has been spending the winter months in Boise, Idaho.

Conductor M.M. Burns of Sanborn, who has been visiting at Hot Springs and other points during his vacation, stopped off in Mason City to call on his brother John, on his way home.

The death of conductor E. E. Bradberry, which occurred at Sanborn, Ia., Feb. 9th, was a real shock to employes of the I. & D. Division. Mr. Bradberry was suddenly stricken with heart failure while walking on the street from his home to the postoffice. He was one of the most widely known and best loved conductors on this division, a kindly man, with a heart as big as a mountain and a cheery word for everyone. His friends say that he was never known to refuse a helping

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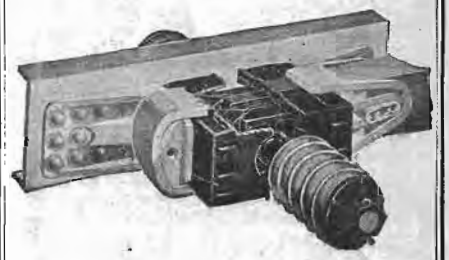
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hand, and that he went out of his way many times to aid his fellow man. He was the idol of all the younger men who worked under him, and was always generous, kind and courteous to the many thousands of passengers that he carried during his long years of service. Mr. Bradberry was 59 years old, having entered the employ of this company at the age of 20, serving in the capacity of freight brakeman. He was considered an able railroad man, a faithful employe and a very highly respected citizen. Besides his widow, Mrs. E. E. Bradberry, and daughter Miss Carrie F. Bradberry, he leaves a long line of friends to mourn his untimely passing. He was laid to rest in the family lot at Sanborn, his funeral being one of the largest in the history of that place.

Engine 2632, a G8 class engine, equipped with a Worthing Peed water heater, has been assigned to the I. & D. division. We feel especially proud of this engine, as it is the only one on the Great Milwaukee system having this new devise.

George Schramm, our new Perishable Freight Inspector, has moved his family from Chicago to Mason City and is comfortably established in his new home at 253 20th St., south. Guess it is up to us now to call on him. Geo. is a fine follow, and would like to get acquainted. Mason City isn't as big as Chicago, but he says we are real up to date and he likes our city very much.

Idaho Division

R.C.P.

Conductor Pat Sheridan and crew are not superstitious about a black cat. When on No. 18, Spokane to Deer Lodge, during the severe cold weather in December, they heard a strange noise which seemed to come from under the baggage car. It was first noticed when leaving Manito in the morning and while it continued all day, they could discover no cause until they reached Albertson, when brakeman F. J. McDowell again investigated under the car and noticed a black paw reaching down from on top of a truck. He then pulled out the cause of all the commotion in the form of a black kitten, covered with snow. The kitty was made at home in the baggage car, taken on to Deer Lodge, then back to Spokane on No. 17 the next day where it now graces the McDowell home. It is thought the kitten climbed onto the trucks at Tacoma. Pat said he never had two better trips than these.

Conductor McAuley demonstrated the fine points of his Franklin sedan to us recently. He seemed very much enthused over the quality material that went into the car. We swallowed most of it.

A young lady not familiar with the language of railroad men happened to be walking near a depot where a freight train was being made up. One of the brakemen shouted, "Jump on her when she comes by, run her down by the elevator and cut her in two and bring the head end up to the depot."

Screaming "murder" the young lady fled from the spot.—*Ex.*

Mr. A. E. Campbell of General Managers Office, Seattle, spent a few days at the Spokane offices recently.

Last reports we had from former dispatcher and operator E. E. Kilbourne, was to the effect that he has a good chance of recovery. The diagnosis first given proved in error.

Miss Gertrude Alden, Steno. in chief's office, got an awful kick out of reading the following sign on the back of a wreck of a Ford. "Don't laugh girls: You'd look like 'H—' too, without paint."

The Dam of Moses Lake, at Neppell, went out the first part of this month, flooding Crab Creek Valley west to the Columbia River. A new dam has already been rebuilt so as to insure sufficient water for irrigation purposes this summer. The lake has a shore line of 164 miles and dropped about 10 feet.

We could mention that this weather is ideal for golf, but don't suppose anybody around here would be interested?

Effective February 1st, Mr. F. G. Hill, who has been Superintendent of the Idaho Division since May, 1918, was appointed to the position of Superintendent of the Employment Bureau, in Seattle, handling records for Lines West. Mr. E. F. Rummel, Superintendent of the Sioux City and Dakota Division, succeeded Mr. Hill. On the same date, trainmaster Cummins, who has been at St. Maries for several years, was transferred to the same position on the Coast Division at Tacoma; and Chief Dispatcher G. H. Hill, of the Trans-Missouri Division, was promoted to Trainmaster and assigned to the Idaho Division at St. Maries.

PONDERINGS FROM THE PON'D OREILLE

The many friends and fellow workers of engineer Frank Phillips of Spirit Lake, Idaho, were greatly shocked and pained to learn of his death at Spirit Lake, February 10th. Frank had laid off a trip or two before this date with what the doctor termed a light attack of flu. However this developed into pneumonia very suddenly about 4:00 P.M. and he lived only about seven hours.

Short funeral services were held at Spirit Lake, Feb. 12th. Burial took place at Spokane. Frank was a Spokane boy well known to all railroad men in the Spokane District competent in his calling, obliging in his nature and his loss will be keenly felt by all who came in contact with him, his mother, sister and brother from California were present at the funeral as also his brother who lived in Spokane.

This portion of the Idaho Division warmly welcomes our new Division Supt. Mr. E. F. Rummel formerly of Sioux City, Iowa, who has been recently assigned to this division. Presume every one will give Mr. Rummel the best in him or her as was formerly given to Mr. F. G. Hill who has been assigned to the Head of Employment Bureau, Seattle, Washington.

A few changes have been noticed on this part of the Idaho Division. Agent C. B. Barret of Coeur D Alene, Idaho, has taken the agency at Lost Creek, Wash. The agency at Coeur D Alene has been taken by operator M. C. Helmer formerly day operator of Spirit Lake, Idaho. Operators now at Spirit Lake answer to the names of R. H. Curtis, Bill Zyph and E. M. Young.

The Spokane to Spirit Lake turn-around freight has fallen to an I. & W. N. crew. Conductor Bell, brakemen Hook and Ball being on this run, the old two reliable Schurch and Meeks still being anchored on the north end locals, every one on the P. O. R. Line are in hopes we are done with the good old winter time, if you happen to see engineers Clinton and Scisson pawing over their fishing tackle that will be a sure sign of spring. Conductor Jim Murphy and myself never bother to go fishing cause we are too light on our feet, are you over forty-five years old if so hunt up the company doctor show him for a fact that you can tell red from green and hear a train approach, and read box car figures half a side track away. A new clerk on at Spirit Lake Freight House but the writer has not yet learned his name.

ST. MARIES

Suitable reward will be offered anyone finding the real reason of Carl Brudeseth's recent lay-off. When asked about it Carl acted very mysterious, evaded our quetsions and walked off smiling.

Dave Snyder, Callboy at St. Maries, is thinking seriously of entering the pugilistic profession after acquiring a little more experience.

The agent's long lost boy, Albert Blond, has bid in third, St. Maries permanent. (They can now both talk with their hands and never utter a word).

Snow is nearly all gone at St. Maries. If this weather stays with us we will have spring in about four months now, as the sun shone the other day first time since last September.

OTHELLO

We have had so many official visitors and so much other outside excitement the last few days that news items were completely forgotten, however, we will try to get a few in.

Last month some one told about a yarn they had heard on one of our local men and he is still trying to find out who did it as he couldn't see anything funny about it. Don't see why he should have felt so badly. It was his first time in the limelight and some others of us get in every month.

Store helper Geo. Finney has purchased a new Oakland coach and is now lording it over the rest of us although when it comes to handling a car he has a right to crow. He says he has found a way to back out of the garage in low but is rather hard on the end of the garage.

Agent Whalen is back from his Eastern trip much to our joy. This is not meaning anything against Daddy Clark who acted in his place during Mr. Whalen's absence for he was a good sport and right on the job but after you get used to talking to Slats it is rather hard to train your eyes down to the size of an ordinary man.

Did you see the two engineers who were going around this last month with their heads bandaged up? They look as though they had been through a three round fight but it was only a simple little auto spill between Malden and Spokane. Neither Bob Renn nor Jim Marre seem to have much to offer on the subject though they don't seem to understand how it could have happened for they admit they had a good driver.

Doc Mead was in today and when we asked him for news items he said the only thing he knew on the spur of the moment was that if this weather kept up he was certain of one man who would be looking for his hen-skin undies. You notice we have bragged considerably of our winter weather but during the summer we never say much.

Henry Quade is quite busy now that spring has come and is repairing his fence so that it will be cow-tight. He says that he has waited nearly two years for an apology for being accused of stealing a cow bell and did not intend to have such things blamed to him unless he got the bell too but that Herb Haas would not give up the bell.

Mrs. Frank Wilson, who went to Alberton, Montana, a few days after Christmas is once more at home. And Mrs. Waterstrat spent a few days here this month too, though she makes her home in Spokane.

We really had intended to tell you about Mr. Emerson's trips down here but he has been coming on the average of twice a week and we lost track of the reasons.

C. & M. Division Notes

Eleanor

Our former trainmaster Mr. Bannon, has been appointed Superintendent of the S. C. & D. Division, with headquarters at Sioux City, Ia. His many friends will all be glad to hear of his promotion but at the same time, he will be sorely missed by all who came in contact with him. I am sure he leaves with the good will of every employe on both the C. & M. & Northern Divisions and with the best wishes for good luck and success in his new position. At the Valentine Dancing Party given by the Women's Club, he was presented with a green gold watch and chain and a Gladstone bag given by his fellow workers. The presentation speech was made by our Superintendent Mr. Thurber, and I'm afraid the talk was such a success, he'll be kept busy as our representative speech-maker from now on. Mr. Bannon did not respond with a talk but we know how he felt about it all, so we didn't expect it.

Mr. Orville O'Neill has taken Mr. Bannon's place as Trainmaster of the C. & M. Division and all the employes join in welcoming him to the C. & M. personnel, and wish him success.

The Valentine Ball given by the Women's Club at Juneau Hall, City Auditorium, proved a huge success and I am sure it was all due to the women's tireless efforts in making it such. There were about 800 present and everyone left with the good word that they had a very enjoyable evening and hoped for another dance in the very near future. The C. & M. and Northern Divisions were well represented at the dance and the boys sure looked pretty nice all ironed out in their Sunday best and oh, but could they step. I'm afraid there were some pretty tired feet the next morning as they danced until 1:30 A.M. and then wanted more, but they were tied up under the law.

Charlie Shaft, Train Dispatcher, is a pretty proud fellow just now. Yes, he's the proud papa of an eight pound boy. Are you going to start him railroading Charlie, or is he to be our future president.

Brakeman Vandelogt passed bravely through Leap Year but has gone and done it anyway. He joined the ranks of the benedicts. Best wishes, Henry, and congratulations to you and your bride.

Norman Bennett of the Superintendent's Office, is the proud owner of an Auburn Coupe. Now your troubles start Norman, so talk it over with the boys and get all the dope on how to run a car without gas, etc.

Friend Maurice was a pretty busy fellow at the dance Friday night. You sure have a taking way with the girls, Maurice, but tell us who your bronze haired girl was. We're interested, not curious.

Bab, our Dispatcher, has always held that dead men tell no tales, but he sure had his troubles with the last dead man, didn't you Bab?

Our chief clerk Mr. Ericson is thinking of going in the taxi business as a side line. Good work, Eric, your suggestion made a pretty big hit.

I hear that conductor Marlett is thinking also of taking up a side line—namely the rag business. It might be a paying proposition, Dan, if you get started right.

Our friend Mary attended the dance Friday, and even though she didn't dance, she spent a pretty busy evening taking care of all her shieks. You and Maurice could sort of let us in on how you do it Mary, don't be stingy.

I hear Garrett Kommers is for taking up running and high jumping. Why the sudden inclination for acrobatic performances? It sure will help to keep you in the finest trim however, so don't give it up.

There's a deep secret brewing in the Superintendent's Office, but the reporter doesn't seem to be able to get in on it. Fess up, Louie, Click and Andy and maybe we might be able to offer you a valuable suggestion or two if we get in on it.

The two Horsemen, Wood and Eric, look pretty queer without their running partner E.H.B. It sure was a combination that couldn't be beat. Guess we'll have to call them the toothpick twins now.

Our friend Mr. Ho, was at the Valentine Dance and says he spent a very enjoyable evening. He also says he's for the American Dancing every time, so our dancing boy, Maurice, is going to enlighten him on the How Dance, and others. Better take advantage, Mr. Ho, as you couldn't get a more capable teacher anywhere.

Brakeman George Mies has also deserted the bachelors and stepped off into the sea of matrimony. I am sure all the boys join in wishing

Dearborn
REG. U.S. PAT. OFFICE

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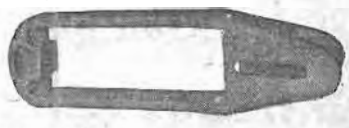
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George and his bride the best of luck and happiness.

Valentine Day held quite a thrill for Cathie, I hear, but she was pretty quiet about it. You should have let us see it, Cathie, and not try to hold out. And then she said she only got one Valentine from him. Wasn't one enough?

Iowa & Minnesota Division
D.M.W.

Conductor L. O. Olson and family spent Sunday visiting with Mrs. Olson's parents at Calmar.

Carl Kelm has just returned from Toledo, Ohio where he has been visiting with his sister.

Conductor Hallman was home between trains, Sunday, February 8th.

Received the following from Jim Cane, Florida: D.M.W. Got here O.K. and sure am enjoying myself; sure do not have to take off my hat here to let the sun shine. Going out in the Gulf fishing but will keep my hat on this time. Give my regards to the boys on the I. & M.—Jim.

Assistant chief dispatcher C. D. Gallwan, was called to California account illness of his father.

Mrs. C. R. Parker and daughter left for the western coast where they will remain until spring.

Mrs. D. M. Wheeler who has been confined to her bed since the first of last October is rapidly gaining and is able to be up and about the house a great deal of the time.

Mrs. N. J. Mayer and son junior visited with her folks at Watertown, S. D. during January.

Well, I guess the old depot is about 100% vaccinated now. About one more case will do the job.

Roy Austin is the proud father of a dandy little girl. Have seen nothing of the cigars yet but we will wait a little while longer.

Oscar Ober left for California again, says he will stay two months this time. He went for two months last winter but got Minnesota fever the 12th day and came home.

Mr. and Mrs. C. N. Leighton are figuring on going to California about March 20th where they will visit with their daughter and son in law, Mr. and Mrs. Bert Sutton. They will return by motor with their daughter and Mr. Sutton.

Mr. Stackpole says he sure is glad to see this nice warm weather come. He had the window in his office open about a quarter of an inch for over a half hour the other day. The draft was too strong on X. O.'s bald head so he shut it, otherwise Stack would have left it open a little longer.

Wm. J. Murphy, I. & M. Engineer, has gone to work after being off for three months. He is on the Mankato line.

Jos. Slezak, I. & M. Fireman, has been off for two weeks account of illness.

Wm. Brossard, I. & M. Division Engineer, and wife have gone to California for a two months visit.

I. & M. division brakeman Leonard Bardouche and Margaret McCormick were married at Minneapolis, January 26, 1925. Everybody on the I. & M. knows "Bugs". Miss McCormick was formerly employed as Payroll Clerk in Division Superintendent's Office at Mason City, Ia. They will reside at Austin, Minn. Most hearty congratulations. (What will Cliff do without "Bugs").

S. M. East
R.G.E.

The S. M. Division Headquarters at Austin acknowledges a very pleasant visit from former division storekeeper J. C. MacDonald. Mr. MacDonald was in Austin to attend the funeral of the late Mr. King, who is the father of one of the boys employed by Mac at Aberdeen.

Sam Smith, Foreman at Austin Shops, can be seen hot-footing it to work each morning now. He has tied up the "Tin-Can" for the rest of the winter.

During the early part of January the Ice House at Austin was filled with 1500 tons of ice to be used in the coming season. The houses at Wells, Jackson and Madison were filled during the latter part of the month.

Fireman Kartnick and wife were called to Toledo, Ohio, on January 13th, account of the serious illness of Mrs. Kartnick's father. They have returned to their home at Austin with the report that the old gentleman is on the road to recovery.

Mr. M. L. Ledings, Chief Boiler Inspector, was in Austin on business during the early part of January.

Brakeman A. M. Evenson, who has been living at Whalan, has now moved his family to Austin.

James Chrz, Boiler Apprentice, recently returned to his work at Austin after undergoing an operation in a Rochester hospital.

F. M. Washburn, Car Foreman at Madison, was in Austin during the early part of January to attend the funeral of his grandfather, the late Mr. David Twombly. Mr. Twombly was at one time Car Foreman at Austin.

The F. M. Valentine home was under quarantine for some time due to a siege of scarlet fever. Fred was a victim of the disease but is now back to work as Chief Dispatcher of the S. M. East. We wish Mr. Valentine success in his new position.

It has been reported, officially, that Car Foreman M. R. Johnson attended a theater party at the "Gayety" while in Minneapolis recently to attend a meeting of car men.

Sympathy is extended to payroll clerk Norgorden, who received the news on January 9th of his father's sudden death in a Minneapolis hospital.

On January 16th, Roy Austin was busy passing around the smokes. Reason? On the evening of January 15th he became the proud father of a baby girl. He says his only disappointment is that the name he had picked didn't fit, as he had picked "Roy".

On January 16th, Lawrence, young son of B. & B. foreman Wollweber, underwent an operation for appendicitis at the hospital in Austin. Lawrence has now returned to his home at Adams and feels fine.

Chief clerk Wunderlich was forced to spend a whole day at home during the month of January account illness.

"Red" McCoy wins the fur lined whiskey bottle for early swimming. While hunting on January 19th, he just naturally found the ice on Cedar River and soon discovered himself walking around in deep waters.

There is to be a Bowling Tournament of C. M. & St. P. Bowling Teams at Janesville, Wis. in the near future. Is the S. M. going to be represented?

Traveling accountant Lathrop is at the present time "visiting" at the Austin Superintendent's office, where he spends his time checking S. M. Records.

Conductor M. J. Killoren is relieving J. O'Brien on the S. M. West while Mr. O'Brien and wife are "Seeing America First".

That trainmaster F. J. Holmes is very well liked and respected by all the employes in his jurisdiction, was well demonstrated on February 10th, when they, with conductor Monty as spokesman, invaded his office and presented to him a beautiful diamond ring. It happens that this day was set aside as Mr. Holmes' birthday and he says he will long remember it.

Musselshell Minutes
Helen Kirwan

The Milwaukee Clerks staged a real party

in the Wibeaux Hall recently. Everybody reports it a howling success. Dancing and cards were enjoyed until a late hour, when a delicious lunch was served. We haven't a reliable report on the number of times Sr. Rogers passed his plate for a "second" helping, so there's no use mentioning that. Local talent supplied the music for the occasion, both vocal and instrumental, and everybody is looking forward to another such happy occasion.

Miss Ann Coleman started the New Year out with a complete surprise to her fellow workers. Mr. and Mrs. Karl Johnson are spending their honeymoon in Florida and Bermuda. Congratulations and heaps of good wishes to the newlyweds.

Mr. Jeff Kelley is on the sick list this week. We hope to see him back at work soon.

Mrs. Parker has recovered from her recent illness and is back at work in the Supt's. office.

The ladies of the Musselshell Division, Miles City, in particular are looking forward to the organization of the Milwaukee Women's Club in this city. We expect Mrs. Byram and Mrs. Kendall to visit us in the near future to help get the club started.

Another of our splendid railroad boys answered the Last Call just recently after only a short illness. Archie Morgan was honored and beloved by every man on the railroad who knew him. He has been employed on this line for a number of years. Funeral services were held in Miles City. Our sincere sympathy is extended to Mrs. Morgan in her bereavement.

Miss Grothe of Marmarth, is substituting in Ann Coleman's position at present.

We liked the sample of spring weather very much, but we'd like to see a little more of the real thing. Quite a little snow storm here Saturday last and snowing again today—so we'll have to keep the Easter bonnets tucked away for several weeks yet thinks.

La Crosse Division

C. W. Velser

Our popular brakeman Claude Welsh, is now on an extended trip to the Pacific Coast, with Mrs. Welsh. When we last heard from him he was leaving Vancouver for San Francisco.

Engineer Dan O'Leary who has been confined to his home for the past month is now reported recovering and will again be back on his run shortly.

Passenger brakemen were all rejoicing with Julius Baumgartner over the arrival of a seven pound baby girl when Julius passed out some smokes. Congratulations.

The clerks in the Superintendent's office were temporarily thrown into a panic recently when Bill and Voucher Clerk, Miss Lucille Stowell, appeared upon the scene with her face polka-dotted. Prompt investigation, however, developed that the condition was brought about due to an overdose of cocaine administered by the local dentist and after several hours there was nothing to mar the peaceful and sublime atmosphere which always exists in that office.

Our honorable chief clerk A. T. Klinger says that times have changed and he appears very sad about it. The good old days are gone forever and Al knows it.

John Sheehan, Caller at Portage, is confined to St. Savior's Hospital with pleuro-pneumonia.

On January 20th a Safety First Meeting pertaining particularly to track maintainance was held at Watertown Junction at which all the section foremen of the East LaCrosse Division, W-M and M-P Lines were present. Mr. Shea and Mr. Cobb talked to the men regarding Safety First.

On Saturday, February 7th, at 12:00 noon about 130 women of the Milwaukee Railroad at Portage, met at the dining room of the Presbyterian church to form a chapter of the C. M. & St P. Women's Club. Luncheon followed the reception after which Mrs. Byram gave an address and outlined the aim and work to be done by the organization. Mrs. Kendall explained what the dues would be and to what use they were to be dedicated and Mrs. Grant Williams told of the work which is being done in Chicago.

Clay Zeitz had the misfortune to sprain his right knee on January 30th while stepping off his engine at Portage.

Jim McMahon, Engineer, is recovering from a serious operation at St. Savior's Hospital, Portage.

News just leaked out that conductor Wm. Taylor was united in marriage October 19th, 1924 at Winona, Minnesota to Miss Una Waite, Portage.

Joseph Buckley, Assistant Accountant, was well on his way towards the championship in the Curler's Bonspiel held at Portage the week ending February 7th when the weather man threw a monkey wrench in the machinery, making it necessary to temporarily abandon the Bonspiel.

Clair Capron, Assistant Timekeeper, is straining his grey matter considerably of late in his effort to determine just why a Nash car does not run without gas. Clair says it is very inconvenient to stop between stations for gas.

Miss Pope is now wearing a beautiful new diamond ring. This is no fake this time, but "straight goods".

Seattle General Offices

Marie E. Cleary

Mr. R. F. Weeks, Division Freight and Passenger Agent, is at present on the high seas enroute to the Orient. He is accompanying the Seattle Chamber of Commerce Foreign Trade Commission on a sort of friendly call on our next-door neighbors, Japan, China and the Philippines. He will visit Yokohama ,Tokyo, Kobe, Shanghai, Hongkong and Manila before returning—any one of which would be fascinating—but all of them—just fancy. It does seem as though some people always play in luck doesn't it? Mr. Weeks announced when he left that he would return the 17th of March—in time to celebrate for St. Patrick.

Mrs. F. J. Calkins, wife of Assistant General Freight Agent Calkins, was struck by an automobile the evening of February 9th and in addition to severe bruises suffered a broken arm. While it is very painful and the shock was very severe, the doctor reports that she is getting along nicely.

We have it on good authority that Miss Claire Shappee recently wore her baby clothes to a costume party.

The Milwaukee Club has been giving a series of dances, and quite a bit of enthusiasm has been worked up—the last dance being very well attended. Bob Barkwill and his snappy orchestra play no small part in making the dances successful, and they bid fair to become as popular as the old-time Milwaukee Club dances were.

Mr. E. B. Crane's new home is nearing completion and plans are under way for a regular old-fashioned house warming. Watch this Magazine for exact date and full particulars.

Mr. F. O. Finn, General Agent at Victoria, was recently married in Toronto, Canada, to Miss E. MacLaughlin. We all extend our very best wishes for a long and happy life.

Mr. and Mrs. H. E. Byram spent several days in Seattle the latter part of January. While here, Mrs. Byram assisted in organizing a local chapter of the C. M. & St. P. Ry. Women's Club—the first on Lines West.

Mr. James McIlyar is at present in Providence Hospital with an attack of influenza. We all hope that it won't be long until he will be able to be up and about again—as it's hard enough to have to work these lovely days without having to be sick in bed and not able to get out and snatch an hour or so of the sunshine.

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The Wonderful

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She Walks—She Goes to Sleep
She Cries—She Winks Her Eye
And She Won't Break if You Drop Her

The picture is a reproduction from an actual photograph, but it really doesn't show you how desirable "Mary Jane" is. She is the **ideal** dolly for a little girl: She is over a foot tall and when you hold her arm **she can walk.**

Really:—Steps right out in a lifelike way that brings a cry of glee from every little girl who has seen her. "Mary Jane" has real hair and she cries sometimes, like a regular baby: When you lay her down, she closes her eyes and goes to sleep: She is dressed in a cute little Romper Suit, with stockings and patent leather slippers: On her head she wears a cunning toque just like you see in the picture.



"My name is Mary Jane. I can walk, too, and close my eyes and go to sleep. I'm mostly always good, but sometimes I cry like a real baby. I want a home with a little girl and Cousin Carrie tells all about how to get me free. Won't you send for me? I'd like to come to you."

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Dr. and Mrs. A. I. Bouffleur, Chief Surgeon, are spending the winter months in the sunny southland—but if we can believe the newspapers it's a bit too exciting for them down there, what with bandits, holdup men and all.

Aberdeen Division

R.G.H.

Tom Morken of the Passenger Dept., was a visitor in Aberdeen during the past week but failed to call on all his friends. We would like a little more attention next time, Tom.

Viola Diestler the good natured stenographer in the Superintendent's Office, recently had her tonsils removed. Her motto now is, "Watch me grow." We will say that there is lots of opportunity Viola.

We are glad to report that machinist John Gill is back on the job.

Bruce Talbot, Fireman, has taken a 90 day leave and is going to Chicago to take a course in Electrical Engineering. Can you imagine Bruce running one of our electric type engines across the mountains? If you can, you surely have some imagination.

Frank Parsch is now operating a taxi line between Aberdeen and Bath.

Assistant General Manager O. N. Harstad was a visitor in Aberdeen on February 12th. Yes, Joe was along and we can't say that he has lost any weight since leaving us.

Fred Dreller has just returned from Canton, S. Dak., where he has been attending the National Ski Tournament. Fred reports a remarkable performance made by all entries. The longest jump of the meet was made by a seventeen old lad from Fargo, N. Dak., the distance being 196 ft.

Our ice supply for the coming season is now under cover. Let the sun shine.

The Milwaukee Bridge Club were entertained on the evening of February 6th at the home of Mr. and Mrs. W. O. Hiddleston. They returned again Monday the occasion being the birthday of Mr. Hiddleston. Mrs. Williams and Mr. Hills, walked off with high score prizes.

Bill Geer is wearing a big smile these days, it surely must be wonderful to be in love. Especially when it's the first love.

Robert Young, Machinist at the Aberdeen Roundhouse who was injured on Dec. 6th, has just been discharged from the hospital. We are hoping to see you back to work in the near future Bob.

Brakeman Chas. E. Murphy has just left for points in southern California. We hate to think of what will become of Charley when he gets to Hollywood and gets mixed up with all those good looking young ladies of the screen.

Ed Thomson says he is contemplating making a very important move. Yes, Ed is going to move her from Minneapolis to Aberdeen soon. The strain is beginning to tell on him.

Have had a few real spring days and about all of the snow has disappeared. R.C.D. says, "Watch the average tonnage per train increase."

A very important news items was unintentionally omitted from our February notes. It was on Nov. 10th that a baby girl was born to Mr. and Mrs. J. S. Keenan, First Trick Dispatcher. Jimmie is surely proud of his two babies.

Traveling time checker Frank Brackett has just completed giving us our annual "once over". Reports from headquarters indicate that Frank is to be moved to a new territory. We are very sorry to hear that because Frank is certainly one fine fellow.

Fireman Archie Stewart has just returned from Florida where he has been spending the greater part of the winter visiting the famous resorts. Archie reports a wonderful trip even though he didn't get to see Andy and Min.

S.M.P.

Hazel

Milwaukee shops had many visitors during the past month, among them being Messers J. T. Gillick, J. H. Hass, H. S. Peck, A. W. Novak, H. J. Kandberg, who never forgets to shake hands with all the ladies. H. J. Culberston and Guy Abell of Green Bay and Master Mechanic W. J. Hughes of Beloit.

Miss Emily Katzer was off with the grip for several days, but at the present writing is with us again. Dubuque please note.

Frank Klug was also home for a few days due to illness.

Mr. John Kass is the new stenographer who has taken John Biller's place.

Did you ever hear the story about the little boy who was told by the teacher to use the word "Fundamental" in a sentence? His reply was, "My sister went horseback riding and had to eat her dinner fundamental." The story is old but I am quoting it because it so exactly describes the results of Edna Plant's first skating venture.

William H. Gartner of Milwaukee Shops has gone to California to spend some time visiting his son who is located in Hollywood.

January 23rd was John Horan's Eighty-Seventh Birthday. If all the good wishes of his many friends come true, he'll pass way beyond the century mark. He has served the "Milwaukee" for seventy years.

Members of the Test Department are kept quite busy lately as their duties have been extended to the inspection of buildings as well as castings.

Mr. H. E. Brownell, Superintendent of Milwaukee Foundry, attended a meeting of the A. R.A. Wheel Committee in New York.

We've heard so many rumors John Wurzer having taken the matrimonial leap, that his repeated denials do not carry much weight. Cigars, Johnny.

Jim Davies just stopped with us long enough to get acquainted and now he has left to take a position with the Bucyrus Company. Mary will miss her bridge tutor. Louis J. Diedrich has taken his place.

Mr. Wm. F. Luebke of the A.F.E. Bureau, visited the Superior Division.

Isn't it always the sedate, old married men that are springing the surprises on us? Ed Zimmerman and Otto Moeller, both of whom we gave credit for more propriety, just cut loose one night and attented a burlesque show at the Gayety.

There have been quite a few changes in the Store Department at Milwaukee during the past month. Harold Youngs has been promoted to position of Sectional Stockman of Passenger Car Department at Milwaukee. Alois Schuh, formerly of the Lumber Yard has been transferred to the position of Sectional Stockman of the Oil House. John Dodds formerly of the Oil House has been transferred to the Foundry and Louis Gurath formerly of the Foundry has been transferred to the Lumber Yard.

Will Karl Brumm please tell us if his job doesn't give him enough exercise or if he is trying to reduce? There certainly must be some cause for carrying a grip full of scrap iron around and working up beads of honest perspiration on his noble brow.

Miss Edna Plant of the Shop Superintendent's office, is home ill with the measles at the present writing. We're all hoping she gets well soon.

Chicago Terminals

Guy E. Sampson

We recently missed our "Silver Toned Operator" at Western Avenue and upon inquiry learned that she had accompanied Mrs. Springer and daughter, family of our train master, on a few days visit to the home of Mrs. Springer's

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mother at Madison, Wisconsin. We also learned that on the evening of their arrival, fifty people were entertained for dinner and a wonderfully rendered musical.

Mr. James Flanagan, Chief Clerk in the road master's office, has graduated with honors from the Kent Law School. Jim deserves a lot of credit and we all wish him a successful future.

Fireman Jasper (Jazzbo) Zapfel of Galewood, was married on Jan. 24th to Miss Huber. The best wishes of employees go to the newly weds. Mrs. Wm. Walthers, wife of yard master W. J. W. was called to Seattle to be present while her aged mother underwent a serious operation. No news from her as we send our items, but all hope for the best.

We are informed that Mr. Hale has ordered a car load of insect powder, to be used on the engines in the shops, as Paul B. found the steel in the boilers was worm eaten.

Train director Jas. Burke is serving on the grand jury this month. Says he is so used to "sitting" that it don't bother him a bit.

Chapter No. 3 of the C. M. & St. P. Women's Club gave their first dance on Jan. 31 and from every stand point it was a grand success. The members of the Club have also asked us to express, through the columns of the magazine, their appreciation of the liberal fund so kindly donated by the men of Chicago Terminals just before Christmas and which helped the Club in their cheer making activities at that time.

The sympathy of all employees is extended to Julius Frey, who is employed in the freight claim department. His father Mr. Geo. Frey of Bensenville, passed away and was buried in the family lot at that place Feb. 13th.

Mrs. Coward, wife of switchman James Coward, has gone to St. Anns Hospital where she will undergo a minor operation. All wish her a speedy recovery.

A certain switchman bought a car and when one of the boys asked him if it was an up to date car replied "Well it ought to be for I am paying for it with my 1925 wages". He also says that he stops at every railroad crossing as he doesn't want to break up some one elses property.

Dubuque Division

J. J. Rellihan

Yep, the ground hog saw his shadow.

Gen. Supt. Buford, accompanied by Supt. Thurber, made a business trip over the Dubuque Division, February 5th.

Long Jay Brady ,Assistant Cashier at Dubuque freight office, made a special trip to the Coco Cola headquarters the other day. The taller they are the harder they fall.

Brakeman Ed Dissell has been confined to Mercy Hospital, Dubuque, since around Christmas and for a while was in a serious condition. The latest reports are that he is now recovering and should be out and around in several weeks.

Telegrapher Ed Baker of Lansing, is taking an enforced vacation, being laid up with rheumatism.

Miss Maybelle Tillie Cantlon was going to eliminate the rats from the Dubuque freight house one night last month, but "Midnight", the pet cat spoiled everything. Freight house janitor offered his resignation.

Arnold Sturm, Second Trick Operator at Turkey River, is about the proudest daddy on division since January 16th, a baby girl being born at the Sturm home.

Engineer Wm. Luther is taking his annual vacation, departing January 13th for Florida, where he will spend the winter. Mike Galvin is on the West Union line during "Bill's" absence.

Lewis "Athletic" Jaeger must be thinking of getting married as he is asking all the married men for pointers.

Conductor Ed Lee made a short business trip to Chicago the early part of February. Enough said.

Chief Carpenter Tornes has a fine new auto for sale cheap. Mr. Tornes, in company with assistant engineer Nelson were out trying the icy pavement in Dubuque during the foggy weather we have been experiencing lately and the machine was badly damaged when it struck a pole. Glad to note the boys came out without any personal injury.

"Bowly" Ickes, Chief Clerk in the D.F. and P.A's. office hates to think of the weather warming up, as he cannot play with snowballs in the summer.

Yardmaster Martin Whalen of Othello, trainmaster W. J. Whalen of Joliet, and roadmaster J. P. Whalen of the Madison Division, were at the old home at Lansing last month, on account of the illness of their mother Mrs. Martin Whalen. At the present time her condition is somewhat improved, which is pleasing news to the many friends of the family.

Brakeman Art. Masters has given up his run on the Cascade Line and has taken the run on the West Union Line lately vacated by T. P. O'Niell.

Joe Gerkey, Second Trick Operator at Guttenberg, is taking a few weeks vacation, and visiting with relatives at Waukon. Harold Gerling is doing duty at Guttenberg during his absence.

The many friends of conductor G. W. Belknop will be grieved to know that George is now at the hospital at Rochester, Minn., for several weeks suffering from a complication of troubles. We all sincerely hope that the Mayo staff will be able to bring "Larry" back to normal health within a very short time.

Miss Ruth Crawford, Stenographer in the Chief Dispatcher's office is the violinist of the Dubuque Novelty Girls Orchestra, whose program was broadcasted by station WOC from the Dubuque radio show February 3rd.

In the near future we will donate a picture showing the difference in proportions between cashier Ed Dorman and assist cashier Jay Brady of the Dubuque freight house, better known as the long and short of it.

And now we have the pleasing news to announce to the boys that operator Glenn Lowe of North Buena Vista is setting up the smokes since the arrival of a baby girl at their home last month.

Twin City Terminals Happenings

"NAH"

Our 1925 Motto is "DO IT THE RIGHT WAY" and how true the old saying "for the right way wins the right of way".

The Twin City Chapter, C. M. & St. P. Women's Club, met the first Monday in February and from the turn out, showed what an interest all are taking to make this chapter a success. Minutes were read of all transactions and a very good showing made. After the meeting, a very interesting program was given and also a light lunch at which all partook and spent a very delightful evening getting acquainted with one another. If the club progresses as it has, our club rooms will not be large enough and will mean house hunting soon.

The Twin City Chapter of the C. M. & St. P. Women's Club has done a lot towards getting the girls in the various offices acquainted. The girls at the shops gave a real snappy get-together on January 30th in Room 18. The evening was concluded by a very fine programme. Katherine Wright favored us with several clever readings. Biddy Murphy's vocal selections with Florence Almen at the piano and last but not least, Miss Sullivan (of the Accounting Department) gave "Barbara Fritchie" in Swedish dialect—watch your step Sullie or they will make a swede of you yet.

Mr. A. W. Novak, General Boiler Inspector, made a visit to Duluth, looking after the interest of the C. M. & St. P. Ry. in connection with the head of the Lakes Division.

Asst. Supt. A. J. Elder of the Twin City Terminals, visited South Minneapolis Plant, getting acquainted with his new territory and we all wish him the best of co-operation and success.

Messrs. L. K. Sillcox and R. W. Anderson were pleasant callers at Minneapolis and also Messrs. J. Elders and J. J. Crowley. Mr. Bjorkhom's intentions were to spend a delightful day at Minneapolis but he made a hurry-up get-away due to unexpected duties calling him.

H. E. Peterson who has been promoted to section stockman at the 8th Street Coach Yards, is the proud father of an eight pound baby girl. It certainy is tough luck to think he has to start right off the bat putting out his hard earned dollars for marcels. However, the candy and cigars were more than enjoyed by all. Thanks, Pete.

Judging from all appearances Florence Elizabeth Kelly and Emma Jean Zinn will soon be instructors in calisthenics—whatcha say Allan?

Seeing that the annual spring cleaning is nearing, we ought to have our ROLLS ROYCE overhauled. How about it RUTH? Or would you rather be driving up Nicollet Avenue with the steering wheel in your hand? You know the second offense may mean a straight work house sentence and we would feel just terrible if we couldn't all drive up to the filling station for gas for the old fliver—wouldn't we Biddy?

Master mcehanic John Turney and traveling engineer W. C. Blase made a business trip to Duluth recently.

Among the callers at Minneapolis was Master Mechanic G. P. Hodges from Mason City. Always glad to see Mr. Hodges, he being one of the ranking file previous to going to Mason City.

The Mechanical Department, Twin City Terminals, extends their sympathy to Mr. C. F. Holbrook in the loss of his father, who passed away very suddenly.

R. & S.W. Division

Lillian L.

Mrs. Fred Linderman, wife of former agent Linderman at Delavan, passed away at the home of her daughter in Freeport, January 21st. In-

terment was at Delavan.

Understand the chair in the Dispatcher's Office is still holding up. This one must be exceptionally strong.

Dick Lightfield seems to be pretty busy these days. Understand he is making frequent trips to the west side. Does anyone know what the attraction is?

All apologies to conductor Hroton. We forgot to mention last month how he was laid up sick and was relieved by conductor Carrier.

Sidney Mallock rode the varnished cars a few trips in January, relieving conductor J. T. Regan.

Word has been received that James Reigart, an old time R. & S.W. Engineer, passed away at Seattle on November 27th.

For instructions as to letting off new patent brake on P. M. cars, consult Barley Morrissey.

The Women's Club of the C. M. & St. P. Ry. was organized at Beloit on Sunday, Feb. 8th, at the Elks Club. We surely feel proud of the showing on the R. & S.W., as we start out with 114 charter members.

A news item from Freeport reads: "Our old friend Eugene Fraser paid us a visit on February 9th to 11th. We are always glad to have Gene come around to see us, but he has been very much of a stranger lately.

Supt. and Mrs. Devlin attended the Women's Club party at Milwaukee, February 13th and report a very enjoyable time.

WANTED—A GIRL. Must be red haired. No brunettes need apply. Call at Beloit freight office.

If anyone wishes to learn how to drive a Ford around a corner at any rate of speed and not tip over, take lessons from the agent at Beloit. Understand Louie took one lesson.

What a yard clerk loves: About 14 tank cars of oil with about half of the contents spilled over the outside and orders from the chief clerk to get the seal records. Ask Ray.

Will someone please watch the weightmaster so he won't take anymore soft coal off the cars to put in his pipe.

Dippy Dope From the Freight Office
by a Poetical Yard Clerk

Listen, my children, and lend me your ear, and I'll tell you something you'd like to hear. The first one I pick on will be our Louie—he's happy, jolly and content, but when things they all do go blooy, you can bet he is no "gent".

Then there's Phillips—long and thin. I'll relate where he did first begin. He used to be yard clerk, vaulting up the track. Now he makes his money dishing out our jack.

Bill clerk Day is also there, a gleaming light

Dubuque Shops Jingles

"OOsie"

Oh the Minstrel Troupe is a merry group, and their show this year is fine! Their funny man, Dick Sullivan, has got a brand new line. He's an explorer too, for they say it's true, in Postville he took an exit. But instead of the air, what should there be there, but a great big cavernlike pit.

In Hollywood he's tarrying. And an announcement we expect to get; that our yard clerk, Walter Hocking, is no longer single yet!

"Sonny" Chandler sez "he 'spects, he'll have to tell us soon the day, the date, the church, the gown (in about another moon?)"

With the approach of spring, Lyle Webb did bring, his motor bus out to the light. Started counting her parts, but gave several starts which I couldn't say were of delight. The reason because, so simple it was, should never have filled him with ire. For his wifie dear, with nary a tear, explained that a nice baloon tire, she had turned into a bag, and he musn't nag—for to economy she did aspire.

A traveling engineer quite small, came to Dubuque Division to stay—his mother says "He's welcome" and Skulie says—Hooray!

In Savanna, not so long ago, our A.D.S.K. Lake, went into the tin can business, a funny sight he did make. Picked them up both right and left; and work like very sin. All he needed was a blowey horn with nag and wagon for tin.

Our bride (Louise) and husband hand in hand, pass our window every day. Our chief clerk watching them closely, to me did turn and say—"I think that there's the only life; believe I'll try it too." That sounds quite suspicious, may have more news next month for you. (What say George?)

Do you know Hentriker, the guy, that "loses" all the time. He's losing when he's winning and crabbing fit for crime. He's a pest, just pure and simple, "Pessimistic's" named for him—drop in some noon at 12:15 and meet our "Uncle Bim."

Oscar Ohde has a son ,who can walk and talk and sing, right now he's only one month old, but watch out for him in the spring.

Looking in a shop window, just the other day; Herby dear and Nella—Herby to Nella did say—"Should we get them single, or maybe just one's best?" blushed and kept on going—guess you know the rest!

We haven't said nothing about Uncle Tom (Hickson) for quite a long, long time. Yes, he's getting along just lovely and his widdy is simply fine.

Do you know Shieky Sebold? He's the reincarnation of an Araby King! Still fills folks' hearts with terror, and does words of "wisdom" fling. (Ask me! Ask me!!)

Leo lost his pocketbook—couldn't tell just where he had it, sometime, searched just everywhere. Ask friend wife about it—she looked awful blank. Moral: Now he takes and salts it, in the savings bank.

It has been quite a season, for brand new baby boys. Machinist Sanders has a dandy—but he makes a lot of noise. (So daddy, so child). in his red hair. Happily married, a year, they say. His radiant head has shown the way.

Marvin Brown the Rate Clerk fair, sits all day long in his swivel chair. Digging up rates is his delight, and when he does it, he does it right.

Hazeltine is another clerk, who takes great interest in his work. But from twelve 'till one, at noon, he does just spoon and spoon and spoon. Ask him.

I'd write a line or two or three, about myself or mine or me, but then it would not interest you, to hear about the things I do. But when I speak, I speak the truth—I billed those gons up to Duluth.

Now I'll lay all jokes aside and try to be sincere, for there's one man in the midst of us whom we all do revere. His name is known for miles around, in cities large, in country town. He's a man for whom we all work with glee, and that is grand old R.M.T.

Seattle Local Freight Office

C. T. Cox, who formerly held the position of Chief Receiving Clerk, in the Warehouse, has now been added to the "White Collar Brigade", his new appointment being that of Claim Inspector for the Claim Department.

Jack Webb, Chief Clerk at the Yard, recently contributed a substantial sum to the police fund. Is thirty miles fast enough Jack?

Mr. Linscott, O. S. & D. Clerk, is again with us, having spent a week away from the office recently to "recuperate" as it were. Guess his vacation did him good as he returned with even more "vim and vigor."

Mr. C. A. Brown, Accountant at this station, has received an apopintment as Traveling Auditor for the Milwaukee, with headquarters in Chicago. Mr. Brown reports that he is doing nicely in his new work and although he likes Chicago, he still has a "warm spot" in his

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heart for Seattle. Mr. Frank Langer has succeeded Mr. Brown as Accountant.

It is rumored around the office that we are soon to have an orchestra of our own with John Agner leading on his trusty saxaphone and Ceal Lydon and Loyce Hanna playing "Now and Then" on the piano.

Mr. and Mrs. M. P. Notske, are receiving congratulations on the birth of a daughter, Barbara Ann, born Jauuary 1st.

Leap Year seems to have had its effect on the office force, our latest victim being Ward Y. Bell, Weighmaster, Yard Office. The happy day was January 8th. Best wishes Ward! And lest we forget—the Candy and Cigars were greatly appreciated!

The popular tune "Ray and His Chevrolet" has been revised to "Ann and Her Chevrolet!" We are anticipating that promised ride, Ann, and it seems that your invitation includes a good many judging from the number of people who have invested in "accident policies" recently.

M. P. Cellyham is sporting a new Hudson. Who said he was going to be mraried?

We saw a tire sign, not long ago, and think it would be a suitable one to tack on the Perishable Freight Inspector's Ford Coupe—"Four Wheels—All tired!"

Milwaukeeites will be interested in knowing that on the 31st day of the Old Year, W. J.. McMahan joined the marital ranks, and from recent reports, is "performing beautifully as a husband." His marriage came as a surprise to many, and yet we suspected it, too, for Mac acted "queer" for some time before the big event! Anyway he stole a march on us and we were none the wiser until it was all over. But that is just like a Scotchman isn't it?

Mr. Dousman, who has been confined to the hospital, suffering from an injury sustained in an automobile accidents just before the holidays, has recovered sufficiently to return to his home. He is reported as getting along nicely.

The latest pest at the yard is the "Radio bug" and the victim is none other than Fred Muehlhausen, Chief Clerk. Mrs. Muehlhausen tells us that even though Fred spends his evenings at home now, he is poor company for it is always "Keep quiet, I would like to hear this."

We heard a good one the other day that we thought would applv to the ever efficient and dashing chief bill clerk Martin's new sedan "I, too, rattle before I strike." However, if it had shown its usual tendency to imitate the Montana Rattler, possibly half our bill room force would not have been forced to tread the macadem of the DesMoines Highway. All contributions for a "spare tire" will be appreciated. Don't rush! One at a time please!

Russell Rene is now employed as messenger for the local freight office. We hope you will like us as well as you do the general office force, Russell.

We have been trying to get Pier Six Station, before this goes to press, but understand they are busily engaged in working "cross-word" puzzles. We hope to have them "tune in" next month.

Mr. Macklem, our Warehouse Foreman, was displaying (or should we say hiding) a suspicious looking traffic slip. He didn't say but we bet he got it while trying to think of a four letter word for "penalty imposed on one for parking too long in a restricted district."

The dance given by the Olympic Club was very well attended by the Local Freight Office and those present report a "jolly good time." We are looking forward to the next one!

Des Moines Division Items

Frenchy

The Milwaukee Women's Club, Des Moines Chapter, held a benefit card party on January 30th, which was largely attended, there being about 70 people there. The evening was spent in playing bridge, five hundred, and working cross-word puzzles. Several prizes were given to the lucky people having high scores. Light refreshments were served. Every one seemed to have a good time and hoped that we would have "more of the same." Quite a little fund was realized from the small fee charged each one who attended, which will give the club a start financially.

Brakeman Kenneth Washburn and wife are the proud parents of a new daughter born Feb. 9th.

Mrs. R. Page and Mrs. Roscoe Frazier visited friends in Des Moines recently.

Mr. J. M. Nunn was a Des Moines visitor recently.

The Misses Jean Dallas and Florence Nelson each received a beautiful valentine. Miss Dallas' depicted the interior of a beauty parlor with herself as the subject who was being "beautified". The other one, Miss Nelson's was a stenographer chewing gum, etc. They are wondering which one of their many gentlemen friends was the sender.

Miss Virginia Gearhart, a student at the University of Wisconsin, visited her aunt Mrs. E. W. Webb for a short time during February. We hear that she did not lack for entertainment while here.

We got the following items too late for last month's issue. Mr. and Mrs. Patrick Padden are rejoicing over the birth of a little daughter, Patricia Ann, born December 29th. J. D. Shippey and wife are the parents of a small son who has been named John D., Jr. He surely starts out with a good name. Here is hoping that he will acquire a little of the "Wherewith" for which the old "John D." of international fame, is famous.

Mrs. Harry Berman visited friends in Des Moines during February.

When it comes to spinning hard luck stories we must admit brakeman Ferguson and Hartshorn have the rest of the boys tongue tied—reminds me—which one is it that has the floor when both get an even start?

Brakeman Cunningham has been off for several days on account of an injured eye.

We understand our popular newsboy, Martin, has located a barn near Albert City that he wants to be moved. Possibly he wants to buy the farm, but not that barn. Maybe "Pinky" could enlighten us.

Madison Division

Wm. Walsh, Second Trick Operator and Ticket Clerk, Whitewater, attended the fortieth wedding anniversary of his wife's parents at Elkhorn, Saturday, Feb. 14th. Bill reports a very heavy feed and believe me, Bill enjoys that kind of parties.

Matt Conroy our jolly freight man at Whitewater was recently presented with an up to date radio by his sons. Matt says it is the only thing, but is knocking him out of a lot of sleep.

Mrs. Roy. Hand, presented her busband with a lovely boy recently; Roy is our expert coal handler at Whitewater. Roy says this raising a family is getting to be an expensive piece of business.

Agent Kading and wife, Whitewater, recently spent Sunday with their daughter in Milwaukee. Charlie seems to enjoy being grandpa but says it kind of makes him feel that he is growing old, but not feeble.

Agent Kading and operators O'Neil and Aylward went to Janesville and took the medical examination as per recent circular. Dr. Pember said they were well preserved and pronounced them 100%.

Anton. Gach, our happy section foreman at Whitewater, recently had a rail to change in Whitewater yard. He sent the following message to roadmaster Erdman: "Mr. Erdman the rail is changing at Whitewater today."

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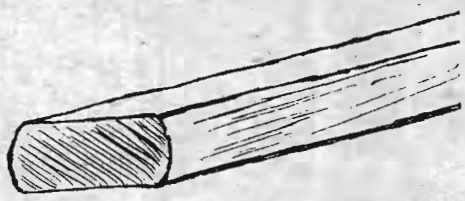
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