

The  
MILWAUKEE  
MAGAZINE

OCTOBER, 1927



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Gone is 88% of starting resistance! The cause of jerky, destructive starting is eliminated. So is the risk of hot boxes and the need for constant lubrication.

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**\$1.00**  
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Raincoat  
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Overcoat**

## **Lamb Collar Dreadnaught Coat**

Men! Here is the most practical coat ever made, at a bargain price and only **\$1.00** deposit! Broad shawl collar of best quality beaverized lamb skin; and warm plaid blanket body and sleeve lining. Outer fabric is waterproof ripple cloth with a coating of rubber between making coat absolutely stormproof. Smart stylish double breasted belted style with two large patch pockets with flaps and two muff pockets. Length, 44 inches. Brown only. Sizes 34 to 46.

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**No.  
C.O.D.  
to  
Pay!**

**Elmer Richards Co.**  
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Size  
Wanted.....

I enclose \$1.00. Dreadnaught Coat No. M-1F. If I am not perfectly satisfied I may return it and get my money back. Otherwise I will pay \$1.70 a month until I have paid \$10.95 in all.

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Let us furnish an estimate before you place your next order for castings.

**The Falk Corporation**  
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## Where Wishes Come True!

If you knew of a town where wishes come true, you would go there, wouldn't you?

There is such a place. It's **Savings Town**, which is made up of over 75,000 people who are saving at the First Wisconsin the money to make their wishes for homes, cars, travel, and education come true.

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**First Wisconsin National Bank**  
**Milwaukee**





# THE MILWAUKEE MAGAZINE

Volume XV

October, 1927

No. 7



## The Railroads a Part of Every Other Business

*Extracts from an Address by Mr. H. E. Byram, Before the  
Beloit, Wisc. Commercial Club,  
September 8th, 1927.*

**T**HE railroads of this country occupy a unique position with relation to other lines of industry. No producer or manufacturer could afford to build a transportation system that would enable him to move his product to market or to consumers at far distant points. Wide spread distribution of the commodities originating in large communities must be had in order to permit the manufacturers, or producers, to do business. This distant distribution is essential even to the existence of local trade; and we have therefore a great railroad network spread across the continent, organized independently, but acting as a marketing medium for all lines of business.

I shall assume that you wish to know how things are going with this particular 11,000 mile plant which you and other shippers and consignees jointly keep in operation.

### Keeping Plant Up To Date

Anyone identified with an active growing business finds it necessary to keep his plant in first class condition and to add to the facilities from time to time to keep ahead of demands and insure the production of an adequate supply in case of an unusual demand.

In the transportation branch of business the same principles are essential, railroads must keep their facilities in first class condition and make provisions for such general development of traffic as is warranted by available data and their confidence in the territory they serve.

It would be of little avail for farms and factories and other forms of industry to plan on increased production, with its incidental reduction in unit cost, if the railroads did not take like action.

Such a situation would result in gradually but surely restricting the movement of traffic and in strangling industry.

Conditions that would exist in this country after a period of years of insufficient rail service, as to both inconvenience and financial loss, may not easily be calculated, but may be summed up in the statement that restricted distribution would immediately raise prices of all commodities and make it necessary for consumers to do without the articles or pay continuously increasing prices for them.

As you know, the operations of the Milwaukee in recent years have not brought adequate financial return. Regardless of this important fact, its service has not been permitted to deteriorate.

### Milwaukee Roads Improvements

Despite this state of affairs the Milwaukee Road in the last few years has put into the property many millions of dollars in replacements and improvements.

To be more specific:

In the thirty months ended last June it had constructed or contracted for fifteen million dollars worth of rolling stock and had expended for other equipment over four million dollars; for shops and engine houses, including machinery, \$1,750,000; for heavier rail and additional tracks \$4,500,000; and for other improvements of road seven million dollars.

The total of these items is over thirty-two millions.

It has replaced twelve trains necessary to make up its Pioneer Limited and Olympian with new equipment throughout, and has fitted all the cars in these new trains with roller bearings at a large additional first cost.

It has built new freight assembling and distributing yards, has extended its line for short distances into sections needing transportation service.

It has opened a new entrance to Yellowstone Park called the Gallatin Gateway and built at that entrance an Inn as attractively furnished as any public building to be found in the West.

Of course a railroad has to borrow the capital needed for such additions to and improvements of its property, with the expectation that the betterments will add to its earning power enabling it to earn interest on the investment plus a reasonable profit.

You have the same expectations when you add to your plant facilities.

### Advertising Program

In addition to the physical improvements thus briefly mentioned, the Milwaukee Road is this year carrying out a comprehensive plan of advertising intended to impress residents of the United States as a whole with the fact that the States served by its rails have unlimited resources and unexcelled opportunities for those who wish to engage in agriculture, stock raising and various kinds of industry. Pointing out, as well, the scenic attractions of the various sections.

These large advertisements have been quite effective. We have received inquiries from every State in the Union and most foreign countries.

All the improvements and additions to its property and its advertising would be of little value if a railroad did not support the expenditures by making the best possible use of the facilities.

For example—a railroad might buy one thousand new box cars and be shorter of equipment than before.

### Facilities Plus Personnel

It is the personal activity of thousands of employes and supervisors that determines whether or not a railroad's service is satisfactory to its patrons.

Effective cooperation by men in various departments will make it possible to get trains over the road and through terminals without delay so that the equipment can be returned promptly for another load. Lacking this cooperation the resultant slow movement would be equivalent to reducing the number of cars available.

A car shortage, therefore, is not necessarily a lack of equipment. It may be a slowing down in effort on the part of the personnel.

Fortunately, the words "car shortage" have almost disappeared from the transportation lexicon. Some years ago shippers accepted the condition periodically as a matter of course.

### Air and Highways

In recent months the public has been urged to become what is termed "Air minded," meaning that it should seriously consider the use of air carriers for passenger, express and freight business.

For some years the use of motor vehicles has been developing tremendously.

Naturally railroad men do not like to see other agencies taking business that the railroads need to build up their inadequate revenue. However, there is no disposition on the part of railroad executives to complain about the loss of traffic that other agencies can handle more satisfactorily.

While we believe a great deal of business is moving over the highways under the mistaken idea that that form of transportation is cheaper, it is doubtless true that in some

instances there are other considerations that in the shippers mind offset the difference in the cost.

So far as air carriers are concerned, the difference in transportation costs is still greater and there seems to be no likelihood that in the near future the volume of business moving by airplanes will seriously affect rail revenues.

Admitting a place in the scheme of things for highway and airway transportation, none of us can afford to lose sight of the fact that the main carrier of the Nation's business, as far as can now be seen, always will be the railroad system.

When you consider that a single train of box cars with four crews or less can move more than six million pounds of freight a distance of five hundred miles in one day, and that it would take six hundred motor trucks of ten thousand pounds capacity each, with two men per truck, two days to haul the same amount of tonnage the same distance; or fifteen hundred airplanes of two thousand pounds capacity to do the same job in one day, you have a comparison that tells an important part of the story.

That speed is not the whole thing is made evident in that it would take a one-ton capacity airplane, flying two round trips a day at one hundred miles per hour, four years to perform the task that this single train can perform in one day.

You see we can make allowance for a very great increase in the capacity of an air carrier before it can enter the field in competition with the safe regular, low priced service now available day in and day out by the railroads.

#### Support This Branch of Your Business

You would not forgive me if I took sufficient time to go into details about the various transportation features briefly touched upon in my remarks this evening, but I would like to tie up with the idea that the railroad is merely a branch of your own business, the thought—that since this is so, it is only fair that this branch of your business shall have your support when matters affecting its operation or financial returns come up for consideration.

Dependent as industry is upon the services of high class, well operated lines, with modern facilities, it would be extremely unselfish, to say the least, if the men connected with these industries should give support to any movement having as its object the weakening of the railroads by any means.

The Country can best be served by well equipped, well nourished railroads.

#### The G. N.—N. P. Merger Possibility

Now to digress for the moment:

I have just returned from a trip through the Northwest where I have discussed in various cities the subject of the proposed merger of the Great Northern—Northern Pacific railways, and the control by the merged companies of the Burlington and Spokane, Portland and Seattle railways.

While this proposed merger may seem to be a long way off, I think you are interested in the proposition because the Milwaukee Road is a Wisconsin corporation and what affected this railroad adversely would necessarily react to your disadvantage.

The proposed merger of the two lines mentioned would be contrary to the tentative plan drawn up by professor Wm. Z. Ripley, who was employed by the Interstate Commerce Commission to go into the subject to develop a fair and impartial plan of railroad consolidations.

It also ignores the bases of unification contained in the Interstate Commerce Commission's tentative plan made public in I.C.C. Docket 12964, and would create a situation in the Northwest that would be much against the interest of the public.

The residents of the section between the Twin Cities and the Coast are looking to the future and do not wish to have anything done that will accentuate present difficulties and promise further complications as years go by.

The Northwest is a region of vast resources, destined to play an important part in the progress of the Nation, and it must have the maximum services of a well balanced transportation system in order properly to carry out its program of development.

### Milwaukee Employees Pension Association

#### CONDENSED FINANCIAL STATEMENT

AS AT

AUGUST 31st, 1927.

#### ASSETS

Cash in Bank		\$	82.96	
Accrued Interest Receivable			17,548.63	
Investments ) Bonds	\$512,131.66			
) Mortgages	\$574,500.00	1,086,631.66		
Office Equipment		1,120.58		\$1,103,383.83

#### LIABILITIES

Pension Fund	\$	953,710.63	
General Fund		47,679.49	
Advance Payments & Sundry Credits		738.60	
Refund Certificates Payable		3,544.00	
Income		99,711.11	\$1,105,383.83

#### INCOME ON INVESTMENTS

(Interest Earned)

Year ending December 1924	\$	5,957.09	
" " " 1925		20,364.53	
" " " 1926		37,464.30	
January to August 1927 incls.		35,458.34	
Total Interest Earned	\$	99,244.26	
Profit on Securities Sold		466.85	
Total Income			\$ 99,711.11

#### MEMBERSHIP STATEMENT

Total Enrollment End of December 1926	19,460	
" " January to August 1927 incls.	1,029	
Total Members Enrolled		21,389

#### LOSSES IN MEMBERSHIP

Losses through Deaths, Left Service, etc.,		
End of December 1926, Less Reinstatements	2,106	
Losses through Deaths, Left Service, etc.,		
January to August 1927, Inclusive, Less		
Reinstatements	713	2,819
Net Membership August 31st, 1927		18,570

C. W. Mitchell, Secretary-Treasurer.

### Announcement

Effective October first, the following official changes have been announced:

Mr. C. O. Bradshaw, General Manager, Lines West, has been granted a ninety days' leave-of-absence.

Mr. C. H. Buford appointed Acting General Manager, Lines West.

Mr. E. F. Rummel, Assistant General Manager, Lines East. Effective September 19th.

Mr. R. W. Anderson, Supt. of Motive Power, System, with headquarters at Milwaukee, Wis.

Mr. H. W. Williams, Ass't. Supt. Motive Power, Lines West, headquarters at Tacoma, Wash.

Mr. K. F. Nystrom, Supt. Car Department, System, with headquarters at Milwaukee.

Mr. J. A. Deppe, Ass't. Car Department, headquarters at Tacoma.

The titles of Master Car Builder and Ass't. Master Car Builder are discontinued.

### Card of Thanks

Dear friends:

We wish to extend to you, one and all, our heartfelt thanks for the kindness shown us during our late bereavement, the loss of our beloved husband and father, Arthur H. Middleton; also for the many beautiful floral offerings. We are especially grateful to the Harlowton Band, the Spanish War Veterans, the American Legion, the Royal Neighbors and the Employees of the Milwaukee Railway.

Very respectfully yours,  
Mrs. Arthur H. Middleton  
and family.

# The Veterans In Annual Convention

THE Ninth Annual Convention of the Veterans, held in Minneapolis September 12th and 13th, has passed into history crowned with unanimous expressions of approval, of satisfaction, enjoyment unsurpassed and fraternal feeling as warm and faithful as ever.

Minneapolis is one of the most beautiful cities in the United States, and its environment is superlatively lovely. The Nicollet Hotel is an ideal convention headquarters and the Committee who "put it over" were indefatigable in their efforts to make this one of the most successful meetings which the Association has ever held. That they were successful beyond their utmost hopes, was their deserved reward.

All arrangements had been made with a view to the least possible inconvenience to the visitors, while at the same time, details were looked after and perfect system marked each progressive step. The morning of the 12th, as usual with the first hours of the gathering, was given over to registration and the preliminary details. The Veterans, arriving, found a corps of clerks and assistants on hand to register them, provide them with their banquet tickets, give them the details of the coming entertainment, etc. Mrs. Williams was conveniently at hand to take back dues and accept money of all who wished to pay in advance. Her table was surrounded most of the day.

The Business Meeting was called at 2 P. M. in the grand ball room of the Nicollet, and was attended by over five hundred Veterans. The affairs of the Association run along so smoothly, that there was little routine business to transact. The reports of the Secretary and Treasurer were read and accepted. The Veterans were welcomed by Mr. Truman, on behalf of the Mayor of Minneapolis, who was absent from the City. The speaker paid high tribute to the Chicago, Milwaukee & St. Paul Railway and to its large tried and true Veteran body whose representatives were guests of the city. He said if there were a key to Minneapolis, it would certainly be tendered to the Milwaukee Veterans. He took occasion to say some warm words of praise about Milwaukee train service between Chicago and the Twin Cities, and then said he hoped everyone would enjoy their visit as much as Minneapolis enjoyed having them.

Mr. Gillick's appearance in the Convention was the occasion of the usual ovation, and he was "ordered" up to a seat on the platform, by President Mitchell, and obeyed the order amid vociferous cheering.

The New Business consisted merely in naming a Nominating Committee who brought in the list of old Officers and Directors, who were re-elected by acclamation.

Some desultory discussion about pension matters came up, and a motion offered in regard to pension affairs. This was promptly ruled out of order, but while on the subject President Mitchell took occasion to make the statement that The Pension Association and the Veteran Employees Association are two separate and distinct organizations, and have no jurisdiction over each other. There seems to be a misunderstanding on this matter among the Veterans that is hard to overcome, and each year the subject comes up at the Veterans meeting and equally each year, the separate and independent existence of the organization is explained; but in some cases the explanation does not appear to register, and hence the annual discussion that is quite out of order at a Veteran Association Meeting.

The Meeting adjourned at 4 P. M. and a photograph of the members was taken in the Park opposite the Hotel. During the day, the members of Veterans' families were treated to a drive about Minneapolis and its environs.

## Secretary's Report

Your Secretary will endeavor to give you as briefly as possible a detailed account of the work done in the past year. We have, at the opening of this Ninth Annual Meeting 5371 members—an increase of 578 over last year when we reported 4793—and 22 Honorary members. We have lost by death since the last convention in 1926, 86 of our brethren. Of this total number 578 were enrolled since the last meeting—not as many as Mr. Gillick said he would like to see but just 100 more new members than were enrolled last year which certainly shows a healthy and steady growth. While I did not make an absolute count I would say that at least 60% are wearing 35 and 45 year special service buttons.

The entire membership has been covered several times, acknowledging remittances and returning receipt cards, sometimes reminding forgetful members that dues are payable in January and in July and August close to 5500 envelopes were addressed and sent out with circular and reservation cards for this Annual Meeting. This number included some not reported in the list of active members but who, it is hoped will respond and once more take an active interest. Many letters from members in regard to the subject of transportation have been answered and instruction given as to how to proceed when their names had not been sent in. The fact that almost none of the letters sent out came back "Unclaimed" seems conclusive proof that our lists are quite up to date.

And now, with the kindly indulgence of our Chairman, I want to take this opportunity to thank each and every member for the patience and

courtesy universally extended to the Secretary during the past year which has of course held its trials for all of us.

Mrs. Grant Williams,  
Secretary

Because of the lack of space, the publication of the Treasurer's report is deferred until next month.

## The Annual Dinner

Promptly at six-thirty P.M., one thousand and thirty-five Veterans and their families marched in to the annual banquet which was held in the grand and beautiful ball-room of the Nicollet Hotel, to the strains of the Twin City Band of the Milwaukee Railroad. This organization despite its youth (it only came into being last winter) gave every evidence of its musicianly qualities, and the splendid training it has had. The boys looked very natty indeed in their uniforms which combined the company colors, and they played splendidly.

The banquet hall was uniquely decorated with railroad emblems. At intervals were placed the lighted tail lights of our famous trains,—The Pioneer Limited; The Olympian; The Columbian; The Sioux; The Pacific Limited; The Southwest Limited; The Arrow. Near the speakers table was a road crossing signal, with stop and go lights and a revolving Stop sign, which was connected up with General Superintendent Christoffer's place at the table, and Mr. Field said it was for the purpose of putting the stop sign on any of the speakers who were taking up too much time. It is not recorded that the Stop sign was pulled at any time, however.

Over the speaker's table was a large profile map of the Milwaukee railroad with printed legend of the outstanding features of Milwaukee progress, showing

This is the railroad you have helped to build.

The world's longest electrified mileage.

55,000 employees.

68,568 freight cars.

15,005 passenger cars.

1967 locomotives.

660 miles of electrified line.

5320 faithful, loyal Veterans.

The first railroad to electric light its trains.

The first railroad to use electric refrigeration in its diners.

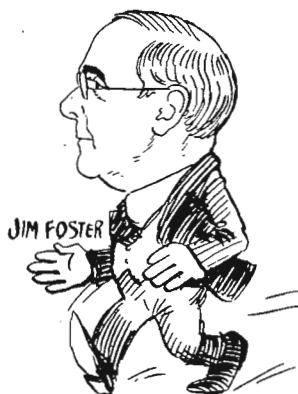
The Milwaukee Band played at intervals throughout the serving of the dinner, and received cordial and hearty applause.

After the invocation which was made by the Rev. Roy L. Smith of Minneapolis, President Mitchell introduced the Toastmaster, Mr. H. H. Field. Mr. Field has rendered this service to the Veterans Association at every meeting, with one exception, and his presence is always an assurance of a joyous occasion. He is, himself a Veteran of over forty-five years of service; he knows, personally, a large part of the personnel, and therefore, his introductions, preliminary remarks, etc., have all the advantage which gen-



ial friendship bestows. A Veterans banquet would not be complete without Mr. Field in that office, and he is always welcomed with much applause.

The first speaker of the evening was Mr. W. A. Rogers, President of the Minneapolis Civic & Commerce Association; and few who received his cordial welcome, knew until he announced the fact, that he was a Milwaukee Railway product. His father was Prairie du Chien Division conductor, Alex Rogers, remembered in olden days, by many who were present. He was a contemporary of Ira Barrett, George Prescott, and others who ran so many years on that old Division. Mr. Rogers also said he had served an apprenticeship in Milwaukee train service, because from his early childhood, that had seemed to him, the pinnacle of earthly glory. He spoke of the great work of The Milwaukee Railway in what is now Twin City territory; and in the more remote Northwest. He reiterated his loyalty to the railroad of his early association, and his admiration of the faith and loyalty of its employe body, evidenced by its great and splendid Veteran Organization.



Following Mr. Rogers, the Toastmaster, in introducing President C. W. Mitchell, said "Charlie always said he would not make a speech, but it was always hoped that sometime he would, and it is now his turn." Mr. Mitchell responded briefly, expressing his pleasure at the splendid turnout, and calling for a viva voce vote of appreciation to Mr. C. S. Christoffer and his Committee for the great success of the Meeting and the perfection of detail in all the arrangements; which was given enthusiastically.

It had been expected that Mr. H. E. Byram would be at the Meeting, but he had been called to New York, and Mr. Field read a letter from him, to the Veterans, expressing his great regret at his inability to be present, and saying that he always looked forward to the Veterans Get-Togethers with pleasure because there, he was able to meet so many personally and renew the acquaintances and friendships he had made in former years.



Our Chief Operating Officer, Mr. J. C. Gillick, was the next speaker, and of course his introduction was followed by a roof-raising greeting with the entire company on their feet waving and cheering, while our beloved Chief stood during the interval, his kindly smile and beaming countenance evidencing his enjoyment and thanks. To Mr. Gillick, the Veterans annual meetings are red-letter occasions in his busy life, when he lays aside the cares of his office and goes in for thorough enjoyment of his contact with his tried and loyal friends of "The Old Guard".

When he was able to make himself heard, he spoke, as usual briefly, and during his remarks, he referred to the paragraph from the Minneapolis Tribune of May 2nd, 1887, which had been printed on the back of the evening's program and menu card. The paragraph was: "New York May 21st—A special train of twenty-five cars of flour which left Minneapolis on the evening of the 16th, arrived here last night, and was delivered to a steamer for London this morning, making the fastest time ever known".



This item of interest had been furnished by conductor C. R. Langan, and as a matter of information, twenty-five cars of flour at that time, was a full train. That train moved out of Minneapolis over the River Division, with a wood-burning engine No. 138, Henry Day, engineer; J. F. Trussone, conductor and Jones and Langan, brakeman. It was the first solid train of flour moved out of Minneapolis for export, and Mr. Gillick said at the time of the movement, about all he knew of The Milwaukee Railroad, was what he as a lad saw from the right-of-way. Even then, he said, it made a record of time and service that could not be beaten, today; and the veterans of today, who were "the boys" of that by-gone day, were still carrying on and earning credit and honor for The Milwaukee name.

He assured his hearers that the glory of The Milwaukee name would never be eclipsed, that it was coming out of its financial difficulties to go on and on toward achieving bigger and better things. Then he thanked his hearers for their welcome and smiled his benediction.



The 1927 meeting will stand out ever in the memory of The Vets, because they had as an honored guest, their old comrade, Mr. F. D. Underwood, who began his distinguished railroad career as a brakeman on The Milwaukee, and went on steadily up the ladder to the top, occupying for many years, the position of President of the Erie Railroad, and now honored as its Retired President.

Mr. Underwood prefaced his little talk about old times, by saying he was not going to make a speech, that he could not make a speech and that he was "just going to talk to you". Then he reminisced to the utter enjoyment of the entire company. Told stories of olden days and about many old-timers; brought to memory, names long passed into history, and told of the fine and wonderful work they had accomplished in putting the Milwaukee Railroad prominently and creditably on the map. He said he had been responsible for giving the name "The Milwaukee" to the railroad after he had gone from its ranks to a position with the Soo Line in Minneapolis. It was a joyous twenty minutes that Mr.



Underwood gave his old Milwaukee friends and they are grateful for his love and loyalty to his old associates.

Following Mr. Underwood, the speaker of the evening was the Rev. Roy L. Smith, Pastor of the Simpson M. E. Church of Minneapolis. The Reverend Smith is a minister of much renown, locally; and his talk was an epitome of splendid thought and high idealism, couched in every-day words, illuminated and illustrated by funny stories, that drove home his purpose in the most delightful and informal way. He told the Veterans that "Life lies not in occupying a great position, but in occupying any position in a great way", and that is a thought to hold and live by; also he said, "life does not consist of achievements, but of the knowledge that we have done our best". He glorified laughter and the beneficence of a smile, and throughout all the forty minutes of his discourse, he kept the company in gales of laughter with his inexhaustible fund of funny stories and his brilliant wit. But withal the laughter and the stories, there ran the unflinching current of uplifting thought, and only driven the more forcefully home by his inimitable way of putting his case and making his points. He said our attitude toward our duties and toward life was a great thing, and after elaborating on that idea, told more stories to fix the thought in your mind. He was listened to with the utmost attention and was given a great ovation at the close.

The last speaker was a gentleman unknown to most of the audience, who was introduced by the Toastmaster as Mr. "Dinny O. Mulcahy", of the St. Paul Car Shops. Mr. Mulcahy, a solemn and austere appearing young man, arose and in a fine broad Irish brogue, talked about his service with the Milwaukee Railway which began last Monday morning and lasted five days less than a week. His humor was soon contagious and the evening speaking came to an end in a storm of laughter and applause.



Inquiry developed the fact that "Mr. Mulcahy" is a public speaker who talks of various matters of interest to the public, under the name of "Officer Mulcahy"; and he is heard from time to time over the radio under that pseudonym. His "right name" is Mr.

Frank Madden, and his residence, St. Paul.

A musical program followed the speaking, consisting of an overture by the C. M. & St. P. Orchestra, a subsidiary of the Milwaukee Band; accordion and guitar selections by two specialists; a soprano aria rendered by Mrs. Gertrude Skarolid Lutz. Mrs. Lutz sang to the Veterans several years ago, when she was a school girl, and her voice, then one of great sweetness, has fulfilled its promise of rare quality and beauty. She was repeatedly called back, and responded with some old songs which made a hit with her audience. She was accompanied on the piano by Mrs. J. H. Foster. Mrs. Lutz is a daughter of Dispatcher Skarolid of Minneapolis. Sylvester Cargill then delighted the company with several marimba numbers and they were followed by the Lowry Male Quartette, in several selections which were heartily received.



The evening closed with some very amusing cartoons of some of the more prominent "Milwaukeeites" put on by Mr. Wilcox who punctuated his sketching with some amusing details concerning the characteristics of his subjects. Some of the cartoons are shown herewith.

It is not too much to say that of all the enjoyable events of the past, in Veteran history, the Minneapolis dinner stands out as one of the most joyous.

A picnic at Electric Park, Lake Minnetonka, was the entertainment for Tuesday the 13th. The day was ideal for a picnic and the whole crowd was there. Fifteen coaches constituted a special train to carry the picnickers out to the Park and Lake Minnetonka never looked more lovely than on that day. The Park, which had been closed for the season, was reopened especially for the Veterans, and they enjoyed it to the limit. Luncheon was served at noon, and at two o'clock the scheduled games were called.

These consisted of a clothes-pin dropping contest for women, won by a Minneapolis lady whose name was not learned, and who was presented with a beautiful sweater as a prize.

The second: A tug of war for men was won by the following twelve: E. E. Brokaw, W. Dunlap, F. B. Dunn, Dell Harris, T. A. Kelly, P. E. Keup-ter, John Peel, Fred Putzier, William Reedy, A. Mollengel, Nels Young and



Ray Zepheim. Each winner received a handsome necktie.

The third: A pipe filling contest was won by Mrs. Joe Petrie and Charles Burmeister. The prizes were a ten dollar pair of shoes for each.

The fourth: A balloon blowing contest for ladies was won by Mrs. William Selig.

The fifth: A fat man's race (250 pounds and over) was won by H. E. Wheat, whose prize was a Silver Container.

The sixth: Plump(?) Women's Race, with two prizes, won by Mrs. J. A. Hensley and Mrs. W. J. Reedy. The first prize was \$6.00 cash; the second, \$4.00 cash.

The seventh: Tug of War for Ladies, won by the following: Mmes. F. R. Anderson, Frances Anderson, A. G. Bantly, M. H. Campion, B. Cavey, C. S. Christoffer, Thomas Holloran, O. Miller, R. Retzlaff, E. Rosengran, Kate Ross, W. E. Sinclair all of whom received a pair of silk hose.

The eighth: Foot Race for Men, with three prizes of \$10.00, \$6.00 and \$4.00. Won by Ray Zepheim, first; John M. Casey, third. The winner of the second prize was not learned.

The ninth: Foot Race for Ladies with three prizes of \$10.00, \$6.00 and \$4.00 each. Won by Mrs. Fred Retzlaff, Miss Hazel Ryan and Mrs. Walter West.

The tenth: Sack Race for Men: Won by John M. Cavey. Prize, box of cigars.

The eleventh feature was called off.

The twelfth: Women's Shoe Kicking Contest. Won by Mrs. C. S. Christoffer. Prize, pair of ten dollar shoes.

The thirteenth: Boys Race, for boys twelve years and under. Two prizes of sweaters. Won by Richard Taylor and Howard Speran.

The fourteenth was called off.

The fifteenth: Girls' Race, twelve years and under. Two prizes, pair of silk hose, each. Won by Winifred Hopkins.

In spite of the heat of the day these events were participated in very generally and occasioned much merriment.

At four o'clock the Special back to Minneapolis was called, and the happy throng went back insisting that this "was the greatest ever." Certainly the

Committee in charge of arrangements covered themselves with glory; and while they worked like galley slaves throughout the entire two days, their service then was as nothing to the many weeks of hard labor they had put in getting ready for the Meeting and insuring its wonderful success.

It is said that if "the crowd stay" beyond the first day it is pretty conclusive they are enjoying themselves; and when that long line of coaches comprising the Special to Minnetonka pulled out of the Minneapolis Station, it was certainly conclusive evidence that the crowd had stayed.

At Minneapolis Good-Byes and God Bless You's were said and The Ninth Annual Convention of the V.E.A. was history.

To accommodate the great number going to Minneapolis this year, the Management arranged for a Special from Milwaukee, and all Veterans were given the privilege of riding the Pioneer and Olympian to and from the Convention.

The Minneapolis Committee desire to thank all who took part in the Committee work of arranging for the Convention and of bringing it to a successful conclusion.

## A Chapter on "Old Times"—so old that they are beyond recall—Some of their names and nicknames

Daniel A. Olin, a one-time conductor on the LaCrosse Road, was made an Assistant Superintendent of the then Milwaukee & LaCrosse Railroad; boarding a moving train at Pewaukee he lost a leg. He prophesied that ended his railroad career. He was a poor prophet; a fine character, a star railroader, and became General Superintendent of the Western Union railroad—later on back to the Milwaukee as Assistant General Superintendent of a Grand Division. Naturally his nickname was "Stump Toe".

Lewis B. Rock, a conductor on the Prairie du Chien Road; he was a dynamo of energy—quick tempered, versatile—of pronounced opinions on many subjects. He became Assistant General Superintendent of a Grand Division. His nickname was "Barney"—How he earned it I never knew. He had as aides "Bat" Coyne, and later C. P. Utley.

Hubbard C. Atkins came back to the Milwaukee from the Winona & St. Peter Ry., which road together with the West Wisconsin was largely manned with engine and train men from the "Milwaukee". They mostly came back—those that stayed did themselves credit in their new environment. He was beloved beyond all the rest—energetic, fearless, quick to see and act. He "turned out" many men who went beyond him in rank, both at home and abroad. All the men who served with and under him were afire with loyalty. He died suddenly at La Crosse. His nickname was affectionate in tone—"Hub" or "H. C."

Charles H. Prior, a "Connecticut Yankee" came from the Engineering and Maintenance of Way. He was stationed at Watertown, when that was the "Capitol" of the LaCrosse Road. He had education, energy and an in-born shrewdness that would have carried him far these days. A head clerk once complained to him that his hours were that long he should have more help and pay, as he was working far into the night. "How long has your overtime been going on?" "For three months." "Bring me the gas bills of your office for the past three months, and for the same three

months of last year!" The bills were reported mislaid. I do not know about the raise.

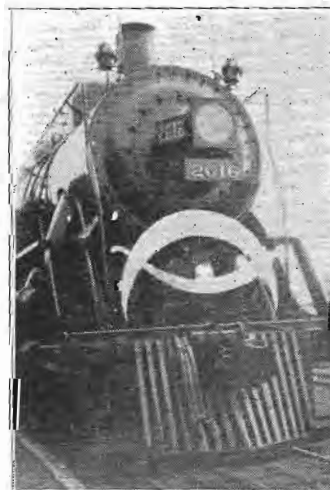
A passenger train conductor brought in a farm boy who flagged a passenger train on account of a burned "box" culvert, and suggested to Prior that the boy be given \$25 and a pass for the remainder of the year. "Not by a d---d sight roared Prior—give him his supper, send him home on first train, and tell him to keep away from the track." The conductor was indignant and crest-fallen—later he was told, "if that boy had been given what you asked or in fact anything of real value, other boys would have been setting fire to culverts, and some of them would fail to flag." Prior never entertained at first, a recommendation of any expenditure, no matter how small—the asker had to prove his case. He declined the General Superintendency and resigned many years ago, and he was the originator of the term "Milwaukee Road,"—others who claim to know the "when and how" are in error. Its too long a story to tell here—some other day. His nickname was "Old Man Prior."

These four men were developed under S. S. Merrill, the first General Manager, whose nickname was "Double S". He tried importing talent—those who came were brilliant men, and early in their terms went to other lines, with better titles and larger salaries. When the last one went Merrill called in Superintendents and heads of the various Departments and said "I have made up my mind to get along with my own d---d fools" the best I can—any outsider who is good enough for me is soon hired—now let's see what you can do with me as sole boss." It worked fine until his health failed—everybody was up on their toes. His first importation of outsiders was John C. Gault who went as General Manager of the Wabash. Then W. C. Van Horne, who went to the Canadian Pacific as General Manager—built it across the continent—was made its President, and Knighted by his Government. Then Roswell Miller, Assistant to the Manager—Assistant General Manager—General Manager—President and Chairman; he died in

New York. James T. Clark came as General Superintendent, and died in the service. All four were men who knew the railroad business. Coming from other lines they had small place in the affections of the rank and file. The bond of fellowship in it for its own was unusually strong—Van Horne described it (but could not account for it), "If I touch a man at one end of the road, it is felt instantly at the other end." His nickname was "Van." With him to the Canadian Pacific went Shaughnessy, then very young; who began as a boy on the Prairie du Chien—became President and Chairman of the Canadian Pacific—was first Knighted and later made a Lord, A Peer of the Realm, an honor shown no other citizen of Canada. He was born in Milwaukee, and while he came into high honor as a British Subject, he failed to have a "nickname" on the Milwaukee.

Charles W. Case from the LaCrosse Road was an Engineer of the old school. He became a Superintendent on the Milwaukee—afterwards General Manager of the Great Northern Railway. When engineer of a wood-burner he threatened to whip any brakeman who in wooding up hit the tank (to the detriment of its varnish). At Hartford a brakeman did the "forbidden thing." They fought and the young brakeman won, quit, went West and became a Passenger Train Conductor on the Southern Minnesota Railroad. It was a great day for brakemen, when one of them could best a Passenger Locomotive Engineer. When Case became Superintendent his nickname was "Hard Case." This was not accurate; he was a fine character and many readers of this will remember him with feelings of affection.

—Once a Brakeman.



Engine 2616

Above shows Engine 2616, head-on, all dolled up with Shriners' Insignia because it hauled the St. Paul Shriner Special of nine coaches from St. Paul to LaCrosse, August 24th; from LaCrosse to Austin, Aug. 25th, and from Austin to Mankato, Aug. 26th, where train was delivered to the Northwestern Line. About 175 Shriners took the trip.

# Current Railroad Topics

**T**HE following material is taken from the 1926 Yearbook of the United States Department of Commerce, just issued:

"Railway freight traffic was greater during 1926 than ever before. Economy and efficiency have marked the operation of the railways since 1922 and were clearly in evidence during the past year. Traffic measured in revenue ton-miles of Class I roads exceeded the previous years by 7.2 per cent. Class I operating revenues in 1926 were 4.2 per cent greater than 1925 and slightly exceeded the revenues in 1923; operating expenses were greater than during the previous year by 2.9 per cent and the net operating income gained by 8.2 per cent. Freight and passenger rates remained practically the same. Traffic moved without delay or interruption with no car shortages and higher car surpluses. Movement of goods was carried on with the greatest rapidity in railroad history. The progressive efficiency in railroad operation during the past four years is partly attributable to the hearty cooperation of the buyers of transportation through the Shippers' Regional Advisory Boards of the American Railway Association. Credit must also be given to the operating officials and their employees for the expedited railway service.

"During 1926 the concerted effort to handle traffic without delays continued and all requirements for cars were met without car shortages. There was an average daily surplus of never less than 134,000 cars in any quarter, while the percentage of unserviceable equipment was lower than in the three preceding years. As compared with the ideal goal of reducing unserviceable freight cars to five per cent and unserviceable locomotives to 15 per cent, the carriers averaged 7.7 per cent and 17.8 per cent, respectively, during 1925, and 6.5 per cent and 16.6 per cent in 1926.

"Thirteen shippers' regional advisory boards have been organized by the American Railway Association. These boards, composed of representatives of production, distribution, consumption and finance, in cooperation with the carriers, are voluntary organizations, each representing a territory which has common business and transportation interests. Their purpose is to promote the economic and

transportation welfare in each territory, assisting the railroads, individually and collectively. Each of the regional boards is organized by commodity groups to the end that the various business interests in each section may be adequately represented. A great part of the increased efficiency in railway operation has resulted from the cooperation of the shippers and receivers of freight and other groups associated with transportation.

"Railway operating efficiency, resulting in rapid and reliable delivery of freight, has been an important factor in the reduction of inventories and the speeding up of business generally. Where two to three weeks were required for delivery of merchandise just after the war, reliable delivery is made today upon a week to 10-day schedule. The quicker loading and unloading of equipment have aided greatly in the more efficient use of railway facilities. The quarterly prognostications of car requirements obtained from the regional advisory board members have enabled the railroads to determine the kind and amount of equipment necessary for the carriage of seasonal and regularly moving freight.

"During 1926 the average daily movement of freight cars was 30.4 miles, greater by 7.4 per cent than in 1925, and 13.4 per cent greater than in 1924. In October the average was 34.3 miles per day, 6.5 per cent greater than during the best previous month, October, 1925. The idle cars, serviceable and unserviceable, are included in the data on which these averages are based, so the actual mileage in this item during a period with high car surpluses is thus indicative of even greater efficiency of operation than the figures show.

"Railway efficiency as indicated in the performance ratios has steadily increased since the inauguration of this program. Along with the increase in the speed of the trains, an increase in the ton-miles per train-hour, a decrease in the amount of coal consumed per ton-mile, and an increase in the traffic units handled per employee, we find the public cooperative interest and activity through the regional advisory boards speeding up the loading and unloading of cars."

## The Puget Sound Pioneers

**T**HE 17th Annual Meeting of the Milwaukee Puget Sound Pioneer Club was held at Butte, Mont., Aug. 15th and 16th.

Arriving at the new Finlen Hotel, in morning of the 15th, Pioneers registered, and at 1:30 P. M. were taken to Anaconda, upon a special train, furnished by the Butte, Anaconda and Pacific Ry., for a trip through the Smelter of the Anaconda Copper Mining Co. The B. A. & P. presented the ladies of the party each with a box of select candies, and the gentlemen with cigars. Competant guides conducted the party through the Smelter, a highly interesting and educational trip enjoyed by all.

Returning to Butte at 5:30 P. M. members divided into groups of six or eight and had dinner.

Business meeting in morning of Aug. 16th followed by a trip to Columbia Gardens, "Butte's Playground" where the conductor and engineers fought it out again for baseball supremacy. The decisions rendered by Umpire Earl Brady were in several cases very close, and appeared to favor the Pencil Pushers, which resulted in a score of Conductors 16, Engineers 14.

The Engineers were told after the game that the Umpire had a wager on the Conductors to win, so game has been protested, but where to carry the protest is the question. Conductor Alger starred for his team while Chas. Daniells carried off the honors for the "Hogheads."

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During the banquet, musical numbers were rendered by Mrs. A. J. Carr, wife of Division Stockkeeper Geo. A. Carr, of Deer Lodge, assisted by Mrs. Gorman at the Steinway. Needless to say their offerings were of the best and greatly appreciated.

The Furguson Bros, John and Tommy, sang for us. John with a fine baritone voice received hearty applause. Tommy sang Irish and Scotch character songs, in which the entire assemblage joined him in the last song, "Just a Wee Doch and Dorry". Music was furnished by the Gallatin Gateway Orchestra, composed of Fern Wilcox, Clifford Wilcox, Doras Rector and John Jenkins the sons and daughters of Milwaukee Pioneers, living at Three

Forks, Montana. Tacoma, Washington was chosen as the meeting place for 1928, with a possible trip to "the Mountain" if it can be arranged.

Officers elected for 1928 as follows: W. C. Cummins, President, Tacoma; John Kressel, 1st Vice-President, Miles City; J. A. Rawls, 3rd Vice-President, Lewistown; Wm. Cosgrove, 4th Vice-President, Deer Lodge; Chas. E. Darnells, 5th Vice-President, Deer Lodge; Wm. E. Jones, 6th Vice-President, Spokane; H. R. Calihan, 7th Vice-President, Tacoma; L. S. Cunningham, Sec-Treas, Spokane.

Come next year and enjoy a good time on the Coast.

## The Nickel's Soliloquy

I am a nickel.

I am not on speaking terms with the candy man.

I am too small to get in the movies.

I am not large enough to buy a necktie.

I am of small consideration in the purchase of gasoline.

I am not fit to be a tip But—believe me, when I go to church, I am Some Money.

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## Navy Day—October 27th

**L**ISTEN in for Navy Day. October 27th, the birthday of Theodore Roosevelt has been designated for the annual observance of Navy day. The great American was the great champion of a great American Navy and his birthday is a peculiarly appropriate occasion for the observance of an annual Navy Day.

Navy Day is sponsored by the Navy League of the United States and its purpose is to stress the importance of foreign trade to our country and the need of a merchant marine and an adequate navy to serve and protect our foreign trade. All good American citizens should be well informed on the importance of the United States merchant marine and a good navy to assure its safety. The merchant marine, in time of peace is essential to the development and prosperity of the United States; and in time of war it becomes a vital element for national defense. It is ready and available to hand for immediate defense purposes if the occasion arises.

The program for Navy Day consists of radio talks, addresses at stated time and places by speakers of national repute, articles in monthly and weekly publications of wide circulation, newspapers, etc. Kiwanis, Rotary, Lions and other clubs of nation-wide extent put on Navy Day programs, and Chambers of Commerce and other civic associations throughout the United States do likewise. Motion pictures also carry the thought of the merchant marine and the United States Navy to Millions of our people yearly, by means of this general cooperation with the Navy League our American people are yearly made acquainted with the magnitude of our foreign commerce and the organization and traditions of the United States Navy. **LISTEN IN FOR NAVY DAY.**

## Father and Son

**T**HE Magazine is grateful for the many responses to its request in the September Magazine for information concerning the Fathers and Sons employed on this railroad.

As there must still be many more, the request continues, and the list will be published in the December Magazine.

## Obituary

Mr. Wm. Naeser, 42, a veteran of the CM&STP Ry passed away at Mercy Hospital, Janesville, Wisconsin, Monday August 15th, 1927 as a result of mercury poison, taken by mistake the Saturday before. Mr. Naeser had gone to the medicine cabinet in his home to get a certain medicine but accidentally took the wrong bottle. He discovered his error at once and a physician was summoned but all efforts to save his life were futile.

Mr. Naeser was born in Milwaukee, March 28th, 1885 and was united in marriage to Clara Smith, Feb. 5th, 1910, coming to Janesville in 1915 where he was employed as a boilermaker at the CM&STP Roundhouse. He learned the boilermaker's trade at the Milwaukee Shops and will be remembered by a great many of the boys there.

In 1925, Mr. Naeser was instrumental in getting the bowling tournament of the CM&STP Ry. at Janesville. As chairman of all arrangements for that event, he succeeded in getting the largest entry list in the history of the tournament.

Surviving Mr. Naeser are his wife, three sons, Charles, Earl and Walter; one daughter, Norma.

Funeral services were held at 7:30 PM Tuesday evening at the Whaley Funeral Home, Janesville, and were attended by railroad employees and many friends who had known Mr. Naeser in the past. Burial took place Thursday afternoon in Union Cemetery, Milwaukee and were under the direction of McKinley Lodge A. F. & A. M. Milwaukee of which Mr. Naeser was a member.

## Engineer Wilkinson Honored

**A**UGUST 7th of this year, occurred the 40th anniversary of the entrance of a railroad train into the lovely little Wisconsin town, New Glarus. Engineer W. Wilkinson pulled the train in on its maiden trip and Engineer Wilkinson is still "whistling the passenger in." Therefore on that date, the citizens of the town foregathered at the station, headed by the local band, to meet the train. When "she" pulled in, the band tuned up and the people gave three rousing cheers; and then they congratulated him on his many years faithful service. To which Mr. Wilkinson responded, expressing his thanks to the band and the New Glarus citizens for the honor accorded him.

## The Rambler

Editorial from the Wisconsin State Journal  
By A. M. Brayton, Editor

**M**RS. Brayton was taking the 10 P.M. Milwaukee train for Port Angeles, Washington, to visit our daughter. We arrived at the depot rather late for checking. A bright young chap in the twenties was in charge of baggage, and was rushing trucks of luggage through at a rather tense pace. Time for the train to depart had almost arrived, and the baggage master had disappeared down the dim lights past almost innumerable cars. Mrs. Brayton's trunks were still

on a truck in the shadow of the station, seemingly ignored. Naturally we were nervous, especially we three young men of the Brayton household who were to be bachelors for many weeks. Mother simply had to have her trunks.

And so I approached a man loitering about, who looked as though he might be a station employee. He was dressed in used, but clean khaki, with a slouch hat set at a careless angle. He was bronzed by the sun, a well-seasoned example of that American type of which we think so much—the man who works and likes it, and keeps clean.

"I'm worried about my wife's trunks," I said, indicating the truck.

"I'm not in the baggage service," he replied smiling, "but I'll take the truck down. I'll see that they either put it on, or run over it." And away he went.

There really wasn't so much of a rush. We four were standing beside the Pullman when the stranger returned with the truck. I seized the opportunity to thank him, and to say that this sort of service was typical of the Milwaukee railroad.

"Feel rather friendly to the Milwaukee myself just now," said the stranger. "Got this today." He took an envelope from his pocket and handed it to me.

It was a life pass over the entire Milwaukee system.

"Give it to me," said I, "and I'll quit my job."

"Have to quit my job to get much use out of it myself," he replied. "Just the same, I'm rather proud of it. It's a reward for twenty-six years of continuous service for the Chicago, Milwaukee and St. Paul."

He was that kind of a man. He'd find out what he wanted to do, or inherit it, and do it for twenty-six years, or for fifty-six years if he held out that long; just enjoying his work, eager in his interest at times, always ready and never weary. He'd abound in health because of a life in the sun and wind. When he wasn't busy with assigned work, he'd be looking for something to do and always he'd be alive, and always he would smile.

I thought I'd like to know a little more about this man, and so when the train had departed, I dropped in to see the baggage master. I didn't know his name.

"Know anything about the chap who helped me with my baggage?" I asked.

"A little," smiled the young man, "he's my father."

"Your father is a pretty good sort," I said. "Thank him for me."

Then I found Art Batty and got the story. Three generations of Dietrichs in the employ of the Milwaukee road. The young baggage master is Mr. Ralph Dietrich, whose grandfather and father were bridge carpenters. The grandfather rebuilt the Milwaukee pontoon at Prairie du Chien, a great task when engineering was in its infancy and bridge building a pioneer's job. Ralph Dietrich, Sr., was also a bridge carpenter, following in his father's footsteps, but later was assigned to the post of perishable freight inspector, which he now holds. His son grew in-

to the railroad business, and is the man that makes sure for you Madisonites that your trunks will be on the same train that carries you.

These are the men that have made America. One talks of "capitalism," but really they are the force that makes capital effective. Probably they belong to their respective "Brotherhoods," have done their share to advance the conditions of American labor. Just the same, they respect the labor upon which they live. They honor their jobs, they are too proud not to work, and they leave you with a friendly feeling whether you are neighbors or merely chance to scrape an acquaintance. Mills and factories hum and roar. Trains thunder by. Pulsing motors, wide-winged, fleck the sky. Steamships depart and return. The product of every state and county serves the people of every other state and county. These things are run by men, manning the mills of the gods. We talk of "capitalism." Men—men of the Dietrich type—they are the capital of the American democracy.

## Railway Car Lighting By Axle Generators

By An Employee

A well lighted train is as important to the company as well lighted streets are to a city. Each and every car has the same machinery as a city has, only on a smaller scale. There is the generator, the battery, the switchboard and the distribution system.

The generator belt acts just the same as a water wheel does to the large city plant and should be watched closely. The pilot light, at the top of the electric locker, acts just the same as a large instrument board and tells you if you have lost your generator driving power.

The batteries under the car act as a stand-by when the generator is not running. They should not be misused as they will give out in a given length of time and should not be considered to last forever. In case the lights should start to get dim while standing the proper thing to do is to turn out all of the unneeded lights and not to turn on more as this will make conditions worse rather than better.

The switchboard is the most important part of the equipment to the trainmen. There is where the switches are located that make the entire equipment do what is wanted. The small fuses are the safety valves that protect the rest of the equipment in case of trouble in any one part of the distribution system. To "plug" over fuse, or put coins behind the fuse, is a very poor if not dangerous practice and should not be done.

At the top of the switchboards, in the Milwaukee cars, are three switches. The one on the left hand side is known as the Battery switch. This switch connects the battery to the switchboard. In the center is the switch known as the Light switch. This switch connects the lights, the distribution system, to the switchboard. The switch on the right side is known as the Train Line switch and is to connect the switchboard to the train line.

In the Pullman cars there are only two switches as there is no battery switch used but the other two switches, Light and Train Line, are just the same as in the Milwaukee cars.

A large percentage of light failures could be prevented if a little thought would be given to just what would happen, and what was actually taking place, when these switches were operated. How to train line two cars together or when to, or not to, train line two cars can be made an easy matter if you only stop and do a little thinking first.

The one, and only, precaution in applying a main generator fuse is: Do not apply a generator fuse while the train is running.

When you have applied three fuses to any one place and they still blow out it is proof enough that there is some trouble that should receive the attention of an electrician and no more fuses should be applied until the trouble is repaired.

## Milwaukee Store Department Notes A. M. H.

SOME of the girls in the Store Department were more than disappointed when they learned that the house-warming at Joe Eckert's new summer home was to be strictly a "stag". However, the boys were very generous in giving out the "dope" of the happenings during this particular week-end. Paul Schmidt says that enough cannot be said of the beautiful sandy beach, in spite of the fact that he cut his tender feet in about three or ten places with broken glass, and that Elmer Brussock became so entangled in the weeds that they were on the verge of calling the Sheriff's

office for help. Nevertheless, it was a "howling" success, they say.

Herb Leverenz left the Company to take a position with some radio corporation, and we wish him every success in his new undertaking.

Lucky Lindbergh has nothing on Marie O'Connor and Myrtle Drummond when it comes to covering territory, as these fair lassies took a trip to Quebec, making many stops, in a week's time. This was an auto trip, you understand. Lots of courage, don't you think?

Lillian Wendorf was married recently, and the wedding being Saturday evening, certainly afforded the members of the Store Department a grand opportunity to see Lil take the fatal step, and one certainly had to be present to appreciate what a very pretty wedding it was. Lil's new name is Mrs. Juds. The young couple spent their honeymoon motoring thru Northern Wisconsin.

Grace O'Halloran and Jack Parks certainly surprised us when they returned from their vacations and announced that they had done nothing less daring than get married. Both Jack and Grace work in the Store Department. Our very best wishes are extended to them.

Mary Dundon almost lost out on a perfectly good round of golf the other Sunday, and Mary says it really wasn't so very funny. Ye curious ones, see Mary for further information.

Norma Will and Claire Smrz certainly deserve being mentioned, as they recently returned from a trip thru the West, including Glacier Park.

If you want to know where the Store Department crowd spend their evenings, just take a jaunt out to the dog races. Speaking about dog races, Al Epp says he might have been wealthy, if he just knew on which dog to place his money, that is, contribute. The trouble is, you can't depend on those dogs, can you Al.



# Missouri River Crossing at Chamberlain, S. D.

By H. G. Crow

CHAMBERLAIN, South Dakota, is located on the East side of the Missouri River at the mouth of American Creek. Its location here is due to a combination of circumstances and a matter of chance due to the Chicago Milwaukee & St. Paul Railway locating a terminal at this point. The original plan of the Railroad was to make a crossing of the Missouri River at Running Water, but due to the unfavorable conditions for constructing a bridge for crossing the River there, it was decided to locate a crossing farther north. A line was then located to the Missouri River at Brule City, but the owners of the land along the proposed location asked such exorbitant prices for right away that a new location was established down the Valley of American Creek, reaching the Missouri River at Chamberlain.

Chamberlain was named after Selah Chamberlain, of Cleveland, Ohio, who was then a Director of the Chicago, Milwaukee & St. Paul Railway.

The first family to settle at Chamberlain was the Pilger family, who came there to board the surveyors making the location for the Railway, first reaching Chamberlain on September 16th, 1880. The first settlers lived in tents and had a shanty to cook in, the tents and shanty being located near the present location of the stockyards. The Winter herds of deer and antelope could be seen grazing on the hills around Chamberlain and the Indians would bring in hind quarters and trade for flour and groceries; all of the

of the cowboys stayed for a few days of celebration.

In 1892 a stock company was organized and a pontoon wagon bridge built across the River. This operated for several years. It was necessary to take out the pontoon bridge for the Fall and Spring run of ice and for the June rise, thus making this operation very expensive and always at a loss to



High Water, 1927. East End of Bridge, Main Channel

to tip his building over. They brought iron rails from the track and started to raise the building when Mr. Highly came down and treated the crowd.

From 1881 to 1905 the Missouri River was a barrier to further extension of the Railroad. The country West of Chamberlain was settled but all of the supplies, building material and machinery were hauled to Chamberlain, the end of the Railroad, ferried across the River and teamed to the country West of the River. The crossing by team was also quite difficult as there was no highway bridge. From 1881 to 1905 all of the traffic was ferried or carried

the stockholders. However, this and the ferry boats continued as the only means of crossing until 1905 when the Railroad was extended across the River.

In building into Chamberlain, the Railroad had built down the Valley of American Creek. The River crossing selected was one just North of where American Creek empties into the Missouri River. Here the channel of the River was divided by an Island containing over six hundred acres, the main channel on the East side of the Island being over thirteen-hundred feet in width with a channel on the West side over one thousand feet in width. The grade across the River was not high enough to permit boats to pass under, therefore, in constructing this bridge it was necessary to provide a passage for boats. This was done by constructing a pontoon from the East channel, the first pontoon being three-hundred sixty-six feet long with one thousand feet of pile trestle West of the pontoon to the East shore of the Island. The track was located Southwesterly on the Island for about two miles to where it crossed the West channel on a thousand foot pile bridge.

In 1911 permission was obtained from the War Department for filling the trestle across the West channel. This ended the troubles with this bridge, but the bridge across the main channel still washed out until 1918 it was decided to put in two three-hundred foot spans, still maintaining the pontoon on the East shore for the passage of boats with the two three-hundred foot steel spans West of the pontoon, still maintaining over seven-hundred feet of pile trestle on the West end. In 1925 the old pontoon was replaced by four-hundred thirty-two feet steel turn span, since which time, only in case of extreme high water has there been trouble



High Water in The Old Channel West of American Island, 1927

meat served the first winter being venison.

The Railroad was completed into the town of Chamberlain in 1881 and the town celebrated in true Western style. The workmen came up and called at the saloons for drinks. One man, Mr. Highly, who was very stingy locked up his place and hid in the attic. The men called for him to unlock and when he failed to respond they threatened

across on pontoon and there was also quite a trade up and down the River to and from the rail end at Chamberlain. The cattle from West of the River were driven to Ocomo on the West side in the Fall and ferried across and shipped from Chamberlain. Chamberlain was then a pioneer town. The cowboys brought in the cattle for shipment after the Fall Roundup, where the cattle were loaded and many



High Water in Park on American Island, 1927

with the pile trestle on the West shore. The wagon traffic continued to be taken care of by wagon pontoon and ferried until the Fall of 1925, twenty years after the Railroad crossed the River when the State completed the construction of a steel bridge across the River about one-quarter mile South of the Railroad bridge with highway paralleling Railroad across American Island and the West channel. The completion of this bridge closed for the time the boat transportation on this part of the Missouri River.

In the Spring of 1927, due to melting snow in the mountains and abnormal rains in the Valley of the Cheyenne and Bad Rivers, the Missouri River at Chamberlain reached the highest stage ever recorded, fifteen feet above low water. It was only by heroic efforts that the embankment across the West channel for both the Railroad and the highway was saved, the water being several feet over the highway on American Island. This high water washed out over four-hundred feet of the trestle between the steel span and the West shore of the River.

It is hoped that we will some day be able to put in additional steel spans to the West shore and thus once and for all end the troubles and delays due to the high water of the Missouri River at Chamberlain.

Minnehoshos, was the Sioux Indian name for "smoky waters" and their name for the Missouri River.

Mukah Tepee, was the Sioux Indian name for mud house. The first house in Chamberlain was a mud house and was constructed along the bank of the Missouri River, and from the mud house of Indian lore, Chamberlain has grown to a city of fair proportions. "Mukah Tepee" is the title of a few lines of poetry, which is well known to Chamberlain people, reading as follows:

Once a paleface pitched his wigwam  
On the banks of Minnehoshos.  
Out of sods its walls he fashioned  
From the bosom of the prairie;  
Doors he made from skins of bison,  
Windows from the air of Heaven  
For a roof, he cut young saplings  
Where they grew beside the river;  
Out of sods he made a cover  
From the bosom of the prairie,

And the red man gazed in wonder  
At the tepee of the pale face;  
For of bison skins were fashioned  
All the wigwams of the red men.  
"Mukah Tepee" sneered the red man,  
Thus a name came to our City  
For the first word that was spoken  
By the red man when he saw it,  
Where it rose beside the waters  
On the bank of Minnehoshos.



Trestle Washout, 26 Spans. High Water, 1927

## Bad Land Rumblings

Bill Dyer

NO, people, Marmarth is not dead, we are not even suspended. But it seems that the business of digging up news has been suspended for some time. The fact is, every one is so darned busy doing something that we have found little time to comment on the doings of the division. And it is only after considerable hesitation that the writer has made hold to attempt the job of sending in news to the magazine.

It is no small job when there are so many other things to think about; and we cannot hope to equal the excellence of "Bill Mike" with his "Bad Land Echoes", yet, with the aid of those on the division who are interested in keeping this department alive, we may be able to present a tolerably decent front. So it is up to you who are interested to lend a hand that no item of interest may be overlooked. The writer was absent when "Bill Mike" passed to the Great Beyond and did not return until June, so does not know whether this column has been filled since that time. Anyway, we all have missed the offer-

ings of Bill and we hope he is now where he may be able to do the things he wanted and loved to do.

With business on the T.M. at its peak, nearly all of the old familiar faces are back on the job. And they have swarmed in from nearly all parts of the country. Among the engine men are Crawford from Missouri, Desper and Haffleman from Wisconsin, Ben Ericson from Minnesota, Tolliver from Chicago, Tasnady from Seattle. Then there are Paliner and "Hoot" Gipson. Palmer, however, was compelled to return east after only a few days here. Many will be sorry to hear of the resignation of Gail Mays.

Among the trainmen to return are Stadin from Everett, Walls from Oregon, Woohey from St. Louis, McGlynn from Wisconsin, and Bill Carney from St. Paul. When Carney comes back it's a sure sign that the ducks and geese are soon going to be on the wing southward. Other familiar faces among the trainmen are, Gunther, Mehus, McChesney, Richter, Kelly, McCoy, Shirley and others who can only work a short time during the year, Good to see them all back. Reminds us of better days. Let us hope that we may so conduct ourselves that our services will be more in demand and that shippers will prefer the services of the Milwaukee to those of any other line. Then perhaps we can remain here to cuss one another during the other nine months of the year.

S. G. Hunter has recently moved his family to McLaughlin where he will make his home during the remainder of the fall, while business is heavy on the Cannon Ball Branch.

A rousing "Safety First" meeting was held at Marmarth on the evening of the 16th, with Supt. H. M. Gillick in the chair. Several important matters of safety and improvement were taken up and disposed of in short order, showing that the officials intend to go as far as means will permit in establishing safety measures and appliances. After all, safety is not something good to eat or to talk about—it is something we can do. And, if the employes of the T. M. Division want to keep in sight of their officials, we will need to begin practicing what we have preached.

No doubt news of the slide at the Missouri River Bridge has gone out over the system. This piece of track was an old fill across the Grand River which intersected the approach on the west side of the bridge. This grade went out on Sept. 4th between 9:00 A.M. and 9:30 A.M. and tied up traffic for over 24 hours. It was a difficult piece of work, and the men who are responsible for the prompt repairing are to be complimented highly.

Jim Fuller, second trick operator at McLaughlin has been compelled to take time off again on account of stomach trouble. All are hoping he may soon be back on the job again. Mrs. O'Hearn is now holding second trick at McLaughlin.

Operator Agent Todd, who has held New Leipzig office for several months has taken charge of the Keldron office. Agent Hale has gone to Reeder, and Mannie Bennett has taken Thunder Hawk. George Yoemans, who is now doing relief work on "Dad" Brock's job at Selfridge, will take New Leipzig.

Well, there's not so much difference in onions after all. At that it's up to us "to know our onions." Thank the Lord the strain is over. But the watch word will continue to be "Safety—Courtesy—Service." Maybe Pat Henry was thinking of railroads when he muttered those words about vigilance.



# The Olympian Train

By Edmond S. McConnell

Chapter V, Concluded

Before the advent of the superheater, compounding was resorted to in order to obtain the maximum use of steam. Briefly, compounding was the use of steam first in a high pressure cylinder, and then using the exhaust steam in a larger cylinder at relatively lower pressure. This was accomplished in several different ways. The cross compound engine had a small high pressure cylinder on one side and a large low pressure cylinder on the opposite side. The tandem compound had two cylinders on each side, the high pressure cylinder being set ahead of the low pressure cylinder, but on the center line and with the same piston rod connecting both pistons. The balanced compound had one pair of high and low pressure cylinders on each side of the engine, which were cast side by side with a single valve chamber between the high and low pressure cylinders of each pair. The high pressure cylinders were located inside the frames and connected to cranked axles, while the large, low pressure cylinders were outside the frames and connected to crank pins on the main driving wheels in the usual manner.

The simple engine using superheated steam has replaced the various forms of compounding to a large extent on American railroads until today about the only type left is the huge Mallet articulated locomotive, which is really two complete engines coupled to separate sets of driving wheels beneath one long boiler. The steam is first used in the high pressure cylinders located about midway of the boiler, and then exhausted into a receiver pipe leading to the low pressure cylinders located in the customary position at the front end of the engine. After expanding in the low pressure cylinders, the steam is exhausted into the smoke box and out the stack providing draft for the fire in the usual way. Compound engines are nearly always fitted with an intercepting valve, whereby high pressure steam can be admitted to all cylinders at starting, but once under way the intercepting valve is restored to its normal position.

The frames and driving wheels will now be considered briefly. The frames, which are supported by the wheels, carry the boiler and machinery. They consist of two parallel steel beams which run the full length of the locomotive, and which have several cross braces to make them rigid. The frames are so hidden behind the wheels and other machinery that one seldom sees or thinks of them, but they are none the less important, for they provide the foundation for the whole locomotive. Pedestal spaces in the frames are fitted with driving boxes in which the driving axles turn. This is similar to the truck construction of a pas-

senger car except that the wheel is on the extreme end of the axle and the journal bearing is just behind the wheel. Pedestal binders across the bottom of the spaces hold the driving boxes in place, and cast iron or brass shoes and wedges maintain the proper adjustment and spacing of the wheels.

The driving wheels are made of cast iron or steel, and are cast with a heavy counterbalance in the side opposite the crank pin and coupling rods. Tires, which are fitted separately, are made of the finest rolled steel. They are made slightly smaller than the diameter of the wheel center, expanded by heating to allow them to slip over the center, and then permitted to shrink in place. When new, tires are usually three and one half inches thick, and are allowed to wear down to about one and one half inches, but meanwhile the wheels and axles are frequently removed in the roundhouse and the contour of the tread and flange trued up in a wheel lathe. The axles are a very important part of the wheel assembly, and they are subjected to rigid inspection and severe tests before being accepted for use. The wheel is bored slightly smaller than the axle, and then pressed on the axle under tremendous hydraulic pressure. The main and side (coupling) rods must be of immense strength, and to secure that strength they are carefully heat treated in large annealing furnaces.

The spring rigging is another important item, for upon it depends the riding qualities of the locomotive. The springs absorb the shocks caused by passing over inequalities in the track, and so prevent the machine from pounding itself to pieces when traveling at high speeds.

An essential feature for safe operation is adequate lubrication of the bearings and other working parts. In by gone years one often saw the engineer going over his charge with an oil can, but now it is all done mechanically. Hard grease is packed into the driving boxes and into grease cups for the rod bearings. Many of the other moving parts are fitted with oil cups. In order to lubricate the valve chamber and cylinder walls, oil is injected into the steam just before it reaches the steam chest by means of an ingenious device called a hydrostatic lubricator.

The fuel and water supply for the locomotive is carried on the tender, or tank as it is sometimes called. The water space runs around three sides, leaving the front and a space in the center for coal which is also heaped over part of the tank. When oil is used for fuel, the coal space is occupied by a separate tank. Water is conveyed

from the tender to the boiler through pipes fitted with flexible metallic joints. The tender is mounted on two pairs of four-wheel center-bearing trucks, similar to car trucks but of heavier construction. The tender is closely coupled to the locomotive with a heavy link and pin, so it looks as if it were a part of the engine. A metal plate covers the intervening space, and the deck of the cab and tender are maintained at the same height so that the firemen will not be handicapped. The roof of the cab extends over the tender for a short distance, to protect the enginemen from the elements.

It is also necessary for the locomotive to carry a supply of sand. Once the train is in motion all is well, but to start from rest with a long, heavy train is a more difficult matter, particularly if the rail is wet or covered with snow or sleet. The sand supply is usually carried in a second dome just ahead of the steam dome, although an additional supply is often carried in other places on the locomotive. Pipes lead from the sand dome to the rails just ahead of the driving wheels. In order that the pipes will not become clogged, nor sand wasted by blowing off the rail, it is delivered by compressed air controlled by a sander valve in the cab.

Brakes are an all-important part on the locomotives construction. The old fashioned hand brake would be of little effect on a modern locomotive, so the air brake is used entirely. In fact the locomotive has what might be termed a duplicate brake, for an independent brake valve controls the engine and tender alone, while the train brake valve also operates the engine brakes, though the same brake rigging is used for both. By clever manipulation of both brake valves the engineer is able to obtain just the right degree of braking power. Some remarks on the operation of the locomotive brakes will be included in the chapter on air brakes.

Perhaps you will be interested in a glance into the cab. At first sight the maze of pipes, valves, gauges, and levers is somewhat confusing, but a brief explanation will make the function of most of these controls quite clear. The engineer's position is on the right hand side, and there within easy reach is the throttle lever extending out from the back head of the boiler. Just in front of the engineer are two small brass levers which control the independent and train brake valves and at his left side is the reverse lever protruding up from the floor. On large locomotives the latter is sometimes replaced by a screw or power reverse gear operated by a hand wheel, and this is true of several of the Olympian's engines which have recently been rebuilt. On the back head of the boiler are several indicating devices illuminated by an electric light. Here is the water column which indicates the water level in the boiler. Steam gauges indicate the boiler pressure and steam heat pipe pressure, and perhaps an electric pyrometer indicates the temperature of the steam entering the cylinders. Close to the brake valves

are two more gauges, each with two hands, that tell the engineer the condition of the air brake system. There is a host of smaller levers and valves which control the injectors, sander valve, bell ringer, whistle, headlight generator, stoker, steam to the train heating line, and a multitude of other things.

Have you ever noticed that frequently, when the engine starts, a cloud of steam is emitted from the cylinders? This is done in order that any water which may have collected in the cylinders will be blown out before any damage is done. And have you ever seen a great rush of steam from the side of the firebox? This indicates that the engine men have opened the blow-off cocks in order to blow out any sediment which may have collected at the bottom of the firebox shell, which is the lowest point in the boiler.

The first locomotives had all their weight on four driving wheels, but as the locomotive was adapted to American railroads, the four-wheel swivel truck was devised to support the front end of the boiler and to guide the machine around curves. As the demand for greater power grew, additional driving wheels were added, and to make room for them a single pair of leading wheels replaced the four-wheel engine truck. Higher speeds called for greater steaming capacity, so the firebox was widened and extended and a pair of trailing wheels were added to support the additional weight. Thus a wide variety of locomotive types have been evolved, which make use of almost every combination of leading, driving, and trailing wheels, though a much lesser number have become more or less standardized for various classes of service and size of engine.

This naturally brings up the interesting question of how locomotives are classified and the characteristics which are peculiar to engines for various kinds of service. The classification most commonly used is the Whyte system which is based on wheel arrangement. For example, a Pacific type of passenger locomotive, which has a four-wheel leading truck, six coupled driving wheels, i. e., three on each side, and a two-wheel trailing truck is designated as a 4-6-2 type, each number denoting the number of wheels in each group beginning with the front end. A cipher would indicate the absence of wheels in that particular group. The tender wheels are not taken into consideration except on tank locomotives which have the tank built on an extension of the main frames. Tank locomotives are most commonly used in shuttle or suburban service, for they are designed to operate equally well in either direction. A schematic representation has also been devised in connection with the Whyte system, which shows the various wheel arrangements as viewed from one side of the locomotive.

The Chicago, Milwaukee, and St. Paul assigns a primary letter to each class of locomotive based on wheel arrangement, using a capital letter for a given class, adding a number to designate the different types of any class,

and a small suffix letter to denote some modification of the type. The suffix letter "s" is used to denote the addition of a superheater, when all of a class are not so equipped; the letter "r" indicates the addition of a stoker under similar circumstances. Thus a certain class of Pacific type locomotive equipped with a superheater is designated as an F3s. Likewise locomotives are numbered in a series to correspond with a class. For example all Pacific type locomotives are numbered in the 6000 series, and F3 engines are in the 6100 group.

In American railroad practice certain names have come to be associated with nearly every type of locomotive, the name often arising from some circumstance attending the first of the type built. The Pacific type probably takes its name from the fact that some of the western transcontinental roads first adapted it for heavy, long run, passenger service. Similarly the Mikado, 2-8-2, type which is one of the most used for heavy freight service, derived its name from the fact that the first large order for that type were built for the Japanese Imperial Railways.

The Pacific, Mikado, and Six-Wheel Switcher types are most used for their respective classes of service. The smaller four and six coupled engines are rapidly becoming obsolete. Only a very few of them are built now-a-days, but many of the old timers are still used on light branch line trains. Locomotives larger than the Pacific and Mikado types are built and used in much more limited numbers.

Passenger locomotives are characterized by a four-wheel leading truck and comparatively large driving wheels, while freight engines usually have a single pair of leading wheels and smaller driving wheels. Switch engines, which are built to move heavy loads at slow speeds, dispense with leading and trailing trucks in order to have the maximum weight on the small drivers, and so obtain a greater degree of adhesion to the rail. The characteristics of the three types might be compared with the swift ocean liner, the huge cargo vessel, and the sturdy tug.

The question is often asked, "How powerful is the locomotive—what is its horsepower rating?" The term horsepower means the rate of doing work, and for a stationary steam engine or electric motor which runs at a more or less definite speed and capable of carrying a certain specified load, it is an easy matter to determine the rating of the machine at some definite figure, say one thousand horsepower; and with a qualifying adjective or two, to briefly describe the engine in question. For the locomotive which must operate at varying speeds with a load which constantly changes with conditions of track, grade, and degree of curvature, it is a very different question. At the moment of starting, steam can be admitted for the full length of stroke, and so develop a very high starting effort or drawbar pull, but the horsepower developed is low, for the locomotive is scarcely moving. Once the train gains speed much less drawbar pull is needed and even

though it were, the boiler would be unable to generate steam fast enough to supply the cylinders at high speeds, although under the latter conditions more horsepower is developed. The capacity of the locomotive is limited by its ability to start a train and to maintain the desired running speed, so a different term called "tractive force" was coined as a measure of the locomotive's starting capacity. Tractive force is determined by the boiler pressure, bore and stroke of the cylinders, and the diameter of the driving wheels. It is really the measure of the drawbar pull in pounds at very slow speed. The tractive force begins to fall off when a speed of five to ten miles per hour has been attained, and continues to decline as the speed of the locomotive increases. The horsepower developed continues to increase with speed until that speed is limited by the capacity of the boiler to supply steam. To state that a certain Pacific type locomotive has 40,000 pounds tractive force conveys a very definite idea to the railroad man, whereas a figure for horsepower would mean but little unless augmented by a great deal more information.

Weight is also an important measure of what a locomotive will do, for without sufficient weight on the driving wheels they will slip on the rails. In the design of the modern locomotive it is necessary to have approximately four times as much weight on the drivers as the figure for tractive force. For example, a Pacific type locomotive of 40,000 pounds tractive force should have about 160,000 pounds on the driving wheels. The leading truck will carry about 50,000 pounds, and the trailing truck about 40,000 pounds, a total of 250,000 pounds—125 tons for the engine alone. The tender will weigh approximately 150,000 pounds, so the total weight of the locomotive will be about 400,000 pounds 200 tons—nearly as much as three heavy sleeping cars.

Another question is, "How fast will the locomotive go?" That depends on the load, and the ability of the locomotive to generate steam. The maximum speed in miles per hour of a passenger locomotive pulling its normal size train on straight level track, is often considered to be equivalent to the diameter of the driving wheels in inches—called diameter speed. This is a somewhat arbitrary figure, for a fast passenger engine is usually able to exceed that figure if need be, so passenger trains are usually restricted for considerations of safety and because of the destructive effect on the mechanism, to about sixty miles per hour. It is not the sudden burst of speed that counts for distance, but the steady run at a safer pace that really matters. Freight engines are seldom called upon to make diameter speed, for freight trains are usually limited to speeds of fifteen to forty miles per hour, depending on the length and weight of train and the class of freight.





## Going to Meet the President's Special

ON May 14th, the President's Special was scheduled to go over the R. & S. W. Division from Kittridge to Milwaukee; but due to a change in the itinerary, a wire was received at Beloit for D. M. M., W. J. Hughes and Supt. Gibson to meet the Special at Kittridge. The wire being received at night, the only way to get there was to go by way of Rockford and Freeport on the electric line. At Freeport they chartered Car Foreman Jim Holbert to take them to Shannon in his car, and Jim promised they should be

on time. They started, Jim driving his "Baby Lincoln" with Hughes in the front seat, with Supt. Gibson and an unknown passenger on the back seat. They got to Shannon so nicely they concluded to go on to Kittridge as they had plenty of time; but soon the B. L. started missing. They couldn't figure out the trouble, but by pushing on the windshield, getting out at the hills and pushing, they got along until one tire went flat. But as they were nearing Kittridge in spite of the exhausted pressure, Hughes yelled "If we get within a mile of the depot, we'll hop out and run the rest of the way".



## The Faith Country

The above show what the "prospects" are for the country around Faith, S. D. Wheat average, 20 bus; oats, 40 bus., and 7 to 10 bus., to the acre on flax. The milk cans on the station platform at Faith, also evidence that dairying is one of the "diversified" branches of the agricultural line.

## "The Big Boss on the I & D"

### A Section Hand

When you start to talk of bosses,  
Sup's and all o' that;  
To the Big Boss on the I. & D.  
We'll each take off our hat.  
His word is just as good as gold.  
He's square as any die.  
And we'll tell you this about him, boys,  
He can look you in the eye.  
He ain't the hard-boiled, brawly kind,  
He don't run any bluff,  
But when it comes to Railroads,  
The Old Boy knows his stuff.  
Harold Wright once wrote a book,  
He called "When A Man's A Man".  
That title is exemplified,  
By W. F. Ingraham.

## Huge Gasoline Still

SOME stills are hauled in the dark of the night, but here is a still large as a house, that is hauled only during daylight.

The C. M. & St. P. had difficulty in getting it to its destination but not on account of any "alky" agents or "hy-jackers."

Last month a very important shipment arrived in Bensenville on the Milwaukee railroad. It consisted of a monster tank measuring 68 ft. 10 in. in length, 11 ft. 11 in. wide and when loaded in flat cars the tank towered 15 ft. 3/4 in. above the rail. Its weight alone was 366,000 pounds. It was loaded on two P. L. E. flat cars, each car having six pair of wheels under it to carry this tremendous load. The tank was made by the A. O. Smith Company of Milwaukee and is being shipped to Tulsa, Oklahoma, for use in putting out gasoline. On account of its great width and height it was necessary to map out a route where there was no obstructions to interfere with its passing through. For this reason the shipment will, without doubt travel several hundred miles further than it would if it could be shipped direct. This shipment also has the distinction of traveling by special train and only moves in daylight and in addition, as an extra precaution, the superintendent's track mobile precede it to keep everything that might interfere with its safety in the clear. At 7:40 A.M. Monday, the track mobile occupied by Supt. Thurber, trainmaster Henry Sittler, and three officials from the track and civil engineering departments headed out on the main line at Bensenville for Savannah with the special train carrying this important shipment following closely. The run to Savannah was made in 12 hours. The special train was pulled by C. M. & St. P. engine N6. 8347 with engineer Otto Rupp at the throttle and Conductor Wm. Harney in charge of the train. Assistant Supt. of Chicago terminals, Mr. J. H. Valentine personally oversaw the handling of the shipment while it was on the rails of the Chicago Terminals and every precaution was taken to guard against accident. On account of the topheavy load all cross-overs and sharp curves had to be taken at a very slow rate of speed but local officials were very much pleased when they were able to handle the high shipment through the terminals without a hitch.

A quarter million gallons of gasoline, sufficient to move an automobile a distance of 3,750,000 miles, has just moved eastward from Kansas City via our line.

The shipment, which consisted of twenty-five 10,000 gallon tank cars of Sinclair oil, contained enough gasoline to move 150 automobiles, using the average amount of one gallon for every fifteen miles, completely around the globe.

An interesting feature of these big shipments of oil is the fact that automobiles are dependent upon railroads for the movement of gas and oil to cities and outlying points. They must depend also on rail lines for the handling of ores, metals, lumber and other materials used in the construction of automobiles, and for the transportation of a great majority of completed automobiles from factory to distributing points.

# HELP WANTED!



## Maximum Carloading

THOSE who have had the privilege of attending or reading the proceedings of the various Shippers' Advisory Board meetings have observed that one of the campaigns now being conducted in which the shippers are cooperating is to utilize the full carrying capacity of cars when loading carload shipments whenever the commodity is such that it may be loaded to

the full weight carrying capacity of the car. In the August issue of the Milwaukee Magazine on pages 9 and 10 was quoted a recent circular on this subject from Mr. M. J. Gormley, Chairman of the Car Service Division of the American Railway Association, which you have no doubt read.

As a matter of information, the average load on the CM&StP System and on all Class 1 railroads during the year 1926 is shown, below:

Class 1 railroads. In connection with the Products of Mines loading, many other railroads, particularly heavy coal carrying lines in the East, have cars of 110,000, 120,000 and 140,000 capacity which necessarily brings up their average load per car. The average capacity of the cars on the CM&StP used for this class of loading is 50 tons and we ought to have an average load of very close to that figure. In Products of Forests our loading is considerably ahead of that of all railroads as a whole and in Manufactures and Miscellaneous, a little less.

I am quoting below an extract from Mr. Gormley's circular that appeared in the August Magazine:

"Shippers and receivers accomplish an increase of at least one ton in the average load per car —

"(a) by receivers, wherever practicable, buying in carloads rather than in specified quantities.

"(b) by shippers loading all cars to full fair load limit, when not prevented by receivers requirements, and seeking authority from receivers for maximum loading where conditions permit; and assist to increase the average miles per car per day by speeding up the loading and release of cars, and specifically by supervising closely the handling of railroad equipment to produce a reduction in total demurrage assessed of at least 20 per cent below 1926.

"We solicit the continued cooperation of all interests to accomplish these results. The 15,000 members of shippers advisory boards may be counted upon to continue and further expand their efforts in these directions. Most amazing efficiency has resulted from their help during the past three years. Increased benefits to all will come from a concentrated and united determination to make the freight car a more useful and active vehicle of commerce. It will also further the present day maxim; **RAPID TURNOVER OF COMMODITIES, REDUCED INVENTORIES, and MAXIMUM USE OF PLANT FACILITIES.**"

As an illustration of the result of heavier loading of equipment we originated 13,090,112 tons of freight consisting of Products of Mines in 280,491 cars, an average of 46.7 tons per car. Had this freight been loaded in cars to an average of 50 tons it would have required only 261,802 cars to handle it, or a saving of 18,689 cars.

This heavier loading of equipment

CAR LOAD COMMODITY LOADING 1926  
(Class 1 Roads)

Commodity	Loaded on CM&StP and CTH&E		Loaded on All Class 1 Roads	
	Number of Cars	Average tons Per car	Number of Cars	Average tons Per car
Wheat	32,842	42.0	585,843	41.5
Corn	19,176	39.3	369,643	37.5
Oats	19,247	35.0	211,090	30.7
Other Grain	8,453	40.1	110,889	34.3
Flour Meal	29,115	25.0	413,989	24.4
Other Mill Products	19,802	23.4	457,627	21.3
All other Products of Agriculture	34,353	18.2	2,557,898	17.1
Total Products of Agriculture	161,068	31.3	4,706,889	23.6
Live Stock	144,967	11.3	917,077	10.8
Meat, Poultry, Eggs, Butter, Wool, Hides and Other Animal Products	52,602	11.3	1,270,301	11.7
Total Animals and Products	197,569	11.3	2,187,378	11.9
Bituminous Coal	114,083	45.1	7,343,417	52.7
Clay, Sand, Gravel, Stone, All Other Products of Mines	89,157	51.4	3,087,960	50.9
	77,251	32.8	4,408,383	40.7
Total Products of Mines	280,491	46.7	14,839,760	50.8
Logs, Posts, Poles, Lumber, etc.	212,320	33.2	3,513,383	29.6
All other Products of Forests	2,678	24.0	136,497	20.6
Total Products of Forests	214,998	35.0	3,649,880	28.2
Manufactures and Miscellaneous	222,016	22.6	11,293,587	26.1
Grand Total Carload Traffic	1,076,142	30.7	36,677,494	35.1

It is noted that the average carload traffic loaded on the CM&StP was 30.7 tons per car as compared to a total of 35.1 tons per car on all class 1 railroads in the United States, or in other words all Class 1 railroads in the United States had their cars loaded to an average of approximately five tons per car heavier than on our line.

A large percentage of the business originating on the CM&StP System are products of Agriculture and in the loading of that commodity we are considerably ahead of the other railroads. Our loading of live stock is slightly under that of all Class 1 railroads and in the loading of Products of Mines we are considerably under that of all other



of course results in a benefit to the shipper as well as the railroad in that it is frequently more economical for the shipper to load a lesser number of cars and it results in a more plentiful supply of cars being available for all shippers as a whole, thus avoiding to a considerable extent the possibility of car shortage.

Employees who come in contact with our patrons can be of considerable assistance in this campaign by explaining the situation, and an average increase of only one ton per car will result in the saving of thousands of cars during the course of a year.

There are, of course, many commodities that, because of their light weight, are loaded to the full visible capacity of the car but not to the weight carrying capacity and, of course, in such cases there is no remedy possible.

#### Question No. 19

What action should be taken when connecting line refuses to accept empty cars of their ownership account Car Service Rule 5 having been invoked?

#### Answer

Report full facts to Transportation Department by wire and notify connecting line in accord with Per Diem Rule 15 as there is no authority in Rule 5 for the rejection of cars in interchange.

#### Question No. 20

If cars loaded or empty for connecting lines are held back on our railroad due to connecting line failing to clear the interchange track so that such cars can be properly placed and interchanged, what action should be taken?

#### Answer

Report full facts to Transportation Department by wire and notify connecting line in accord with Per Diem Rule 15.

#### Question No. 21

What action should be taken when cars arrive at a loading station for loading specified commodity is unfit and cannot be made fit for the loading?

#### Answer

Report to Superintendent for disposition sending him the empty car slip on which received with full report of the circumstances so he can handle with the Transportation Department for corrective action at the originating Station if from a point not located on his Division.

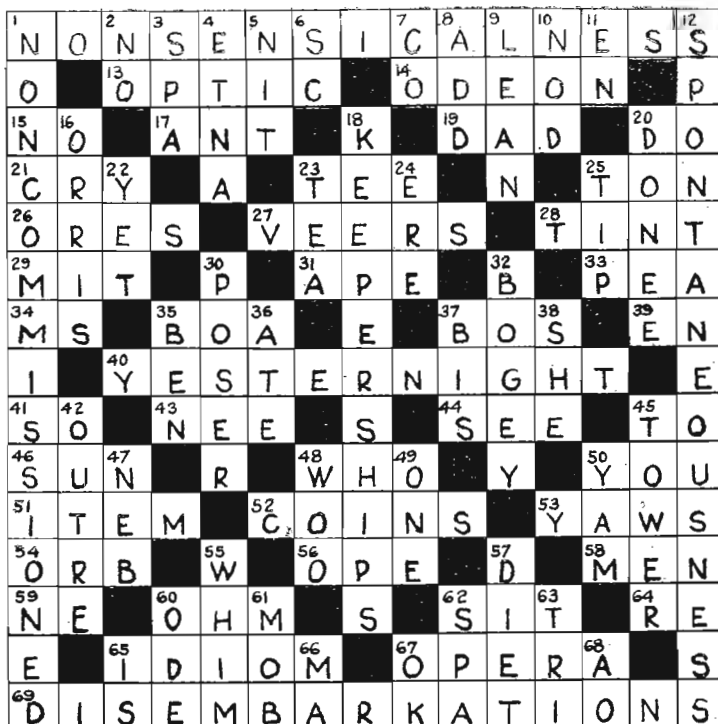
### Iowa (East) Division and Calmar Line

#### J. T. Raymond

AMONG those attending the annual reunion of the Milwaukee Veterans Association at Minneapolis from this division are Mr. and Mrs. Geo. Barnoske, Mr. and Mrs. W. R. Barber, Mr. and Mrs. H. L. Steen, Robert Widger, A. Kindler and others whose names we did not learn.

Chief Dispatcher H. C. Van Wormer was absent several days looking after his farm interests in Minnesota. Dispr. E. E. Edwards did the extra work.

Dispatcher and Mrs. H. E. Ramsey of Arlington have returned home after having spent several weeks in Marion while Mr. Ramsey was acting as relief dispatcher.



#### Answer to Last Month's Cross Word Puzzle

Mr. and Mrs. F. W. Bowers of Sabula spent a ten-days vacation visiting in Wisconsin. Frank Morton worked ten days first trick at Sabula Bridge and Alex Whittemore on second trick while Leverman F. W. Bowers was off.

A good sized crowd attended the Iowa Division picnic at Council Bluffs Sept. 3rd leaving Marion on a special train at 5 o'clock A.M.

Mr. and Mrs. W. Holdorf of Marion were called to Chicago Sept 12th owing to the death of Mrs. Holdorf's father. They have the sympathy of many friends in their bereavement.

Friends on the division of Mr. and Mrs. Walter Willett extend deepest sympathy to them in their bereavement through the loss of their son about 8 years of age, death occurred August 14th, after a brief illness at their home in Elgin, Ill.

Mr. and Mrs. H. T. Dersch of Marion spent two weeks vacation visiting the Yellowstone Park, Salt Lake and Denver.

Mr. and Mrs. Gerald Gordon and their talented little folks moved to Milwaukee. They leave behind them a large number of friends who regret their leaving Marion.

Mrs. M. J. Flanigan returned to Chicago Sept. 5th for additional treatment at the Washington Boulevard Hospital.

Leonard Hewitt is officiating as Division Accountant at Marion. Mr. Hammer having resumed work on the road.

Mrs. G. R. Barnoske has again joined the ranks of the Marion office force taking the place held by Robert Flanigan who has resumed his studies at School.

Miss Hannah Johnson and Miss Nora Lacke of Supts. office Marion have gone to Seattle, Washington for a two weeks trip they will also take a boat trip to Vancouver.

Opr. Geo. Crabb and wife of Cedar Rapids are taking an extended trip through the east with the National Association of Ticket Agents.

C. R. Youtzey of Supts. office and wife spent Labor day in Minneapolis.

Passenger Condr. J. Higgins is taking a vacation and with Mrs. Higgins is visiting in Lansing, Mich. W. I. Farrell is relieving Mr. Higgins on the Monticello—Davenport passenger.

Condr. Wm. Reep is taking a few off on the mail line way freight and is attending the reunion of the Veteran Employees at Minneapolis.

Agent and Mrs. J. B. Howe of Oneida are taking a months vacation and have gone to Hot Springs, Ark. Relief Agent L. G. Ireland is relieving Mr. Howe during his absence.

Agent A. J. Gibson of Dixon is taking a couple weeks vacation. W. D. Schesser relieving.

Opr. L. B. Swearingen of Clinton is off on a three weeks vacation. Opr. F. E. Sorg is working 3rd at Clinton during Mr. Swearingen's absence.

Passenger Condr. Geo. Van Tassel is away on an extended vacation and has gone to Los Angeles. Condr. Costello is on his run.

S. M. Klink who has been on a ninety day leave of absence has resumed work as pay roll clerk in Supt's. office Marion.

John Pazour clerk at Marion freight house has gone to Paris, France to attend the National Legion Convention, he will be gone for a couple months. John is a delegate from the Local post and also a delegate from this district of the American Legion. John has attended every National Convention of The American Legion and carried the Marion Post banner in every parade at the convention. William Grassfield is working at the Marion freight house during his absence.

General Supt. E. W. Lollis spent Sept 15th at Marion on business.

Opr. F. W. Seherns of Green Island was off duty for several days account of sickness. Opr. R. Tarr relieved him.



## Handling the Grain Crop

**E**ACH fall the Western Railroads are confronted with one of their biggest annual jobs, that is, the movement of the year's grain crop.

As by far the major portion of this movement takes place in a short space of approximately three months, everyone concerned can appreciate the amount of work involved in the way of furnishing proper equipment to handle same.

Naturally, during this time cars that are unfit for grain will get out into the grain territory and if Agents and others responsible for the furnishing of cars do not make it a point to thoroughly inspect all equipment previous to placement for loading at the elevators, these unfit cars will be spotted and loaded and will leak all the way to market, result being that we will have to pay out a good many hard earned dollars in the way of freight claims. Agents, car men and others whose duty it is to inspect the equipment furnished for grain loading, should insist on elevator employees installing Kennedy car liners in any cars which in their judgment may be made good grain cars as the result of the installation of this additional protection. These liners are furnished gratis by the railroad company in an effort to keep a good supply of grain cars available at all times and we are sure that if the matter is properly explained to the elevator people they cannot do other than to use the liners when called upon to do so.

Inspection should be made of grain door material on hand at the various stations, both as to the supply and the condition of same.

If possible, a railroad employee at each station should look over all cars of grain previous to signing for same, this inspection being made with the view to determining whether cars have been properly coopered, etc., this party at the same time making it a point to seal not only the side doors, but all end doors if car is so equipped. We have been forced to pay several claims simply due to the fact that our seal records on cards of grain were imperfect.

During the year 1926, we paid out \$79,116.00 in grain claims—let's cut this figure at least in half during the present year and put the saving into necessary repairs and improvement of the Company's property.

## Rough Handling, The Big Problem

### Improper Packing a Cause

*Courtesy—Santa Fe System*

**T**HE largest item confronting rail carriers today is breakage on fresh fruits and vegetables. Out of a total

of \$8,293,529 paid for loss and damage on these commodities in 1926, we find 43 per cent or \$3,603,780 charged to breakage represented by rough handling and unlocated damage. In 1925 there was charged to these two accounts \$3,361,663, or 38 per cent of the total. An increase during 1926 of \$242,117 or 5 per cent. Damage reports from destination carriers for many years have, in the majority of cases, ascribed breakage as being due to shifting of loads, failure to nail strips or apply bracing properly, and Pacific Coast carriers have been carrying on an intensive campaign with shippers and have increased their field supervision to such an extent that it is now believed, generally speaking, the cars are leaving shipping points in good condition. The general question of controlling rough handling is in carriers' hands and should continue to be handled vigorously, particularly at those places where reports indicate breakage is the heaviest.

At present Pacific Coast carriers feel there are two items contributing largely to the heavy damage on perishable freight that have not received the attention in the past that their importance warrants. These are inspections enroute and improper handling at destinations.

It is noted that, usually, the more times a car is diverted enroute, the heavier the breakage is at the final destination, and actual tests made have developed that a shipper who has a regular market for his cars and who files no diversions, seldom has any breakage, whereas shippers filing diversions usually have some breakage on every car diverted. This indicates that persons inspecting cars en route are not complying with tariff requirements.

Rule 100 of Perishable Protective Tariff No. 3 contains the following:—

"Wherever sampling or inspection of perishable freight in carloads is permitted (See Rules Nos. 130 and 135), the following provisions will govern:

"If original packages, stowing or bracing are disturbed by much sampling or inspection, then the person so sampling or inspecting must at his expense re Cooper, restow, restrip and rebrace the load in the original condition and remove all refuse from the car.

"Shipments will not be entitled to or receive reconsigning or stopover privileges (where otherwise authorized by tariffs) unless or until they shall have been placed in the condition outlined."

During the past year numerous reports have been received by our loss and damage department covering cases where damage, also shortages from packages has been attributed to inspection or sampling en route. The claim

department tells us it is incumbent upon carriers under the rule quoted to police this matter, and see that when the loads are disturbed they are replaced in proper condition. There does not appear to have been much improvement in the situation, and some uniform action should be taken by interested carriers to remedy the matter.

It is suggested that in all cases where inspections are made on team or hold tracks, that the following should apply:

1. That no cars be allowed to be opened or inspected without proper authority and that agents, when receiving this authority, in all cases delegate one of their representatives to accompany the persons making the inspection, and see that rule covering is obeyed.

2. Where boxes are opened and samples removed, they be marked by railroad representatives with marking crayon, "Inspected," also place and date, and notations should also be placed on waybills covering when possible to do so without delaying forwarding of the cars.

It is believed that if the foregoing records are maintained and more careful policing given by carriers, there will be a marked decrease in our breakage account, as there is no question that failure to comply with tariff requirements is causing considerable damage that carriers apparently should be able to control.

When shippers are approached in connection with investigations of their loading, many of them tell us that they themselves have visited some of the large marketing centers, and, unknown to carriers, have observed improper conditions that are resulting in heavy breakage as well as loss and damage to their products.

In order to satisfy ourselves that the handling received at destinations is a large contributing factor to breakage, the Santa Fe Coast Lines prepared last year, a statement showing their breakage claim payments by destinations on all fresh fruits, vegetables and melons shipped over our line during 1925. This statement shows a very wide range of figures, ranging from 36 cents a car on grapes at Kansas City to \$66 a car on the same commodity at Buffalo. The farther east we went from Kansas City the higher the claims, indicating that the bulk of the damage is happening after the cars leave Missouri River territory. We found an average claim payment per car as follows:

Grapes	\$ 2.80
Deciduous fruit other than grapes	7.27
Citrus fruit	10.87
Cantaloupes	12.42

Lettuce 4.98  
Other vegetables 4.09

As it is our understanding that more cars of grapes are handled and unloaded by consignees on team tracks than any of the other named commodities, the lower average obtained on grapes strengthens the belief that the bulk of the breakage is occurring on cars unloaded at wharves or auction houses where the work is usually performed by contract labor.

The statement shows there are eleven destinations where investigations should be made to develop where anything is wrong in the handling, and by

this should not only be included the unloading but also the class of switching service performed, the proper re-coopering of broken packages so they can be placed in the good lines and a careful investigation to determine whether reasonable amounts are being secured for salvage.

It appears that we have two important features, inspections and handling at destinations, to specialize on, and without letting up on the loading or the rough handling, I firmly believe that if the proper attention is given them, our next year's figures will show a marked reduction in our breakage account.

Gateway Balls which have not yet been reported for the reason that they were given late in May or in June and returns were incomplete at time reports were rendered.

## Deer Lodge Chapter

Mrs. A. J. Buchen, Historian

AFTER the summer recess, the Deer Lodge Chapter met in regular session September 9th, instead of on the first Monday of the month, as per schedule, on account of extremely unfavorable weather. A goodly number were present and much interest and enthusiasm shown by all.

Our Gallatin Gateway Ball held in the Pavillion in our town in July was a decided success from both social and financial standpoint.

The furnishings for the Club House are being completed, and on September 26th we shall dispense true western hospitality with a formal opening; refreshments to be served to members and their families.

We deeply regret the removal from our midst, to other points, some of our outstanding workers, but our loss is a decided gain to other Chapters.

No illness or distress has invaded our ranks during the summer months. Our Sunshine Committee, being very alert leaves no one lonely or in need of cheer.

Our membership is increasing, and at our next regular meeting, our slogan, "Every Member bring a Member" will be tried out and we trust with one hundred percent success.

## Sanborn Chapter

SANBORN Chapter mourns the loss of one of its charter members, Mrs. Lucelia Melvin, whose death occurred May 23, 1927. She is greatly missed in this community, not only by the various organizations, of which she was an active and faithful member, but also by the many friends who have known her thru' the years. Her life was ever given in service through which she has touched the lives of many who mourn the passing of one always ready to do her part in helping others. Mrs. Melvin was the mother of Conductor Guy S. Melvin and Brakeman Frank Melvin, both of Sanborn.

## Perry Chapter

Ruby Eckman, Historian

WE didn't get around to have the housewarming for the new club house in time to report it this month. When the keys to the building were turned over to Mrs. Schmitz the local president, the temperature ranged around 95 to 100 for about two weeks and everybody knows that such weather is not conducive to any extra work so the ladies delayed their September meeting till the weather was a little more favorable.

The men used the club house for a Safety First meeting before it was entirely finished and think it a fine place. The welfare work continues even though the weather is warm so the club is carrying out its mission all the time.

## Chicago Chapter Fullerton Avenue Unit

Mrs. Elizabeth Shortall, Historian

ON Saturday, September 10th, the Fullerton Avenue Board and the Union Station Board met in the Conference Room at the Union Station for the Semi-annual meeting

(Continued on page 23)

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

## General Ways and Means Activities

During the first five months of this year, the total amount raised by forty-four Chapters of the Women's Club was \$6,998.26. This is over and above the regular Chapter dues and was raised through the personal efforts and activities of the members. Here are a few of the ways in which this was accomplished, with the amounts realized:

During the month of May the Aberdeen Chapter held a card party, clearing \$13.75; the Austin Chapter a picnic supper, which was followed by the regular meeting, with cards for members and their families; the Beloit Chapter cleared \$13.50 on the sale of sifters, \$18.75 for its flower fund on a card party, and \$18.30 on another party; also had a May Dance; the Black Hills Chapter held two card parties; Channing received \$15.00 in dollars earned by members; Union Station Unit reported \$19.26 earned on its circulating library since December 1, 1926; Fullerton Avenue Unit gave a Gallatin Gateway Ball in May, \$595.00 being realized after two tickets through Yellowstone Park which were given away as prizes were paid for—this \$595.00 was turned over to the Scholarship Fund of this turned over to the Scholarship Fund of this Unit; \$78.30 was also realized on the raffle of a silk house coat donated by a member, this money being set aside for the Unit's Sunshine Fund; in addition \$23.90 was cleared on its circulating library during May. Council Bluffs Chapter held a card party, on which \$21.25 was cleared; Deer Lodge Chapter realized \$28.13 on a "Waist Measure" Party, little aprons being made and sent out to all members with a suitable verse, asking them to come to the party and bring with them a penny for each inch of waist measurement, or if unable to come to the party to send the money. Dubuque Chapter held a card party on which \$30.10 was cleared. Green Bay Chapter realized \$30.45 on a cake sale, \$71.76 on two card parties, \$34.25 on the sale of vanilla extract, and also received a donation of \$25.00 from Mrs. Hurlbut, President of the Hurlbut Coal Co., towards a piano. They gave one-half of the proceeds of one card party to the Shop Baseball Team for uniforms. Janesville Chapter held a May Dance, clearing \$51.75, also a Coach Party, on which \$8.10 was made—also a mock wedding and reception, with an accordion as music for the dance. Jasonville Chapter held two card parties; Kansas City cleared \$47.50 on a dance, also following regular meeting had dancing and cards; La Crosse Chapter held a bazaar and card party, realizing \$80.63; Lewistown Chap-

ter followed its regular meeting with cards, prizes being awarded. Marquette Chapter cleared \$34.05 on a Food Sale. Mason City Chapter served a 6:30 dinner and gave a dance in honor of those who had taken part in the Cantata "The Holy City." The club orchestra composed of four members furnished the music during the dinner hour. As the guests came in the name of a celebrated person of history, song, or story, was given to each one to be worn during the evening—much fun was had in looking for partners—for instance, George Washington and Martha, Maggie and Jiggs, Antony and Cleopatra, etc. Sixty eight guests were served. Mrs. Buster Keaton (Mrs. Ingraham) led the singing of the "Boost the Milwaukee" song. Miles City held a card party, clearing \$8.75; Milbank had a surprise lunch at its regular meeting; Milwaukee had one card party, clearing \$19.10, also realized \$4.67 on its library and penny marches; Mobridge Chapter held a Gallatin Gateway Ball on May 28th, on which an amount of \$79.50 was cleared, and after its regular business meeting the play "The East Side and The West Side" was given. Montevideo Chapter held a dance on which \$40.25 was realized, also a candy sale and a public whist party; Perry Chapter had a card party on May 27th on which \$10.45 was cleared. Portage Chapter on the sale of jello realized \$9.50. Sanborn Chapter cleared \$22.75 on a bake sale, to which all members contributed. Savanna Chapter gave two card parties, on which \$55.43 was cleared, a Safety First Dinner on which they realized \$78.00, also a dance; Sioux City Chapter had a dance on May 24th the returns being incomplete at time report was rendered. Sioux Falls cleared \$5.00 on a lunch served at the Safety First Meeting in May; Spokane held a dance in the Union Station on which \$153.55 was realized. Terre Haute Chapter made \$6.00 on a card party and received \$10.00 for having 25 ladies attend a lecture on the merits of the "Frigidaire." Twin City Chapter acted as the transportation committee for the "Milwaukee" picnic held in June and served coffee, cream and sugar to all adults at same. Wausau Chapter cleared \$16.00 at a card party given in union with the Auxiliary to the Brotherhood of R. R. Engineers in addition to the amount already reported, \$6.40 on the sale of vanilla extract, \$3.60 on cards at meeting and \$1.25 from its Sunshine Fund. Deer Lodge Chapter reports having received as a gift from the Mayor of the town a grand piano for its club room.

Many of the Chapters have given Gallatin

# AT HOME

HAZEL M. MERRILL, Editor

## Fashiongrams

OF course, we all know that day is passed when woman's worth is measured by the severity and simplicity of her attire, as in the Puritan Age. This is a day when one should make an intelligent study of clothes with relation to your type and particular or peculiar style of beauty, as it were, or be outdistanced and outclassed by sisters who are more alert.

The new silhouette for fall is simple enough to be called straight, of one piece, and shows an absence of belt. Frocks that close on the side flourish pleats or jabot drape. Some dresses have a decided coat style. The ever popular bolero is still with us and vestees are very good. Sleeves are fancy and sleeves of light georgette may accompany a gown of black georgette or satin. Long tight sleeves are worn with possibly a very fancy cuff. Some new frocks have a flare; semi-cloche and flat backs; bateau necks and bandana collars.

Embroidery for trimming is being used with discretion; likewise lace.

Skirts have flares, gathers, pleats, and godets, claiming much attention with respect to fanciness as well as length or absence of length.

Frocks designed for little women have long lines which lend dignity.

Smart panels and surplice closing achieve slenderizing, youthful lines for the mature figure.

Materials are of crepe, satin, chiffon, transparent velvet, wool georgette, voile, and duvetine, with satin perhaps a little in the lead.

Among the popular colors for fall are greys, black, black and white, flesh, apricot, aquamarine blue, yellow, kings blue, beige, and autumn foliage shades.

Small felt hats are the order of the day in headdress. The high crown is gone. There is a great variety of irregular silhouettes in small hats and toques effected by tucks, incrustations, and drapes, and to have a regular hat it must be irregular in line.

Tailored costumes will be liberally trimmed with fur and will have both short and long coats. The truly tailored frocks are truly smart for street and office wear.

The majority of cloth coats will be straight, the same length as the dress. Many of them are plain this fall, enabling one to wear separate fur neck pieces, and what woman does not love a fur neck piece.

The angora jersey jumper and pleated skirt, woolen skirt with sweater of same material, narrow belt, felt hat, are the accepted modes for sports wear which is ever popular. There are also some crepe frocks with sleeveless, woolen jumpers.

Velvets and metal brocades with lavish fur wraps are shown for evening



Machinist Thomas Gailey, Galewood, Ill., with his new Grandson



Francis Cherney, 3 years, Granddaughter of Agent W. A. Sellman, Hatfield, Minn.

wear. Skirts for evening are somewhat longer with uneven hemlines.

The ensemble idea has become so popular that it is banded down from season to season becoming ever more intricate and interesting. This season, bags and gloves must harmonize.

The old saying "Judge a lady by her shoes" still holds good, and more attention is being paid to them than at almost any other time in history. Leathers for fall are somewhat plainer, and though tans and greys put in an occasional appearance, black will be the most popular. Oxfords have new, round toes, Cuban heels, cut rather low, and of two leathers.

Grey shades in hosiery are very popular, replacing the beige.

Despite comments to the contrary, the bob is still with us and very much so. Whatever way the hair is dressed, there must not be too much of it, and the coiffure must be sleek and well taken care of. The tendency is to reveal the ears and waves are wider.

## Household Hints

To get quick results with gelatine, measure the liquid required in a pint fruit jar or other reliable measure—

never guess at the quantity—using water as cold as it is possible to get. Turn about a quarter of the liquid in a small pan, bring it to a boil, pour in the gelatine powder, and remove immediately from the fire. Stir until the particles of gelatine are dissolved, then add what cold water remains in the measure and pour the mixture into a mold. If any gelatine remains in the bottom of the pan, melt it over the fire and stir it into the liquid in the mold. When made in this manner, gelatine is cold enough to be set immediately on the ice in refrigerator and will become firm in about an hour. To prevent dish from slipping off ice, place a couple of fruit jar rubber rings under it. Fancy molds may be purchased if desired. Use about an eighth less liquid than recipe calls for when using fancy mold. Rub the inside of fancy mold with a very little salad oil and then wipe thoroughly with tissue paper. When ready to remove, loosen the edges a little and turn out on lace paper doily on serving plate.

If you happen to be out of cake flour take one cupful of good bread flour, remove one level tablespoonful of this and put one level tablespoonful of cornstarch, the kind used for cooking. Prepare all of the flour that is to be used in this proportion.

## Hints for the Home Dressmaker

Run a long-stitch basting thread down the center-front and center-back of the garment before pattern is removed. These lines are accurate and insure the correct placing of pockets, godets, collars and trimming.

Study the mode to know what is new in materials and colors and what can be combined to give smart effects, and use ribbons, flowers, scarves, etc., to make costume attractive and interesting.

Press each part of a dress before joining it to another part, using a cloth dipped in warm water and wrung dry.

Use thread to match no matter whether working on silk, wool, or cotton, using silk thread for silk or wool materials.

## Verse

A spray of flowering bough against  
the pane,  
Against the bough a mist of sudden  
rain,  
And though I know you're gone for  
ever more,  
Still do I feel you here, when Aprils  
here.

—N. B. D.



## Patterns

**5920. Ladies' Dress**—Cut in 6 Sizes: 34, 36, 38, 40, 42 and 44 inches bust measure. A 38 inch size requires  $1\frac{1}{4}$  yard of 36 inch lining for the underbody, and  $4\frac{1}{2}$  yards of 32 inch material together with  $1\frac{1}{4}$  yard of contrasting material. The width of the Dress at the lower edge is 2 yards. Price 12c.

**5936. Ladies' Coat**—Cut in 6 Sizes: 34, 36, 38, 40, 42 and 44 inches bust measure. A 38 inch size requires  $3\frac{3}{4}$  yards of 54 inch material, and 1 yard of fur cloth 17 inches wide. Price 12c.

**5938. Ladies' Dress**—Cut in 5 Sizes: 34, 36, 38, 40, and 42 inches bust measure. A 38 inch size requires  $3\frac{1}{2}$  yards of 40 inch material. To face cuffs with contrasting material as illustrated will require  $\frac{1}{8}$  yard 27 inches wide. Price 12c.

**5921. Ladies' Dress**—Cut in 8 Sizes: 38, 40, 42, 44, 46, 48, 50 and 52 inches bust measure. A 44 inch size requires  $3\frac{3}{4}$  yards of 40 inch material together with  $\frac{1}{2}$  yard of contrasting material. The width of the Dress at the lower edge is  $1\frac{3}{4}$  yard. Price 12c.

**5932. Boys' Suit**—Cut in 3 Sizes: 2, 4 and 6 years. A 4 year size requires  $1\frac{1}{2}$  yard of 36 inch material together with  $\frac{1}{4}$  yard of contrasting material. Price 12c.

**5956. Girls' Dress**—Cut in 4 Sizes: 8, 10, 12 and 14 years. A 12 year size requires  $3\frac{1}{2}$  yards of 36 inch material. To face collar with contrasting material requires  $\frac{1}{8}$  yard 17 inches wide. Price 12c.

**5945. Misses' Dress**—Cut in 3 Sizes: 16, 18, and 20 years. An 18 year size requires  $1\frac{1}{4}$  yard of 36 inch lining and  $4\frac{1}{4}$  yards of 40 inch material. To face vestee and cascade with contrasting material will require  $\frac{3}{4}$  yard 27 inches wide. The width of the Dress at the lower edge is  $1\frac{1}{4}$  yard. Price 12c.

**5928. Dress for Junior and Miss**—Cut in 4 Sizes: 14, 16, 18 and 20 years. A 16 year size requires  $2\frac{1}{2}$  yards of 40 inch material together with  $\frac{1}{4}$  yard of contrasting material. The width of the Dress at the lower edge with plaits extended is  $1\frac{1}{4}$  yard. Price 12c.

**5236. Masquerade Costume**—Cut in 5 Sizes: 6-8, and 10-12 years for Children; 14-16 years for Misses, and 38-40, and 42-44 inches bust measure for Adults. To make the Suit for a 38-40 inch size requires  $8\frac{3}{4}$  yards of 27 inch material. The Cap requires  $\frac{1}{8}$  yard. Price 12c.

**5924. Child's Dress**—Cut in 4 Sizes: 4, 6, 8 and 10 years. A 10 year size requires  $2\frac{1}{2}$  yards of 32 inch material together with  $\frac{1}{8}$  yard of contrasting material. If trimmed with bias binding on collar, cuffs and pockets,  $1\frac{1}{2}$  yard will be required. Price 12c.

**5916. Ladies' Morning Frock**—Cut in 8 Sizes: 38, 40, 42, 44, 46, 48, 50 and 52 inches bust measure. A 44 inch size requires  $4\frac{1}{2}$  yards of 36 inch material together with  $\frac{1}{2}$  yard of contrasting material, if made with long sleeves  $3\frac{3}{4}$  yards of material will be required. The width of the Dress at the lower edge is  $1\frac{1}{4}$  yard. Price 12c.

**5929. Child's Dress**—Cut in 3 Sizes: 2, 4 and 6 years. A 4 year size requires  $2\frac{3}{4}$  yards of 27 inch material together with  $\frac{1}{4}$  yard of contrasting material. Price 12c.

## Good Things to Eat

**Harlequin Slices for Clear Soup.** Beat the yolks of three eggs slightly and add two tablespoons of milk and pinch of salt. Pour into small buttered cups, place in pan of hot water and bake until firm. Beat the whites of the eggs slightly, add pinch of salt and cook same as yolks. Cool, remove from cups, cut in slices and pack in a mould in alternate layers. Press with a weight. Remove from mould and cut in slices and serve in soup.

**Swedish Meat Balls.** Force one pound of lower part of round steak through meat chopper. To two cups of the chopped meat, add one half cup stale bread crumbs and one egg, slightly beaten. Season with salt, pepper and a few grains of nutmeg. Make into balls, using very light pressure. Cover and let stand one hour. The meat balls should be about one and one half inches in diameter. Try out three slices of salt pork and brown the meat balls in the pork fat. To two tablespoons of melted butter, add two tablespoons of flour and blend well; then pour on gradually, stirring constantly, one and three fourths cups of brown stock. Bring to boiling point and season with salt and pepper.

Add meat balls to the gravy, cover and let simmer one and one half hours. Serve with dumplings.

**Corned Beef Tomato Toast.** Melt three and one half tablespoons butter add three tablespoons of flour and pour on gradually, stirring constantly, one and one half cups stewed and strained tomatoes, to which has been added one quarter teaspoon of salt. Dip eight slices of toast from which the crusts have been removed separately in the sauce and when soft remove to a platter. To the remaining add one third cup of chopped remnants of corn beef, heat and pour over all. Sprinkle with two tablespoons of grated cheese.

**Breaded Tongue with Tomato Sauce.** Cut cold boiled corned tongue in slices one third of an inch thick. Sprinkle with salt and pepper, dip in egg and cracker crumbs and fry in butter. Serve with the following sauce. Cook one slice of onion in one and three quarters cups of stewed toma-

atoes fifteen minutes and rub through a strainer. To three tablespoons of melted butter, add three tablespoons of flour and cook until it thickens. Add the strained tomato and cook again. Season with salt and pepper and pour over the meat slices.

**Coffee Fritters, Coffee Cream Sauce.** Cut stale bread in half inch slices. Remove crusts and cut slices in half inch strips. Mix three fourths of a cup of cooked coffee, one fourth teaspoon salt, one egg slightly beaten and one fourth cup of cream. Dip bread in mixture, then in crumbs and in mixture again. Fry in deep fat and drain.

**Sauce:** Beat yolks of three eggs slightly, add four tablespoons of sugar, and pinch of salt. Then add gradually, one cup of cooked coffee. Cook mixture in double boiler until it thickens. Cool and fold in one third cup of cream, whipped. Serve with fritters.



of the two Units of the Chicago Chapter. A very delightful luncheon was served by the members of the Union Station Unit, after which the meeting was opened and various things of importance discussed.

Friday evening, September 30th is to be a very delightful night for the employees of the Fullerton Avenue Building and their friends. The place is Hamlin Park, the occasion is a Moving Picture of the beautiful Yellowstone Park and several comedies to be followed by dancing. A good time is anticipated by all.

### Chicago Chapter Union Station Unit

SEPTEMBER 17th, and, I think you'll agree, quite too hot to write magazine articles—but we must go to press.

And now that vacations are about over, our thoughts naturally turn to our club, and on September 19th, activities were resumed by a meeting of the Board of the Chicago Chapter, including the Boards of the Fullerton Avenue Unit and the Union Station Unit. After a luncheon served at small tables in our conference room, a business meeting followed at which Mrs. Sparrow, President of the Chicago Chapter Board, presided, and in spite of the heat of our September days, we had an enjoyable afternoon.

We wish to call the attention of our members to the fact that the howling season is now in full swing at the same old stand and we will be delighted to have you join us.

### Green Bay Chapter

*Julia Johnson, Historian*

A very pleasant fall meeting was held by the Green Bay Chapter in their Club Rooms Thursday evening September 1st and we had a large attendance in spite of the warm weather and it being Fair Week. Mrs. John F. Dunn called the meeting to order with the Club Motto.

Our Chapter has been very active in securing new members and have now gone above the 150 mark. Our fall meeting was graced by several of our contributing members who we were very glad to have with us. It is a pleasure to see the men interested in our work, and at our October meeting we hope to see more of our contributing members present.

Membership Chairman, Mrs. Chas. J. Heyrman gave a splendid report on the membership of the Chapter which shows that the members are up and doing even though we adjourned two months.

Mrs. Thos. F. McLean, Chairman of the Sunshine Committee was kept busy during these months visiting members of the Chapter and brought cheer to those sick at their homes and in the hospital.

A delightful Board Meeting was held in the home of the President on July 28th with all members of the Board present. The fall activities were discussed and plans were made for a card party to be held in our Club Rooms on Wednesday afternoon of September 21st, Mrs. Arthur J. Maloney, Chairman. And an evening card party will be held September 30th in the Club Rooms, Mrs. Geo. A. Waldron and Mrs. W. H. Tierney with their Committees in charge.

Mrs. W. H. Hart will be chairman of a Harvest Dance which will be held in the Passenger Station on or about October 4th. This is going to be lots of fun and we hope all employees of the Milwaukee Road and their friends will patronize us.

Mrs. J. M. Hanahan expects to have a rummage sale just as soon as members are thru with their house cleaning and hopes all members will save every bit of rummage for her sale.

The President made mention of the fall get-together meeting in Chicago and urged all members to go that possibly could do so.

Mrs. James Kocha, Chairman of the Program Committee—entertained us with the following:

Violin selections by Florence Jonet

Piano accompanist Loraine Schefe

Readings by Sigrid Mollenhauer.

after which refreshments were served, meeting then adjourning.

Anyone wishing a 25c chance on a Paige Sedan, please get in touch with members of the Green Bay Chapter as we have 500 to sell.

Thank You.

### Tacoma Chapter

*Mrs. J. W. Stevenson, Historian*

TACOMA Chapter met at the Women's Club House Aug. 29th for the first meeting after our summer vacation. As many members are still out of town or on vacation trips the usual noon day luncheon was dispensed with and a business meeting held at two P.M. Although the attendance was small all seemed glad to meet again and plans were discussed for many activities this coming fall and winter.

Our Sunshine Committee reported many calls made at hospitals and homes, but no serious cares of need. After considerable discussion it was voted to hold the annual dance some time in October the date and place to be decided by a committee appointed for that purpose. Our annual picnic having been postponed earlier in the summer on account of the death of a member—Mrs. F. Rahbock, the club accepted an invitation from Mrs. F. A. Valentine to hold a picnic lunch and out-door meeting at her home at Lake Steelacon.

The club plans holding a rummage sale some time in November as a means of raising money to meet the many calls for help that are sure to come in during the fall and winter.

Sept. 9th the day of our picnic was the one perfect day in a rainy week and forty-one club members gathered at the hospitable home of Mrs. Valentine for a noon lunch. Mrs. Valentine was assisted by the following ladies in providing and serving the meal: Mmes. R. V. Cummings, G. S. Freestone, H. E. Hatch, Geo. Pyette, I. E. Loofbourrow, A. E. Kirkland and J. M. Scarsman. Later a short business meeting was held on the lawn. Our president, Mrs. Negley being confined to her home by illness the meeting was called to order by Mrs. Harry McMahon, 1st vice president.

Considerable routine business was transacted. The committee in charge of arrangements for the dance reported Oct. 21st as the date and Oddfellows Temple the place decided upon and tickets are already on sale and we hope to make the affair a social and financial success. Mrs. Somers reported one case of extreme need, a mother and three small children being left destitute through the death of the husband. The club voted to use \$25 for relief in this case. \$9.85 being collected for the purpose at the meeting. Later we hope to help the mother in caring for her little ones. At the close of the business meeting an informal game of cards was enjoyed by many. Others inspected the flowers and enjoyed a stroll about the charming grounds of Mrs. Valen-

tine's home. At a late hour in the afternoon all departed for their homes, and all were loud in their praise of the delightful time provided for them by Mrs. Valentine and her aids.

The next meeting will be held Oct. 28th at the Women's Club House.

### Butte Chapter

*Blanche N. Murray, Historian*

THE evening of Saturday, June 25th, the Butte Chapter gave a very enjoyable Gallatin Gateway Ball in the Butte passenger station. It was attended by a large number of Butte citizens as well as delegations of CM&STP employees from Deer Lodge, Three Forks and other nearby points. The committee in charge provided one of the best orchestras obtainable in Butte and, as an added attraction, gave a free trip from Butte to Gallatin Gateway and through Yellowstone Park to the holder of the lucky coupon. The depot was appropriately decorated, refreshments were served in the station lunch room and the committee in charge, after paying all expenses connected with the ball, had a good sum left to add to their treasury fund.

### Des Moines Chapter

Our regular business meetings were discontinued during July and August but our Relief Committee reports that the Welfare Work was taken care of the same as ever.

We are all looking forward to our regular get-together meetings which will now be held in our new Des Moines Chapter Club Rooms located at 6th and Cherry—opposite the Union Station.

September 3d, was gala day for this Chapter as about forty members, their families and guests were present at our Housewarming. Every basket was brim full of good things, which were served cafeteria style and Oh My! how we did eat. We mustn't forget to mention the delicious coffee made on our new electric plate of which we are very proud. When we could eat no more the tables were cleared and the rest of the evening spent in playing bridge and five hundred. Everyone had a dandy good time and a big vote of thanks is due the Social Committee for their splendid efforts and untiring work in making this our most successful picnic.

We want every member of our Railroad Family to feel welcome to attend our meetings and visit our Club Rooms at any time.

### Council Bluffs Chapter

*Mrs. Ed. Lee, Historian*

COUNCIL Bluffs Chapter discontinued its meetings during June and July, but held its regular meeting August 25 with an attendance of fifteen. We are going to have a rummage sale in the near future and would like to have all members send in newspapers, magazines and old clothing.

On June 22 we had our Ice Cream Social at the home of Mr. Martin Schmidt. There was a very large attendance. A Thermos Bottle was raffled, which was donated and was won by Mrs. Farlom. Many thanks, Mr. Schmidt for the use of your lawn. We appreciate it very much.

Our next meeting will be Sept 29th and we urge all members to be present as we want to discuss plans for the winter.

We would like to have a chorus in our Club and if any members would like to join, please call Mrs. Gallagher.



### Tomah Chapter

*Mrs. Henry Thom, Historian*

**T**HE annual picnic of the Tomah Chapter which was held at the Tourist Camp Grounds, Sunday, July 24th, was well attended. All reported a good time.

The club gave a farewell party, Tuesday, August 30th, in honor of Mrs. Dams who left the city to reside in Illinois. She was presented with a token of remembrance. Refreshments were served.

A regular meeting of the Railroad Women's Club was held at the Community room of the Public Library, Wednesday evening, September 7th. The next meeting will be held Wednesday, October 5th, and we hope the attendance will be better.

### Sioux City Chapter

*Mrs. M. R. Landon, Historian*

**O**N August 20th, Sioux City Chapter sponsored a picnic supper and dance at the Shore Acres Club, for all Milwaukee employees. A large number were present and all report a most enjoyable time.

The Board members held a meeting at the home of Mrs. W. G. Bowen. Important business was taken up, after which Mrs. Bowen served light refreshments.

A postal shower was given Mr. W. A. Jenkins, on his 64th birthday. We hope Mr. Jenkins will soon be able to leave the hospital.

Box lunches were prepared by the Club for the Monahan Post Band and Legion Boys, who departed for Paris on the "Tall Corn Special."

The Chapter will meet again in regular sessions, beginning the fourth Monday in September, after a two months' recess.

Welfare work is continuing, although not a great deal of sickness at the present time. The committee is busy calling.

Plans are under way for a card party to be given the last of the month. Mrs. H. Stuben is in charge of arrangements.

### Janesville Chapter

**T**HE regular meeting of the Janesville chapter was held Tuesday evening, Sept. 6th at the Passenger Depot. Meeting was called to order by our President Mrs. Taylor, opening with our club motto. All bills were heard and approved, Mrs. J. W. Higgins chairman of the card party held in Aug. turned \$29.36 to the treasury, Mrs. Higgins and her committee were given a vote of thanks as was Mrs. H. Dahlman, Chairman of the Bake Sale in July.

Plans are in progress for another Card Party to be held in the Depot, Sept. 27th, with Mrs. W. A. Brennan, as chairman. Letters were read from Miss Lindskog, on membership drive. Plans were discussed on the annual get-together luncheon, which a large delegation from Janesville is planning on attending. The luncheon will be in Chicago Nov. 12th.

The club extends its heartfelt sympathy to Mrs. Wm. Neaser and children in the sudden death of Mr. Neaser, Aug 15. Mr. Neaser was a boilermaker in the local shops.

### Beloit Chapter

*Martha Smith, Historian*

**B**ELOIT Chapter was hostess to chapters of the Racine and Southwestern Division at a luncheon at the Hotel Hilton on August 25th. Covers were laid for eighty. Members were present from Milwaukee, Madison, Racine, Shirland, Beloit, Rockford and Freeport.

Mrs. H. E. Byram, Chicago, President-General, Mrs. R. N. Scott, Milwaukee; Mrs. W. B. Dixon, Evanston, Ill.; Mrs. O. P. Barry, Chicago; and Miss Etta Lindskog, Chicago, were guests of honor. Mrs. N. P. Thurber, wife of the new superintendent here, pledged her support to the club in every way.

The tables were beautifully decorated in red and yellow summer flowers, carrying out the St. Paul colors.

The luncheon was a great success.

The first business meeting of the fall was held in the passenger station on September 7th. Reports on summer work were given by the committee chairmen. The picnic, planned for September 25th, was discussed. Refreshments were served.

### Mitchell Chapter

*Helen Hesslinger, Historian*

**T**HE Mitchell Chapter has been busy, even tho the Historian has been slow in reporting, but now that we have started just watch the space we take.

On the third Monday of June Mr. W. F. Ingraham, our Divn. Supt. and a party of Officials were the guests of the Women's Club. After our regular meeting the men, with Mr. Ingraham presiding treated us to an interesting Safety First meeting.

Mr. Ingraham and his party gave us talks that made "Safety First" seem very worth while practicing.

At the close of the meeting all joined in the "Boost the Milwaukee" song, after which we all danced. At the close of the evening a delicious lunch was served by the ladies. About two hundred and fifty were present and we all felt a great deal better acquainted when we bade our guests good-bye.

Mr. and Mrs. Byram and daughter favored us with a short visit in July. The party was met by our president, Mrs. Sever Grunland and members of the executive board. A Club House, for which we are very anxious, was discussed and our hope that we may have one soon seems very promising.

Our Mutual Benefit committee has been busy and on the job. Now that the warm summer months are over our committees are planning an interesting and busy winter to which we are all looking forward.

### Ottumwa Chapter

*Mrs. Bernard LeBow, Historian*

**T**HE C. M. & St. P. Railway Women's Club of Ottumwa held its annual picnic at the



Club House on July 16th. This was one that will long be remembered by all present. There was a good attendance, and everyone seemed to have an enjoyable time.

We all brought well filled baskets and the Club served, free to all, hot coffee, lemonade and ice cream. In fact, we had everything that one would wish to have at a picnic, and the food was so delicious and tasty.

After the supper was over games, stunts and races were in progress, and both old and young enjoyed themselves to the fullest extent. Miss Gerada Long and our president, Mrs. W. C. Given, had charge of the entire program. Prizes in the contest were awarded to the winners.

Although our business meetings have been discontinued during the months of July and August, our welfare work has been carried on to the utmost, and we have done all in our power along this line. Now that Fall is almost here, we are planning on a Membership Drive, which we all hope will be most successful.

### Sanborn Chapter

*By Historian*

**T**HE regular meeting of the Sanborn Chapter was held on the evening of June 17. An interesting talk on "The Care of Clothing" was given by Mrs. A. V. Brady. The meeting closed with the serving of refreshments.

The meeting on the evening of July 15 was spent in playing Rook and was a very enjoyable one. The proceeds from the Bake Sale which was held in April was applied on furnishings for the dining room, dining table, chairs and sideboard being purchased. They add greatly to the appearance of the room.

The August meeting held on the 19th was given over to business. In the absence of the President, Mrs. M. M. Burns, Mrs. A. K. Foote presided. Mrs. H. H. Green, Chairman of the Welfare Committee, reported flowers sent and calls made on the sick, and many acts of kindness for those in sorrow.

Plans were discussed for the annual Labor Day Picnic, to which all the employees and their families and friends are invited.

### Wonderful Work of Black Hills Chapter of the Women's Club

**I** am pleased to have the opportunity to write a few lines in the Railroad Magazine in order that all employees may see from actual conditions what wonderful work the Women's Club on this railroad are doing and will also give me an opportunity to show them my appreciation of what they have done for the men I represent in the Maintenance of Way Department.

I realize beyond a doubt that words of appreciation do not pay them for their work and kindness, yet, their President and other officers as well as members would accept nothing else. Unfortunately, I have never had the opportunity to come in contact with the Railroad Women's Club under such a wonderful chance for a test as came to me at Rapid City, South Dakota on August 21, 1927.

There has been a little discontent among our track forces on West end of Iowa and Dakota Division and I called Mr. Ingraham, Superintendent, to co-operate with me in doing away with the misunderstanding, which was done and 100% results have been developed. The two roadmasters, 80 men and myself were in Rapid City, Sunday, August 21, in a get together meeting. Before the meeting was called to order, a member of the Women's Club came to me and said, "You and all the men are invited to a chicken dinner at the park."

"My", I said, "do you realize what a large body of men we have here and what a hungry bunch track men are?" The reply was, "We haven't had any advanced notice of this but we will have plenty if you will let us know how many will come to dinner." I then asked the men and found 60 who I don't

believe had eaten a bit for a week, as it appeared from the looks of their plates.

Just think of it, 60 of our crowd and about 70 trainmen, enginemen, wives and families. Can you ever imagine a small group of women like the Rapid City Black Hills Women's Club feeding such a gang as that without advanced notice, but they sure did it. That isn't all, they got a large bus and took us out to the park, a distance of about 2½ miles, free.....yes, free and took private cars to take us back and also took many to the ball game. One of the members took her car and showed several of us the home of President Calvin Coolidge as well as many other wonderful sights. Can you beat it?

In conclusion I want to say that I cannot boost the Black Hills Women's Club enough and I think that Mrs. Thomas Hickson President, Mrs. Johnson, Vice-President and Mrs. Bickman, Ways and Means Chairman, are due a great deal of credit. I sincerely hope that our management as well as its employees will appreciate the great good being done by this little group at Rapid City, and the tremendous good being done by them on the entire system and will assist them in every way to keep the good work up.

I again thank the Black Hills Women's Club in behalf of those I represent, hoping to meet with you again, I am

J. H. Vanderhie,  
General Chairman  
Maintenance of Way Employees

### Card of Thanks

Veteran Employees' Association

I wish to sincerely thank the officers and brothers of the Veterans association for their kindness and assistance during the illness and death of our father, also for the beautiful floral offerings, and the prompt attention to our death benefit claim.

Frank Crockett and Sisters



# SPECIAL COMMENDATION

## "Those of Us Who Do"

G. P. F.

**HUGH** Jones, Cashier at Perry Freight House secured two passengers to Seattle and return. These people were lined up to go via a competing line, but Mr. Jones convinced them that the Milwaukee was the better road.

Mr. W. C. Bennett, Switch Foreman at Coburg, Mo., is credited with furnishing information that led to the sale of two tickets Kansas City to Seattle and return. We hope to hear from Mr. Bennett again.

Passenger Train Conductor Alfred Mann on the Kansas City Division secured two passengers Cedar Rapids to Chicago. These people were on Mr. Mann's train coming into Cedar Rapids, and had contemplated using a competing line out of Cedar Rapids. You can do more of this Mr. Mann, and we hope you will let us know about it.

Receiving Clerks at Union Street, Chicago, are credited with the following business during the month of August:

Mr. J. A. Wagner: LCL to La Crosse, Freeport, St. Paul, Appleton, Wis., Minneapolis and Beloit.

Mr. L. Murphy: a heavy shipment of LCL via Minnesota Transfer.

Mr. G. Priebe: LCL shipment to St. Paul.

Mr. R. Detuno: LCL to Seattle, Vancouver, B. C., Winona, Minn., Fargo, N. D., and Evansville, Ind.

Mr. R. Reiner: LCL to Seattle and Elgin.

Mr. L. Barrett: LCL to Green Bay, St. Paul, Duluth, and Adams, Minn.

Mr. E. Dillon: LCL to Seattle, Ft. Dodge, and Waterloo, Ia.

Mr. R. Norcross: LCL to Ogden, Utah, Waterloo, Ia., Sioux City, Ia., St. Paul, De Kalb, Ill., Port Edwards, Wis., Bellingham, Wash., Moline, Madison, Wis., Duluth, Minn., Minneapolis, Milwaukee, Aurora, Omaha, Waukesha, Missoula, Mont., and Freeport, Ill.

Mr. A. Browder: Secured diversion on two long haul shipments.

Mr. F. Wendland: secured diversion on three long haul shipments.

About all of this business had been routed by shippers over competing lines, and through efforts of the gentlemen named above diversions were secured to our line.

Hub Smith, in Mr. Brown's office at Chicago, secured a round trip passenger for Lewistown, Mont. This makes seven long haul passengers that Hub has sold in the last three or four months.

J. P. Dickey, Rate Clerk at Galewood in the month of August diverted a total of 49 LCL shipments, figuring out something like 38,000 lbs., and in every case we were favored with a good long haul. We like to hear from these active employees who do business in a wholesale way.

Our Assistant Freight House Foreman at Davenport, Robert Dillig, recently overheard one teamster tell another that he had 7,000 lbs. for St. Paul to haul to a competing line. Mr. Dillig knew who the teamster was working for, called them up, and convinced them

the Milwaukee was the road to use. Great work.

Vern Gerred, Passenger Brakeman on the C&M Division secured two round trip tickets for Yellowstone Park via the Gallatin Gateway. Understand Vern worked on this job about three weeks before he was able to prevail upon his friends to use our road. We always said he was that kind of a fellow.

Warehouse Foreman Harry Burns at Kansas City turned in three more carloads of eggs, destination Chicago.

One of our young engineers on the Dubuque Division, Mr. Martin Blaser, heard of a friend who was going to Minneapolis on a competing line. Mr. Blaser secured the passenger for the Milwaukee.

Miss Ruth Lindegren, clerk in Superintendent Bannon's office at Minneapolis turned in information which gave us routing on a carload of household goods for Indianapolis, Ind.

General Yard Clerk Ray McGrath at Milwaukee turned in a long haul car for Louisville, Ky., one for St. Louis, Mo., and one for Fairfield, Ala.

Yard Clerk Frank Wallace at Milwaukee turned in a long haul carload for Akron, Ohio, and another for Rochester, Minn.

Mr. W. E. Johnson, Asst. Chief Clerk at Kansas City secured a carload of bottles from Evansville, Ind. for Kansas City via our Terre Haute Division. The shipment had been lined up to move over a competing road.

Roadmaster Ed Schoech at the East end of the Kansas City Division, working through the good graces of a shipper at a competitive point in his territory, prevailed upon them to give us a carload of eggs, and a carload of poultry to Chicago. This is all the more creditable to Mr. Schoech because the shipper happens to be located on the tracks of our competitor. There are other Roadmasters who can do things like this.

**T**HE following named have received special commendation for meritorious acts performed while in the regular conduct of their duties:

During a disastrous fire at the Bohnsack Brick Company yards on August 4th, Chicago Terminals crew consisting of engine foreman, Ray Colline; engineer, John Penz; fireman, A. Hopballa and helpers, F. Brown and C. Barclay as soon as they noticed the fire, cut off their engine and went into the plant and took out all the cars, consisting of seven loads and two empties, which in all probability prevented their complete destruction as the fire was an extensive and destructive one.

Operator A. W. Schulte, Mosinee, and Operator Ed Doering, Milwaukee gave splendid service and cooperation in handling telegrams on July 12th when lightning struck the generator in the paper plant at Mosinee. Telephone wires were damaged so they could not be used, and by their splendid service, mechanics were in Mosinee the following morning making repairs, thus avoiding closing down the plant.

On August 9th, G. I. Russell, Yard Clerk at Black River, Wash., discovered broken flange on a car while it was being switched.

Car Inspector J. L. Gregory, Terre Haute Division found and reported a broken rail south of Stockland passing track. Section men were notified and repairs were made avoiding delays, etc.

Superior Division brakemen Geo. Blaney and Peter Durbin found brake beam down under car in train 69, July 19th, while inspecting train at Iron Mountain. The brake rod was, later found at east end of Yard.

Section laborer Silas Johnson, Delavan, Minn., on July 6th found one of the bridges just west of Delavan on fire and took prompt action to put out the fire.

Section foreman V. Smith, Park Siding, Wis., while Extra 2633 was passing Park Siding on July 16th noticed a car of logs acting badly, caught the caboose and notified the conductor. Investigation disclosed the truck bound and flange on wheel cutting badly.

Superior Division engineer Earl Lepscier on July 22nd, reported four inches broken out of rail 100 feet west of water tank at Menasha. This was promptly repaired.

Superior Division engineer Earl Lepscier for watchfulness and prompt action in reporting a broken rail on July 21st, about one mile west of Kelso Jct.

While LaCrosse Division No. 66 was passing Astico on July 21st, conductor Joe Welch, working on extra 5607, discovered a broken truck on a car of lumber. Train was stopped and further damage averted.

Superior Division engineer Carl Fogle, on July 22nd reported a broken rail just west of Frenchman's Crossing, Menominee. Repairs were promptly made.

Terre Haute Division brakeman J. G. Reilly, on extra 8268, south, July 28th, found a broken rail south of Randall. Section foreman was notified and repairs made promptly.

C. & M. Division conductor L. Madole taking extra precaution in flagging extra 8035 at Bardwell on July 13th, cleaning out the crossing before allowing train to pass over.

Operator E. M. Isaacson, Mapleton, Iowa, found a horse fast in C. & N. bridge half a mile west of Mapleton, and immediately flagged down their train No. 22, averting serious damage to that train. Operator Mapleton received a letter of thanks from Superintendent E. B. McClure of the C. & N. W.

Superior Division engineer Wm. Karn discovered broken rail, August 2nd, about one mile west of Middle Inlet.

Terre Haute Division brakeman F. J. Cowan, while inspecting train No. 62 at Belt Junction, June 29th, found a broken truck bolster on carload of ties, and same was set out.

## PRaise FOR THE SERVICE AND THE TRAINS

The following letters commending Milwaukee service and equipment are taken haphazard from a great number reaching The Magazine office, all giving high praise to



## Here's the Watch A Railroad Man Needs

**I**F there is one group of men in America who know the value of time, it's the railroad men. They can't afford to take chances—any time. They've got to be sure—always. And that is why so many railroad men choose the Hamilton when purchasing a watch.

You know the Hamilton is built for you. You know it's accurate—dependable—stable. You know that for thirty-five years Hamilton has been specializing on the building of high grade watches only—and that, to a railroad man, means a lot.

Ask your jeweler to show you the Hamilton 992 in railroad model case No. 4. It's a model of sturdy beauty with a "high visibility" dial and rigid bow that positively cannot come off—it's a part of the case. But no matter which model Hamilton you select, you can be sure of the utmost in time-keeping value for the money expended.

# Hamilton Watch

"The Railroad Timekeeper of America"

HAMILTON WATCH COMPANY  
LANCASTER, PENNA., U. S. A.

A copy of the new Hamilton Time Book is yours for the asking—address Hamilton Watch Company, 1001 Wheatland Avenue, Lancaster, Penna.

our personnel and splendid service. We only regret that lack of space prevents publication of the many more that have reached us.

C.M.&St.P. Railway,  
Passenger Traffic Department.  
To whom it may concern:

This is written on the OLYMPIAN from Seattle to Butte, one of the fast electric trans-continental trains of the Chicago, Milwaukee & St. Paul Railway. Its purpose is to express the writer's appreciation for a very enjoyable trip and an excellent service.

The modern, commodious sleeping cars,

drawing rooms, observation club car, dining car and coaches all electrically lighted and well ventilated make traveling a joy.

The advantages of the electric locomotive over the steam engine are readily discernible. There is none of that lurching, plunging, backing and jolting so characteristic of the steam engine when starting and stopping. The cars are equipped with Timken roller bearings, which reduce friction, add to the life of the rolling stock and reduce vibration to the minimum.

All these improvements add materially to the comfort, enjoyment and satisfaction

of the traveler and is certain to popularize this road.

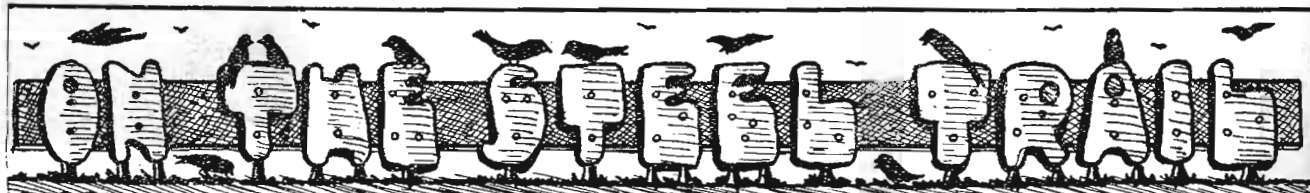
Great credit is due the management for the personnel of its employees. Their courtesy and efficiency is an outstanding feature of the trip.

The dining car service is excellent and the prices reasonable. The steward and his staff spare no pains to please.

The free 4:00 o'clock tea service made a decided hit even with the men who are unaccustomed to such functions.

A satisfied passenger,  
Yours truly,

(Sgd) L. P. Forestell  
Los Altos, Calif.



## La Crosse Division Items

**AGENT C. L. V. Craft** and **Mrs. Craft** enjoyed their annual vacation this summer, in Seattle. Mr. Craft had the exciting experience of having his pocket picked in that city, losing his passes, travelers' checks and some cash. He was fortunate, however, in having everything returned to him except the cash. This is the third time Mr. Craft has had this happen to him, and it looks as though pickpockets take him for some millionaire traveler. **F. B. Craft**, their son, and delivery clerk at the North Side, accompanied his parents and reports a splendid time.

**F. R. Anderson**, Assistant cashier, freight office, LaCrosse, took a trip to Los Angeles, San Francisco, Portland and southwestern points, this summer.

**A. C. Steen**, wife and son of LaCrosse spent their vacation at Manistique, Mich. Mr. Steen tells about planting potatoes and doing farm work. He also tells large "fish stories", which are, of course taken with a "grain of salt".

**Cashier W. D. Noble**, and wife, LaCrosse, took their vacation on a trip to the Twin Cities, from which points they motored to Braham, Minn.

**Northern Division:** Engineer **James McManus** of Fond du Lac, was off two weeks the early part of the summer, during which time he made a trip to Montana and North Dakota.

Old time friends of **J. J. Flynn**, one time engineer on the Northern will be pleased to know that he recently visited friends in Horicon, between trains,—being en route from South Cle Elum, Washington where he is now located, to Portage, Wisc. Joe fired the engine between Portage and Horicon, mornings; and between Horicon and Portage during the daytime. He graduated from that school in 1907.

"Stop and let the train go past,

It only takes a minute;

You car will start intact,

And better still—you're in it."

**James Monogue**, Horicon Conductor, has tendered his resignation as President of the Horicon base ball team. Jim gives as his reason—lack of co-operation. What did you expect, Jim? To find the same team work and co-operation among other organizations as exists on the C. M. & St. P. R. R. No wheres' will you find that duplicated.

At last **John Bramer** has discovered the slight noise that has been affecting the rear part of his car lately. It was Mrs. John asking him to please go a little slower.

The first excursion held this year on July

24, proved to be a good head liner with approximately 1100 passengers aboard. It was handled throughout with the usual Northern efficiency.

**Henry Bensing**, car foreman at Horicon, has returned from his two weeks vacation, which he spent in the Northern Woods, brim full of wonderful tales. Why you can't mention a thing but what it reminds Henry of something he saw on his vacation.

Actual conversation heard by the writer while riding on a bus between Waupun and Fond du Lac—after the bus had come to a stand still after going over a Railroad crossing at a speed of about 30 miles per hour, with a train coming down the track and the gates being lowered, just missing hitting the bus. Passengers all very much shook up, and frightened.

Driver: "No, but I didn't think there was anything due at this time."

Elderly Gentleman: Well, I have lived too long to trust my life to a careless person like you. Why, we might all have been killed. I will say right here that this is the last ride that I will take on a bus—where there is no more thought given to the Safety of passengers, and I will do all in my power to discourage others from riding on these busses until some restriction is put on the drivers."

Driver: "I will give you your money back."

Elderly gentleman: "No, keep it. I am glad that I found out about it before it was too late."

**Adolph Kammermeyer** thinks it is more appropriate to "say it with fliers" right now.

## Tacoma Shop Notes

"Andy"

**MIKE Wajin**—Supervisor of mails in the local office of Division Storekeeper at Tacoma, recently migrated east to Spokane where he spent the Labor Day holiday, as well as a goodly portion of his monetary savings, in various pleasures such as pink lemonades, peanuts, and riding the Mary Mix Up devices. In fact Mike had such a dandy time that he nearly forgot to come back.

**Ingvald Cornelius Johnson**—dat am the full monicker of de gink what works as Supply Car Man—and—Miss Louise Beck is the name of a young lady from Cedar Rapids, Iowa, who has been visiting in Tacoma—yes, and when these two persons met, old Dan Cupid right away sharpened up his bow and arrow—and—bulls eye, right off the bat. Ingvald was kept pretty busy stepping on the gas, and gassing on the step, both early and late, in fact some folks had it rumored around

that he had lost his home address and wasn't even looking for it—well at any rate, Ingvald sure had all these professional movie love s backed off the map, for on August 20th the wedding bells, they tolled and then tolled some more, in fact they told us fellers that the Miss was now Mrs. and that we would soon be puffin on some choica clara habana el stinkerinos, which we did. We all join in extending to Mr. and Mrs. Johnson our very best wishes for a long and happy married exis--er, er, I mean life.

The following might be titled "The Tablet Tale" or "Buick Bunk"—by Stevens. Gene—who toils by the day in the Store Department received an order from out on the road for a supply of disinfecting tablets for bunk cars, in which the "bunk" part of the order was interpreted by Gene as "Buick" (you know Gene is automobilically inclined) and the result was that the bird receiving the order has been looking all over for Buick cars that need disinfecting. Buick owners around here might take advantage of this splendid opportunity.

**Chris Arendt**—we have heard, has gone in very strong for aquatic sports, especially swimming this year—we understand that he is specializing on the Australian crawl, which he plans using very extensively when he conquers the mighty Pacific in the swim from United States to Hawaii.

**Chas. Dahl**, has been vacationing at Patterson Lake for a couple of weeks.

**Bill Strinsky** spent his vacation motoring in California—visiting such points as Oakland, San Francisco, Sacramento, and Nevada City. Bill reports having a very delightful trip.

**J. E. Brady** is also back on the job following a vacation that he reports as enjoying immensely.

**J. F. Kemp** has been relieving **Wm. Hense**, Roundhouse Foreman, at Port Angeles, who has been very ill with rheumatism.

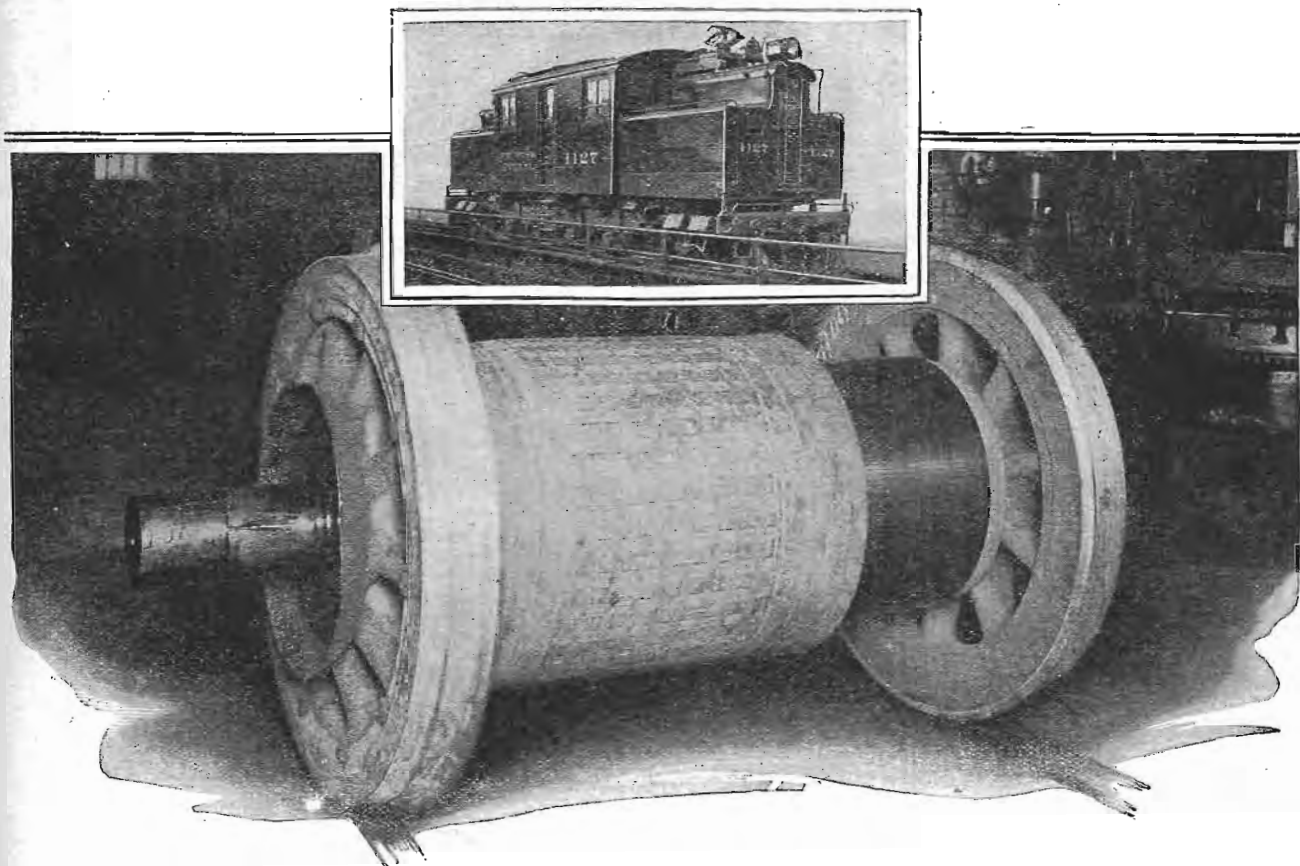
**Geo. Aylesworth**, Machinist, who has been working at Deer Lodge, is now back on the job at Tacoma.

**Mr. and Mrs. Geo. Cessford** are at Minneapolis attending the Veterans Convention.

**John Maloney** is traveling in the East. John intends to see the Dempsey—Tunney fight while there.

**Elmer Heath** is planning on spending his vacation at his old stamping ground in the East. Elmer also intends to take in the Dempsey—Tunney fight.

**Dennis Yant** has given the blackberry fields of Puyallup the once over, and reports that the berries are plentiful, but the prices are



## —and it's going back to work

In 20 years of service this New York Central locomotive armature has never been rewound. After it was cleaned and the commutator turned, it was again placed in service.

The majority of the 35 original locomotives as illustrated, and of the 12 similar but slightly larger locomotives placed in service three years later, still carry the original armatures of their type GE-84 motors—a truly exceptional service record.

The operating department of the New York Central has established a remarkable record for low maintenance and resulting high availability with these locomotives. Their performance during all these years testifies to the unusual reliability of the gearless motor.

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Schenectady, N. Y.

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New York, N. Y.

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Street \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_

Occupation \_\_\_\_\_

Employed by \_\_\_\_\_ R. R. \_\_\_\_\_

so low that it will not pay to pick them—We might offer as a suggestion, that the berries be left on the bushes until they deteriorate into a state of innocuous fermentation—then with small pans placed underneath the bush, the delicious liquid emanating from them could be very easily gathered, to be used for obvious purposes.

Geo. Haas has just successfully completed a round trip from Tacoma to Portland. Although George has been in this neck of the woods, for nigh on thoiety years, this was his first trip to Portland.

### M. C. B. Gossip S. E. R.

IT seems most everyone saved their vacations to the end of the season.

Auto trips seemed to be in vogue for Steve Filut drove to Minocqua, Irving Clouse drove to Darlington and Clifford Cullen drove to the Dells, Madison, Lone Rock and the surrounding country. They all report having a wonderful time—no engine trouble, bad roads or blow-outs.

Ruth Martins decided to spend the balance of her vacation at home. Ruthie reports having a very good time resting,—washing dishes, etc. She also attended a silver wedding anniversary and says she had a great time.

Edith Hamann visited friends in St. Paul and Chicago during her vacation.

Fern Hawkins spent her vacation at Minneapolis, Ortonville, Clinton and Mobridge and reports a very good time.

Al Barnt is spending his vacation at Fountain City and Minneapolis.

Bernice Kruse and Julia Barrows went to Kansas City over Labor Day. Despite the fact that they couldn't dance on Sunday, they report having a marvelous time. Have you seen their pictures?

Those MCB-ites who have stayed within a reasonable distance of the last small office have been greatly entertained on certain rare occasions by those wonderful noon-day concerts. The personnel of this staff is kept a secret although I have discovered that Bill Gutbrod plays the uke and that Irving Clouse is one of the soloists. These concerts are very delightful but we would appreciate having more of them. I would also like to know who the entire staff is. Won't someone please give out the information.

I wonder how long Bernice waited for a rainy day to display her mud guards. Of course, they are the latest thing out. They do protect the back of your hose, but what do you do to take care of the front? If you failed to see these mud guards be on the lookout on the next rainy day.

Frank Beck went to Marshfield over Labor Day. I understand that Frank made quite a hit in his old home town. Frank reports having a wonderful time although he had to sleep standing up most of the way home.

Martin Biller is spending his vacation at Kilbourn, Chicago and home.

Francis Anzie went to Minneapolis, John Trojan to Chicago and Minneapolis, Lucile Janzen, Julia Weins and Catherine McConville went to Chicago, Charlie Kriel went to Detroit and Bay City.

Although the Dempsey-Tunney fight won't be held until the 22nd, it is fought practically every day in our office. The bets are numerous but no money seems to be in sight.

Well the reconstruction gang have been busy once more. This time the telephone booth was the victim. It is now located in the Upholstering Shop. Mae certainly has

a spiffy office now. If you haven't seen it, it is worth your while to take a stroll down the building to inspect it.

Mr. Wibble reports having a very good time in the Black Hills during his vacation.

### Des Moines Division Frenchy

This from one of our conductors—  
ONE day recently the ticket office called up at 8:48 AM said passenger driving to Clive to catch No. 33, so 33 was instructed to wait for said passenger. After holding train 5 minutes the passenger appeared but did not want to go with us, just wanted to kiss one of our passengers good bye and slip her a dollar so she could ride in parlor car. Next time we will inquire into the matter a little more closely before holding one of our important trains.

Miss Jean McGinnis returned recently from her vacation which was spent visiting Portland, Seattle and other western points. She thinks the west cannot be beaten for beauty, etc. Also thinks the Milwaukee train first class to travel on, having made the round trip over our line. She brought back some small souvenirs but we have not found out as yet whether or not she acquired a live souvenir while there. Time only will tell. Seems one town in particular took her fancy, Avery, Idaho. Related a very interesting meeting with our Agent at that point. Mr. and Mrs. Husaboe must be very nice people, but we want to say here that we are not at all complimented on his ideas of our "Iowa." You know we wouldn't be at all surprised to learn that Jean intended pitching her tent on the mountain top and asking for a job in Avery.

Mrs. W. H. Ferguson and small son visited relatives in Nemaha recently.

Roadmaster John Flanagan attended the Veterans' meeting in Minneapolis during Sept.

Mr. Kent Hamilton is the proud possessor of a new Buick sedan.

We regret to announce the death of Mr. H. M. Sullivan, for 12 years Special Agent for the Des Moines Union, which occurred on Monday September 12th. His many friends around the Union station will miss his friendly smile. His bereaved family has the sympathy of his many friends.

Mr. Victor Schwaller of the Master Mechanic's office was married at St. John's Church in Des Moines on September 5th to Miss Helen Byrnes, also of Des Moines. The bridegroom, after making reservations on the train, slipped away with his newly acquired bride, in an auto. Their friends called up the ticket office and found out what reservation had been made and procured huge placards to put in sleeper. After waiting around for some time it finally dawned upon them that the newly weds had eluded them. The bride's young brother, having made the discovery that they had taken an auto, followed them all over town, but they finally made their get-away.

Mr. and Mrs. Arthur Ibsen had quite a scare recently. Mr. Ibsen had parked his car near their apartment at the top of the hill on 14th Street Place and had gone to his apartment and had been there about an hour when some one called up the apartment building and wanted to know if a car marked "Dill's Best" belonged to any one in the building. After locating Mr. Ibsen they forthwith informed him that his car had come loose from its moorings and had run wildly down the hill. Mr. Ibsen in fear and trembling went to the bottom of the hill while Mrs. Ibsen could not bring herself to even look

down for some time, having visions of mangled bodies, wrecked automobiles, etc in the wake of the vagrant car, but instead with more than some human intelligence, it just nicely missed two sedans that were parked at the foot of the hill, also several other objects, when it reached a guy wire of a telephone pole. This wire bending, the car stopped without doing much damage to itself or the wire. Mr. Ibsen says hereafter he is going to put the car in the garage in the basement of the apartment or tie it up where it cannot wander around during his absence.

## Milwaukee Shops

H. W. G.

MR. Flood says they have a nice little girl up at their house, came July 1st, last.

Mr. Dan Mulholland one of the old timers of the road died July 19th, he had been inactive for the last few years, had charge of the iron house, and years ago worked in the store dept. with McFarland. He was not however a member of the Veteran's Association.

Machinist Fred Kneller we learn had a slight stroke while visiting in Birmingham, Alabama with relatives. He had been away some time.

Inspector Wm. Garner had another setback early in August he was feeling better the other day when we called on him.

Speaking of the Vets. That was certainly some meeting we had at Minneapolis the 12th and 13th. Everybody seemed to have bells on at least Christoffer and Bannon did, and they did things up in great shape which was no small job. Details of which will be in the magazine. Mr. Gillick made one of his usual good speeches even if brief. It brought back old times to hear Mr. F. D. Underwood mention about the old engineers, Hank Moore, Steve Pratt, Jimmy Mills, Curt McCullom, Johnny Fox, and a few others, all now passed on. The banquet program went off right to a tee. The Minneapolis Shops Band under the fine leadership of Mr. Michael Jalma, Bandmaster at the Minnesota University rendered an evening of fine professional music during the eats. It was well worth going a thousand miles to hear the Rev. Roy L. Smith deliver his many funny and pleasing anecdotes. The Nicollet Hotel handled their part in a most elaborate and satisfactory manner. We must not forget D. O. Mulcahy the St. Paul Traffic officer who kept things in an uproar.

J.M.H. was out to the vault recently and found the whiskers of one relative that had grown over a foot long since departing some 60 years ago, this is a fact.

Machinist Al. Wegner made a trip to the South this summer, Ft. Worth was not hot enough so he went on to Galveston, that was before this hot spell showed up.

Our old friend Clement F. Street called in the other day, looking fine of course.

Who should show up the other day but Howard Player, he too looking fine.

Yes, and Wm. Strickler puts in an appearance once in awhile, was in recently.

The M.M. Staff meeting adjourned noon of the 8th, cut off a day and a half The Car Dept. Oct. 17, 18, 19.

The better quality of paper in the magazine is making the half tones show up much better.

"May" and her phone establishment has moved in to the new room next to the sewing ladies, May has a double switchboard, and at present there are two operators. Getting away from the noise and thump of the air compressor was some relief, still the upholstering air blast outside is about as noisy, this will no doubt be remedied pretty soon.

The vacation season is drawing to a close and by the first of Oct. about everybody will be back. Some of the officials combined business with pleasure to the coast and back.

Report yesterday that it was going to be cooler, hotter than ever today, our janitor can beat the weather man up in this neck of the woods.

## Twin City Terminals

Mac

THE local freight office is a busy place at the present time. The clerks in the grain department work into the small wee hours of the morning. The grain movement is the largest since 1915.

Two new clerks in the local freight office Mrs. Grace Quinn stenographer on the Assistant Agent's desk and Miss Catherine Nicholson on the Expense desk.

George Rasmussen is filling the position of messenger in the local freight office made vacant by Edward Corcoran who has accepted the position of car checker at South Mpls.

Mr. and Mrs. Carl Jacobsen and family took a trip to Seattle on their vacation. They visited Mrs. Jacobsen's mothers and two sisters. Carl said Seattle would be fine city if there wasn't so many hills to climb

Miss Elizabeth Hessberg Cashier's Office local freight took a trip on her vacation via the Great Lakes to Niagara Falls, New York and Washington, D. C.

Mr. E. Davies Demurrage Clerk spent a few days in Chicago and rest of his vacation visiting his father at Oshkosh, Wisc.

Mr. Arthur Lundberg and family took a motor trip thru parts of Ills. and Wisconsin. Spending a few days at Chicago.

Hila Cheney entertained Dorothy Thorne at the home of her sister Mrs. Benner on Tuesday August 30th. The guests were the girls from the office of the local freight and she was presented with an electric toaster. An enjoyable evening was spent playing games, and later lunch was served. On Wednesday evening Miss Thorne took the girls to the State Theatre and to "Ivey's" after the show for refreshments. Miss Thorne has left with her parents by motor for New York City where she will meet Mr. Hugo Wahlquist and their plans are to be married at the "Little Church around the Corner" around the 20th of September. Her friends and co-workers wish her much happiness and success in her new home. She will live at Elmira, N. Y.

Mr. Edgar H. Smith who until his recent retirement was Chief Bill Clerk at the Minneapolis Local Freight office for a great many years was a recent very welcome visitor at the Twin City Transfer.

Miss Gene Birnbaum stenographer at the Twin City Transfer is sporting a beautiful diamond. We hate to think of losing you Gene, but girls will be wives.

Warehouse Foreman John A. Beckstrom spent his vacation at Big Island Lake, Minnetonka and he reports a period of absolute rest and nothing but.

Frank Thori must have been quite successful in his state fair venture in spite of the adverse weather conditions. He returned with a brand new automobile, a "Chief of the Sixes" and its a far cry from the old "Lizzie."

Mr. K. H. McLaren Police Department, was promoted to the position of Chief Clerk in that department. Ruth Lindgren stenographer in Mr. E. H. Bannon's office is holding the position of Stenographer in Mr. Perry's office.

## POLARIZED MERCURY BOILER CHEMICALS

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CAST STEEL YOKE

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COLUMBUS, OHIO

You Will Find Everything For The  
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## H. C. Miller Company

MILWAUKEE, WISCONSIN

USE GLOBE BOILER TUBES

Mills at Milwaukee, Wisconsin

## GLOBE STEEL TUBES CO.

## PRIME'S PLUGS

PRIME MANUFACTURING CO.

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Oak Cross and Switch Ties

## NASHVILLE TIE CO.

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## RAIL ANTI-CREEPERS

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CHICAGO AND MINNEAPOLIS

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## CHASE & SANBORN

DELICIOUS COFFEE

## Union Draft Gear Co.

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CONTINENTAL CASUALTY  
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The Railroad Man's Company

CHICAGO, ILLINOIS

Miss Dorothy Bannon is doing relief work in the Superintendent's office of the Twin City Terminals.

Mr. and Mrs. M. J. Gruber Asst. Supt. took a trip to Glacier Park last month.

Miss Margaret McGrath stenographer in Mr. E. H. Bannon's office is back after a two weeks vacation.

Miss Lois Borne has accepted a position in the Signal Department.

Mrs. Florence Goss is doing relief work on the comptometer at the Local Freight office during the grain rush.

The Veteran Employee's Assn., held its Ninth Annual Convention in Minneapolis on Sept. 12th and 13th.

## Sparks from the East End of the Electrification

By Adolph C. Knudson

THE barbers are again wearing the smile that won't come off, for the "Days of '49" are over for another year; the male portion of the local population are having their whiskers shaved off right regular again. Our Special agent J. L. Buckley, has also lost that worried look. We understand a yard cop hates to take chances of making a mistake and pinching the Mayor, a cartoad or some other respectable fellow, while clearing the yard of bums. The celebration was a great success, it showed up the fellows that couldn't grow whiskers and those that were to timid to make the attempt.

We have several good fishermen among the rails here, one of which is our genial Car Foreman, Ed. Haugan. On recent trip up North Fork way, Ed. bagged a three pound trout (or says he did). We wonder, has Lutz found out yet if Ed. really caught that fish or not?

We are sorry to record the death of John Hanson, Blacksmith at the Car department for two years, which occurred at his old home in Missoula August 11. The sympathy of the entire terminal goes out to Mrs. Hanson in her loss.

Mrs. Frank Dunn and daughter Lano, returned September 1, from a months visit with friends and relatives out on the coast.

Ralph Burbridge, of the Miles City Store department, spent several days in our fair city the fore part of September.

That Blake gang is with us again, only it is not that Blake gang any more; it is that Ed. Johnson crowd now. All because Blake got promoted to Chief Carpenter with head-

quarters at Mobridge. That gang is raising cain and putting a prop under it. The way they are going at placing our new electric air compressor is a caution. They are building a nice new house around it too.

Yard Master, A. E. Hoops and daughter Phyllis, spent several weeks out on the coast visiting relatives. Art, did you go fishing any out there?

The fellow that gets ready and goes to church on Saturday morning, thinking it is Sunday, or the woman that gets up bright and early on Sunday morning and gets her washing out on the line before she discovers it is not Monday at all are considered speed demons. Here is some speed that puts them both to shame. While strolling thru the terminal one day we noticed this bulletin, headed as follows, supplement No. 1 to ARA code of rules effective January 1, 1972. Now, F. R. L., would you be that speedy?

Mr. and Mrs. Ted Halverson, spent several days at White Sulphur Springs.

The Misses Francis and Catherine Hendershott, sister of Sarah Hendershott of the freight office, spent a week the latter part of August visiting relatives at Roundup.

Mr. and Mrs. Thomas Bunderen, spent Labor Day at Miles City visiting their daughter Mrs. Even Maxwell and family. While there Mrs. Bunderen received medical attention at the Miles City clinic.

Harlowton has a real, genuine hospital at last. It seems good to know that when folks need surgical attention hereafter, they will not have to be shipped to Lewistown, Miles City, Butte or elsewhere to receive it; but can be taken care of in our own city. Yes, and their friends can drop in on them while they are in the hospital and kidd'em along. The opening took place Saturday, September 10.

Fireman and Mrs. George Phillipi, spent a month camping in Yellowstone Park and various points in Montana.

Mr. and Mrs. Fred Strasser returned the later part of August from a motor trip to Chicago, St. Louis, Indianapolis. They returned in new Studebaker Six, purchased through the local dealer, getting their car fresh from the factory.

As a general rule an Irishman needs only one match with which to light his pipe. There are exceptions to all rules however, Pat Sheedy is the exception to this one, especially when he has just returned from Butte, as it some times takes 12 or 14 matches for him to get going good.

Mrs. J. O. Mathews accompanied her little grandson, Raymond Hicks, to Butte, where he submitted to an operation for the removal of tonsils at one of the hospitals.

Have you noticed how these Round House fellows like to get out and step on the gas? There is Round House Foreman, W. F. McGrath and family, who toured several eastern states in their car. When Mac got back Ass't. Round House Foreman, A. E. Kellum, and family jourined through several states, just to the south of us, in the family bus. Paddy Schultz done ditto going to the Flathead Lake county. Hearing their neighbors telling of their motoring, and a desire not to have the Car Department or the Freight office left out of anything, seemingly gave the J. P. Retalicks and the C. E. Steinhousers the urge to do a little motoring of their own. The Retalicks spending several weeks camping on Flathead Lake and the Steinhousers taking in that big Montana State Fair at Helena Labor Day.

Ernest Stein, for several years Stationary Engineer at Harlow on the day shift, is now firing an L3 with Carpenter Creek coal. This

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Now Works in Smoke and Steam, Without Cough or Wheeze.

Railroad men and others whose asthma or bronchitis is aggravated by smoke-filled air, will be glad to read this letter from Frank Paul, 847 S. Meridian St., Indianapolis, Ind. He writes:

"I suffered with asthma and severe bronchial cough for 3 years. I gasped and choked until I could hardly breathe, and had to stay away from work for weeks at a time. I was in a desperate condition when I started taking Nacor, and I really believe it saved my life. It gave me prompt relief and now I am feeling fine. I am a machinist in a round house. The smoke and steam do not bother me a bit now. I don't wheeze or even breathe hard, and I am working every day."

This remarkable letter is only one of hundreds written by former sufferers from asthma, bronchitis and severe chronic coughs, telling how their trouble left and never returned. Their letters and a booklet full of vital information about these stubborn diseases will be sent free by Nacor Medicine Co., 627 State Life Bldg., Indianapolis, Ind. The more serious your case seems, the more important this free information may be to you. Write for it today.—

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Based on an average of 35 letters per day, RESTORO Inking Fount and Ribbon will last you one year without changing ribbons. You will save \$9 to \$12 in ribbons alone, not taking into consideration the cost for time lost in changing ordinary ribbons so often and the disagreeable task of doing so. What a relief to **always** have neat and uniform written letters that are always the same shade and without any danger of your ribbon ever being "smudgy" or "faded." The unique keyboard on this machine, specially arranged by us for telegraphic, billing and correspondence work, saves so much time and is so convenient that most telegraphers demand it on their machines when buying them. It is so arranged that by simply depressing the shift lock, you have a "shiftless" mill, capital letters and figures being written without shifting. For general correspondence, just release the shift lock and you have a standard 84-character "ordinary" keyboard. An astonishing combination of TWO keyboards in ONE.

## Five Year Guarantee

Equal to new in every respect, thanks to the thorough remanufacturing of the famous "Young Process." If you were able to buy this same combination with RESTORO on a new Underwood, it would cost you \$117.50 on terms. We save you \$62.50, giving you as beautiful and as serviceable a mill as money can buy.

## Send NO Money

Just fill in the coupon and drop it in the mail TODAY. Within a few days you will have this famous combination in front of you just "rarin" to go! This Special Offer that we are making to Telegraphers is limited—don't lose out by delaying your order. No obligation on your part unless you are fully satisfied. Send the coupon today—SURE.

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Dept. 2260,

Chicago, Ill.

Young Typewriter Company,  
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(10% discount allowed for Cash in 10 days)

leaves G. M. Sheill, J. Gibson and Pat Car-rager as Stationary Engineers here. Which, we would think is a very stationary job for a "Traveling Ambassador."

Hugh McNally, attended the "Days of '49" celebration here September 1, 2, 3.

Railroad folks who won undying fame at our "Days of '49", and how they did it. Ray Mathews, as a clown; J. R. Beatson, a gold digger of the old days; Don Grivetti, a Chink; Evelyn Middleton, a belle of days gone by; Perry Zimmerman, as a "hard boiled" cop; John Proto and Alex Ricci (he hails from the city of Winnecook), real desperate looking "Covered Wagon" pioneers; B. Edson, tooting his horn to beat the band and wearing a painters duster. Harlan (Kid) Lucas, as a boxer; Harry Wade, ditto. One Mr. Chick Carpenter, of Buffalo, says Harry should be listed as a surprise fighter; Carp. ought to know, he hit the planks pretty hard in the first round when Harry's mighty right landed on the point of his chin. C. C., was perfectly willing to stay down while the referee counted off the fateful ten.

W. F. McGrath, who has been Round House Foreman here the last six years, was transferred to Miles City in a like capacity; taking charge there September 12. A. E. Kellum, Ass't. Round House Foreman here for several months is our new R. H. F. Good luck to you boys. The position of Ass't Foreman has been abolished at this point.

Business is good on the road, both passenger and freight, the way these long trains are arriving and departing at Harlo is a caution. The Great Falls line is turning in four to eight drags a day. Oh! You! bumper Montana wheat crop. With livestock just starting to move to market and lumber coming thru, in ever increasing volume, things look bright for the Milwaukee.

The annual inventory is history, and our Store Department won the honor of having the best inventory sheets on the Rocky Mountain and Missoula divisions. Which should make us all strive to do better next year.

### Kansas City Division

**M**ORE than one hundred men, of all ages and degrees of service with the Milwaukee Railroad, gathered with their families at the Chillicothe, Missouri Country Club and Simpson Park on Labor Day for the biggest homecoming event of this sort ever staged in Chillicothe. During the fore part of the day the visitors were driven through Chillicothe and shown the points of interest, and at noon they were served with an excellent old fashioned picnic dinner. The Chillicothe Concert Band furnished music during the day. Following the picnic dinner P. W. Hartman, as master of the day, introduced Mayor Harry H. Pardoner, who welcomed the crowd of visitors in behalf of the City. Among the old time engineers present were Steve Standart, oldest Milwaukee engineer on the Kansas City Division; John Dider, Ed. Van Buskirk, Harry McKinlay, Fred Orvis, John Sweeney, John Bammer, Joe Parish, Tom Kemp and Frank Harker. Supt. H. F. Gibson, Asst. Supt. J. F. Anderson, Wm. Shea, General Roadmaster, R. C. Beeler, General Chairman of O. R. C., and Conductor on Kansas City Division, who for many years was a resident of Chillicothe; Engineer Jno. Bammer and Division Engineer W. H. Vosburg were all called upon for a short talk. All who attended enjoyed the affair and derived much pleasure in meeting with old friends and acquaintances.



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Chief Carpenter John Evans, spent his vacation visiting with his sister in South Dakota. He decided it would be best to take his vacation in the summertime as he is in doubt as to the wearing condition of the warm socks and the fur lined cap which have been in storage since early Spring.

Instrumentman Ralph Lowe recently returned from a vacation. We do not know where he went or what he did as he is not giving out any information. R. F. Dove, Instrumentman is at the present time spending his vacation in Sioux City and Fox Lake. We understand the only instrument he took with him is his fishing rod.

Have just finished a \$50,000.00 improvement job in the yards at Coburg, Mo. Have authority to change out the steel bridge over Grand River at Chillicothe, Missouri. The material is being assembled for the work, which it is expected will be started in October. The new steel is being furnished by The American Bridge Company.

Helen Johns and Crystal Gordon, of Kansas City, are employed temporarily as Comptometer Operators in the Superintendent's office figuring on the inventory of the Store Department. Helen was employed in this office, several years ago, as a regular comptometer operator and since leaving has at various times worked here temporarily. We are always glad to have her with us. On Monday evening, September 12th a five-thirty o'clock dinner will be served at the Criley Perennial Gardens by the young ladies of the Superintendent's office, honoring Mrs. Johns and Miss Gordon.

Gene Schaefer of the Car Department is going to take a vacation in the near future. He is planning to go to Blakesburg and join his friend Harley Sapp in rabbit hunting.

Dispatcher John Alvin Sanford just returned from his vacation which was spent at Newtown, Missouri and other points of interest. Mr. Sanford is now comfortably located in his new living quarters and is at home to his many friends at 715 W. Fourth Street.

Dispatcher L. H. Wilson is also vacationing and has motored to Elkader, Iowa.

Hat! Hat! Who's got my hat? Was the plaintive wail heard the morning after the night before in the Dispatcher's office not so long ago. Two employees in the Superintendent's office building had been out in the Packard the night before for a spin; folks all gone, nothing to do and they were trying to keep each other company. Hat wasn't missed until the next morn. We are wondering this, and thinking that, but we haven't yet solved the mystery of the disappearing hat. Finder will please call 631 and report to the T. M.

Chas. Toole, efficient Night Clerk at Freight House, accompanied by his wife and daughter Maxine, left for an extended visit in California. They will make the trip by auto and expect to spend three months or more, taking in all the sights.

Paul Carlson has accepted the position of Night Clerk during Chas. Toole's absence. Paul is one of the old timers as he worked here some years ago, so that the job will not be new to him.

Max Hampshire, the Only Car Clerk, has started on a strenuous vacation. He has purchased a new dog and a new gun, also has sent warning to the Fish family that he will call on them in a week or so. We are all waiting impatiently for Max's return as he promised some good eating for every one of us when he returns.

Bill Wendell, the popular Ticket Agent at the Jefferson Street station is working very

hard on a static exterminator. Bill says he has the principle of the thing all right but cannot get the darn thing in working order. For further information call 776.

We expect to have a new roof on the Freight House—sometime. The shingles have all been delivered, but no carpenters have appeared on the scene to date.

Division Master Mechanic M. P. Hannon, is in Wisconsin, where he is spending his vacation.

## Out Where the West Begins

D. H. A.

CHIEF Dispatcher Wm. P. Moran and family have returned from an extended auto trip to points in Illinois. They were accompanied home by Mrs. Sullivan and son Jack, who are visiting at the Moran home.

Louise McComb stenographer in the Master Mechanics office, also Historian for our C.M. & St. P. Women's Club is taking her two weeks vacation.

One of our popular clerks who is now sojourning in Los Angeles wrote her husband a letter, and instead of putting it in the mail box, she dropped it in the garbage can on the corner. They are both the same color, and possibly look alike. The letters were taken from the garbage can by a kind physician of Los Angeles, and forwarded to their destination. You can take the girls out of the country, but you can't take the country out of the girls.

Supt. Gillick, traveling engineer A. A. Fisher and a number of Agents on the Trans Missouri Division, attended the Claim Prevention Meeting at Miles City.

Elsie May of Chicago has taken her former position as stenographer in the Superintendent's office.

Mrs. Harley Whitford has returned to Tacoma after a visit of several weeks with her husband, Harley Whitford, Chief Clerk at the Store Department.

E. A. Zimmerman of the roundhouse force and wife attended a meeting of the Federation of Labor for South Dakota. Mr. Zimmerman was elected Vice-President.

Mr. Theodore Gimbel of Marmarth is taking a ninety days leave of absence.

C. C. Cartmell Wire Chief in the relay office and wife are visiting with friends at Deephaven, Minnesota.

Our cheerful car foreman Mr. Stroman accidentally cut his foot while mowing with a scythe. You should be careful how you play with edged tools.

Our swivel chair farmers, cashier Frank Williams, dispatchers Wm. P. Moran and Walter Horn, are now threshing their flax, and are reaping a bountiful harvest. They will be "Sitting on top of the world" this winter.

Thirty eight cars of 1927 wheat were loaded on the Trans Missouri Division this week. It is expected that this amount will increase to more than one hundred cars per day within the next two weeks.

We are glad to state that Ralph Kielholtz rodman in the Division Engineer's office has fully recovered from his recent illness, and is back on the job again.

On account of the reduction in the roundhouse forces, Mr. Mills left for his old haunts at Tacoma.

Conductor Lentz and family spent their vacation visiting relatives at Bay City, Mich.

Mrs. George Hill and children of St. Maries, Idaho, spent a few days here visiting old friends. Mr. Hill was formerly chief dispatcher here, and now holds the same position at St. Maries, Idaho.

Mr. and Mrs. Joe Linda and daughter and J. B. Linda visited three weeks with relatives and friends at Tigerton, Wisc.

J. J. Foley, Division Freight and Passenger Agent, was a business visitor in Mobridge recently.

R. H. Smith joined his wife and family at Seattle, Wash. where they have been spending the summer months.

Mr. and Mrs. H. L. Benz spent several days at Enemy Swim enjoying the fishing afforded those who vacation there.

Paul Byington, engineer, has moved his family from Marmarth. Mr. Byington was recently transferred from Marmarth to Mobridge.

Everett Sparks, fireman, has recently been transferred to Mobridge from Marmarth. Mr. Sparks family recently joined him here.

A. R. Kidd, roundhouse foreman, visited friends and relatives at Vancouver, British Columbia. He returned via Stillwater, Minn. to meet Mrs. Kidd and accompany her home.

A. F. Manley spent several days in Seattle. Mrs. Manley and children have been spending the summer at their cottage on the coast.

James Griffith of Tacoma, Assistant Superintendent of Motor Power for the Milwaukee, was attending to official business in the city.

The community was greatly saddened by news of the death of Asa Berfield and the serious injury to Ole Newman. Mr. Berfield, who was chief carpenter for the Milwaukee railway in the bridge and building department, and Mr. Newman, who was employed in that department, with several men were making an inspection trip of the bridges on the South line when the motor car on which they were riding left the rails as it was rounding a curve about a mile east of Trail City. Mr. Berfield's death was instantaneous; while Mr. Newman received a serious skull injury. Mr. Berfield was a highly respected man and his death will be mourned by all those who knew him. He is survived by his wife and three small children; also his father and a sister, Mrs. Ava Davis of Timber Lake. The remains were laid to rest in the Mobridge cemetery and now that he sleeps, memory takes up the harp of life, and smiting the strings, finds that his virtues melt into music. So it ever is when lives are nobly and divinely lived.

As we motor through the country we see the fields dotted with shocks of grain and we are reminded of "work well done". Soon the gleaners of the fields shall be reaping the harvest of long hours of toil, and we are happy to know that these friends of the soil will be reaping sufficient reward for their labors. Crop conditions have been splendid in this community and that means that we shall profit from this condition also.

On Sunday the ninth, train number 17 was composed of three sections. The first and second sections took care of the heavy passenger traffic, while the third was a real estate special from Tulsa, Oklahoma. There was also another special on the 10th carrying the J. E. Ross party of Fort Wayne, Indiana, on a trip to Yellowstone National Park.

## Madison Division Items

H. I. M.

HAVE you noticed that Fred Legois, Chief Clerk Madison, is taking on weight? Can't understand it. Fred is such a hard working fellow. Dishing up ice cream at all the Women's Club Picnics is hard work.

Machinist Helper Frank McKoewn Janesville has taken unto himself a bride, Miss Margaret Torney of Belfast, Ireland. Congratulations from the bunch, Frank. Engineers Schicker, Bates, Mahoney, Allen, Connelly, Fox, Higgins, Drahfal and Fox are going to carry bathing suits, Life preservers and row boats with them after this. The old Pecatonica is the cause of it all.

"Some of Us"

There's WCK, the DMM,

And Mr. Mac, the super-in-ten,

JTH—how he can stride,

And long and lankey, doth abide.

Can't forget Mr. F.A.M.

You all have sure heard of him,

For lack of space I have to cease

And that I do for the sake of peace.

Frank Tarpley, Timekeeper, for the section men at Madison is learning to speak the Mexican language.

Tom Kelly, call boy at Madison is spending his vacation in Canada. Wonder why?

Engineer Pat O'Hara, Janesville, thinks that all this talk about back pay is just another Irishman's dream. Cheer up Pat. The good old Rock and Rye always comes to port.

A little machinist helper came to greet Mr. and Mrs. Wm. Morrissey of Janesville Saturday September 3rd, 1927. Congratulations.

Wonder if Hostler Siebert of Janesville has lost his sense of direction. Or just exactly what was the reason for facing that R&SW engine the wrong way. Explanations are now in order, Bill.

Roundhouse Foreman Clyde Iotte is having the bumpers on his car upholstered for the benefit of all concerned. Mighty nice of Clyde, isn't it?

W. F. Freebern, Division Storekeeper, Madison, says that he is having a heck of a time with the inventory, but he's all wet. Cap Payne and his gang are having a jubilee with it.

Glad to see Bennett her smiling self again in Mr. Kenney's office.

Machinist Joss Schlater, Janesville, made a trip to Rockford the other day. He advises there is no woman in the case—just a little business, as per usual.

Boilermaker Frank Oliver, Janesville, is on the sick list. Hope he is back on the job when this is published.

It's going to be a cold, cold winter from the looks of all the blankets that are being raffled off in Janesville.

Caller Harold Churchill is back on the job again after a vacation in the West. A good time was enjoyed by all, so he reports.

## Deer Lodge and Missoula

### Division

M. E. S.

**B**OARDMAN Paul Zuelke and family of Alberton are visiting relatives in Wisconsin.

Agent B. E. McElhiney of Alberton and family drove to Seattle and Portland on a vacation trip.

Miss Florence Shirck of the Superintendent's office has been seriously ill at the hospital at Deer Lodge for the past week. We all hope to see her back at the office soon.

Miss Anna Goldie has returned from her vacation which was spent visiting New York City, Washington, D. C. and other western cities.

Mr. Raleigh Padgett won second prize, an automatic reel, in the bait casting event, at the recent casting tournament held at Conley's Lake. Mr. Padgett is AFE clerk in the Superintendent's office.

It was thought that the car owned by Wilbur Wood of the Superintendent's office might be a dark horse at the recent automobile races held at Deer Lodge, due to the fact that several suspicious looking characters were seen inspecting it the night before the races. Various signs pasted on and about the car gave one the impression that it was camouflage rather than real, furthermore, one of these signs read "Why Girls Walk," now don't laugh for the next sign to it read "It's paid for." They all agree that it is a rattling good car.

Chief Clerk David Ehrlich has returned from his vacation which was spent in Seattle and other Western cities.

Mr. John Geiss and Richard Thomle of Batavia, Ill., spent a couple of weeks with Mr. Geiss' sister, Mrs. Schnittger, of the Superintendent's office. They came out on the first New Olympian out of Chicago and from now on are boosters for the Milwaukee people and service. They also took a trip through Yellowstone Park via Gallatin Gateway and said the trip could not have been better.

Mrs. C. F. Horning and Mrs. L. W. Pratt gave a party last month at the home of Mrs. Pratt. Eight tables of bridge were in play. Mrs. Warren Graeter carried away first prize. After the games were over a delicious lunch was served. The rooms were decorated with fall flowers.

A number of friends of Mr. and Mrs. V. J. Roberts walked in on them on their wedding anniversary. The evening was spent playing bridge.

Mrs. Harold Foster and children are moving to Seattle. Mr. Foster is Chief Clerk to the Division Master Mechanic and will remain in Deer Lodge for the winter.

Mrs. Dunn and daughter Kathleen, family of Engineer James Dunn have returned from a several days visit with the D. B. Rivers family at Miles City.

Mr. and Mrs. A. J. Buchen have returned from an automobile trip of two weeks to Seattle, Tacoma and Eugene, Ore.

Miss Laura Critzer and Mr. and Mrs. M. E. H. Gannon motored to Spokane recently.

The telegraph office at Clinton has been closed again. Work trains in gravel service are now tying up at Missoula.

Now the "Young Ideas" are all going away to school and we shall all be lonesome until we get accustomed to the younger ones taking their places: Sam Winn, Sam Kirkes, Langdon Rivers, Francis Jones, Francis McCormick, Victor Goldie, all railroad people, are going to Bozeman, Evelyn Mac Cormick has gone to Dubuque, Iowa, to enter school and the Misses Aileen Poirier and Elsa Soderstrom go to Dillon.

Now you engineers and firemen running into Deer Lodge be a little careful how you talk when you go into the Roundhouse office. Lady clerk there now.

## Wisconsin Valley Division Notes

Lillian

**M**ARY Ellen Brown, little daughter of Mr. and Mrs. J. L. Brown was at Memorial Hospital where she submitted to an operation for appendicitis, she has returned to her home and is improving rapidly.

Train Dispatcher, H. L. Vachreau is on a vacation spending his time at sun bathing, recreation, plenty of rest and just letting the rest of the world go by. We know he will be much improved upon his return.

M. M. Harrington has resumed his duties as Chief Dispatcher after being absent for about two months.

17

17

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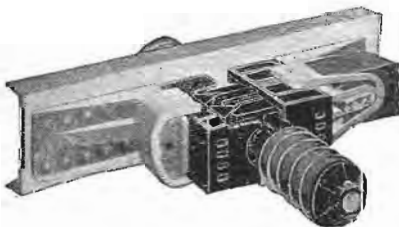
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## CARDWELL FRICTION DRAFT GEAR



### UNION DRAFT GEAR COMPANY

CHICAGO OFFICE MCCORMICK BLDG.  
CANADIAN OFFICE TRANSPORTATION  
BUILDING MONTREAL

Miss Mildred Conklin, Steno. to the Superintendent has returned from a vacation spent at New York, Buffalo and Montreal, Canada.

Mrs. Thomas Burek has returned from St. Mary's Hospital where she submitted to a very serious operation. She is convalescing slowly and we hope she will be in perfect health within a short time.

Shirley May was born to Mr. and Mrs. James O'Brien at the Memorial Hospital on Aug. 6th.

Mrs. N. P. Thurber visited with Wausau friends for a few days. She was just as interested as ever in our new Club House, as well as the Club, and we hope to have her with us at some of our meetings.

The sudden death of Dan. O'Brien, Engineer, is very much regretted by all the Milwaukee employees who knew him, and sympathy is extended to Mrs. O'Brien and daughters Margaret and Katherine.

Edna Larson, together with other members of her family motored to Door County to spend Labor Day with relatives.

Miss Margaret McGinley entertained at a miscellaneous shower for Miss Esther Lehrbas, on Monday evening. Cards were played during the evening, prizes were won by Miss Alvina Krause, Mrs. Nile McGinley and Edna Larson. Out of town guests were Alvina Krause from Seaside, Oregon and Mrs. Donald Corey from Detroit, Michigan.

Mr. George A. Flory, one of our freight house men has received a very complimentary letter from the Traffic Department, for securing shipment from a large manufacturing concern. This indicates that Mr. Flory is always on the lookout for business for the Milwaukee Railroad Company.

Mr. Arthur Jellen from Winona, Minnesota, visited with his brother Louis. He says he had lots of fun.

Chief Clerk C. H. Conklin and Time Keeper Clifford Flagel, spent a day in Chicago meeting for instruction purposes.

We have been thinking that we ought to have a few of A. L. Hurd's tomatoes on display about this time. How about it Avery?

Our friend Eric Gehrke of Green Bay sprung a surprise on us the other day by dropping in on us, sort a easy like though. Glad to see him, has become somewhat of a stranger around here now, so long between visits.

Patricia McGinley leaves this evening for Milwaukee, where she will attend Marquette University.

Yard Foreman Frank McCann is at Rochester, Minn., receiving medical attention.

Gaylord Carpenter, O S & D Clerk was absent from his duties for about ten days having had his tonsils removed.

E. A. Wescott has returned to work after an absence of about a month.

Miss Esther Lehrbas, daughter of Mr. and Mrs. F. Lehrbas was united in marriage with Dr. R. A. Harcourt, of Plainfield, Ill. The wedding was solemnized at 4:00 o'clock, Sept. 8th at the First Universalist Church, Wausau. The ceremony was followed by a reception to about forty guests, at the church parlor, and later on dinner was served at the Hotel Wausau. Dr. and Mrs. Harcourt will spend a few weeks at the northern lakes and from there will go to Plainfield, Ill., to make their home. The Milwaukee employees extend congratulations and best wishes.

### Iowa (Middle and West)

Ruby Eckman

TWO Lines West, engineers were in Perry during the month of September to visit relatives. George Wagner and wife from Melstone, Montana came east on account of

the sickness of George's mother, Mrs. James Wagner and Dick Swift from Seattle came east to visit relatives in Wisconsin and his son Charles in Perry. Dick has been away about twenty years but hasn't changed a bit and had a great time renewing old acquaintances.

The Wedding bells have been ringing on the Iowa division and thereabouts during the last few weeks. Marian Peterson eldest daughter of engineer Fred Peterson was married to Frank Moser of Dallas Center. Mr. Moser is a teacher in Purdue College and they will make Lafayette, Indiana their home. Mrs. Moser has had three years of college work in Iowa colleges and expects to continue her school work in Purdue and get her degree.

Dorothy Gardner, whose father E. C. Gardner was a conductor on the Middle division for many years, until his health forced him to change to other work was married to Eric Pearson of Perry. Mr. Pearson is associated with his father and brother in the contracting work and expects to take his bride to Lake Worth, Florida in the spring.

Roger Orman, son of George Orman of the Perry car department was married to Grace Zion, a teacher of Perry. They will make their home in Ogden, Iowa, as Roger is a Linotype operator there. He worked in the car department before taking up his present line of work.

Guy Abell and Drucye Higgins of Milwaukee were married in Milwaukee. Both were formerly on the Iowa division, Guy having been round house foreman at Perry and his wife a clerk in the offices at Marion and Perry. Guy is now General foreman at Milwaukee and they will make that place their home.

Joe Weidman foreman of the transfer platform for the Milwaukee married Louise Van Epps a young lady from Perry. They will make their home in Perry.

Ivan Wightman caller for the Milwaukee and son of conductor Carl Wightman announced his marriage on August 18th. The ceremony took place in May and his bride was Edna Stark of Ogden. He didn't tell any of his friends about it at the time, but the news finally leaked out. They will make their home in Perry.

Thomas Beatty of the Perry round house force is cooking his own meals for a while as the misses has gone to St. Joe and Kansas City to spend a few weeks with relatives and friends.

Brakeman Oscar Woolson and family were in Lytton, Iowa the latter part of August on account of the death of Mrs. Woolson's mother.

Conductor Arthur Cate, wife and son Thomas were out in Aberdeen visiting at the home of their daughter Mrs. Verto Reichert in August.

C. E. Evitts labor foreman at the round house spent his vacation in August down in his old home near Boston, Mass. "Smoke" took his wife and Jimmie along in company with his brother and family, spent most of the time in a cottage and enjoyed some real fishing. One day "Smoke" pulled in 24 big cod.

Charles Book and his crew consisting of Andy Anderson, Don Hansen, Loyd and Gerald Riffe, James Johnson and F. Thompson, can qualify for the "Hill of Fame" since they demonstrated what good fire fighters they are. The men were at work at the Jamaica stock yards when sparks from a passing

locomotive set fire to some straw and dry grass near the stock yards. The men extinguished the fire before it had reached the buildings at the stock yards, thus saving the company some expense.

There are three new firemen enrolled in the Milwaukee family during the last few weeks. Richard Oscar Woods, was born to Fireman Harley Woods and wife and Richard Reid Balsbaugh was born to Engineer Orville Balsbaugh and wife. Both boys are the first children in the homes as well as the first grand children, so it is safe to say they were welcomed. Fireman Addison Birdsall and wife are also the parents of a son born to them August 25th.

R. F. Singleton, a middle division brakeman had a peculiar experience the fore part of September. While looking his train over at Tama about midnight a fellow stuck a gun against him and demanded his watch and valuables. R. F. lost no time in handing over his standard watch worth about sixty dollars and his purse containing thirteen or fourteen dollars.

The Fifth Annual picnic of the Iowa divn. was held at Council Bluffs on September 3rd. A special train took a big delegation from Marion, Atkins and Perry to Council Bluffs for the day. The Council Bluffs employees proved themselves very good hosts and all concerned had a wonderful time.

The store department force has been busy the last couple weeks taking their annual inventory.

## Chicago Terminals

Guy E. Sampson

Business is sure good and every available engine and crew are kept hustling to keep up with it. The South Eastern Div. has kept dumping all the business into the Terminal that could be expected and then some. It is a usual sight to see them bring in from 90 to 100 loads in one train mostly coal. The heaviest train we have noticed them bring in was 6575 tons, 103 cars.

Switchman W. J. Walthers and wife enjoyed a vacation this month and spent it at Atlantic City and from there to Canada. Various cards received from "Billy" kept us all posted just where they were and what a fine time they were having.

Mrs. Estella Sampson and children enjoyed a weeks vacation last month at Wauzeka, Wisconsin where her father is recuperating from a paralytic stroke which he suffered last March. Her brother, Harry Miller and children also spent a week at the old home.

Yard Master Chas. Harrington enjoyed his vacation at Excelsior Springs and came back on the job at Manheime much refreshed.

Mr. and Mrs. Wm. Cunneen are spending the month visiting relatives in Washington and on their way back home will visit his mother at Butte, Montana.

Night General Yard Master, James O'Keefe and family enjoyed his annual vacation by taking an auto trip in their new car, touring Wisconsin and Northern Michigan returning home via Wauzeka, Richland Center, Madison and Beloit visiting relatives at each place named. Wm. Rands worked as G.Y.M. during O'Keefe's absence.

Switchman Robert Divall and family attended a family reunion at Lancaster, Wisconsin on August 27th.

James Burke also took his annual vacation the last half of August, Sampson working his trick as train director.

A good number of our Terminal employees as well as Ill. Div. employees residing in Chi-

cago and suburban towns, attended the Vets Annual meeting held in Minneapolis this month.

Well, well, well the well drilling machine has just finished drilling a well at the yard masters office at the east end of Bensenville yard and it sure fills a long felt want. The idea of hauling drinking water on a switch engine at last got too expensive and the result was a new well.

On account of the great amount of street paving being done in the vicinity of Galewood this year train master E. E. Johnson has been kept rather busy and it was even reported that he contemplated purchasing a nose bag and a swinging cot that he could hang up any time and place to save the time consumed traveling from office to his home and return for his eats and much needed rest. Well its about over now, Ed, and perhaps you will get caught up with your sleep this winter. And now the contract has been let for about 6 miles of paving to be done in Bensenville so we may expect to see train master C. E. Elliott in the same boat with Mr. Johnson. Well the more improvements, the more business and the more business the more money etc. The more the merrier.

Fireman Harold Klevan spent a week visiting his parents at Montevideo, Minn.

Wm. Klevan, who worked at the Bensenville round house during vacation has packed his grip and departed for Milan, Minnesota where he will continue his study of music. Billy is a wonderful violin player and is working himself through school. During his stay here many enjoyed the music provided for their entertainment. Hope to see you back here next year after school closes, William.

Wm. Standard, who received an appointment last spring, as motorcycle police from the Sheriff of DuPage county has resigned that position and is again switching box cars.

The Riverview Amusement Park set aside Friday Sept. 9th as C. M. & St. P. Athletic Association Day and distributed about 1500 free tickets to the employees of this great railroad system and from all reports about every one was there with bells on and had a wonderful time. The Amusement company are to be complimented on their generosity and co-operation which made it possible for all our employees attending the Park at one and the same time. The employees sure appreciate it and when seeking a place to spend an evening during the summer, don't forget this famous amusement park.

Powel and Edna Capoot, son and daughter of yardmaster and Mrs. J. Capoot spent a very enjoyable time in Kansas this summer. On their return their parents met them at Kansas City, spent the day there and came home with them.

Mrs. Wm. Peck and daughter Dorothy returned from their western trip in time for the beginning of the school year.

## Idaho Division

R. C. P.

**TRAINMASTER**, E. M. Grobel, and family have returned from a vacation trip to Alaska.

Joe Gengler, Chief Clerk, Master Mechanic's office, spent his vacation in Milwaukee. He says it doesn't taste like it did in the old days.

J. Dyer of Superintendent's office is proud daddy to a new baby girl.

Mrs. Jack Reilly, wife of conductor Reilly of Malden died September 11th at that place. She had been ill with cancer for a long time.

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**If \$10 a Day Extra, Selling QUICKLITE Pocket Lighter** to fellow workmen and friends interests you, send 25c for a sample lighter and details of sure-fire plan. **QUICKLITE** has no wheels, springs or bars. Burns anything. Cost you \$2.00 dozen—you make \$4.00. **RAPID MFG CO., N-799, Broadway, N. Y.**

Frank P. Crandall for many years watch inspector at St. Maries was found dead at his home September 14th, the cause being heart failure. His wife had arrived in France the previous evening as a delegate of the Ladies Auxiliary of the American Legion. Mr. B. A. Johnson has been appointed to succeed Mr. Crandall as watch inspector.

Agent "Kelly" Hudson, Ione, isn't having much fun with his new Chrysler since his return to work. The only time he has to drive is at night and the gosh darn thing goes so fast the light can't keep ahead of it. Kelly now wants to trade with G. A. Rossbach for his less speedy car so can set back and enjoy a ride of an evening.

Trainmaster G. H. Hill has moved his family from St. Maries to Spokane where he now makes his headquarters.

Jimmie Kearns of Superintendent's office drove his Chevy coupe to Los Angeles and back during his vacation. He came back with a lot of new ones.

# Electric



# Castings

## Steel

### WEHR STEEL COMPANY

MILWAUKEE

WISCONSIN

Business into Spokane from East is so good it has been necessary to put on a local each way daily except Sundays, between St. Maries and Spokane.

Agent "Pete" Taylor, Plummer Jct., is planning on attending the Air Derby at Spokane this week and requests that we tell the world he is going to drive his car right into the heart of this fair city, "Ya' Betcha."

Conductors Bob Elliott and Jack Downey are off on vacations.

**Othello, the Heart of the Columbian Basin**  
**M**ACHINIST Helper Harry Sheridan has moved to Spirit Lake to serve his apprenticeship for a machinist. We all wish him the best of luck.

Car clerk Weber has disappeared from the scene of activity at this point having been bumped by car clerk Smith. We do not know whether Weber went to Walla Walla or Seattle.

Well, the Congressional Committee has come and gone. After taking the trip to the summits of Saddle mountains they were unanimous in saying that we certainly need water. Here is hoping that they don't forget it by the time that they get back to Washington.

Gen. Mayeda, Stationary Fireman 1st shift celebrated the arrival of a baby girl in his family.

Elect. Helper Oscar Wiskstrom is also the proud father of another baby girl.

All the Oakland owners around here are all stuck up since Boilermaker John Lent passed a Chrysler on the climb to Saddle Mountains.

Slats Whalen passed them all (except those in front) with his Ford.

I wonder why Carman Helper Lawrence Mann looks so downhearted these days. We surmise that it is because school has started.

The big question is "Who is Jerry Riley?" Storehelper Finney spent Labor Day in Seattle with his son.

I am afraid that there will be some disappointed people around here after Sept. 22. I overheard Wrecking Foreman Meisenburg telling Slats that J. Dempsey had to have a rocking horse in order to train for this bout. Carman Joe Barrett knows how the fight is going to turn out, but is afraid to back his judgment.

Helper Claude Culbert is around again after quite an absence due to his fall. Claude says that he is not quite ready to report for work yet, but hopes to be on the job soon.

Agent Barrett who was called to Minnesota account death of his Aunt returned to his duties at Othello.

Noted a little boy crossing the track, asking

him where he was going, said looking for Dad, found out it was Clerk Beaumont's boy, who is only two weeks old. Some Boy.

Yard Condr. Perry Williams and family returned from touring Canada, Pete said he saw some large wheat fields but we believe he also saw plenty of Rye.

On August 17th, 18 members of The House of Representatives Irrigation Committee, Washington, D. C., were a party of 250 arriving from Spokane on special train.

They detained at Othello and were met at Othello, taken to the top of the Saddle Back Mountains, at this point they could gaze for miles over the lands that come under the Columbia Basin Irrigation project.

A large circus tent had been put up on the mountain in which after a wonderful feed was over, The Columbia Basin speakers gave the data on this project followed by talks by the Representatives. After the doing was over on the mount, they were taken down to Corfu and from there to Spokane by Special train.

About 900 people from the surrounding country attended the meeting on top the saddle back, about 200 autos used to make the trip.

After seeing what water could do in the place that was irrigated, the Congressmen seemed to be getting the big ditch put through.

The Officials who were with the party included: Vice Pres. Earling, Supt. Fuller, TMS Grobel and Cummins, Train Dispatcher Rossbach.

Roadmaster Strong returned from a visit in Michigan, Dick Burke from Malden looking after his duties during his absence.

Section Foreman Donley spent a few days last week making inspection of his poultry farm on the coast.

### Drippings from the Ice Bunkers Spud Bar

#### VACATION DAZE

**B**EAUTIFUL Injun Summer is nigh, and with the last sunny bright blue October days, everything golden, gay moonlight evenings warm yet with a hint of frost, everybody's coat of tan somewhat subsiding to whiteness, surely there will be a reminiscence of vacation days, so let's recall.

Not so long ago, the first on the list was Stella, who spent her vacation in the month of May down home on the farm in Effingham, Illinois; when grass is young, the first flowers have opened to the warm sunshine, the drone of the bee, the song of cricket and bird, with very nature lifting its head in full *crescendo* to the Divine Creator that Spring was again here. Just to picture that in one's mind's eye is restful and what to spend one's vacation that way!

Next on the list was Carmen, and tho she is not here to tell us about her vacation, we recall that she became Mrs. Ralph Bintz and the sweet days of her vacation were honeymoon days spent "in a little rendezvous" somewhere in Wisconsin.

Rose, our little "It Girl" who when asked to tell when, where, and some outstanding incident of her vacation, vivaciously replied:

Time—July.

Place—Canada.

Outstanding Incident—Beer.

That was going a little more than "twelve miles out" but the incentive—*vacation days and beer* seem to be great enough to travel far and wide. Was it as good as the "good old U.S.A. home brew" Rose?

Mildred's vacation was a whirlwind two weeks of *Ritz Days* during the month of July, seeing the bright lights of *Broadway*, riding the rolling chair along the boardwalk and dipping in the salt water at *Atlantic City*, then sight seeing in *Washington, D. C.* Naturally there is a world of interesting details to be garnered from each of the above mentioned places and it is a sorry case that time and space do not permit us to print all.

Bill spent his vacation during the month of firecrackers with his sisters and friends "in a large cottage" surrounded by woods at Christiana Lake, Michigan. The moonlight nights were spent in a canoe with my cousin (he sez) but we'll tell the world it must have been somebody else's cousin, for he came back with the broadest smile, the grandest sparkle in ze eye, and a song of praise on his lips of meeting the perfectest girl. She could swim, dance, do *everying*, even paddle a canoe, could she, AND HOW!

Mae the effervescent had three weeks of vacation, mind you, and when asked where it was spent remarked: "At places!" Believe us, we just know she did cover the ground, and where?—Medinah Country Golf Club. For instance, (get the connection, "Callahan" in among the Shriners) but of course, it does take the Irish spunk to do it; *sure and tis no blarney nither*. This young pep lady also played many holes of golf at Galewood Golf Course, besides swimming, dancing and keeping the male amused down at Delavan Lake, with sparkling Irish blue eyes that CAN gaze and tells 'em nothing, and original merry sallies that bubble forth from sweet lips to make them laugh.

Ray, of course as usual, *one nice boy*, spent his vacation during the month of August taking his Mahma and Pahpa touring thru Wisconsin—"the playground of the nation,"—in his pride and joy "the Studie," otherwise known as a Studebaker car. 'Course he had

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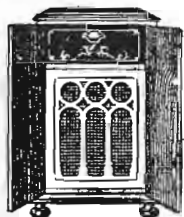
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his eyes peeled for the beautiful "femmes," mmm hmmm bet he even flirted with those beautiful Indian girls down at the Dells.

Claude vacationed during August and his narration of it makes us think of the song "Me and My Shadow."

Read the following lines and hum the song

*Me and My Shadow:*

Me and my Ford,  
Strolled down the country roads,  
Down in Lake County,  
Any place that they would let us in.  
And when it's twelve o'clock,  
At Channel Lake,  
Moonshines about,  
(We're wondering what kind).  
Swimming and dancing,  
Whata vacation Fordy and I had.

Harriet spent a strenuous two weeks back in God's country, "the north woods of Wisconsin," with her *Original Six Girls Club*. The strenuous but very delightful part was swimming, boating, tennis, horseback riding, dancing and hiking—up to the caves but not thru them, for in some places one had to crawl and Harriet's mighty 'scared o' bugs. 'Sfunny how two weeks can seem like a day, she sez.

#### STILL ANOTHER WEDDING!

Recently, Inspector Earl Bakken of South Minneapolis went to Rochester, Minnesota to

take his *marriage vows*, then took his bride, (a little girl from his own home town in LaCrosse, Wisconsin, we understand) on a honeymoon in beautiful Colorado the first two weeks in September. Congratulations Mr. and Mrs Bakken; we hope life proves "Seventh Heaven" all the way thru.

#### SAD NEWS

Yes, we must sadly announce that the new little Mrs. Bintz has been very ill with pneumonia. Every single one of us hope for your speedy recovery Carmen! And we say unto you: "Just hold onto that grace of 'grit' given ye by Le Bon Dieu and ye shall win out."

And again we must sadly announce that we are to lose our *stately blonde*, Miss Stella Wolfe, who mind you, is going home to the country for two weeks and then "hop off" to California for a year. We just bet if one of those Hollywood Movie Directors' spies our "graceful urn of a little girl," he will waltz her right down to a studio to sign on the dotted line, and alas she will adorn our Refrigerator Service Department no more.

#### HEY HEY!

Come on you boys "down the line", see yourselves in print. What news, let's have it!

#### The "Eye" of the I&D F. E. P.

WHAT'S the matter boys along the west I&D. Haven't heard from any of

you this month. Here's hoping you are still alive and that you will send in something for the magazine next month.

We of the west I&D would like to hand a bouquet to the Editor of our magazine for the wonderful write up given in the August number describing the beautiful Black Hills Country.

Engr. Chas. Hyde and wife have just returned from a two weeks trip in Northern Michigan. Charlie said the bear he killed up there was so big and so mangled up that he couldn't bring it home. That's alright to tell us.

T. W. France, wife and daughter, have returned from a two weeks vacation spent in Minneapolis, Minn. and other points. While in Minneapolis they attended the Minn. State Fair.

Rumors are that Chas. Walston who pulls 11 and 22 west of Sanborn is about to leave us as he has accepted a position as Deacon of the Presbyterian Church at Sanborn. Better be careful Charles.

H. H. Green, Roundhouse foreman at Sanborn has joined the Elite and has moved up on Aristocracy Hill.

Among Milwaukee folks to attend the State Fair at Huron are: Mr. James Barr and wife, John Van Norman, wife, and daughter, Jack Fish and family, Geo. McDougall and wife, Laurence Erskine, Faye Hillens and wife.

Have you heard the fish stories told by Cecil Lynn, Roy Peterson, Ed. Wright or Jack Sundquist. Well if you haven't you have missed half of your life. They have just returned from a fishing trip to northern Minn. and report a fine time. Enuf said (Well!!!!)

Come on, one and all, and join with me in wishing Cecil Kellar much happiness, Why? Well yes, he went and did it. He was married to Miss Catherine Tobin on Monday Sept. 5th. Miss Tobin was formerly employed in the Dakota Central Telephone Co., at Mitchell and Cecil is our illustrious young Chief Clerk at the Frt. office.

The writer has just returned from two weeks spent in Montana. She was accompanied by her brother, Perry and Miss Irene Smith of Mitchell. There is no need of telling you that we all had a fine time.

We don't know whether there will be a write-up in the magazine about the CM&StP Women's Club Picnic at Mitchell or not, but I feel we must have some mention. The picnic was held at Hitchcock Park on Sept. 1st, with about 300 Milwaukee employees present. We had a fine time and much credit is due Mrs. H. L. Wiltrout who planned the entire picnic. The Milwaukee "Nine"



succeeded in winning from South Siders by a score of 7-4.

We have heard that Mach. Jessie Smith was injured at Chicago terminal and that he is laid up. We extend to him our sympathy and all of us hope that he will recover soon and be able to be around again.

Sympathy is extended to the relatives of Elias Holverson, who passed away at Mitchell, after a short illness. Mr. Holverson has been employed by the Milwaukee road for 42 years and was a Milwaukee Booster. He was laid to rest at Graceland Cemetery.

Mrs. E. O. Wright, wife of Boilermaker foreman, has returned from a months visit with her daughter Mrs. Archie Dennings of Cedar Rapids, Ia.

Mach. Helper Albert Unruh and wife have returned from a ten days visit with relatives at Halstead, Texas. Al. says he hated to leave the watermelons down there. That's all right Al. we grow them in S. D. too. Mr. Unruh says that of the four roads he traveled on the trip the Milwaukee was the best.

The writer received a very fine letter from Mr. and Mrs. S. M. Grundland who have been spending the summer in Portland and Los Angeles. They report having a fine time and send greetings to all of their friends on the I&D.

F. L. Paul, and H. S. "Sandy" Rowland were business visitors at Mitchell last week. Come again. How about that Hair Cut Sandy?

Who's Who at Mitchell;

Albert Thompson: Born 1820 and died 1904 but still walks around to save funeral expenses. Louis Knudson: Born somewhere on the Scandinavian peninsula. Good fellow. Ole's right hand man, being his brother under the skin. Dwight Seybert: Born some where; Good after dinner speaker (that is asking for second helpings) Married a woman. Helen Hasslinger: Born, Missouri. Show me. Afflicted with Chronic joll kingesis, causing her to giggle on the slightest provocation. Mike Lange: The Grand Old Boy. Born: God only knows where and when; Occupation: Soldier of Fortune. Ambition to own another car. Married three times. Divorced four times. For further information ask Orlo Livingston.

Don't for Some of Us  
Don't kiss a girl on the door-step—the mouth is the proper place.

Don't imagine the Railroad will go to the dogs when you quit.

Don't imagine the other department is as bad as it is painted.

Don't contribute anything to the magazine—if you don't want to read it.

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

Nora B. Decco

**W**ELL what do you know about that? Been some time since I had any poetry written to me or about me, I'll tell the world it makes me feel quite young once more. I thought if I stayed away long enough some one would wonder what had become of all that chatter that used to fill up so much empty space in the Magazine and our old friend Mr. Sampson certainly made the line—But then all he has to do is just start the type-writer agoing and turns out anything wanted right away.

Mr. Adolph K. of Harlowton, I have been thru your city so many times no one ever pays any attention to me any more and I feel very highly complimented I am sure to see

you write me up, ask Jim Beatson, he says every time he sees me off duty I am either coming from or going to Hilger. Heard Yardmaster Don got hung during the days of 49 or maybe it was he hung some one else, gill get it straight if I ask enough folks about it. Wonder if you could find out in a quiet way and let me know if A. E. H. went around via Ringling or Sixteen when he went fishing this time and how that farmer feels about it by now. Will say one thing, from all we can hear down this way when ever we listen in, that he can do as good a job *his own self* telling about his fishing trips as Mr. Coolidge and his five newspaper men all together.

Day before yesterday evening a bunch of crews were called all at one time and from that hour on for some hours there was a lot of puffing and shouting and grinding of brake sand grinding of teeth and loud language and black smoke etc., and son on and some of it was Engrs. Shaw and Townsley and their firemen and some of it was the nice shiney engines that have been pulling the 'Gallagher' all summer between here and Gallatin Gateway; as these trains have been pulled off now and both engines and crews protested mightily when leaving town, "Why didn't you tell us we were called for steam engines, so we could leave our white collars and starched over clothes at home," shouted the engine crews to the caller, and as usual got no answer from said caller. "What, taking us to haul wheat! after a summer of hauling Park tourists—loud groans from the engines, but all left town eventually and a great silence has again settled over our Yards and city.

A.C.K. "What is all that blue smoke over Fireman Brashes house?

Caller. Oh Eddie got a short call and his wife is at a bridge breakfast!

W. R. McDaniels from New Smyrna, Fla. has been visiting Mr. P. R. Roberts here. He was a former engineer here and many know him.

Harold Jorgenson who has been visiting his parents here for the summer has gone to New Jersey where he will be employed in the future.

Mr. O. E. Blake has been promoted to Chief Bridge Carpenter with headquarters at Mobridge and left here last month for that point. He was followed by his family after they had made a short visit with relatives at Nampa, Idaho. We regret to lose this family from our division but wish them all the greatest happiness in their new home and Mr. Blake success in his new position.

The Gallatin Gateway orchestra, consisting of Miss Dorothy Rector, John Jenkins, Fern Wilcox and her brother made quite a hit in playing at the Pioneers convention at The Finlen hotel at Butte, in August. They have played at numbers of places near here all the past year and Mr. Wilcox who is their manager took them to the Walworth Co. Fair in Elkhorn, Wis., early in Sept. where they played before forty thousand people; and every one was greatly pleased with their music. This aside from being a solid railroad orchestra, is good advertising for the Milwaukee railroad and the Gallatin Gateway, as Mr. Wilcox lets no opportunity pass where he can do a little advertising along these lines and is to be congratulated for his good work.

55 delegates of the Ladies society of the B. of L. F. and E. attended the State convention here Sept. 2nd. Lodge work took up most of the day with a banquet and dance

in the evening which was well attended and enjoyed by everyone.

Can hardly live in the same town with Howard Robinson, even has his name in the paper, said he was close as "from here to the door" from Lindy in Butte.

## Fullerton Avenue Building

J. T. Griffin

**M**ISS Agnes Saiko, Auditor Expenditure Office who has been quite ill, is recovering nicely at her home and her many friends are glad to hear it.

Have you seen the shirt that covers Mr. Sampson?  
It's about eighteen in size  
And one look would cross your eyes  
But 't would be a hit in any lumber camp.

He was walking on the street one sunny day  
And a horse grabbed off a bite he thought  
'twas hay  
But the horse cried out in pain  
And he never smiled again  
So another horse has fallen by the way.

Where did you get that shirt  
Where did you get that tie  
Isn't it the eagle's scream  
It is I hope to die  
I would like to have one  
If I thought it wouldn't hurt  
When I go out the girls all shout  
Where did you get that shirt.

Said Stanley Deleshe  
When feeling quite rash  
To sweet little Rose Krella  
Won't you please be my wife  
And for the rest of my life  
I'll let you take care of my cash.

I love you said she  
And you say you love me  
But shook her head with a sigh  
I've heard that before  
But please tell me more  
It listens so nice don't you see.

Everybody gets married  
Before they get hurried  
Said Stanley quick as a wink  
So on September the third  
Wedding bells were heard  
And now they are happily married.

## Turning the Tables

It suddenly occurred to the small Boy Scout that he had neglected to perform his daily good deed. He approached the infirm old lady on the corner.

"May I accompany you across this busy street, ma'am?" he asked.

"Why, of course you can, you poor little fellow," she beamed. "How long have you been waiting for somebody to take you across?"

—Union Pacific Magazine.

## Where, Oh Where?

Rooney: "Which would ye sooner be in, Casey, an explosion or a collision?"

Casey: "In a collision."

Rooney: "Why?"

Casey: "Because, in a collision, there ye are; but in an explosion, where are ye?"

Dad: "Is there anything worse than to be old and bent?"

Son: "Yes—to be young and broke."

## I. & D. Items

M. E. R.

**UNDERSTAND** that Mr. W. F. Cody Division Freight and Passenger Agent, was a visitor at White River recently, riding the wild steers 'neverything.

Mrs. Milton Wolverton, wife of Assistant Division Freight and Passenger Agent, who was ill during the month of August, is much improved.

Our faithful old friend, Mr. Henry Gasper, Roadmaster on the East I&D Division, was persuaded to take his first vacation and during the month of August, visited his old home on the Valley Division and met a number of his old friends and has returned to work looking fine.

Lost—Traveling Engineer W. J. Johnston.

Mr. and Mrs. M. Ramsey were seen speeding along the Custer Highway one day in the month of August, enroute to Mason City. Mrs. Ramsey has surely converted Mark, as they attended Church at Hermosa, S. D. and sat very close to the President of the United States. Mark looks much better since he started going to Church. One thing we would like to know, and that is why Mark sold their bed right out from under them at a Tourist's Camp enroute.

Found—Traveling Engineer Johnston. Mr. Johnston has been in the Black Hills for the past three months with his portable roundhouse, using an engine in going from one place to another where work trains tie up, for the purpose of washing boilers where the water conditions are bad, especially in the Bad Lands.

Ruth has never been the same since she vacationed in California this summer. Long Beach seems to be her favorite topic, and a fair young bachelor we have learned is the chief attraction.

Mr. William Smith, a veteran section foreman, Elkader, Iowa, passed away recently. Mr. Smith had been in the service of the company for thirty-five years, being fifty-seven years of age at the time of his death. He was active and in the best of health until about six months ago when he suffered a stroke and gradually failed since that time. We extend our sympathy to his family.

Who was the lady calling for Marie Fiala and left her phone number as 696? Ask C. W. Dunavan or Hong Kong Woo Lung.

Ralph Joynt and Carter Thoma celebrated during Fair Week and as a result Ralph has no car. Carter is walking with the assistance of a cane.

A new spur track was recently completed at the West end of the Passenger Station for parking the Mason City—Chicago sleeper for the convenience of passengers who wish to go aboard before 9:40 P. M.

Mr. F. H. Dickhoff, Yardmaster, his wife and a party of friends attended the Minnesota State Fair during the first week of September.

R. H. McCormick, Yard Foreman and wife, spent a few days in Waterloo the early part of September.

Herman Quandahl, Yard Clerk, attended the Minnesota State Fair also.

Mr. J. V. Anderson, former Division Storekeeper at Mason City, his wife and family visited at the L. R. Meuwissen home the latter part of August and renewed acquaintances.

Hay Fever is the vogue in the Division Freight and Passenger Agent's and the Chief Dispatcher's office at Mason City. LRM has a line of hankies out several times during a day. According to the weather man the fever will continue until about October 14th, the

first killing frost. Be patient, patients.

Surveyor Cribbs of Mr. Crow's office passed the cigars and candy on September 8th, celebrating the arrival of a baby boy. The Superintendent's office force are still waiting for Marion to pass the candy.

Mr. R. Minton, Roadmaster, is commended for discovering a broken flange on a car in the month of August, possibly avoiding a serious derailment.

It is understood that Leo Gribben, Assistant Cashier at the Mason City Freight House is gathering antiques and has quite an interesting collection.

Clifford Smith, Track Timekeeper, has a new Ford. That is, it is new to him, but from all appearances he has quite a time in coaxing it to run for him. It is open for inspection in front of Killian's store between the hours of 12 Noon and 1:15 P.M. and 5:15 P.M. to 5:30 P.M. and for the rest of the time—well, it is occupied.

## River Division News

Margaret Maher

**THE** "Good Will" Special passed over the Division the 24th of August and made stops at Wabasha and Winona. Cars were furnished for the Shriners and they were taken around the city. They had an excellent band with them and gave very fine concerts at both cities.

District General Car Foreman Mr. E. F. Palmer of Minneapolis was at Wabasha the fore part of September looking after the washing of flour cars in order to re-condition them for flour loading. Mr. Fleming has charge of this work.

Mr. John Dietz, General Car Foreman of La Crosse with his wrecker was at Wabasha the fore part of September. Mr. Douglas, the wrecking foreman, and his men accompanied Mr. Dietz. The cars are the highest exponents of cleanliness and have every mark of good workmanship. The old saying is that you can generally judge a workman by his tools and if this holds true Mr. Dietz's men are mighty fine workmen judging from their cars. They are equipped with every thing but roller bearings and we hope that eventually Mr. Dietz will have the opportunity of seeing his cars thus equipped.

General Superintendent C. S. Christopher and Superintendent L. T. Johnston, District Master Mechanic John Turney and General Car Foreman G. Larson were at Wabasha. Everyone is always glad to have these gentlemen call and hope that they will come again soon.

Freight Claim Prevention Meeting and Courtesy Meeting was held at Minneapolis August 26th. These meetings are proving to be very popular and beneficial. They are very largely attended by all on the Division.

Federal Inspector Mr. Ernst was on the Division August 23rd and 24th and made various stops on the Division.

Mr. C. Tweeder, wrecking foreman, of Minneapolis with his crew of men were at Wabasha the first part of September.

Mr. John Fleming, General Foreman at Wabasha spent Monday afternoon at Minneapolis in attendance at the Veteran's Convention which was being held at Minneapolis Sept. 12th and 13th. Mr. Fleming was loud in his praise of the Convention and it seems that these meetings are rather a just compensation for the many years of service that some of these Veterans have seen. There were men at the meeting who served in the early eighties. It is with a great deal of satisfaction that one attends these meetings and meets the old

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familiar faces who worked together.

Operator George Poeschel has been enjoying a few days vacation from his duties of second trick operator at Wabasha. Mr. Theodore Nelson has been relieving him.

Chief Carpenter John Ostrum has been enjoying a vacation from his duties of Chief Carpenter at Wabasha. Mr. Ostrum has been out west looking after the farm interests. Suppose J. O. will need a "Special" to come back with as understand the crops are "bumpers" out there this year.

The many friends of Pump Foreman John R. Brown are pleased to know that he is able to be up and around after his long siege of serious illness.

Condr. H. Dodds and wife have returned from a trip through Yellowstone Park. Understand that Mr. Dodds and wife went through the Gallatin Gateway and enjoyed the trip immensely.

Roadmaster F. Larson of the C. V. and Wabasha Division has been transferred to I. & M. Division roadmaster and Mr. Wm. Ott is acting roadmaster for the C. V. & Wabasha Divisions in the absence of Mr. Larson.

Engr. Jerry McGraw and wife spent the week ending Labor Day visiting their daughters and other relatives at Chicago. Their granddaughter Betty Stever of Chicago returned to her home there after visiting her grandparents.

Mr. M. T. Skewes, Chief Dispatcher, had the joy of spending his vacation in the west. He was accompanied by his wife and we surely know that Mr. and Mrs. Skewes had an enjoyable trip.

No wonder Mr. Hemsey has been so reticent about his vacation for he didn't even take it as yet. The writer certainly does owe Mr. Hemsey an apology for writing about him last month, but of course the report was prevalent although not authentic. However, Mr. Hemsey will begin his vacation Sept. 15th.

THE extra board at the Yard Office was just about exhausted during the past few weeks due to the large number of switchmen who were on vacation. Late summer vacationists included: M. D. Hutchinson and wife and daughter, Clarissa, visiting relatives and friends at Aberdeen, S. D. and Kilbourne, Wis.

George F. Kerns making his annual trip to Carrington, N. D., T. E. Burke and wife visiting at Denver, Colo. L. C. Bowdish and wife on a fishing trip at Salinda, Minn. H. B. Klersey and wife on motor trip in Minnesota. J. H. Hunter and Fred Chermak on a motoring and fishing trip at Pine River, Minn.

Machinist John Kelch is among the donors to Tex Rickard's big fight fund. Armed with field glasses and a ticket which cost several days salary, he will invade the Windy City to take in the Dempsey-Tunney scrap.

Yd. Condr. Arthur Loftus is working rather steady of late and getting in some extra time. The "Kissel" is about to receive another coat of varnish.

Engineer Ed. Keating is back on the job after several weeks absence while visiting in Kansas City.

## At the Cross Roads of the World

Roberta Bair

HUGH Bragdon and Walter Osmer have learned to play a wicked game of golf.

Miss Martha Swanson of the Store Department, we are glad to report, has completely recovered from a recent operation at St. Anthony's hospital for the relief of appendicitis.

We are pleased to report that Mrs. A. L. Burt, wife of Assistant Division Engineer, is convalescing at Rochester, Minn., where she recently underwent a critical operation.

Miss Ruby Currie of the Superintendent's office force has returned from a very pleasant vacation spent in New York City and other points of interest nearby.

Mr. and Mrs. Walter Osmer, who spent their vacation in Seattle, Washington and Vancouver, British Columbia have returned home. Mr. Osmer is employed in the Engineering Department, as Office Engineer.

Miss Eleanor Faris of the Master Mechanic's office force, has returned from a pleasant vacation spent in the northwest.

We wish to extend our welcome to Miss Jane Amour, who has been employed to fill a vacancy in the Division Accountant's office, as comptometer operator.

Chief Carpenter V. E. Engman and Asst. Div. Engineer A. L. Burt are at this time making bridge inspections on the entire division.

Our Asst. Div. Accountant T. N. Walters, wife and little daughter have returned from Chicago, where they spent several days vacationing.

The gang at Terre Haute is wondering if Lieut. C. F. Carlson wouldn't like to be back with us.

Congratulations are extended to Mr. and Mrs. Fred Pearce on the birth of a son (John). The smokes and candy were fine, Fred.

If Freddie Pearce has a keen chariot and if he still has a seat in it.

As an electrician wouldn't P. M. Eldridge make a better street car motorman.

General Yard Master Stalcup at Latta says he does not choose to operate the old car in 1928, hence the new 1928 Buick coupe and say—it's a dandy.

Agent C. C. King of Jasonville has moved to Terre Haute.

J. Dukes, roundhouse foreman at Latta, is back on the job, after an extended illness.

Now, where's the fire department, Pop?

The Green County delegation to the Chicago Rodeo, composed of C. C. King, F. Perdiew, K. F. Duncan and Clyde Perdiew, departed in the night. It is understood Mayor Thompson furnished them armoured motor cars and bullet proof waistcoats and escorted them to the city limits.

All the heavy jobs on the rip track are assigned to the Hon. G. H. Michaels, the bone and muscle man.

Our heartfelt sympathy is extended to Elmer Smith, car repairer, who recently lost his mother.

K. F. Duncan is still wondering how they are going to get the confetti cleaned up at the hotel.

Brakeman Lynn says there should be a dot on all eyes.

It is rumored that dear brother Perdiew is taking up golf. We are anxiously waiting to see him step out in plus fours and golf socks.

If all the little mines would close up, it would suit bill clerk R. L. Edwards. We hope 35 more open up, each billing one car a day, and call twice a day for weights.

## General Office Items

Vila

MISS Georgia Stamm, who has been Secretary to our General Attorney, has left the Company to accept a position in Milwaukee. Miss Stamm was well liked by her associates who regret her going, while at the same

time wishing her every success in the new place. Miss Catherine Gery of Kankakee, Illinois, succeeds Miss Stamm as Secretary to the General Attorney.

Miss Amanda Wandersee is at present enjoying a trip to California, viewing the wonders of the Grand Canyon enroute, and will also spend some time at Yosemite.

If "Nora B." thoroughly read the last issue of the magazine she surely will know how we all missed her. Happy to have you well and back with us.

Mr. Jim Hayes and his son Richard enjoyed a motor trip thru the Black Hills and Yellowstone Park. They also attended the Pioneer's meeting at Butte. We enjoyed hearing all about their trip and it takes "Jim" to tell it.

The deepest sympathy of their railroad friends is extended to Miss Weinrich in the loss of her Mother and to Miss Pagels, whose Mother passed away the middle of September.

Miss Hauner, of the Engineering Department, accompanied by her Mother, sister and nephew spent a delightful vacation in the East, also taking in the beauties of Lake George.

Transportation Department parties are again in season.

Dora Hallwachs entertained the "gang" August 27th. All report a wonderful time. Community singing followed solos by the following:

Ann Brown—Don you go where I go or you don't go at all.

Jim Flynn—Show me the way to go home.

Esther—Tonight he belongs to me.

Josephine—Put your arms where they belong.

Granger—Just another drink.

Jerry—Struttin' Jerry.

Marilyn—He's the last word.

Marge Pederson—Ain't it a grand and glorious feelin'.

Marge Brandt—I never see Maggie alone.

Laura—I gotta get myself somebody to love.

Wilford—Side by Side.

Dora—It's a million to one I'm in love.

Jim Nolan—It all depends on you.

Emil Gregg has been on the sick list due to an infection in his hand, but getting along fine now.

Emma DeLong and Margaret Pederson have just returned from their vacation, having the usual glorious time.

#### BUG HOUSE FABLES

Bill Meany not attending Cubs Ball Park Saturday or Sunday.

Miss Mary Lauk, of the Advertising Department, picked out Gallatin Gateway for her point of recreation this year. Having advertised the place for the past eight months or so she was very anxious to see it.

September 17th and 18th, a week end party at the Graves' summer cottage was enjoyed by Mable Costello, Vera Snapp, Grace Baldwin, Beatrice Mofrison, Vila Graves, Loretta Kuhn, Kathleen O'Neill and Hazel Merrill. A shore dinner of tenderloin steaks and corn was one of the features of entertainment. Swimming in Long Lake was ideal due to the recent warm weather, and some of us took advantage of the instruction furnished by the excellent swimmers who were in the party.

#### Sioux City & Dakota Division H. B. Olsen

OPERATOR Kenneth Lambert at Canton is now driving his fourth car—displeased with the first, second and third models he has finally come to the conclusion the STAR roadster sport model is just the thing and has

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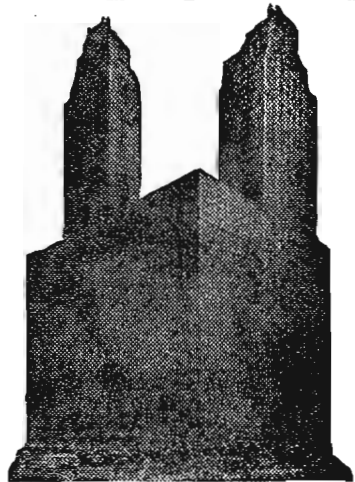
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settled down to doing 62 at short intervals.

Mrs. Fay Ness, Trainmaster's stenographer and husband toured the Black Hills during the last two weeks in August and from all indications it was a sure cure for a bad case of "bad acting" nerves.

Mr. Ray Fauts, Traveling Auditor has just returned from a trip through South Dakota's wonderland, the Black Hills and to make the tour complete he went over into Wyoming. According to Mr. Fauts opinion there is nothing equal to an ESSEX and the middle west scenery.

Miss Anna Hanson, Supt's. Office has been the recipient of several showers previous to her marriage the 21st of September. In order to get full benefit from the many beautiful and useful gifts she received, the office force has decided to have an extended house-warming party immediately after the honey-moon. (Maybe)

Mr. and Mrs. B. O. Searles, Division Freight and Passenger Agent left for the T.P.A. Convention which is being held in Detroit. After the Convention they will cruise the Great Lakes and visit points in the east.

If Burton Johnson keeps up this golf pace, Bobby Jones isn't going to have a chance. Burton has taken to bigger and better greens of late, finding Sioux City links cramp his style he has been working out on the Chicago links. We may lose Burton yet, but we will be proud to give him up to our Sport Loving America.

The girls in the Supt's. office have come to the conclusion that if this prevailing warm weather isn't good for any other thing, it certainly is much easier on their army of dieters, being no trouble at all to diet this kind of weather, in fact rather a pleasure.

Conductor Bert Swift informs us he will no longer be a bachelor as his family will return from several months sojourn in California in the next few days.

Ernie Robb, demurrage clerk, Sioux Falls went on a forced vacation account illness—Ernie is too full of pep to stay away very long though.

Omar Wells: "I think it's a good thing. Somebody ought to start it."

Tom Oxler, debonair yardmaster at the West Yards, recently purchased a brand new set of store teeth, both uppers and lowers. Tom says "Gosh dang it" a man's got to dress up once in a while.

Paul Mueller, General Roundhouse Foreman at the Sioux City shops recently returned from his vacation, which he spent at the Minnesota lakes. Paul says they had a fellow with them who could make the nicest coffee you ever tasted. Quick, Watson, the needle.

Elbert Erickson, O.S.&D. Clerk, Sioux Falls says "All styles certainly do not originate in Paris. The Fiji Island women first had bobbed hair and wore short dresses."

Lou Rabun, Second Shift Roundhouse Foreman, Sioux City Shops recently bought a very fine bull pup for a pet. The third day after he brought it home, it disputed the right-of-way with a grocery truck and got its neck broken. The sympathy of the entire railroad is extended to Louie in his sad bereavement. Any one knowing of a good dog equipped with a Barco joint for a neck, please wire Lou at his expense.

Archie A. Brown formerly Traveling Mechanical Inspector is the new Third Shift Round-house Foreman at the Sioux City Shops vice Paul Stevens recently transferred to Monticello, Ia.

We deeply regret to learn that our old time friend Conductor "Buck" Jenkins had to have his right foot amputated. Poison of

some nature lodged in the foot and to save his limb the amputation was necessary. Buck's grit, pep and cheerfulness will pull him through and while it will be some time before he will be able to get around, we sincerely hope for the best results possible.

Humphrey Griffiths, checker, Sioux Falls Freight is on a 30 day vacation. He will visit the Minnesota State Fair and other points in the northwest.

Mrs. Ruth Bartlett (formerly Ruth Bershon) was the successful applicant for the position of "handy girl around the office" at Sioux Falls, a new position recently created.

Heavier steel is being laid between Canton and Sioux Falls. Roadmaster Jerry Murphy first of all will welcome this new improvement as the old steel was getting so worn it kept him busy shifting the "slow orders."

Yardmaster J. R. and Mrs. Bankson, Sioux Falls are attending the Veteran's Convention which is being held at Minneapolis this season. The convention gained considerable notoriety as the coming event was broadcast from several of the larger stations.

Conductor Carl Wheeler's condition is slightly improved altho' he is not able to be up much. We sincerely hope for a speedy recovery Carl.

Johnnie O'Neil, popular East End Engineer, better known as "Rabbit," says he is having wonderful crowds at his 'Old Time' dances at Grebbes park. "Rabbit" surely runs a fine dance and knows how to handle the crowds.

M. J. Johnson, East End Conductor is wondering when the big rush will let up so he can get home and get a square meal once in a while. Says he has been on "split" rest for three weeks.

Section Foreman John Thompson who has had a gang of Mexican laborers to assist raising the mile of track just east of Charter Oak has completed the job and which was no small one. No doubt the flood trouble will be a thing of the past.

Operator Holstrom at Charter Oak relieved Operator Godell for a week while he took a vacation, visiting his brother and family at Perry, Ia. Roy also so-journed over to Omaha where he visited some of the large theatres.

Conductor A. R. and Mrs. Moroney and daughter Lucile are spending a couple of weeks in the Black Hills and visiting relatives.

Engineer Charles Weaver is confined to the hospital where he recently underwent an operation and recent reports are that he will soon be released from the hospital.

Walter and Mrs. Givens Trainmaster of the Kansas City Division were week end visitors at Sioux City last week. Walter is looking fine and his many friends were glad to see him. Walter says there is "plenty" business on his division.

Condr. T. H. Calligan and son Donald took a little trip over into Michigan where Mrs. Calligan and son Joe were visiting, the family returning home together.

The Monahan Post Legion Prize band of Sioux City left over our line enroute to France. They had a special train which was in charge of a Legion crew. Chester Moran, Condr. Thos Snyder, Brakeman; Joe O'Connor, Engineer and Harry Undine, Fireman.

Condr. L. E. Windsor has resumed work after having a real vacation back in his home state of New York.

## Illinois Division

M. J. S.

SYMPATHY is extended to Condr. O. T. Welch account the recent death of his

mother Mrs. Laura Welch at LaCrosse, Wis. The remains were brought to Savanna for burial at Savanna Cemetery, with the Order of Eastern Stars in charge of the services.

A Safety First Banquet will be held by the Milwaukee Women's Club at the Lydia Byram Community House Oct. 11th. A large attendance is looked for at this Chicken Dinner and Safety First Meeting.

Mrs. Frank Bliss, wife of Engr. Frank Bliss died at her home at Rock Island Aug. 19th due to heart trouble. Mrs. Bliss was about 75 years of age at the time of her death. She is survived by her husband, one daughter, Mrs. Fred Rink of Rock Island and two grandsons. Car Repairer Wm. Nolan and wife of Savanna attended the funeral services which were held from the late home at Rock Island.

Donald Gregg, son of Engr. Harry Gregg and Joseph Crowley, son of Engr. M. Crowley, left for Milwaukee where they will enter their second year at Marquette University.

Yardmaster C. A. Manson and daughter Helen and Mrs. Lee Smith, wife of Switchman L. A. Smith attended the Veteran's Convention at Minneapolis held Sept. 12th.

Two sections passed thru Savanna on No. 8 morning of Sept. 14th carrying colored Baptists from Omaha to attend an African Baptist Church Convention near Chicago.

H. H. Richardson, age 72, Sleeping Car Conductor on trains 7 and 8 the Arrow, died at the Savanna Hospital morning of Sept. 14th, due to being overcome with the heat while on duty between Davis Jct. and Savanna. His home is at 4052 Lawler Ave., Chicago and the remains were taken to Chicago by relatives on train No. 20 Sept. 15th for burial.

Inventory is progressing full-fledge on the Illinois Division and everybody rushed. Two comptometer operators are on duty at the Supt's. Office for inventory work—Miss Gladys Kane and Miss Catherine Coates of Savanna.

Ye Scribe spent her vacation at Denver and Colorado Springs, enjoying the mountains and frigid atmosphere of Pikes Peak.

Miss Clara Cush of the Supt's. Office is spending her vacation visiting relatives at Lambert, Ill.

Rail Mill Supt. Jim Rowe knows the value of the old stand-by "Safety Pin"! At a recent Milwaukee Twilight League Ball Game between the Rail Mill and Savanna Business Men, with Jimmy Rowe at bat, he suddenly dodged a swiftly pitched ball, with embarrassing results: and it was necessary for Chief Clerk Jim Tigerman to meet the emergency—and did it with a mere SAFETY pin?

Engineer Chas. Wright and wife are visiting at Cottonwood and the Black Hills of South Dakota on their vacation.

Harold Hobart and wife of Milbank, S. D. are now residing at Monroe Center, where Mr. Hobart has taken up duties as Section Foreman of that territory on the Illinois Division.

Miss Delia Cush spent her vacation visiting relatives at Dowagiac, Mich.

Agent G. H. Geyer and family of East Moline are enjoying vacation to western points.

Condr. L. E. O'Donnell and wife have returned from Hiland, Wyo., and Condr. O'Donnell is again on duty on the Ill. Divn.

## Savanna Yard News

Switchtender M. D. Bertholf attended the Veterans Convention at Minneapolis, also visited with his son Vane, and reports catching a fine mess of wall-eyed Pike.

Asst. Yardmaster L. R. Kentner was Charge De Affairs of the Savanna Labor Day Celebration. Understand he had quite a "bunch

of fun" blowing up balloons—and continues to sing "I'm forever blowing bubbles—pretty bubbles in the air."

A fish supper was held at Sand Slough Monday Sept. 12th. Twelve pounds of fish were served to seven persons and am told that switchman Bert Follett devoured six pounds himself. Sounds fishy, nevertheless the truth.

Miss Anna Jensen is the new Car Record Clerk at Savanna Yard taking the place of Miss Mary Kennedy who is acting Stenographer during Mr. Jensens absence.

Chief Caller Jewel McGrail left on her vacation Sept. 8th. She is going to visit friends at Seattle, Vancouver, Spokane, Portland and San Diego. Hope Jewel gets through in her allotted three weeks.

Bill Clerk Sherman Correll, Jr., and Laird Castle have accepted positions as Switchmen. Mr. Castle expects to reduce some weight—pulling pins on the "C" Yard engine.

Business is very good at Savanna Yard—handled 100469 cars during the month of August. Everybody busy.

Richard Lincoln and Walter Mach are the new bill clerks at Savanna Yard.

Hugh Kehoe, Switchman, is the new Extra Yardmaster at Savanna Yards—George Phillips having returned to his position as Switchman.

#### Savanna—Mechanical Department

Ben Nutt, our Boiler Inspector, is especially interested in all the new dances and soul-kisses. Ben attended the movie the other night and just can't get over the stuff Milton Sills puts out. It certainly is too bad that Ben has devoted his time to the boilermaker's trade for he certainly should be in Hollywood.

Walter Getz is back at his desk again after spending his two weeks vacation in Indiana, camping. Says he had a wonderful time but the place was just a little too wet and too cold.

We understand the Master Mechanic at Beloit is looking for a stenographer's desk to match his roll top. We might suggest that some one swap him a roll top desk to match his stenographer's desk. We just can't help you out here.

Don really needs a keeper. After looking for his cap and lumberjacker for three weeks and accusing everyone at home of stealing them, he finally looked in his locker at the office and found the above mentioned articles. I hope Don hasn't met the right one, which is making him so absent-minded.

#### Savanna—Freight House News

We know you have missed our "items of interest" for the last few times, but we will try to be more thoughtful in the future.

In spite of our electric fans it is very hot in our office, due to all the coal we have been receiving.

Ken is enjoying his vacation at home. The numerous duties on his farm kept him there this year.

We have lost our "whistler," (Gossie). He has entered the College at Dubuque, Ia. His position has been filled by Richard Mahood. We'll warn you tho, Dick, not to leave your diary in your desk.

#### Davenport—Freight House News

Engine Foreman O'Brien and son have returned from a vacation trip to Seattle and Los Angeles.

Car Clerk Ryan and wife are spending their vacation with Mr. Ryan's mother in California.

Car Checker Tegan has returned from his honey-moon trip and receiving the congratulations of his friends and co-workers. Good luck, Ted.

Mrs. James Gillon (nee Agnes McGovern) was Bill Clerk a few days during the absence of G. Baird, due to sickness.

OS&D Clerk A. Murphy spent his vacation at New York visiting his sister.

Rate Clerk Carty didn't have time for anything but GOLF on his leisure vacation time—trying to give the rest of us a set-back for game.

Abstract Clerk Albright visited with relatives in Ohio while on his vacation—Lloyd says that is no place for hay fever and Never Again!

The Dewey Portland Cement Company have been doing a big business with our station since they started operating, averaging ten to twenty carloads daily, with a good number of cars of coal received for them.

#### Seattle General Offices

D. H.

Edward M. Gulbransen, our City Passenger Agent, went to Michigan with the G.A.R. Mr. Gulbransen has a very great popularity with the members of this organization.

Miss Marian Talley who has just made her first appearance in Seattle is going to Chicago on the Olympian on September 22nd.

John Paine of our Passenger Department has a son who was born on September 2nd.

In the Freight Auditor's Office her co-workers presented her with a set of silver and kitchen utensils.

Fred Waters Auditor Expenditures Office has bought a new bungalow in the suburbs, and has joined the Suburban Aristocracy, we always knew Fred has high notions.

Miss Anna Herter, Auditor Expenditures Office, has been married to Orville Hopkins, and has resigned her position with the company to live in Pueblo, Colo. Her co-workers presented her with a set of table linen and a basket of flowers.

Miss Frances Mezydlo Freight Auditor's Office is wearing a pretty diamond ring, Frances says there is no set date for the wedding as yet.

Miss Josephine Meek, Auditor Expenditures Office was married recently to Mr. Singer, her co-workers presented her with an Electric Waffle Iron. Congratulations.

We understand that Earl Kulton was caught trying to sneak under a truck with his new Oldsmobile Car. Result \$20.00 damages.

Congratulations to Mr. and Mrs. Wesley Nehf, on the birth of a baby boy.

#### SM Division

M. B. M.

THE Club rooms for the Milwaukee Women's Club are now complete and look very inviting. Am sure they will have a very large attendance at the first meeting in their new quarters which will be Sept. 20-27. The Club has something very desirable for you to send your friends as Christmas Greetings so be sure and see some member before you buy your Xmas cards.

Supt. and Mrs. Van Dyke, Mr. and Mrs. M. Burke, Mr. and Mrs. Irvin Thompson, Mr. and Mrs. Williams, Mr. and Mrs. Chas. Hans and Mr. and Mrs. J. E. Ober were among the Austin Veterans that attended the Meeting in Minneapolis Sept. 11, 12 and 13.

Condr. Bert McGee and wife are the proud parents of a daughter, Jeanne Louise, born Aug. 22, 1927.

The many friends of Inez McCarthy will be glad to hear that she was able to go to Minneapolis Sunday Sept. 11th returning the

following day. We expect to see you walking in the office most any day now Inez.

Condr. William Deare and wife spent a few days in Chicago the last of September.

Fireman W. J. Sucha, wife and son William returned after a few days visit in Minneapolis.

Mrs. R. Cullen went to Green Bay, Wis., the latter part of September to visit friends and relatives.

Ass't. Ticket Clerk Harold Scott went home real early one night the last of August to find his house had been entered and \$40.00 stolen. His wife was out of town at the time and we wonder if he got away with the story.

Section Foreman Ernest Rasmussen has returned to work after a two weeks leave of absence.

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## THE SENTINEL BINDERY

JOHN C. SALZER

MILWAUKEE, WISCONSIN

Condr. Mike Killoren left LaCrosse one rainy day and took his umbrella with him. Coming back on 23 he put it on the rack. Getting off at La Crosse he forgot it and his brakeman picked it up and gave it to Mike telling him he found it in the coach. Mike turned in his own umbrella as lost and found. About 2 months later it rained again so Mike started to look for his umbrella. Not being able to find it, it finally dawned on him that he left it at the LaX Baggage room to be turned in. Mr. Killoren even admits himself this is one on him.

### Twin City Terminal N. A. H.

THE C. M. & St. P. Ry. Veterans' Convention was held at Minneapolis in the Nicollet Hotel September 12th and 13th and was a huge success even under the severe heat which did not serve to interfere with the celebration. Everything possible was done to make a good time and among the speakers of the day was Mr. J. T. Gillick. A banquet was held at the Nicollet Hotel the evening of the 12th and a picnic at Lake Minnetonka the second day and we are in hopes this convention will return to Minneapolis, "The City of Ten Thousand Lakes."

The Boilermakers' Staff Meeting was held at Minneapolis also and a good attendance was there.

Mr. Axel Edlund, Welding Supervisor, is enjoying his vacation out on the golf links.

Mr. Adolph Jensen, retired Foreman from the Pack Shops, is enjoying himself on a trip East.

The boys are all wondering why Al Buckner forsook his old passenger run to take work train at Wabasha. Maybe M. M. can explain this.

Mr. J. T. Gillick together with Mr. Nyström were callers at South Minneapolis Shops September 13th.

If you want your new automobile broken in and broken in right, apply to Traveling Engineer Blase as he surely has had his experience this summer—the only alibi he has is that he likes green cars better than blue cars.

### R & SW Division Lillian L.

AGAIN we will hear wedding bells chime forth glad music, this time for Frances Hawkins, Stenographer for the Chief Dispatcher at Beloit, whose marriage to Val Johnson of Kenosha, Wis., will be an early fall event.

On Thursday, Sept. 1st, an evening bridge was given by Miss Nell Menhall at her charming home on Hinsdale Ave., in compliment to Miss Hawkins, all the girls in the Beloit office attending and presenting the bride to be with a china breakfast set. Decorations were carried out in late summer flowers from the Menhall gardens. Prizes were captured by the Misses Mary McDonald and Frances McGinn.

Traveling Engineer W. W. Bates of Terre Haute, accompanied by Mrs. Bates and daughter Carolyn, spent several days in Beloit the latter part of August.

It takes a whole lot to make Jim Chambers talk to himself, but we caught him at it several times while working on that information for the Labor Board.

We were glad to receive a call from Agent F. W. Zimmerman of Janesville on August 31st and pleased to learn that he was feeling quite a little better.

Miss Florence Buck and Miss Nell Menhall spent their vacation at Detroit, Niagara Falls and Montreal.

It would be worth while for some movie cameraman to get a shot at Fernor Black when he is catching night crawlers on the lawn near the depot. However, the best part of the picture would be the expression on his face when he arrived home with a few little worms in a can and found Sonny smiling with glee because of the couple of cans he had been able to fill right at home. Sonny is the real fisherman of the family and usually catches all the fish that dad lays claim to.

Conductor George Brinkman injured his right foot quite severely on August 20th, while alighting from a caboose at Bardwell.

It is with regret we report the death of Madison Division Baggageman James Garrett, who was instantly killed at Beloit on August 22nd. Mr. Garrett was held in high esteem by all who knew him, and he was always ready and willing to do something a little extra to accommodate his fellow workmen. We extend our sympathy to the family and friends.

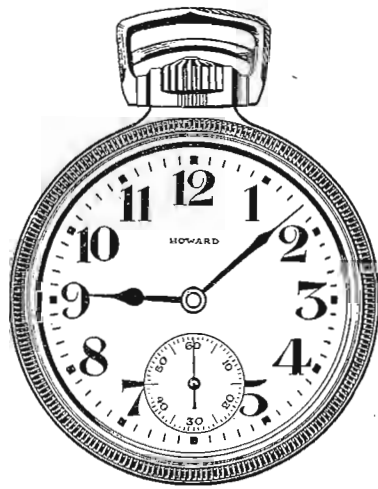
Conductor and Mrs. J. H. Cavey accompanied by their son John and daughter Beatrice spent some time at Yellowstone Park during August. John tells us that as soon as President and Mrs. Coolidge learned they were at the "Old Faithful Inn" they immediately motored over to have lunch with them. You all know John would not tell anything that did not actually happen.

When in quest of ritzy transportation, make reservations with Florence Buck for space in her Pioneer Limited, De Luxe.



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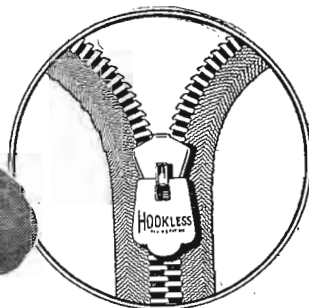
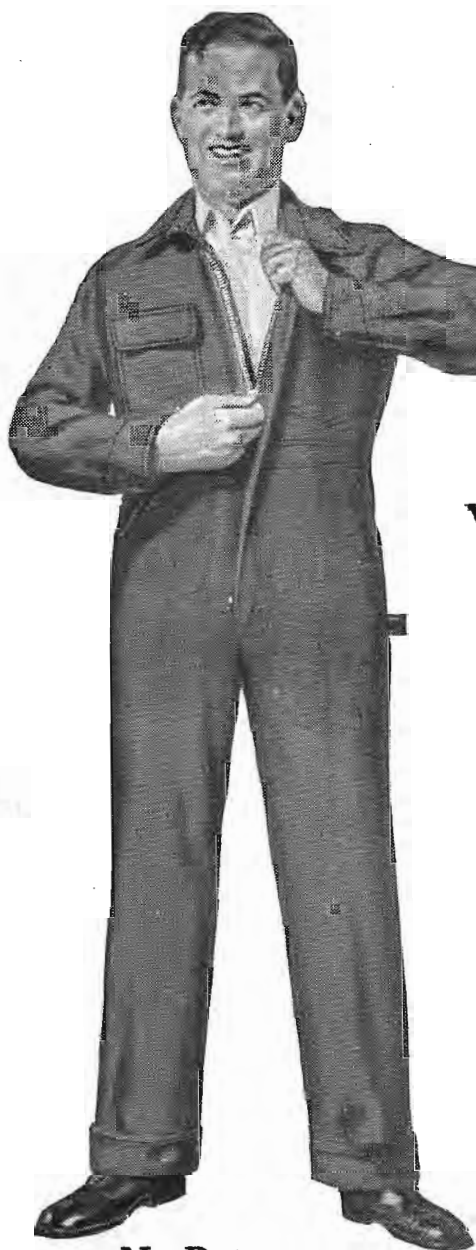
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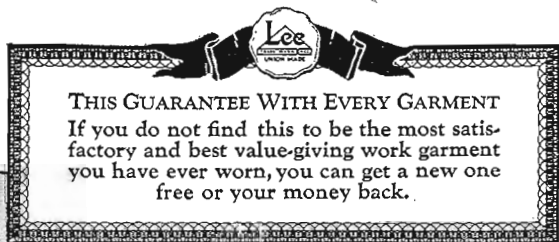
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No Buttons  
to Bother

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