

The
MILWAUKEE
MAGAZINE

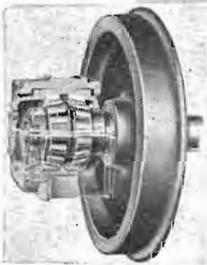
AUGUST 1927

TO PUGET SOUND
THE
CHICAGO
MILWAUKEE
AND ST. PAUL
RAILWAY
ELECTRIFIED



International Newsreel

Viewing a Timken railroad bearing application on display in the baggage car of the "Pioneer Limited." From left to right: President H. E. Byram of the Milwaukee Road; Mr. H. H. Timken, President of The Timken Roller Bearing Company; Mr. J. T. Gillick, Chief Operating Officer of the railroad; General Passenger Agent W. B. Dixon; and the Engineer of the train, Mr. Nicholas Kaiser.



Railroad History in the Making

A new epoch in railroad history dates from May 21, 1927. On that day the "Pioneer Limited" of the C. M. & St. Paul R. R. entered regular service with every car on Timken Tapered Roller Bearings. A few weeks later the "Olympian," also completely equipped with Timken Bearings, started schedule operation between Chicago and Seattle.

Never before, anywhere in the world, have any anti-friction bearings been used throughout any Pullman train. These famous flyers of the Milwaukee Road

are destined to make momentous and enduring railroad history.

The 88% reduction in starting load due to friction elimination only begins to express the value of Timken-equipped car journals. Eliminating wear, hot boxes, and by far the greater part of lubrication costs, Timken Tapered Roller Bearings with their tapered design, Timken-made Electric Steel and *POSITIVELY ALIGNED ROLLS* have brought a new day in the whole field of railroad economics.

THE TIMKEN ROLLER BEARING COMPANY, CANTON, OHIO

How

down-grade difficulties are done away with

Naturally, long down-grades and sharp-radius curves make the control of heavy trains difficult and place considerable strain on brake rigging.

Not so where electric locomotives with their regenerative braking are employed. The two per cent grade which extends for 21 miles between Piedmont and Donald on the C. M. & St. P. is now negotiated at a uniform speed of 17 miles an hour.

The motors, their function reversed, become generators which return electric power through the trolley and thereby absorb the energy of descent and restrict every train to a safe and even speed.

Actual operation is proving the worth of electrification.

Third of a series depicting actual operating experiences on well-known electrified railroads.

**AMERICAN LOCOMOTIVE
GENERAL ELECTRIC**

350-23

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FALK Castings

The Falk Foundries specialize in acid open hearth steel castings from 1 to 100,000 pounds for railroad, marine, mining and hydraulic machinery.

Falk castings are made in a modern and completely equipped plant, under the supervision of a skilled and experienced personnel. The central location of the Falk Foundries insures prompt service on all work.

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

The Falk Corporation
Milwaukee : Wisconsin

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The Impressionable Age

When your youngster is in the fifth or sixth grade, he is at that age when his character and habits are most easily moulded.

That is the time to teach him the value of money—how to spend sanely and wisely; likewise how to save.

At this impressionable age, open a savings account for him. Let him make his own deposits. Handling his passbook will give him a fine feeling of manliness and he'll do his best to show dad what a good business man he is.

First Wisconsin National Bank
Milwaukee

Capital and Surplus Ten Million Dollars



The Black Hills Vacation Land

IF President Coolidge could but hear some of the exclamations by his fellow-countrymen of the East over his choice of the Black Hills of South Dakota for his vacationing and his summer rest and recreation; why he should have gone away out to the end of the world almost, as they see it, for this purpose; he might conceivably, smile his quiet, self-contained smile, lift his eyes to the everlasting hills and to the all-surrounding beauty about him and let you take that for his answer. He is a man of few words, is this President of the United States, but he can pack a world of meaning in a look and a slight gesture of his hand.

If you want to see for yourself, there is nothing easier, for wild and primitive as are the mountain fastnesses of that region, there's hardly a hill or a dale which is inaccessible, and splendid wide roads take you everywhere. If you should start out, in automobile, flivver, motor coach or on horseback, over the fine granite-surfaced road that leads from Rapid City to the State Game Preserve, in which stands what is, this year, the Summer White House, you would find yourself in company of a multitude, for all the world and his wife appears to be en route "to see the President." And after you have driven out a few miles towards the hills, the answer to the general query begins to unfold itself. The Hills, rising on the far horizon, in their mantle of seeming black, lose themselves in the hazy distances clear around the circle. The country near at hand is lush with growing crops and wild vegetation; farm-houses dot the valleys down through whose grassy meadows comes a leaping, dancing little water course, glinting and glistening in the sun and running darker and more sedately in the shadows; and there is quiet and serenity in the air. And such air—tonic in every breath of it—clear and bracing even though the sun riding high overhead is able to remind you that it is July and corn-growing time. As the road rises the Hills come into nearer view, and immediately about you, the slopes grow more steep and the rock heads project themselves into the picture. Thirty-two miles from Rapid City to the Summer White House, and each day the President's motor spins along the beautiful road to Rapid City and back again, going to and returning from the Executive offices in the Rapid City High School building, where he is on his job daily except Sunday, remaining at his desk until noon; and then in the afternoon, he roams the precincts of the White House grounds, goes for a canter on his newly acquired cow-pony, or otherwise entertains himself and his guests in his own way. All about him are forested hills and green valleys and limpid streams to remind him of his native Green Mountains and his home State of Vermont, lacking only the rambling old white houses with their green blinds and long line of woodsheds to make the picture complete. Of a morning early

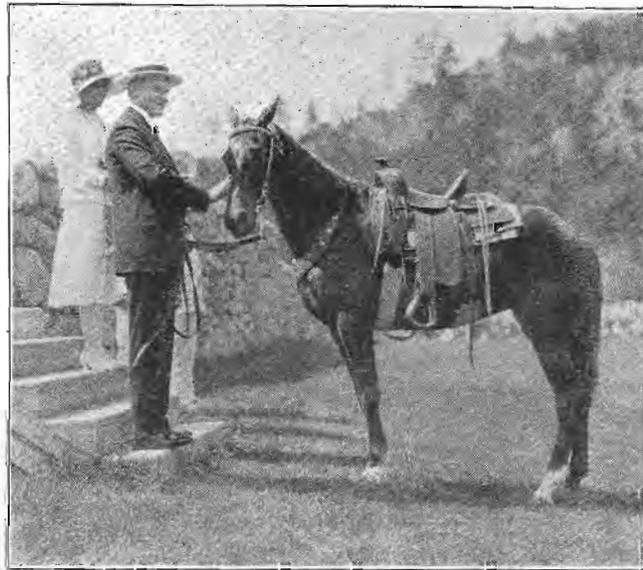
he is up and away to the brooks where mountain trout abound, and those who know say that he fishes with great devotion and much luck. He would not, indeed have much trouble catching trout in any of the Black Hills waters because they are there in such numbers that the natives tell you they literally "clog the stream." The creek the President fishes has long been famous and favored of anglers.

The Highway leads through wooded canyons, around the face of the hills, rising and dipping in picturesque, winding way, entering the Custer State Game Park, in the midst of which is The Lodge which is now the President's summer home. All along the route wonderful vistas constantly open, showing always the dark wall of mountains tumbling out of the sky and nearer the more tranquil scenes of meadows and gentle slopes.

Flowers nod brightly everywhere, wild roses, the blue lupin, larkspur, upland lilies in all their orange glory, and countless other colorful beauties. It is said there are more varieties of wild flora in the Hills than anywhere else in the United States, and it is undoubtedly true, for none of the floral friends seem to be absent.

On the way to the White House, some ten miles distant, is the little hamlet of Hermosa, where in a tiny Congregational Meeting House, the President and Mrs. Coolidge attend service. It is an unadorned little white frame building, which but for the unusual circumstance of this summer would have been nothing more than just what it set out to be,—a little country church, unknown, unhonored and unsung. But it leaped into fame when on the Sunday morning

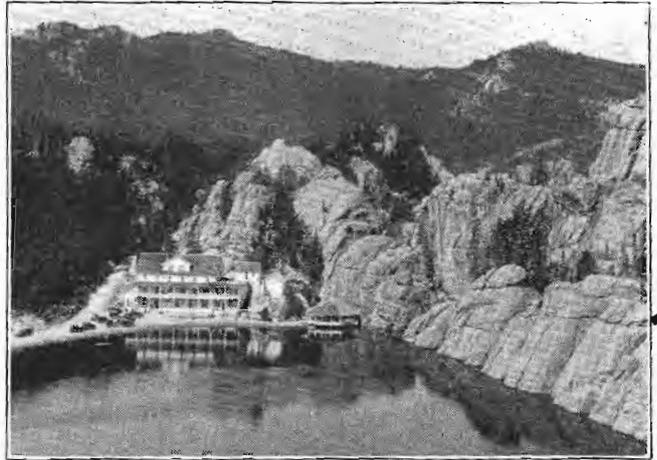
of June 19th, 1927, the White House limousine rolled up to its modest portal and the first gentleman and lady of the land alighted, to the speechless astonishment of the little knot of worshippers who were wont to gather modestly at Sunday Meeting. Since that day, the little Congregational Church of Hermosa, South Dakota has become a National Mecca. Its narrow doorway stands hospitably open and all who will, may come; or probably it is better said that all who can get in are welcome. Sunday morning at early hours before service, the terrain surrounding the little house of worship is a populous parking place where you may see automobiles from almost any state in the Union, while the eager people crowd the tiny edifice and await the coming of the White House Family. When they enter, the congregation remains standing until they are seated in the second front row. There are no pews, but the chairs in this row have all been set apart by a cordon of red, white and blue ribbon. They join in the singing and the responses, listen with attention to the minister's words and after the benediction they stop to shake hands with the parson then, bowing and smiling, the President, hat in hand and Mrs. Coolidge nodding graciously to everyone and perhaps pausing an instant to pat the head of a little child, they proceed to their motor car, are handed



The President and His Cow Pony



Boy Scout Giving the President His Riding Outfit



Sylvan Lake



On the Church Steps at Hermosa, S. D.



Weird Rock Formations Around Harney Peak



The Needles



The President and Mrs. Coolidge at the Rodeo at Belle Fourche



Terry, Montana, Cowboy Band

in, the chauffeur speeds up and they are gone, the open car carrying the President's body-guard of the Secret Service following closely. They go, leaving behind a pleasant picture of true American democracy and of real gentlefolk. On the road, if you pass and salute them, they always respond, the President with a courteous bow and grave smile, Mrs. Coolidge with many smiles and nods, as if she were glad you gave her the opportunity to recognize you, which she very apparently is.

On Sunday the White House Family follow the New England tradition to the very close of the day. They do not roam far afield, neither do they ride or motor, but if you are passing, as you are permitted to do at the decorous speed of ten miles an hour, you will probably see them seated on the verandah in front of the House. If you wave your hand, Mrs. Coolidge quickly responds, and if the President, preoccupied, seems a bit slower to acknowledge your greeting, she taps his shoulder and they both smile pleasantly down at you, as if you had been just one of the neighbors driving by.

Essaying to describe this Black Hills vacation land, one finds it difficult to put into adequate expression, the full beauty and appeal of the place, so long so little known and now sprung over night into the limelight. This is because of its diversity, the great contrasts of grandeur and of simple sylvan loveliness; so because within its six thousand square miles of mountain and valley and stream are comprised almost all the features that go to make up the wonders and beauties of Nature.

Rapid City or "Rapid" as the inhabitants speak it, is the gateway to The Hills, and from that starting point there are numberless places of interest to visit and an abundance of superlative quality to see. This summer the Custer State Park, and Summer White House are of course the focal points. Thither go, first, all the tourists and all the visitors. The Black Hills Transportation Company provides a splendid transportation service, running large and comfortable motor coaches on regular schedule over the many routes to points of interest, leaving daily. The coaches are canopied to protect from the hot sun, but capable of being made entirely open so that when the Wonderlands are reached, the towering peaks and soaring summits may be seen and enjoyed to the fullest. From Rapid out to the Custer State Park and on to The Needles Drive is a beautiful woodland route. The waters where President Coolidge fishes, originally named Squaw Creek but now changed to Grace Coolidge Creek, are crossed many times and the dancing, laughing stream calls loudly on its way down the slopes, to all the Isaac Waltons; the mountain trout dart about in the swift current, or sink to the depths in a quiet shaded pool to watch with wary eye the sportive fly on the upper reaches. Ideal fishing is everywhere and there are fishermen in plenty. Certain portions of Grace Coolidge Creek are now posted, to ensure ample sport for the President; but trout are no respecters of Presidents or boundaries, and they are just as plentiful on the upper and lower waters and in other creeks as where the notices warn you to keep out.

Beyond the White House the road climbs sharply with many curves and switchbacks, and at every turn as it swings around the hills beautiful vistas open, showing the far away hills and the nearby slopes in their mantles of dark spruce and pine, with bright open spots where the sun plays through onto a brilliant green carpet. The farthest hills rise on the skyline in sinister shadow, the very density of their forest coverings giving the darkling color which led the Indians to name these mighty eminences Pahasapa, or The Black Hills. Along the lower stretches, the forests are varied, there being heavy growths of oak, birch and other hardwood trees upstanding in all the brave array of their bright green.

The State Game Park is stocked with deer, buffalo, elk, wildcat and other wild life native to the Hills; and on a grassy slope within eye reach you may frequently see herds of elk or deer. Higher up the big horns and wild cat roam, while down near the President's domicile are a herd of buffalo grazing with much contentment and little concern about their neighbors.

Most of The Hills territory is in the Federal Forest Reserve, the State Park being a reservation within a reservation; but whether within State or Federal boundaries,

the roads are all the same, wide, hard surfaced highways with easy grades, and motors of all descriptions spin along and negotiate the climbs without trouble. One of the finest of these is the Needles Road leading to a section of the wildest and most picturesque scenery in The Hills. Beyond the Park fence the ascent is sharper and the curves grow shorter. Soon we are in sight of the weird and fantastic formations of the Cathedral Spires, The Needles, Rock Pillars and other equally interesting but nameless sharp, spike-like rocks and rounded cones that rise on all sides suggesting in their outlines many forms of animals and humans. Anyone with imagination can conjure up face and form in any of the boulders or towering crags. The formations are among the most marked exhibitions of weathered granite to be found in our mountain country.

Far out and standing alone like a table of the Titans is Rushmore Mountain, a huge, sheer cliff of granite, flat-topped, on whose smooth faces the noted sculptor Gutzon Borglum is about to chisel the head and shoulders of four great Americans—Washington, Lincoln, Jefferson and Roosevelt; a Herculean task, taking five or more years to complete; but when accomplished, will be unique and impressive. Each figure is to rise for 250 feet, with heads alone standing 60 feet high, the bodies melting into the cliff just below the waistline. The solid granite and peculiar shape of this monster cliff is particularly adapted to such work and the finished sculpture will be much larger than anything now in existence, not excepting the Sphinx, the Colossus of Rhodes or the Statue of Liberty in New York Harbor.

Beyond Rushmore's impressive bulk, and towering above them all is Harney Peak, 7242 feet above sea-level, the highest of the Black Hills. The road, winding and twisting upward among the multitude of strange formations that line its way, leads through Rocky Pass where three complete letter S curves are negotiated, through two tunnels cut in the solid granite, under balanced boulders that seem about to topple over any minute, and passing the rocky promontories, it enters a dense forest of spruce, characteristic of The Hills, deep and dark and silent on their lofty heights. In the heart of this forest, set in a beautiful basin is Sylvan Lake, at the base of great Harney Peak; and here is the luncheon station for this day trip. Here the surroundings require all the adjectives at one's command expressive of delight and wonder. The rocky shores of the lake rise precipitously, and are overhung by the evergreen forest; the water is clear and sparkling like the air that spreads over it, while wild flowers bloom everywhere in a riotous array. Truly a sylvan spot, full of the quiet beauty of the woods, mountains and placid water. Mountain climbers start from this point to climb Harney Peak by way of a good foot trail; but it has been decreed that no vehicles may ever desecrate the rugged old monarch of the Black Hills.

From Sylvan Lake, this day's route continues on via the Custer Road to the summit of Mount Coolidge, so named this year. In years past, this peak has enjoyed several different titles and frequenters of The Hills still know it as Lookout Mountain, because of the splendid prospect gained from all sides at the summit.

On the way to Coolidge Mountain are many historic places connected with the early and somewhat lurid history of the Black Hills; and monuments along the roadside commemorate some of those past events. In the days when South Dakota was frontier and the Black Hills a series of mysterious Indian strongholds, General Custer and his troopers scouted the country to keep the Indians in bounds and preserve order. He and his men are closely identified with the earliest annals of The Hills, even to the discovery of gold, because it was one of his men, Ross, by name who made the wonderful find of gold, while washing in a creek near what is now the old town of Custer City where he saw the yellow particles in the sands of the creek bed.

The discovery of gold was the beginning of parlous times in The Hills for of course there was a grand rush for "the diggings". It has been said, and probably with truth, that every stream in the Black Hills carries down with its sands some portion of gold even today, although this has reached the nearly irreducible minimum. In early days every hill was staked and "gophered" while on the

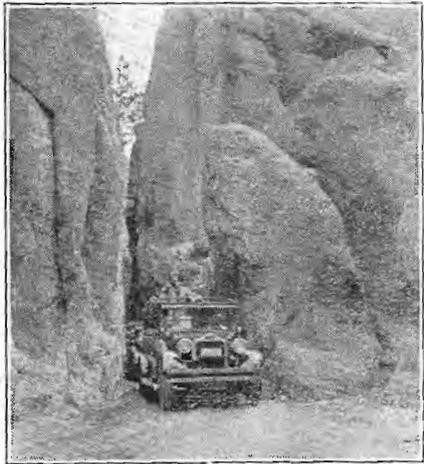
banks of the creeks the patient gold seekers daily panned the golden sands for the little reward they might receive. It was a hectic life back in those days of '76, in that locality. Near the road is the site of an old stockade built by a party of gold hunters as protection against the Indians. The stockade now standing is not the original, but the site is authentic. The Hills at the time of the gold discoveries was Indian Reservation, and the hostile redskins made life anything but easy for the pioneers, who in reality had no business in their special reserves, so that until Uncle Sam made different arrangements and opened the Reservation many of the gold hunters were escorted kindly but firmly off the premises by General Custer's troopers.

The Custer Road leads through Custer City, the oldest town in the Black Hills. On the village square stands the oldest cabin in The Hills, it now being maintained as a museum for relics of the old pioneer days. An old gold shaker and the decayed remnant of an old Black Hills stage coach are interesting mementoes attached to the museum. The Custer Road is full of memories of a strange

Mountain, which once sighted, set them in the right direction toward the trails into The Hills.

Deadwood has a history which gives it an interest all its own. In the old days it was run "high, wide and handsome" with every other building a saloon and the others gambling halls. Human life was of little value and gun practice was common, with humans for targets. The city is built on steep hillsides and its streets scramble along the slopes as if desperately afraid of falling into the creek below. It is like no other city of the present day in this country; and has withal the aspect of having stepped out of an old picture and of having brought with it an interest and individuality all its own.

Above Deadwood is Lead, and the Homestake properties. This is the most remarkable gold mining center in the world. It has been drawing gold out of the ground in a steady stream ever since its discovery, and in the fifty years of its existence it has stamped out three hundred million dollars in gold. It still continues doing this at the rate of six million dollars per year, with apparently no end to the supply. Its mining tunnels extend under the en-



On The Needles Road



The Great Spruce Forests



Through the Woodland

and lurid past and its most famous spots are now commemorated by stones and tablets.

The road to the summit of Coolidge Mountain is a modern engineering feat worthy of recognition among the astonishing achievements of highway engineers. It reaches the peak in a series of remarkable curves and switchbacks, and as it ascends, one may look back, following the downward trail on as many as four different levels at one time. At the peak the prospect stretches for many miles in every direction. Clearly marked on the horizon, west and north, is the dark rim of The Hills, the pinnacles and spires that cluster about Harney picked out in clear relief against the sky; while tier on tier of ridges rise beyond as far as eye can see. Northward are the heights of the Northern Hills, and eastward for a hundred and more miles stretch the great Dakota prairies. That mysterious composite of weird shapes and fantastic forms called The Badlands, that in the distance look like "temples, palaces and piles stupendous, of which the very ruins are tremendous," are clearly seen from Coolidge Mountain. On the top of this mountain, as on the summit of every height in the Forest Preserve, the Government maintains a lookout for fires, reducing this danger to a minimum, so that when driving through the Hills, one is struck with the comparatively few ravages of forest fires.

The tour of the Northern Hills includes a visit to Deadwood the metropolis of The Hills, and Lead, the home of the great Homestake gold mine. From Deadwood the ascent of Mt. Roosevelt is made over a magnificent mountain boulevard. This peak is 5,675 feet above sea-level and on its topmost height is the first monument ever erected to the memory of Theodore Roosevelt. From this height one may look out across the boundaries of four states: North Dakota, Montana, Wyoming and South Dakota. To eastward looms Bear Mountain, a once famous landmark in the days when oxtrains came over the prairies to bring in supplies to the mining camps. The drivers, without compass or guide-post strained their eyes for a sight of old Bear

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tire city of Lead and the lode gives no evidence of exhaustion. All of this section of The Hills contains mute and decadent evidences of the gold rush of the pioneers, and everywhere abandoned and worked out mines with their dilapidated buildings tell the story. Beyond Lead in a beautiful section of The Hills are Ice Box and Spearfish Canyons, famous fishing localities, the latter leading to the old town of Spearfish, also famous in pioneer times. The canyon of Rapid Creek, the lively little river from which Rapid City takes its name, is a bit of scenic magnificence for a day's enjoyment. Its walls rise above the sparkling, tumbling waters and wind sinuously. Following the course of the Creek as it twists and turns from side to side, is a picturesque little railroad called the Rapid Canyon Route. Its entire distance is run through a wild and impressive region—probably the only all scenic route in this country. Rapid Creek is the largest stream in the Black Hills and along its entire course are camps, cottages and fishing resorts—real summer playground and ideal vacation land. The Black Hills of South Dakota are the only mountain groups east of the Rockies, except the Ozark Hills in Missouri, until the Appalachian Range is reached. They are drained and nearly enclosed by the north and south forks of the Cheyenne River; and the earliest white settlement in all that vicinity was at the junction of the Forks near Cheyenne Crossing, where a small fur-trading post was established in 1830. The Hills were the result of a great upheaval of the pre-historic ocean bed, their granite foundations being covered with stratified rock which in places has been weathered completely away exposing the granite. Freaks of erosion are the jagged crags that appear in the curious formations seen on The Needles Road and all about the vicinity of Harney Peak. Erosion also has formed the strange flat-topped Rushmore rock where the granite has been entirely exposed and is solid instead of being strati-

fed as in most of the granite outcroppings in The Hills.

In addition to the low-grade gold quartz with which The Hills are impregnated, deposits of copper, tin, iron and some silver have been found. Graphite, mica and coal are also mined, to a limited degree. Near Rapid City are some gypsum deposits, from which a fine plaster is manufactured.

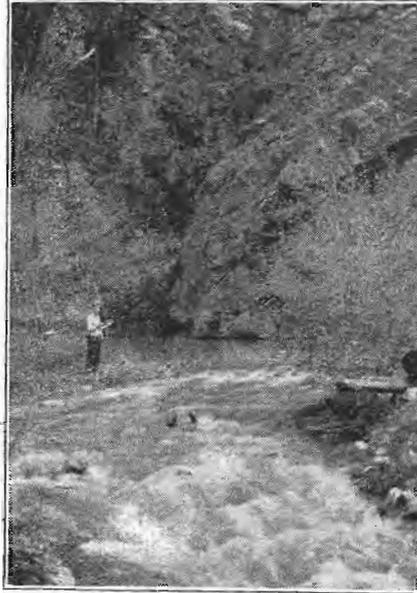
The Bad Lands, along whose southern edge, the Black Hills Division is located into Rapid City, are conspicuous examples of weathered land, where vast piles of horizontal strata have been carved by water erosion into strange shapes and fantastic forms; and without a protecting mantle of vegetation, the sun has baked and tinted them with marvelous colors. They are a veritable mine of wealth to Geologists who, have found in their depths, remains of

extinct animal life of inestimable value to science. The museum at the South Dakota School of Mines in Rapid City contains many valuable fossilized specimens found in the Badlands to the eastward.

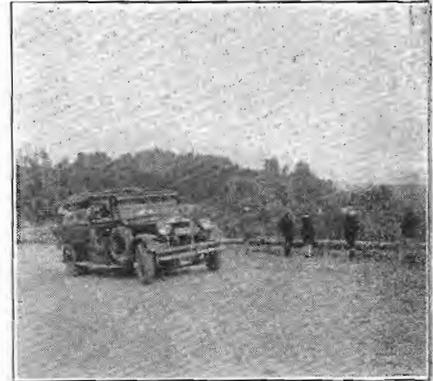
The Black Hills that for countless ages have stood in their unparalleled glory in the silence and solitude of the unknown, and enjoying only in recent years a local fame, have now entered upon a National renown endowed upon them by the residence for a summer of the President of the United States. The thousands of visitors in the present year is only the forerunner and the prophetic promise of tens of thousands in the years to come from all parts of the United States. Some beautiful tourist hotels in the heart of The Hills and plenty of first class accommodation in "Rapid" the gateway city, will leave nothing to be desired for a Black Hills vacation outing.



A Worked Out Gold Mine



A Black Hills Fishing Stream



Looking Toward The Far Horizon

Service An Employe

THE freight service required of railroads at the present time is vastly different than was the case a few years ago, to be more explicit, as recent as 1922 and 1923.

Up to that time it had been the usual custom for manufacturers, wholesalers, jobbers and merchants to lay in large stocks of raw material, products and merchandise, periodically. For instance, a merchant would buy his Spring goods in the Fall and his Fall goods in the Spring, and if the goods he ordered in the Fall were received by the following Spring he was satisfied. This permitted railroads to handle such business in so-called drag or tonnage trains; a few days more or less on the road was of little consequence, and generally speaking, there was no objection to the slower movement under the methods that existed at that time.

From the time railroads were released from Government control they instituted a campaign of faster freight handling and it is not out of place to mention that this was voluntary on the part of the railroads and was the natural result of concentrated efforts towards more efficient operation.

Numerous changes in operating methods were devised and worked out and probably one of the most important is the system of train classification where trains are made up in the larger terminals. This plan provides that two or more cars for one destination will be placed together or blocked; leave originating terminal in one train and be handled intact saves time at all intermediate terminals and junc-

tions. In the aggregate a tremendous saving on "time in transit" has been accomplished by this one improvement. Train classification was known and followed to some extent years ago, but it was not intensively developed until within the past three or four years.

It did not take the merchant long to discover the advantages to him as a result of the faster movement. It enabled him to reduce his stock of goods and meant a large saving to him in his Capital investment and interest charges thereon. Consequently he is now demanding such service and unquestionably the railway company that cannot keep abreast of the times and meet these demands is going to fall by the wayside, while the business will go to the railroad that is able to give the fast service which the public is now expecting. It follows naturally that as a result of the smaller stocks which the merchants and others are permitted to carry, with their reduced interest and insurance charges, they can operate more economically and in the end there will be a benefit to the consumer as well as to the merchant in the way of lower commodity prices.

Practically all freight is now routed on the basis of service rendered and if our own railroad is to be in the procession—and it should lead—there should be no default in the improve-

ments already made, and all of us should be constantly alert to find means of further improvements.

There will be no failure to keep our railroad in the front rank if every employe having anything to do with freight handling will take an active and personal interest in its movement. Agents at receiving stations can do much by reporting to their Superintendent and Traffic representative every shipment, either carload or L.C.L., that has been delayed. This can easily be determined by noticing date of loading on the waybill and checking the handling through the various terminals as indicated by junction stamp on the waybill. Each case of slow handling should be reported, as by this means the Operating Department can follow the mishandling and bring about corrective measures.

An agent was once asked if any of his freight was arriving late. He replied that most of it was arriving 100% and added that so little of it was off schedule he did not feel it would be worth while to mention it. That is good but not good enough. If there is but one delay in three months, it should be immediately reported and acted upon.

The reporting of improper freight handling should not be left entirely to the agent. Division Mechanics and Trainmasters can greatly assist by reporting to Superintendents conditions that need correcting as they find them in their frequent trips over the territory.

To make this plan a success there should not be any secrets between the various divisions. Any division officer should feel free to report irregularities to the division at fault and that division in turn should accept the report as constructive criticism.

Co-operation

Thomas H. Birch, Foreman Air Brake
Dept., Milwaukee Shops

COOPERATION is in reality the privilege given to the individual to express a personal idea. In other words it tends to make that which we are pleased to call personality. In ordinary business, it is personality that makes a concern stand out prominently in comparison with all competition. It has been proven that this same personality represented by the individuality of the average worker is one of the greatest assets in our industrial life of today. It is true that the results obtained are not always shown on the balance sheet, yet it is positively reflected in the company's earnings and the efficiency per man per hour. It is in reality the real source of the energy that is necessary to build up great industrial enterprises.

All enterprises commence with the smallest of ideas, and as the enterprise extends, it is always apparent that it has extended only through the enlargement of ideas. The real big idea that usually spells the ultimate success of any effort is the perfect accord between the employer and the employee. Individuality is not inherited; it must be developed and cultivated. In order to develop it, it is necessary to possess not only the will and determination, but we must have a positive affection for our work. With this faculty fully developed it is possible to set up an ideal on which we are able to concentrate every effort to the end that it may be accomplished. But, it also must be remembered that self control is closely associated with the ultimate success of any ideal. If we cannot master ourselves, it is futile to attempt to master an ideal.

Another essential quality is self confidence. In other words, we must have absolute confidence in any suggestion that we may make. We must have faith that any suggestion we may offer could be applied successfully for the mutual benefit of both employer and employee. It is a wonderful privilege to be given the real desire to learn, and thereby cultivate the ability to analyze the conditions we have to contend with, and to develop practical measures for coping with the same. If we can but realize that individuality is reflected in personality, then we cannot help but concede that individuality demands a real spirit of cooperation, which in the last analysis means true thoughtfulness of and real interest to others.

It means also, ability and the faculty of seeing things from the other fellows' view point, and this course demands tact, diplomacy, agreeableness and everything else that enters into the make-up of these qualities. Personally I believe that there are only four principles that are really involved in the ultimate success of the true spirit of cooperation, and they are as follows:

1st. The belief that the interests of the management and the workers are identical.

2nd. We must believe that if the workers use wrong methods it is rather through habit than intention.

3rd. It is necessary by close analysis of all operations, to determine and assign fair tasks to each employee.

4th. It is essential not only to consider but to act on all suggestions made by the workers.

If, as in a military organization men will follow a leader in whom they have confidence, then it is also true that the true spirit of cooperation is only attained by the workers having confidence in the men who are directing their activities. If this confidence is lacking, it is impossible to build up an organization in which efficiency of operation is the result. It has been developed that the workers are only loyal when their loyalty is appreciated.

A close study of industrial management, impresses one with the fact that the biggest weakness is the inability or the hesitancy of supervisors to make use of the knowledge and experience of the workers gained by personal touch with specific operations. It should be obvious that the success of any plan depends considerably upon information gathered from men who are actually employed in the undertaking, and that the successful introduction of any method of procedure depends on the intelligent understanding of the worker.

Another factor in this cooperative movement, is, it gives the worker a voice in the management and thereby adds much to the creative instinct of the worker. It gives him an opportunity for self expression, and affords him the exercise as a power of control over processes used and adds to the workers satisfaction in the accomplishment of a days work, and at the same time creates a further incentive for other suggestions.

Accepting the truism that the success of the railroad depends upon adequate service to the public, it should be obvious that this success depends only in the truth that the duties of both the management and the employees are identical. It means that the application of all policies should be made only after deliberate consideration of the relationship between the management, the employees of the railroad and the public it serves. It should be remembered that the public demands service in proportion to the merchandise it buys.

It is possible to clearly define the duties and responsibilities of both the management and the workers, but the definition would be inadequate unless there existed a spirit of mutual helpfulness and understanding. The spirit of suspicion and misunderstanding that has heretofore characterized the

relationship between supervision and labor, must give way to mutual confidence. The necessity that supervision and labor become honest with each other and themselves is very obvious. We must believe that the best interests of the workers and the management are identical.

Just as soon as an organized effort is made towards the accomplishment of this ideal, and means are provided for carrying out the same, and that the belief that the standards of today are bound to be superceded by the better standards of tomorrow, the reaction is bound to be a feeling of self satisfaction on the part of both supervision and labor, and will gradually lead to the belief that the phrase "good enough" will be accepted only as a poor excuse for the phrase "efficiency."

This cooperative movement can only mean one thing, and that is, increased confidence in our railroad by the public which it serves. We have only one commodity to offer, and that is transportation. Whether it be passenger or freight, it is up to us to compete with our competitors, and in order to do this successfully we must lay aside all differences, and work to the end that our railroad gives the best and the most economical service, and after this belief has been firmly established have confidence that our efforts will be duly awarded.

A Lamp Stick

By H. N. Griffin, Coach Yard Electrician
Minneapolis

THIS is the second of the "Kinks" contributed to The Railway Electrical Engineer, for which Mr. Griffin received second prize for the two.

This "kink" is called a "Lamp Stick" and is used for applying, renewing, or replacing lamps in coaches, baggage and mail cars. The fact that it is not very elaborate is overcome by its convenience and the safety of its operator.

Considerable time is saved by not having to use a step ladder, a stepping box, a chair, or to stand on arm rests or seats. It is much safer to use than the above methods while cars are in motion or being bumped in switching.

This lamp stick is made of a piece of wood three feet long and one and one half inches square. One end, screw four coach window springs about one and one half inches from the top end, taper off the corners, in a lathe, or with a plane, so the stick will be easier to handle. Wrap each spring with one layer of rubber tape. This is to keep from scratching lamps or shades, and also adds to the friction of the springs against the lamp.

This lamp stick will safely handle from a fifteen watt to a one hundred watt lamp.

"Deep Thinking"

She: A penny for your thoughts Johnny.
He: I am wondering when you are going to kiss me.
She: After kissing him; Now what are you thinking of Johnny.
He: I am wondering when you are going to pay me.

Electrified Line Enters Seattle



Mr. Byram, Mayor Bertha Landes, Mr. H. B. Earling and Conductor J. S. Johnson At Black River Junction Ready to Pull Out For Seattle

Electrified Line Enters Seattle

WHEN the electrification of the Milwaukee's Line through the Cascade mountains was under way, the project did not go nearer to the city of Seattle than Black River Junction, ten miles out, at which point the motor was uncoupled and a steam locomotive pulled the trains into Union Station, Seattle.

On July 5th, the electrification of this remaining ten miles was completed and on that date the first electric locomotive moving under electric power entered Seattle. The occasion was one for a celebration with a special train out to Black River pulled by a steam locomotive—the farewell of steam; and returning pulled by electric power, the entrance of White Coal. On the special were a company of Seattle city officials, headed by the Mayor and of railroad officials headed by Messrs. H. E. Byram and H. B. Earling.

Mayor Bertha Landes operated the giant from Black River into the Union Station. She climbed into the cab, donned the engineer's cap and gloves, poked her head out of the window for the Highball, which was given by Mr. Byram, pulled the lever and the train was off. The Mayor concentrated on her job and did all the things that a regular Brotherhood Engineer is expected to do. She blew the whistle for the crossings, responded in the proper railroad style to the salutes of the section men along the way, gave a fraternal greeting to a passing N. P. engineer in the cab of his steam locomotive, and otherwise comported herself like a real old-timer.

Engineer G. A. Bankston stood by her in the cab and explained the working of the monster, but the Mayor did the real work. Also in the cab with her was Chief Electrical Engineer R. E. Beeuwkes, who reported no delays "because of an inexperienced engineer."



Engineer G. A. Bankston and Mayor Landes at The End Of The Run

The work of electrifying the ten miles into Seattle has been under way for some time. It involved widening by three feet of the entire space between the double tracks all of the way from Black River to the Seattle station, with similar changes in bridges, culverts and crossings; also planting the poles, stringing the wires of the overhead trolley, building a power transmission line and installing the color-light signal system.

This brings to Seattle the distinction of being the largest city on the longest electrified railroad in the world, which is in a manner of speaking "SOME distinction."

Maximum Use of Freight Equipment

J. L. Brown

General Supt. Transportation

CHAIRMAN Gormley of the American Railway Association, Car Service Division, has issued a circular to all railroads, shippers and receivers, entitled "Maximum Use of Freight Car Equipment."

"Adequate and efficient transportation service has been one of the great contributing factors to business prosperity during the past three years. This fact is attested by the testimony of thousands of individuals in various lines of trade.

"Public appreciation of the value and importance of cooperation with the railroads in the efficient use of railroad facilities has been an important contributing factor in the improvement in transportation as is outlined in that part of a report entitled "Freight Car Efficiency" made by the Car Service Division to the Board of Directors May 26, 1927. As indicated in this report, there is a tremendous field for further improvement by a continuation and extension of these policies which have proved their practicability and value.

"In this report, the Car Service Division has estimated that the traffic of this country for some time to come can be handled with a net decrease of 100,000 units in total ownership of box and open top cars, provided that railroads continue replacement of smaller and less efficient cars with those of modern type, continue present standards and effect an increase of one mile in the average miles per car per day, and that — —

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

(Continued on page 10)

THE MILWAUKEE MAGAZINE

Union Station Building
Chicago

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CARPENTER KENDALL, Editor
Libertyville, Illinois

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The Gallatin Gateway "Going Grand"

GENERAL Passenger Agent W. B. Dixon reports that to the evening of July 19th, 2,041 passengers, (Gallagaters) had passed through Gallatin Gateway on their way into or out of Yellowstone Park; and by the same token have enjoyed the hospitality of the wonderful Gallatin Gateway Inn.

The showing for The Milwaukee's route to The Park is excellent and will put us ahead on Park visitors if kept up to the end of the season as it without doubt will do.

All of the reports from Gallatin Gateway patrons are warm, even extravagant in their praise of the beautiful route, the splendid train and magnificent hotel service. Here are some of the comments, and more could be quoted—ad lib. if there were space, for the letters of praise pour in daily. "Wonderful in its grandeur and magnificence." "This Gateway is magnificent and grand. One of Nature's Sublime Visions." "Our Drive was simply charming. Every turn opened to us a new vista of beauty. Forested crags jutting out over the valley, high hills surrounding us and covered with beautiful firs, always a lovely stream rushing headlong beside us. This was what charmed us." "I have been in, three different ways and the ride to West Yellowstone via Gallatin Gateway is by far the best. You can put me down as saying it is the ONE approach." "At the Gallatin Gateway Inn I received the most courteous treatment I was ever accorded. The ticket agent that served us was of the highest type of gentleman. On the trip to the Park the same courteous treatment was accorded us and this will be a milestone in the memory of life."

All our employes are to be congratulated on the splendid way they have pulled together to influence travel via Gallatin Gateway to the Park. We must all keep it up so that our Passenger Department comrades may be able to proclaim at the end of the season that all records have been broken.

W. B. D. says: "The nice little train which runs back and forth between Three Forks and GALLATIN GATE-

WAY, handling our through equipment, has been named THE GALLAGATER! We must keep THE GALLAGATER working overtime!"

Puget Sound Pioneers

ANNUAL Meeting to be held at Butte, Mont., Aug. 15th and 16th.

All employees and parties, Vets and Pioneers cordially invited to attend.

Expect a big time. Please notify Mr. J. J. Flynn, Deer Lodge, Mont. if you expect to attend.

J. P. Phelan L. S. Cunningham
Pres. Sec.

The New Olympian

On Saturday July 16th, the Milwaukee's New Olympian Train started on its Exhibition tour, commencing at Chicago, stopping at Milwaukee, the Twin Cities, Aberdeen, Miles City, Butte, Spokane, Seattle and Tacoma. The Pullmans in the new train are identical with those now in use on The Pioneer Limited, and with the rest of the new Milwaukee Equipment, make a magnificent showing. The new Olympian's Observation Lounge Car, will be placed in operation about August 1st. A detailed account of this new car will appear in a subsequent issue.

Card of Thanks

Milwaukee, May 9th, 1927.

Dear Friends:

We wish to extend our most heartfelt thanks to all our friends for their kindness and sympathy shown us in our late bereavement, the loss of our beloved husband and father, Elmer L. Anderson; for the many beautiful floral offerings and spiritual bouquets; special thanks to the pall bearers and employees of the C.M.&St.P. Railway Company.

Respectfully yours,

Mrs. Elmer L. Anderson
and Children.

Valmora, New Mexico

April 30, 1927

To my friends and fellow employees
of the C. M. & St. P. R. R.:

As many of you already know, I have spent the past year at Valmora, New Mexico owing to a breakdown in health. I wish to take this opportunity to let you all know that I have made wonderful progress and am well on my way to recovery. It has given me great pleasure to receive the Milwaukee Magazine and read of the various doings of my friends. I very often wish I were back in the harness, but it will be quite some time yet before I can think of returning to work. With kindest regards and best wishes I remain

Yours truly,
Carl Strom

"Did the doctor remove you appendix?"
"Feels to me like he removed my whole
table of contents."

—O-B

Maximum Use of Freight Equipment

(Continued from Page 9)

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 TURN-OVER OF COMMODITIES, REDUCED INVENTORIES, AND MAXIMUM USE OF PLANT FACILITIES."



Lieutenants Maitland and Hegenberger Enroute From Seattle to Milwaukee After the Famous San Francisco-Honolulu Flight

The Olympian Train

By Edmond S. McConnell

Chapter IV

Sleeping and Dining Car Service

THE Western Avenue Coach Yard, located about three miles west of the Union Station at Chicago, is the home port and base of supplies for the *Olympian*. Located here are commissary, laundry, and all facilities for cleaning and equipping the *Olympian* for its long transcontinental journey. Only slightly lesser facilities are provided at the western terminal of Tacoma, Washington, where the train is again cleaned and inspected, and the dining car reprovisioned for the eastward trip.

The sleeping and dining car service is organized under the Superintendent of Sleeping and Dining Cars, and each train carries a dining car steward and a Pullman conductor who are directly in charge of their respective departments while the train is on the road. In this chapter we shall attempt to tell you something of the work of these departments, upon whose services depend a large measure of the comfort and satisfaction to which the passenger and guest, are entitled.

The dining car is in absolute charge of a steward who is held closely accountable by the Superintendent for the conduct of his men and the service of his car. He signs a receipt for the car equipment and provisions before starting his trip; he plans the menus, directs and supervises the work of the cooks and waiters, and acts as cashier for the service. It is said that good stewards are born, not made, and the "Milwaukee" takes particular pride in the men who serve on the *Olympian*. It is their duty and pleasure to see that each passenger is served to his supreme satisfaction, a requirement which is performed with a degree of efficiency that bespeaks long years of training and experience coupled with a natural aptitude for this very special vocation.

The dining car staff consists of nine men besides the steward—the chef, three assistant cooks, and five waiters—ten men in all. The chef is the presiding genius of the kitchen, and he and his assistants are chosen for their skill in preparing the meals for which the "Milwaukee" is famous the world over. The waiters are selected for their ability and amid the immaculate appointments of the dining car they serve the public with courtesy and dispatch, for they too, are of that spirit which characterizes the *Olympian* as a superior train.

Dining car employees are given a thorough physical examination at least every ninety days, and the steward never relaxes his vigilance that everything about his men and his car shall always be in the most hygienic and sanitary condition. The steward is strictly accountable for the appearance of his men, and among other

things he must see that they have clean linen and are always neatly dressed.

During the seasons of heaviest travel the dining car is provisioned with several hundred dollars worth of the finest quality foods that it is possible to buy, and in addition the steward has authority to buy anything he may require enroute. In this way the dining car is enabled to serve the choice products for which various localities are noted. A representative of the department is located at Butte, Montana, and mountain trout is one of the specialties frequently obtained there. Three Forks, Montana, is noted as a dairy center, and fresh butter, milk, and cream are regularly supplied to the *Olympian* at that place. The Pacific Northwest is noted for its fruits and vegetables, and its sea foods. When the dining car is reprovisioned at Tacoma, these products form an important part of the dining car stock.

A visit to the main commissary at the Western Avenue Coach Yard or the secondary commissary at Tacoma is one to delight the epicurean taste, for these are places where quality and cleanliness are the first consideration. Room after room and shelf after shelf are loaded with the finest staple food products. The old wine room has lost something of its former significance since the advent of national prohibition, but a vast stock of fine cigars and mineral waters are stored there. Another room, carefully maintained at the proper temperature, is used for fruits and delicate vegetables. There are found citrus fruits from Florida and California, tender vegetables from the Gulf States, and countless other good things from many lands and climes. A suite of rooms is used for receiving, storing, and cutting of meats, and the sight of that extensive array of steaks, chops, fish, and cured meats would make a vegetarian's mouth water. Another room contains thousands of dollars worth of kitchen equipment, china, glassware, and silver service. The commissary is equipped with its own refrigeration plant which maintains the proper temperature in each room regardless of outside weather conditions. Deliveries are received daily from Chicago wholesalers and meat dealers, and the turn-over of the commissary runs into hundreds of thousands of dollars annually.

One of the features that has made "Milwaukee" dining car service famous is the fact that everything is prepared on the car, as in the best hotels and restaurants. Pastries and breads are freshly baked each day, and when ordered, a la carte meals are prepared for the individual patron.

Perhaps you will find the routine of one of the *Olympian's* dining cars interesting. As the eastward bound

Olympian nears Chicago on the morning of its arrival, the steward takes a careful inventory of all provisions left in the car, and then makes out three separate requisitions for as many classes of fresh supplies, which he feels will be required for the outgoing journey. These requisitions are handed to a representative of the commissary as the train passes the Western Avenue Station in order that all supplies may be on hand to fill the order. The steward for the outbound trip meets the train on its arrival at the Union Station, and together with the incoming steward checks over all provisions and equipment to see that nothing is missing. He scrutinizes copies of the three requisitions, and decides on any changes or additions which may be needed for the menus of the nine meals he has planned. By the time the train has been returned to the coach yard about an hour later, he has accomplished all these things, and he then reports to the commissary agent any changes in the provision requisitions.

During the day the car is thoroughly reconditioned. Carpets are removed for cleaning, and soiled linen is sent to the laundry. The running gear of the car is inspected, the lighting, heating, ventilation, refrigeration and water supply systems are examined, and all necessary adjustments and repairs are made. The exterior of the car is washed down with soap and water, the windows cleaned, the interior woodwork is polished, and the cooking utensils are sterilized. When everything meets the approval of the steward, his staff load the fresh provisions, the car is iced, and everything is arranged for the trip. The train is reassembled during the evening and returned to the Union Station, whence it leaves at 11:00 P. M. for its 2200 mile journey to Puget Sound.

The *Olympian's* dining cars are designed to seat thirty or thirty-six people at one time, yet the arrangement is such that the car is never crowded, and the service is always at its best. The kitchen and pantry, although small, are marvelously complete. Ice boxes maintained at various temperatures for different foods occupy a considerable portion of the kitchen and extend out onto the wide vestibuled platform. Sink, stove, and steam-chest have the compact dimensions of the fittings of a yacht's kitchen. In order that four men may work in such a small space it is necessary that there be a place for everything including themselves. Pots and pans fit into inconceivably small spaces, and even the overhead space is utilized for the water supply tanks. Obviously there is no room in the kitchen for the waiters, and their orders are passed to them through a small window between kitchen and pantry. Around the walls of the pantry are carefully arranged shelves and "pigeon-holes" for the dishes. Frequently as many as one hundred meals of several courses each are prepared and served at one time from the dining car kitchen, and the culinary skill which is displayed is a joy to those who are so fortunate as to travel on the *Olympian*. It goes

without saying that everything is kept scrupulously clean and neat in this tiny space, and to anyone who is interested there is a standing invitation to inspect the dining car kitchen.

The quantity of linens required on one of the **Olympian's** dining cars is tremendous as more than 2500 separate pieces comprise the full complement. Some of the larger items are 1400 napkins, 110 full size table cloths, 450 top covers, 140 white coats, and an equal number of aprons. It is small wonder that the "Milwaukee" maintains a complete modern laundry of its own in Chicago. Usually the initial linen supply is ample for the complete round trip, but provision is made to have laundry work done at one of the western terminals whenever necessary. A very fine quality of linens are used, and the replacements made necessary by natural wear cost thousands of dollars annually.

The silver service on the **Olympian** is a considerable item, representing an investment of about \$2,000 for each dining car. Dining car service is extremely hard on silverware, and it is replated on an average of once each year at the general car shops at Milwaukee where special facilities are provided for such work.

Another thing which is used in great staggering quantities on the dining car is ice. The ice bunkers for the refrigerators hold in the neighborhood of two tons of ice. The supply is replen-

ished as often as necessary, usually at each division point. It is not an uncommon thing for a dining car to require ten or twelve tons of ice for a single one way trip during hot weather. That is more than the ordinary household would use during an entire year.

Within recent months the "Milwaukee" made the first installation of mechanical refrigeration ever applied to a dining car. Although the apparatus had not been especially designed for the service demands of dining car service, a very rigorous test proved it to be so satisfactory that it is expected that it will not be long before mechanical refrigeration will supersede ice refrigeration on the **Olympian's** dining cars.

It is a well known fact that dining cars are notoriously poor investments when considered by themselves, and the "Milwaukee" suffers an average loss of about thirty cents on each meal served on the **Olympian**. But even so, the **Olympian** will continue to serve its famous meals, for only by so doing can it maintain the high standard of excellence set for the train.

Each morning as the eastward bound **Olympian** passes the Western Avenue Coach Yard, huge canvas bags of soiled linen are tumbled off from the Pullmans to be taken to the laundry. When the empty train is returned to the coach yard, each car is fumigated, disinfected, and thoroughly cleaned, inside and out. Carpets, cushions, mat-

tresses and bedding are taken outside to be sunned and aired. Meanwhile the running gear, and the heating, lighting, and water supply systems are inspected and repairs made; the outside of the cars are washed, and hand wiped, the interior woodwork washed and polished, and the windows cleaned.

After the furnishings are replaced the linen lockers are stocked with nearly 1500 separate pieces, including 450 sheets, 350 pillow slips, and 500 towels. As with the dining car this is usually ample for the complete round trip, but if necessary soiled linen can be laundered at one of the western terminals.

The trip from Chicago to Seattle requires only seventy hours—less than three days—and it is only a short run down the Sound to Tacoma, where the **Olympian** lays over until its return trip. If we assume that our train leaves Chicago at its appointed hour of 11 P.M. on Monday night, Aug. 1st, it reaches Seattle at 7:00 P.M. and Tacoma at 8:35 P.M. Thursday evening, the 4th. During the next day, Friday, the train is prepared for its eastward journey, and it leaves Tacoma at 8:00 A.M. Saturday, Aug. 6th, after a thirty-six hour lay over. Three days later, Tuesday, the 9th, that same **Olympian** train slips into its familiar berth at the Chicago Union Station at 9:25 A.M. The train is again prepared for the road to leave again that evening—a complete cycle every eight days.



Lounge Room, Gallatin Gateway Inn

Chemical Weed Killer

T. H. Strate

THE application of Chemical Weed Killer which is now under way with four outfits at different points on the System, was first tried out in 1925 when approximately 980 miles of track was treated in the Southern and Middle Districts. In 1926 approximately 2,800 miles were gone over, and this year it is planned to cover approximately 5,000 miles.

The chemical as furnished by the contractor is an arsenic solution consisting of 4 lbs. arsenic trioxide (As_2O_3) and 1 lb. caustic soda ($NaOH$) together with sufficient water to make one gallon of solution. When received on the line for application, it is diluted in the ratio of one gallon solution to three gallons water and after being thoroughly mixed, it is applied to the vegetation.

The chemical is received from the contractor's plant in ordinary tank cars of 8,000 gallons capacity, the cars being fitted up with necessary pipe lines to carry the chemical from the supply car to the spraying equipment. This equipment consists of a set of nozzles hung

the train followed by either the tank car or the locomotive as desired. The operators stand at the front end of the flat car, and are, therefore, in position to see just what is necessary in the way of application and to handle the nozzles accordingly.

When the outfit is first put into operation the contractor furnishes two tank cars, one with 2,000 gallons of chemical in it and the second with 8,000 gallons. The tank with the 2,000 gallons is then filled with water from the Railway Company's stand pipe and the cover on the dome is securely fastened so as to make the car air tight. The solution is then agitated by air furnished from the train line thru a 1" pipe laid on the inside bottom of the tank and perforated with small holes spaced one or two inches apart. This air pressure also forces the liquid to the nozzles at a pressure of 20 pounds.

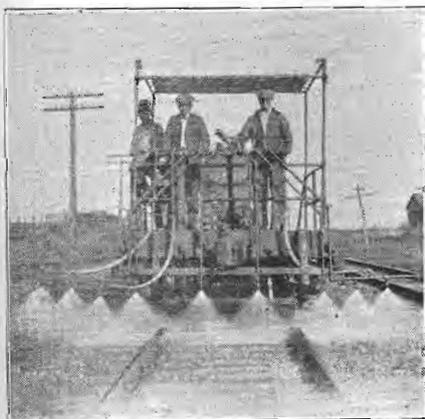
When this chemical was first applied a weaker solution was used and the ground drenched with it, but later developments favor the so called leaf absorption method whereby the chemical is placed on the vegetation in a fine spray form, the theory being that the poison is absorbed by the leaves and drawn into the roots thru the stem. The results are better than if taken thru the ground.

An average of 50 to 100 gallons of chemical is used per mile of track depending on the amount of vegetation, and on the width sprayed. Ordinarily it is intended to spray the center of the track and the outside for a distance of 5' from the rail on single track lines, and a distance of 6' from the rail on double track class "A" lines.

The cost of this work including the chemical, work train service, etc., averaged approximately \$21.00 per mile of track in 1925, and about \$19.00 in 1926. This year will show a considerable decrease especially where applications have been made before. Ordinarily weeding of track by hand costs at least \$80.00 per mile, indicating the saving that can be made. There are other advantages also over the other

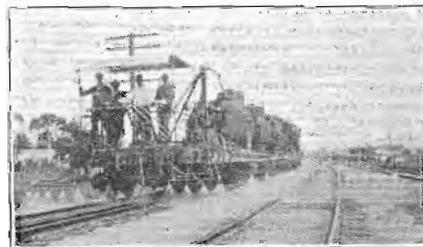
methods of burning and scuffle hoeing, namely, that the ballast is not disturbed and that formation of sod is entirely eliminated. The weed burning and the hoeing do away with the weeds above the surface of the ground temporarily, but after a few rains they are up again and the process must be repeated. With the chemical the weeds are killed and will not come up again. If weeds do reappear it is due to seed being blown in or to roots spreading from the outside of the grass line.

The one objection to the use of this chemical is danger to stock which may get on the track and eat the grass which has been sprayed. This is only the case for a day or so after the chemical has been applied, as after the plant begins to turn brown and shrivel up the cattle will not touch it. With proper protection and care this danger can be eliminated entirely.



The Single Track Outfit

on a system of piping on the end of a flat car, each of these nozzles having an independent lever which can be opened and closed as desired. The spraying car is at the front end of



The Double Track Outfit

S. M. East Notes

Chief Dispatcher Wood from Madison, S. D. called on Austin friends Monday, July 11th.

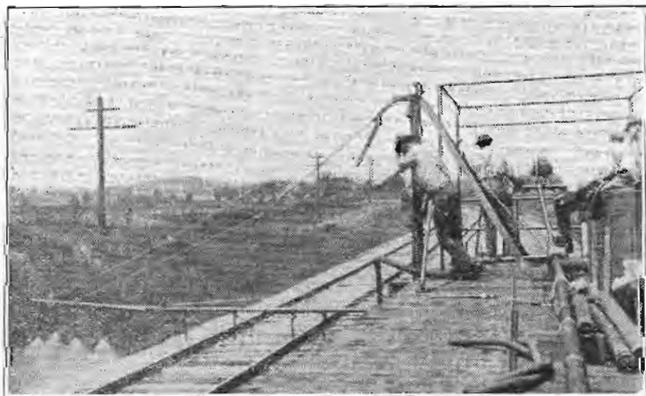
Mr. H. B. Williams spent July 4th with his parents, Mr. and Mrs. J. D. Williams. Blake is now Adjuster for the Underwriters Adjusting Company with his headquarters at Duluth, Minnesota.

Miss Eleanor Moran had her vacation the last two weeks in July, spending the first week with Mrs. Emmet Bowen at Watertown, Wisconsin and second week at her home in Lancaster, Wisconsin.

On Thursday evening July 8th the "Milwaukee Diamond Ball Team" of Austin, played the "Hormel Office" team at the Lafayette Park. The Hormel Office started out to put the game on ice, by scoring 4 runs in the first inning. The Milwaukee outfit came right back in the second inning and scored 3 runs, but the Hormel gang were still full of fight and ran the score to 9 to 3 in their favor, when the Milwaukee went to bat in the never-to-be-forgotten sixth inning. Well before the slaughter of this inning was over 9 runs had been scored making the count 12 to 9 in Milwaukee favor. The Hormel Office made a desperate effort to score in the last inning, but failed to do so, Catcher Schumacher having the last put-out on a foul tip. Much credit for winning the game is due Pitcher "Mook" Evenson who hurled a splendid game.

"Say," one neighbor asked another excitedly, "do you know a fellow down your way with one leg named Wilson?"

"I don't know," returned the other doubtfully; "what's the name of the other leg?"



The Weed Killer Showing Part of the Spray Cocks Shut Off



SAFETY FIRST

Blain Cartwright, Mobridge, South Dakota has also expressed some very good ideas on Safety First:

To be ever alert is the main step toward Safety First, and Safety First being one of the first steps toward economy, it is beneficial, both for the employer and the employee.

We cannot work single-handed and expect to make any progress; consequently the necessity for a one-hundred per cent co-operation.

To be on the lookout at all times, not only for yourself but also your fellow workers, means a lot in the way of Safety First.

Just because you may be able to shun an obstacle is no assurance that the one following will be able to do likewise, therefore report same and see that it is remedied; for so doing is a benefit not only to yourself but to all concerned.

We should not be content with a committee of two or three from each department, but each and everyone should volunteer as a committee of one to take the same interest as any regular appointed committee, for your own protection, as well as that of others.

We cannot be too careful at any time, always get ready before you start. The old saying, "haste makes waste" is only too true. A hurried start is time lost.

Let us live up to our 1927 motto "IT CAN BE DONE," and we might suggest that our 1928 Motto be—"BE PREPARED" for the two go hand-in-hand.

Safety First should be made a practice, not only while on duty but at all times. Many of the employees have cars and before crossing railroad crossings it is best to stop, look and listen before crossing.

When we stop to consider that 150 automobiles have crashed into the sides of our CM&St.P trains in the last year, let alone the number of cars that have been hit by trains, it is about time we sat up and took notice.

We are all well aware of the fact that at railroad crossings there are railroad crossing sign posts, and whether the car hits the train or the train hits the car, it is no fault of the company. A bit of precaution before approaching a crossing is the safest way to be safe. "IT CAN BE DONE," the Motto;

Our efforts try to burst,
So get the gang together
And three cheers for Safety First.

Safety First is the Foundation for the Building

This is what F. K. Kummrow of the Northern Montana Division thinks about Safety:



The best service any man can do to be foremost in time, place and rank is to be loyal to the work of which he is a part. He who says—"if there is anything I can do, be sure to let me know," does not accomplish very much; but the man who gets along and has his eye and mind on the work, has the welfare of his employer and his fellow workers at heart, is laying a solid foundation for the great and important question of Safety First.

Safety Meeting at Perry

SUPERINTENDENT Flannigan is to be congratulated upon the meeting held on the Iowa Division June 24th, 1927 at the Perry Machine Shop. There was an attendance of 149 employees representing all branches of the Service.

The meeting was opened by Supt. Flannigan and in his talk he particularly stressed that the preventative for accidents and injuries was education and that much of this, in fact practically all, is derived from holding Safety Meetings along the line of Educational purposes, causing employees to think and study out their work along the Safest lines.

We quite agree with Supt. Flannigan and feel sure that such a meeting cannot help but have it's good effect on the Safety record of the Iowa Division.

Safety Tonic

Have you had your Safety tonic today? Here's a prescription we absolutely guarantee for the careless worker:—

- 2 oz. "I must"—To preserve my life.
- 1 dr. consideration—For the other fellow.
- 1 oz. love—For my family.
- 1 dr. loyalty—To my Employer.
- 1 dr. thoughtfulness—For my fellow workmen.
- 1 dr. carefulness—For myself.
- 1 dr. cheerfulness—For everybody.
- Add 1 dr. common sense and liberal

quantity of "I WILL" Mix and Shake Well. Take liberal doses frequently each day. Cure Guaranteed. For Daily Exercise—"SAFETY FIRST"

To Cut Down Accidents

The following was written by Carman A. Hitz and read at the meeting June 24th at the Deer Lodge Meeting:—

Safety First is the problem we are here to discuss and to devise ways and means to cut down the number of accidents on this road.

The accidents we are interested in mostly are the ones that can be avoided and are caused by someone's carelessness, or neglect.

Although there have been no serious accidents in the Car Department at this point, there have been quite a number of minor ones. A good many of them are caused by carelessness on the part of someone.

Here are some of the dangerous practices which are apt to cause accidents.

Failure to put out a blue flag when under cars repairing or inspecting them.

Refusing to wear goggles, or remove guards when using emory wheels.

Failure to keep a lookout for moving cars or engines when working next to a track where switching is being done.

Leaving boards with nails sticking up lying around for ourselves, or someone else to step on.

When you are holding a chisel bar, don't stand on the same side as the man who is striking with the sledge, or you are apt to get hit.

When it is necessary to jack up a car and run the trucks out, don't go under the car to work until you have first placed the car on horses. Jacks cannot be depended upon to hold a load.

Don't let jack handles slip out of your hands when letting down load. Quite a number of men have been hurt in this manner. Always keep yourself in the clear.

When using a riveting gun some men fail to shut off the air valve after driving rivet, or use a valve that is leaking. If the trigger of the riveting gun is accidentally pressed or hit the plunger and button will be sent flying through the air, and if anyone is standing in its path, he is apt to be seriously injured.

SAFETY FIRST applies to the Foremen as well as the workmen. They should at all times see that the men are properly protected on the repair track, with the proper flag, and also keep the switch locked during working hours. If it is necessary to remove these at any time during the working hours, the men should first be warned.

SAFETY FIRST should apply to a man's health as well as to accidents. Men working on unhealthy jobs such as sand blasting and paint blowing should be required to wear a respirator at all times when doing this work, and this work should be done where other men will not be exposed to it.

Some men insist in doing work in a careless and dangerous manner. A short time ago a man told me that the Safety First rules could not be lived up to, and that if a man didn't take a chance once in a while he would never get any work done. As long as some men take this stand there will be accidents. These men are not only a menace to themselves, but to their fellow workmen as well.

Safety First means watching your daily habits and those of your fellow workers. If they are careless in their duty, do not hesitate to tell them; in this way you are protecting your own interests as well as the man you work for.

It is not by regretting what is irreparable that good work is to be done, but by making the best of what we are. It is not by complaining that we have not the right tools, but by using well the tools we have, that Safety First will be insured at all times. Education is the main and most important weapon of reducing the number of accidents.

The great Safety First Movement is built upon self preservation, "The first law of nature."

The Safety First Movement stands ahead of all great movements of the world.

A great deal has been done in the way of Safety First, but there is still room for improvements, therefore, let us all put our shoulders to the wheel and from this very moment say to ourselves, "SAFETY FIRST IS OUR MOTTO," and with this spirit in mind you will accomplish wonders.

How can we do any better work for our employer and do more justice to ourselves and fellow employees than to prevent an accident or save a human life! By doing so brings joy and happiness into many homes that might otherwise be sorrowful and possibly desolate.

"CARELESSNESS!" DESTROY IT WITH "SAFETY FIRST!"

Current Railroad Topics

THE remarkable increases in the operating efficiency of the railroads during recent years, particularly in the period since the war, are creditable in large part to advances in the design

and maintenance of locomotives and freight cars," according to William J. Cunningham, professor of transportation at Harvard University. "Except in the important factor of return on property investment, the railroad record of 1926 is one of superlatives: It had the largest volume of ton-miles, the greatest operating revenues, the largest net income, the highest operating efficiency, and the standard of public service was never before equalled in quality. The record as a whole is encouraging to those charged with the determination of executive policies, who during the past six years have courageously invested about \$800,000,000 per year in capital improvements on the railroads of the United States, even though the return on the total investment in a year with such favorable results otherwise is disappointingly low. That courage is born of a faith that the Transportation Act of 1920 means what it says, namely, that the railroads as a whole or collectively, in territorial groups, shall be permitted to earn a fair return on the value of property devoted to public service, if operated with honesty, efficiency and economy. The return last year was better than in any year since the Act was passed, but it was too far short of a fair return.

"It is not necessary to go back many years to demonstrate the striking gains in transportation efficiency. The year 1926 was practically free from any interruption to expeditious movement or from any shortage of equipment. The service was never so free from congestion, delay and car shortage, although the volume of traffic exceeded all previous records. The gains in freight car efficiency are impressive. Many other evidences of substantial improvement might be cited as well as the intangible but highly important factor of quicker dispatch and dependability of service from the viewpoint of the public. The higher quality of service since 1922 has brought about what is almost a fundamental change in purchasing policies so that the manufacturers and merchants are getting along with much smaller inventories and in many cases are saving a substantial amount of freight bills by the reduction in the interest charges on their smaller stocks.

"The proportionately greater cost of maintaining locomotives and cars than of maintaining way and structures and of conducting transportation is not an indictment of the efficiency of the mechanical departments of the railroads. Instead, in the main, it is the reflex of important advances in the art of transportation. The notable achievement in the constant increases in the load per train and otherwise in producing more units of transportation with less units of work have been made possible in large part by the steady development in the power, capacity and efficiency of equipment. Heavier and more powerful locomotives with economizing devices and the use of larger capacity cars produced more ton-miles per train-mile, per train crew hour and per ton of fuel, but they add to equipment maintenance costs. The

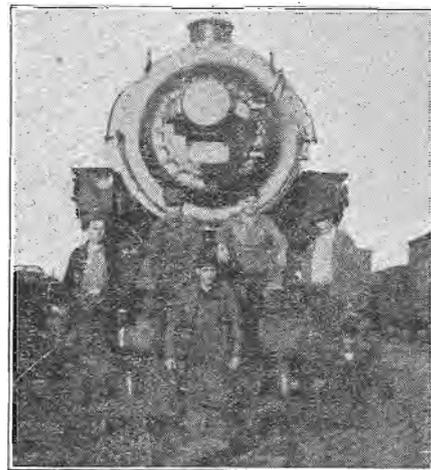
striking increase in freight transportation efficiency has been purchased in substantial part by heavier costs in maintenance of locomotives and cars, but the net result has been a lower cost for hauling a ton of freight one mile and the ability to increase the capacity of lines and terminals."

The railroads in the middle west are in the best condition to handle this year's crop movement ever reported, according to the Car Service Division of the American Railway Association. Not only have they got a greater number of grain cars, built especially to handle that class of traffic, in storage on their home roads at the present time, but their locomotives and other facilities are also in better condition to meet the anticipated increased traffic.

On June 28, over 50,000 box cars were in storage for grain loading on various roads in the winter and spring wheat territory compared with approximately 38,000 a year ago. At the same time there were ten per cent fewer western owned box cars on Eastern and Southeastern roads than at this time a year ago. Under standing rules of the Car Service Division, the Eastern and Southeastern roads are constantly returning the western owned box cars to their home lines as rapidly as possible with the result that approximately 750 empty box cars are passing westward through Chicago and St. Louis daily.

Since the heavy crop movement of 1924, western roads have installed nearly 65,000 new and rebuilt box cars, of which number approximately 25,000 were on Southwestern lines and 20,000 each on Northwestern and Central Western lines. As a result of this policy of replacing old and worn-out cars, 26.6 per cent of the box car equipment on the Southwestern lines, 10.5 per cent of the Central Western roads' box car ownership and 11.3 per cent of the Northwestern lines' ownership is new within the past three years.

The average carrying capacity of the box cars owned by the Western roads today is 40.1 tons compared with 38.6 tons three years ago.



Chicago Terminals Engine 7100 and Yard Crew



The Remarkable Story of Freight Claim Prevention

Courtesy of the Union Pacific Magazine

HAVING investigated and adjusted claims for several years, I have had an opportunity to analyze the movement of freight, and to note the causes of many claims.

In adjusting claims we are only liable for loss or damage if such loss or damage results from improper handling on our part. Therefore, in order to determine if there was any negligence, it is necessary that we analyze the entire record.

Prior to the year 1920, investigation showed clearly that we were making the same errors in connection with many shipments. After November 1920, when the freight claim prevention movement was started, the errors became less numerous, and today we rarely receive more than one claim from a claimant involving same negligence at any one point.

November 15 and 16, 1920, marked the beginning of a new era in the handling of freight by the railroads. It was then that a united effort was started to reduce the enormous economic waste of freight damage.

Prior to this, many roads tried to do this work independently, but they found that it required the full co-operation of all roads to be effective. Hence, an organization was formed that was national in its character, and employes of proved worth and ability were placed in charge, and relieved of all other duties that they might devote their entire time to this all important work, and thereby obtain maximum results. This work is carried on under the auspices of the American Railway Association—Freight Claim Division.

Benefits to Everybody Concerned

The amount paid by railroads for loss and damage to freight naturally tends to increase with the increase of business. So long as the increase is gradual, and in proportion to the increase in volume, there is not so much cause for alarm. But when, in 1920, it reached the unprecedented total of \$119,833,127 for all class "A" railroads, the need for some action became apparent to all.

In all new undertakings, there are some who doubt the sincerity of purpose for which the task is performed. So it was in this case. Some of the claimants saw in it a move by the railroads to escape payment of just claims, and some employes saw in it a desire of the managements to impose upon them greater obligations and responsibilities.

I hope to show by this article that such beliefs were erroneous, and that all concerned have received material benefits from this movement.

There is no way to measure the results obtained by the freight claim prevention bureaus, except by comparing the amounts paid out in loss and damage claims during the years before and since they were in operation. The figures are very gratifying. Based on gross revenue for several years, we find the percent of payout to be as follows:

Year	All Roads
1919	2.95
1920	2.78
1921	2.36
1922	1.20
1923	1.05
1924	1.06
1925	0.81
1926	0.76

Getting at the Causes of Claims

All of this was accomplished, not by interfering with settlements, but by making a very thorough study of the causes of the claims and applying corrective measures. The records show that much of this loss was the result of custom. For years, perhaps, we had been performing certain duties in one way, and it never occurred to us that there might be a better and more economic way to do the same thing.

After a careful study of the different actions involved in these performances, it was found that new methods not only reduced the labor of the employes, but also greatly reduced the probability of loss or damage.

To accomplish all this necessitated a campaign of education; all employes had to be informed of the true state of affairs, and their cooperation secured. By the organization of various committees, nearly every employe was given an opportunity to express his views openly and without fear of criticism, and this enabled the bureau to put into effect all that was good, and what amounted to a unanimous opinion on all subjects.

Stirring the ardor of a large body of men, and spurring them on to greater endeavors, is sometimes best done by song or snappy music. In this case a slogan was adopted, "Cut loss and damage in half—it can be done."

Preventing Delays—A Leading Cause of Claim

Time is a vital element in the operation of a railroad. Any deviation from the regular schedule that results in a delay generally causes loss to the company; and this feature will be considered first.

In discussing this subject, it must be borne in mind that delay is the proximate or underlying cause of more claims than any other element. More especially so with claims for loss of, or damage to perishable products. When perishable freight is delayed, the shipper may suffer a loss by reason of decline in market price. But

even if the market is steady, there may be a deterioration of the product itself, which will cause it to sell at a lower price than similar products in good condition.

Realizing the necessity for prompt handling of these commodities and after careful study of all the situations involved in this transportation, we were enabled to so arrange our work at the various terminals, as to insure prompt handling through them, and when this was done, one of the most pertinent causes of claims was removed.

Sometimes a car becomes "bad order" while in transit, and it is necessary that it be cut out of the train, taken to the repair track, and repaired. In times past this meant at least a twenty-four hour detention to this car. Because we were so accustomed to send the car forward in the next day's train, we never even thought this work could be done in any other way—it was the custom, and was accepted by all.

How Quicker Repairs to Cars Helped

When this matter was fully analyzed, it was found that many cars could be repaired in the matter of a few hours, and in many cases now, when cars are set out for bad order, they are so quickly repaired that they go forward with the rest of the train, suffering no delay whatsoever.

This service is highly appreciated by our patrons, and is a great aid to them in delivering their shipments promptly to their customers.

No one receives any material benefit from a claim. It is always a 100% loss to the railroad. The most that the claimants can hope for is to be made whole. Shippers, realizing this, do not desire to have claims, knowing that it is much better for them if their merchandise is delivered to their patrons in good condition. And it is for this reason that we have been favored with their fullest co-operation and support in our efforts.

Perishable shipments are often held at terminals for diversion, or for other reasons, at the request of their owners. Many of them were improperly protected in the past, during such detention, because no specific arrangements were in effect that would insure proper handling. By conferring with the organization that handle perishable commodities, we were able to determine accurately just what action was necessary in each and every situation to insure proper protection with the result that our forces are now so coordinated that failure is practically impossible.

Improvement in Methods of Diversion

This service is of inestimable benefit to shippers, as well as to the carriers. As it is of such large volume

it must of necessity be handled rapidly. Under these circumstances, there was much opportunity for error, and such errors usually were very costly.

One of the main results of error in diversion is delay. A car that is sent on to the wrong place has to be brought back.

These delays sometimes result in a claim, by reason of a falling market, but more often the claim is the result of the natural deterioration of the perishable product.

The diversion clerks on the various railroads have always performed remarkable service, considering the volume of work it was necessary for them to handle.

Investigation by this bureau disclosed the fact that in many cases the methods in vogue were crude, and did not insure proper performance. One of the greatest drawbacks was the method of keeping record of the cars on hand for diversion, and record of diversions on hand awaiting arrival of cars. Under the old regime temporary diversion boards were made by the various clerks.

How Shippers Helped on Marking and Packing

It is true that these permanent boards are not in use at all points, but the larger stations, where the major portion of diversions are handled, are all equipped with them, and the result is that we now have very few claims that are chargeable to error in diversion.

Marking and packing are features of transportation which, clearly, concern the shipper, and to overcome the difficulties that were first encountered in this connection, it was necessary for us to confer with shippers, explain fully the conditions that we found, and induce them to co-operate to the extent that some of these faults could be eliminated.

There was no particular neglect chargeable to shippers, because their habits were simply the result of customs that had been tolerated by all until the amount of loss from this source became large enough to attract special attention.

In time past many shippers were prone to disregard old marks on packages, or if they tried to destroy them, they did only so partially, and the result was that when these shipments came into the possession of the carriers, they might be checked in according to the bill of lading but during the transit, and when being handled at terminals, other marks might be observed, and used, with the result that the shipments would turn up at destinations far from the correct one.

When this happened, delayed delivery resulted, service was criticized, and customers were dissatisfied. But since this campaign was inaugurated, we rarely, if ever, receive a claim which is the result of the shipment having gone astray because of improper marking.

When shipments are moved to wrong destinations, and remain in

transit for a longer period of time than was necessary, they are most liable to pilferage, as well as physical damage.

Improper packing is one feature of transportation that seems directly chargeable to the shipper.

Improve Methods for Insuring Adequate Packing

It is natural for shippers to want to reduce the weight of a container, to a minimum, in order to lessen the freight charges, and in the past, we have had instances where this reduction was made to such an extent, that it so weakened the container that it generally became broken, or had order while in transit.

This resulted in actual physical damage to the contents of the container, or it exposed the contents to pilferage or damage by the elements.

In either event, a claim resulted and while we admitted liability, and always paid such claims promptly, it still did not remove the dissatisfaction of the consignees, who received their goods in a more or less damaged condition.

After careful consideration of the methods and practices in this line, we were able to arrive at conclusions which were of benefit to us when discussing the matters with shippers. The result was that they took kindly to our suggestions, and today almost no freight is tendered, for transportation in packages which are not sufficiently strong to withstand ordinary handling in transit.

Live stock is a commodity that suffers more loss by reason of delay than it does from any other cause.

Delay causes the animals to shrink, thereby losing weight. Consequently, if there is no depreciation due to the appearance of the animal, the owner would be out the value of this loss in weight.

To overcome this, our schedules were so rearranged and formed as to assure these shipments reaching their destinations regularly, and in sufficient time to enable them to be properly prepared for the early market on date of sale.

With respect to physical damage to live stock, this is the result, generally, of faulty equipment. Holes in the floor of the car, broken slats, protruding nails, etc. can all damage animals.

Live Stock Carried Through Safely

Our practices are such now that the most careful inspection is made of each and every car loaded, and the result is that only first class equipment is furnished, and physical damage to animals is reduced to a minimum.

We have also made arrangements whereby all stock cars are properly cleaned and bedded, not only at loading points, but at feeding points.

There is one feature in connection with handling of live stock that the bureau has not been able to overcome, and that is damage due to loading strange animals into cars. When this is done, they kick and fight and other wise hurt each other. This matter rests entirely in the hands of shippers, and only by their co-operation can such damage be overcome.

Grain, flour and sugar are less affected by delay in transit than others previously mentioned. They require, however, first class equipment for their transportation.

They must be protected against the elements because they are readily damaged, if the roof of the car is leaky, and it encounters rain in transit.

Grain loaded in bulk needs only a car that will prevent leakage, while sugar and flour requires that the car be free from protruding nails, etc. that might tear the sacks and thereby cause loss. Cars must also be free from grease, oil, or other elements that might injure, or damage the sacks or their contents.

Campaigns conducted by this bureau have caused all concerned to appreciate the necessity of furnishing the proper car for a given commodity to insure its safe transportation.

Co-operation Produced the Results

For this reason inspections are carefully made, and all precautions are taken to repair and place them in proper condition before permission is given the shipper to load. Losses from this source have been greatly reduced.

There are many more instances that could be cited, but all of them point to the same conclusion—that as a result of our efforts, and in having our forces basically educated, we have secured excellent co-operation of shippers, and the co-ordination of our own forces, to the extent that all questions are now considered in a broader sense, and with the thought in mind of delivering the shipment intact, and in good condition at its destination, rather than in light of performance of any particular duty in connection with its handling.

To bring about this condition required the efforts of a great many, because it was a large undertaking and one having to do with much territory.

The employes whose co-operation we were seeking were located at many different points. To get in touch with them in such a manner as would result in the most benefit to all, meetings were held regularly on divisions, districts, and in some of the larger stations. At these meetings different classes of claims were discussed and analyzed, and in a very short period of time, it was realized by all that, by changing some of the practices then in vogue, much of this loss and damage would be eliminated, and this done, the pay-out correspondingly decreased.

The flapper's farewell to her crown of glory—"So long, old top!"

—Kreolite News.

We're For It

Pie for breakfast, dinner and supper is urged in an advertising campaign by the National Pie Baker's Association.

He: "What do you do for a living?"
She: "I'm dairy maid in a candy kitchen."

He: "Dairy maid in a candy kitchen! What do you do?"

She: "Milk chocolates."



COMPLIMENTARY TO CHICAGO TERMINALS IN RECOGNITION OF PERFORMANCE OF THEIR PER DIEM RUNS

Car Hire Expense and Average Miles Per Day

THERE perhaps has never been a time when a more consistent effort has been made by everyone having to do with the handling of cars to increase the average miles per car per day and bring about a reduction in our "Car Hire" expense.

While some improvement has been made in the average miles per car per day, we have not made any reduction in the car hire expense. During the first five months this year the net debit against our company was \$448,000.00 larger than the same period last year, the figures being as follows:

During the first five months this year, there was a total of 800,021 cars loaded or received from connecting lines under load with revenue and company freight as compared to 783,593 cars during the same period last year, or an increase of 16,428 cars this year, an average of approximately 3,000 cars per month.

We paid to other railroads in per diem alone for their cars on our railroad approximately \$33,000.00 more than last year and received from other railroads in payment of per diem on our cars on their line approximately \$250,000.00 less, and the payment made to owners of private freight cars also increased \$168,000.00.

While labor trouble in the Indiana coal fields is responsible, in part, for the increased per diem expense due to the heavier movement of coal to our consuming centers in foreign equipment from other fields, etc., the figures indicate that we must redouble our efforts to save per diem if we are to make a showing comparable with the preceding year.

The above figures are shown in detail so that everyone may understand the large amount in money that is involved in the car hire expense and to correct the impression that some have had that per diem is reciprocal and therefore means no actual money exchanged.

The improvement made in the average miles per car per day during the past four years has shown a consistent improvement:

	Average Miles Per Car Per Day			
	1927	1926	1925	1924
January	27.8	27.1	27.7	24.9
February	30.3	29.0	27.0	28.0
March	31.1	28.8	27.3	27.6
April	29.3	28.7	27.9	24.4
May	31.2	28.6	28.8	25.0
Total	29.0	28.5	27.7	26.0

We confidently expect that by the end of the year the average is going to be well over the 30 miles per car per day mark, but there is still a long way to go to reach the goal of 40 miles per car per day which has been set by the Management.

Prior to Midnight Deliveries

Special so-called "Per Diem Run Transfer Crews" are operated in the Chicago Terminals to get cars to connecting lines prior to midnight. During the month of June the crews made 165 such deliveries including a total of 7225 cars—all of which were delivered prior to midnight except one run with 56 cars that was not delivered until 1:30 AM as result of an engine failure.

On page 15 is picture of Chicago Terminals engine 7100, Foreman F. Mead, Helper J. DeVries, Helper J. Kelly Engineer H. Mead, Fireman S. Trinor, who made the best record during the month of June.

This crew handled the so-called "Belt" deliveries from Bensenville, stopping at Galewood to fill out, traveling a distance of 13 miles from Bensenville to the Belt Yard at 22nd St., where the delivery is effected, made a total of 26 trips during the month in an average of 2 hours 15 minutes per trip, handling a total of 1713 cars or 65 per trip.

There is a great deal of rivalry and interest on the part of the crews in accomplishing these prior to midnight deliveries and when a delivery is missed no one on the railroad feels a keener sense of disappointment than the men themselves.

A consistent improvement has been made in the time consumed on cars handled in terminal switching service in the Chicago Switching District which is shown by the following records:

Year	Approximate total cars handled	Approximate average days consumed in round-trip movement per car
1926	75,555 cars	5.92 days
1925	74,937 "	6.29 "
1924	74,035 "	6.86 "

The performance of the so-called "Per Diem Runs" has been of considerable assistance in bringing about this result.

Question No. 13

Is a car loaded on or rebilled from team track for delivery to industry on connecting line within switching limits considered line haul or inter-terminal service?

Answer to Milwaukee

The service would be defined on basis of rates applied. If inter-terminal switching rate applied would not be subject to per diem reclaim. If distance tariff rate applied would be considered line haul and per diem reclaim apply provided car handled by connecting line on switching charge.

Question No. 14

Is carload arriving from a point on our rails for unloading by industry listed in our switching tariff refused by consignee and ordered by original shipper rebilled to local industry within switching district connecting line considered line haul or inter-terminal?

Answer to Milwaukee

The arrival and placement on siding of consignee at destination completes one transaction. Rebilling of car to local industry within switching limit connecting line would involve another transaction and latter movement be defined as inter-terminal switching service if inter-terminal switching rate is applied, and in that event no per diem reclaim allowed.

Question No. 15

Notice eastern box cars billed from Wauwatosa to Othello, Washington. Was wondering why eastern box cars would be moved 2000 miles empty for return loading.

Answer to Milwaukee

There is a demand for box cars of 2000 cubic feet or less and a separate demand for box cars of 2400 to 2600 cubic feet on the coast for eastbound loading. On account of our limited ownership of cars of this small cubical capacity, it is necessary that we pick up suitable eastern foreign box cars of the proper capacity of steel center sill or under frame construction suitable for Mountain operation which are being sent west to protect the loading.

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



Channing Chapter

Luella Rebman, Historian

CHANNING Chapter was very successful in a dance which it gave on the twenty-first of June at the Liberty Hall to advertise the new St. Paul entrance into Yellowstone National Park—the Gallatin Gateway.

Plans had been made a full month before the dance, and the whole affair was well executed, everything being reduced to system.

The music was furnished by the Michigan Night Hawks from Iron Mountain.

At 11:30 a lunch was served. It consisted of sandwiches, cake and coffee. Throughout the whole evening punch was served to all thirsty dancers.

At the entrance to the hall a mock Gateway had been built of logs, and a huge canvas sign announced the ball. The members of the various committees wore headdresses and aprons corresponding with the nature of the dance; and teddy bears made of red paper held sway on walls and aprons. The painting and drawing was very aptly done by a local resident—Mr. Walter Fisher.

About ten o'clock a short sketch was given by two of our younger boys—Clayton Tobin and Robert Frank. They were dressed as bears and represented the Park. They tumbled on the stage—spoke the Gallatin Gateway poem—sang "Boost the Milwaukee" and tumbled off again.

The Ball was particularly well attended and the total amount taken in was \$174.00. After paying all bills the balance was \$50. This is certainly a big thing for our Channing chapter as we are very small.

Tomah Chapter

Mrs. Henry Thom, Historian

A REGULAR meeting of the Railroad Women's Club was held at the community room of the public library, Wednesday evening, July 6th.

The club will hold its annual picnic at the Tourists Camp Grounds, Sunday afternoon, July 24, for the members and their families.

It was decided at this meeting that no meeting would be held during the month of August.

The next meeting will be held on September 7th.

Marion Chapter

Ethel M. Seager, Historian

MEMBERS of the Marion Chapter met at their regular monthly meeting Thursday, May 12th. The president in the chair. Reports from the various committees showed the club to be a flourishing condition. The membership committee reported a membership of 419. At the April meeting held in Milwaukee, Marion ranked third in membership of the entire list of clubs of the system.

The committee in charge of the charity ball reported that \$101.65 was cleared.

The sick and floral committees reported that many flowers and cards had been sent out this month.

The refreshment committee in charge was composed of Mrs. W. H. Ebbert, chairman, assisted by the Mesdames Sherman, Fontaine, Dove, DeWald, Ford, Failor, Farrell, Callihan, Dipple, Fenlon and Fox.

Austin Chapter

MAY the 18th the Austin Chapter held an interesting meeting at the K. C. Hall. A fine picnic supper was served at 6:30 P.M. in the dining room. Following the supper an informal meeting was held in the dining room conducted by the President, Mrs. Van Dyke. The Milwaukee booster song was sung and considerable business was transacted. Reports were given by the various chairmen. The welfare committee's report showed they had accomplished much work among the children and invalids. The club voted \$10.00 out of its general fund for the flood sufferers. As this was the last meeting of the club for the season, plans were made for a picnic to be held in July and for the first meeting to be held in the new (club room) Ha; note the club room in the depot in September when a big celebration is being arranged. After the meeting "500" and Bridge were played, Mrs. F. A. Ryan winning first prize and Mrs. A. Moonan second at Bridge, Arnold Johnson first and F. E. Ralkingham, second.

I wish to make special mention of the welfare committee for the good work they have manifested and the good spirit it has established.

We are so pleased to report that Miss Inez McCarthy a former employee in the C. M. & St. P. R. R. Office here who has been bedridden for the past four years is able to be up and about several hours each day, we are rejoicing and hope for a speedy and full recovery Inez.

A secret I am about to divulge now, don't broadcast this as a fact. We have the promise of our club rooms, did you get it? I said club rooms, these are to be in the old Depo. Hotel they tell me that the plans are out and arrangements made with the carpenters now less than two years ago plans were drawn for club rooms on the third floor of the Hotel within a short time the plans were called in and other arrangements made for the club rooms on the second floor, as time sped on for some reason or another, we dropped a notch or two and came down to the ground floor, in the dining room and kitchen, as time flew by, nothing was said and now we have been informed that plans have been drawn up for the club rooms in the hallway and office,

and we have the promise of holding our first meeting in September. I don't believe they can put us off any longer for if they take another drop, it cannot be done as I understand there is no basement that is large enough to hold the membership in this building, so maybe our dreams will be realized, you know how the women are, you can stall them off just so long and then they commence to show their real nature, and you have to take to the tall timbers, here is hoping we will realize a real club room in September. Our furnishings are too lovely for words and we are very anxious to display our wares, they are now stored in the local freight house and I am positive it is mildewing. Mr. Gillick won't you have a heart and give the Austin Chapter a club room and we promise you that you will have a cordial invitation to attend on our opening date.

Dear readers will tell you all about our new club rooms this fall.

Seattle Chapter

Dorothy Hall, Chairman Publicity Com.

SEATTLE Chapter has had much to interest it since the beginning of the year. Mrs. Byram's visit in February was a positive inspiration. In March we had Mrs. Carpenter Kendall with us for a few days, prompting us to greater activity.

While our mutual benefit work naturally occupies first place, our minds are intrigued these days with furnishing our club room. When Mrs. Bradshaw, Chairman of House and Furnishing Committee, reported at our January meeting what our needs would be, Mrs. Harry Rowe and Mrs. F. M. Dudley volunteered to sponsor bridge teas to aid the cause. Mrs. Rowe had hers in February and Mrs. Dudley, in March, and their very kind efforts in behalf of the club have made a brave beginning for this fund. We now have the piano for which Mrs. Coburn raised nearly all the money. At our March meeting, the girls of the Signal and Electrification Department presented the club with money to buy a floor lamp, which they obtained by raffling a Five Dollar gold piece. With the enthusiasm which is being shown, we shall most certainly blossom out with the flowers that bloom in the spring!

Our March meeting was devoted entirely to business and in view of committee reports, etc., we feel that we are getting under way for a most active year.

Mason City Chapter

THE Mason City Chapter enjoyed a picnic dinner in East Park on June 25. The members and their families gathered around a well laden table and how good everything did taste. One never seems to be able to gauge the capacity of his stomach when he goes to a picnic dinner. Everyone had a wonderful time. After the meal was over we had games and stunts and races. Comic and useful prizes were awarded to the winners. Mr. Guy Davis helped the president in running off the events and the evening was finished by singing the Booster song and the Iowa Corn song.

Our regular business meetings have been discontinued through July and August but the welfare work is still being taken care of the same as ever. Mrs. Davis has been untiring in her devotion to this part of the work and every day finds some new kindness and attention being offered to those in trouble by her and her committee. Perhaps it's a call or a gift of flowers or fruit—an offer to help the mother with sewing or someone to

stay with the children for an hour or so, or maybe an appetizing dish for the sick. There are so many ways of doing a kindly deed. We wish there were hosts of helpers much like her.

Chicago Chapter *Union Station Unit*

ON June 11th, the members of Chicago Chapter of the C. M. & St. P. Women's Club were the guests of Mrs. Dynes at her home in Hinsdale.

It would be difficult to find a more lovely spot for a party than Mrs. Dynes' spacious garden with its profusion of roses. After a delicious luncheon, games and other amusements were provided for those so inclined, but most of us preferred just to laze around and thoroughly enjoy doing nothing. There was one busy person however, and that was the famous Egyptian seeress whose cards foretold a bright and happy future for all.

Little Miss Cinder felt the responsibilities of the day and rose graciously to the occasion, scattering her little pleasantries here and there among the guests.

It was a pleasure to have so many with us, over two hundred, I am told, and we were indeed glad that our President General could be with us.

Montevideo Chapter *Maude Hamlin, Historian*

MEETING in June was held on the 16th, in our Club House. Mrs. Sizer conducted the meeting, with a fairly good attendance.

Mrs. Glenn Tucker took over the duties of corresponding sec'y, at this meeting, succeeding Miss Clara Samdahl who moved away.

Mrs. Neb's resignation as Second Vice-president of our Chapter, was read and accepted. A Nominating committee consisting of Mrs. F. Ambli, Mrs. Wm. Towner and Mrs. L. Money was appointed by Mrs. Sizer, to secure a candidate to fill this important office.

We discussed our annual picnic and all decided upon July 28th as being the date best suited for everyone. Except to hold the picnic in Smith's park and hope our membership and families turn out as near 100% as possible.

The report on the picture, the "Scarlet Letter," which our Club sponsored, was very favorable. After all expenses were taken care of, we netted something like \$84.57, which is a big help to us just at this time.

Lunch was served by the following ladies—Mrs. Ellis Schmitz, Mrs. Clarence Schmitz, Mrs. Elva Johnson, Mrs. Roy Holzer and Miss Rose Sandbo.

After a pleasant social half hour or so, we adjourned, to meet again July 28th, at the BIG PICNIC. Meeting in August will be held the evening of the 18th. Everybody turn out!

Marmarth Chapter

Mrs. Shirley Richey, Historian

HERE we are again, we haven't been asleep at the switch but on the job all the time.

Our club house on the Island is the envy of our visiting sisters, with 11 windows all with shades and cheerful cretonne drapes it is a real home. We have our own dishes and our President's husband Omar Maxfield has made us 12 fine card tables and we are so proud of them.

We rent our Club house out for different entertainments and parties and add quite a few extra dollars to our funds.

Two card parties given last winter turned over \$25.40 and the 500 club gave us \$5.00. Several members are planning a luncheon and baked food sale for June 18th.

We extend greetings to all ladies who are club members who at any time might be going thru our city. Just call up our president and she will be glad to show you our club house and help you have a good time while in our City of Trees.

Our welfare chairman Mrs. F. Keel is sending out lovely "cheer cards" to all our sick members. One of our employee's little girls was rushed to the hospital with acute appendicitis and the club gave \$25.00 to help defray expenses. Mrs. Skeel has also visited all our sick and needy.

Death has only entered one home of our members this year, and then it removed from our midst our Local Physicians wife, Mrs. Dr. Wendell whom we all loved because of her self sacrificing disposition and she has been greatly missed in our club work.

We will try and let you hear from us again and until then we wish you all a happy summer vacation.

Lewistown Chapter

Mrs. Wm. Foshag, Historian

THE Lewistown Chapter meets the second Monday of each month.

Since we have moved into our new club rooms more interest has been taken in our chapter.

Much credit is due our program and social committees. They are putting forth much effort to provide some form of entertainment at each meeting so that everyone will enjoy themselves and get acquainted with each other. The men are taking more interest in our club and at each meeting we find a number of men there for the social hour.

A number of dances have been given this year. The fourteenth of February a dance was given at the Club rooms for the members and their husbands. This dance was well attended and everyone enjoyed the evening. The annual club dance was given April 23 at the Milwaukee Depot with Scott's five piece orchestra furnishing the music. The Milwaukee employees and their friends were invited. From this dance the club realized \$102.25. After the business session of the May meeting there will be an informal dance in the club rooms. A nominal charge of twenty-five cents will be made for both ladies and men. After the dance light refreshments will be served.

At the April meeting our president, Mrs. W. J. Retallick gave a very interesting report of the Chicago meeting.

The Mutual Benefit and Welfare Committee did a very charitable act during the recent landslides and washouts between Lewistown and Great Falls. Mr. Cleveland received word from a dispatcher at Harlowton that two children, whose guardian, a former Milwaukee employee, had died, were on the train enroute to Great Falls. Mrs. Cleveland, the Supts. wife, met the train and took the children to her home until the welfare committee could make other arrangements for them. The Committee secured two rooms and arranged for meals at one of the hotels until the following day. Then tickets were given the children over the Great Northern Railroad to Great Falls. An adult person could have not shown greater appreciation for this act of kindness than the eldest of the two children, a little lad of fifteen. If this committee did not do a thing other than this one act we would feel it well worth while. Our Wel-

fare Committee is one of our busiest Committees always doing for the sick or someone in need. Last month the three members took their turn in baking different dishes to a motherless family whose father was sick.

Thruout our entire membership we find the spirit of co-operation, the very best and that is the keynote of the life and prosperity of any club.

Sioux City Chapter

Mrs. Landon, Historian

MRS. L. A. Cline, acting President of the club is visiting at Cleveland.

Mrs. R. C. Dodge of Portage, Wis., was a club visitor.

Mrs. Earl Murphy heads the committee which is making preparations for the "Gallatin Gateway Ball" to be given at the Roof Garden, Thursday evening June 16. The person holding the lucky number will be given a free ticket to the Yellowstone National Park. All indications point to a large attendance, a large number of tickets having been sold.

The ladies of the club will hold a cake sale at Pilliters store, June 18, to help swell the loan fund.

Plans are now being made for a picnic to be held at Riverside Park, June 27 for the members of the club and their families.

Mrs. T. G. Aexlor, chairman of the welfare committee reports having made 23 calls and 20 "cheer" card and two sympathy cards having been mailed.

Ottumwa Chapter

Mrs. Bernard LeBow, Historian

ON May 13th, the regular monthly meeting held in the Club House was called to order by Mrs. W. C. Givens. The reports of the Secretary and Treasurer were given, and our Mutual Benefit Committee reported sick calls made and cards sent during the month.

Our Club House is a very beautiful scene at this time as the shrubbery and owers coming up here and there all around the drive add to its appearance and make it more homelike and cheery for our friends to see.

Mrs. Margaret Simons, Mrs. B. F. Hoehn, and Mrs. H. J. Kemble had charge of the refreshments and social hour. Miss Gean Steele gave a solo dance and Miss Nancy Tuomey a reading.

The sympathy of all is extended to Mr. and Mrs. John Evans and family in the recent death of Mr. Evans' sister, Mrs. Margaret William, who had been a frequent visitor at our Chapter.

Our story hour for children on Saturday afternoons is still in progress and the attendance is growing each time.

About 150 men from the Kansas City division of the Chicago, Milwaukee, St. Paul & Pacific Railroad attended the Safety First Meeting at the Knights of Columbus Hall Tuesday evening, May 17th. The program was preceded by a dinner served by the Ottumwa Chapter of the Milwaukee Women's Club.

The Social Meeting of the month was held Friday afternoon, May 27th at 2:30 o'clock in the Club Rooms. Mrs. R. C. Hempstead, chairman of the Committee, was ably assisted by the following: Mrs. George Kissinger, Mrs. Ralph Replogle, Mrs. Alice Callahan, Mrs. James Brown, Mrs. F. E. Orvis, Mrs. A. C. Daacke, Mrs. Ralphe Lowe, Mrs. W. J. Dingeman, Mrs. A. M. Jackson, Mrs. Pat Maloney.

The Misses Jean Santee and Madeline

Reeves danced the Highland Fling, and Miss Santee also gave a vocal selection during the afternoon. Mrs. Frank Martin gave several piano solos which we enjoyed very much. We are now planning a joint Social and Business meeting to be held in June.

Chicago Chapter Fullerton Avenue Unit

Mrs. Elizabeth Shortall, Historian

AS previously reported, the regular monthly meeting of the Fullerton Avenue Unit was dispensed with for the month of June and the afternoon of June 11th was spent at the home of Mrs. O. W. Dynes at Hinsdale. Everyone present seemed to have a wonderful time, and are still talking about it. It was unanimously agreed that we should all thank Mrs. Dynes. There were over one hundred of the Fullerton Avenue Members present, and quite a few of the Union Station Unit. Mrs. Byram was there together with numerous of the other Governing Board Members. All in all we just felt right at home and again want to thank Mrs. Dynes for the Outing and also for Madam Clair Voyant.

The members are now starting to go on their vacations, and we are wondering whether we will have just as good a showing of our Unit at Mrs. Grant Williams' home at Edgebrook on July 9th. The July meeting will also be dispensed with.

Terre Haute Chapter

Flossie Waggoner, Historian

THE regular meeting of the Chicago, Milwaukee & St. Paul Railway Women's Club was held at the Vigo Baking Co., Friday evening, June 10th.

A letter was read from the Corresponding Secretary General, Miss Lindskog, in regard to furniture for the new Club House. The House and Purchasing committee reported that the carpenters are still repairing the Club House and it is expected that it will be completed by the meeting in July.

The Mutual Benefit Committee reported a cash donation of \$28.00 to a Car Department family at time of death. The Ways and Means Committee reported \$6.00 made from a card party and \$10.00 from the Frigidaire demonstration.

This meeting was in the nature of a social affair and several men were present. Music was furnished by Miss Marie Tuemler. A good time was enjoyed and refreshments of sandwiches and coffee were served.

Aberdeen Chapter

Mrs. W. O. Hiddleston, Historian

THE regular monthly meeting was held in the Club Rooms at 8:00 P.M. Thursday June 2nd, President Mrs. Soike being in the chair.

But fourteen members attended the meeting. The small attendance being due to the fact that the Pageant was being put on by the Teachers' College.

The Corresponding Secretary reports having sent out three cards to sick members during the month of May.

The Relief Committee reports having purchased shoes and stockings for needy families.

Some time ago, we authorized the Purchasing Committee to purchase new chairs for the Club Rooms and these just recently arrived. They are very substantial and attractive. We

were fortunate to be able to realize a goodly sum on our old chairs. The Purchasing Committee is to be complimented on their choice.

This is to be the last meeting of the year but several picnics have been planned for the summer and the members will have several opportunities of getting together again before the regular meetings open up in the fall.

It was decided to assist the St. Lukes Hospital in their work to the extent of each member putting up one or more glasses of Jelly or other preserves during the coming canning season and donate same to the hospital.

Dubuque Chapter

ON the evening of May 26th Dubuque Chapter held their last regular meeting until September.

The evening program was started with a business meeting during which Chairmen of the various committees made their reports.

Mrs. Clark's report of the work of the Sunshine Committee during April was for Cash Donations, in cases of illness, Sixty-two Dollars, food, clothing and a bed and mattress Twenty-six Dollars making a total of Eighty-eight Dollars. Seventeen cards were sent out and fifty-two calls made. At present the calls for relief are not quite so numerous or so heavy but we have two families who are receiving assistance regularly and whom we hope to be able to continue to help.

Mrs. Keefe of the Ways and Means Committee reported Fifty-eight Dollars earned on card parties but was unable to make complete reports on earnings through the sale of Jello and the movie sponsored by the Chapter both of which were carried through very successfully.

It was decided to hold no regular meetings during June, July and August but committees will carry on the work as usual and will complete plans for Fall activities. Plans are also under way for a picnic to be held some time during the summer.

After the business meeting about one hundred members and their friends were entertained at cards and light refreshments were served at the conclusion of the evening.

Janesville Chapter

JANESVILLE Chapter held its regular meeting Tuesday evening, June 7th at the Depot, opening the meeting with the club motto. Minutes of the previous meeting were read and approved, as were all bills. A report from various committees was read; the Sunshine showed that all our sick had been well cared for, and the May Dancing Party was a big success, as nearly \$60.00 was turned in by Mrs. H. Sarney. Mrs. James Fox, Membership Chairman, reported 257 members, giving special mention to a \$1.00 from Mr. H. E. Byram, for membership into our Chapter. Mrs. J. W. McCue, Ways and Means said she had plans for a bake sale to be held this month, with Mrs. Herman Dallmann as chairman. Mrs. E. Krenke, Chairman of the Building Committee, told of different locations suggested to her for our club rooms, which was put before the members for their approval, no other business, the meeting was adjourned. The switchmen's wives put on a mock wedding, they all being dressed in ancient costumes, with about 150 members witnessing the ceremony. Much applause was given those taking part for their good sportsmanship. The following were in the wedding party: Leading the procession was the "Police" switchmen Thomas Cohen and Chas. Kruse,

Wedding March, Paderwhiskey, Chas. Gregory, Minister Mrs. Willis Taylor, Bride Mrs. N. E. Nooyer, Groom Mrs. B. S. Garry, Bridesmaids Mrs. J. Cohen and Mrs. J. Barry, Best Man, Mrs. Henry Young, Groomsman, Mrs. F. Swan, Flower Girl, Mrs. Heimer, Ring Bearer Mrs. J. Gregory, Grooms Father Mrs. Chas. Gregory, Grooms Mother Mrs. J. Joerg, Brides Father Mrs. Chas. Kruse, Brides Mother Mrs. J. McCarthy, Brides Grandmother Mrs. J. Murphy, and Willis Taylor and Barney Garry relatives of the bride, following the wedding a dance was held which all enjoyed. The Round house force is to furnish the entertainment for the July meeting.

Wausau Chapter

WAUSAU Chapter held its June meeting at the club house of the Business and Professional Women on the afternoon of June 21st. Bridge and five hundred were played, Mrs. Emilie Randow and Mrs. J. W. Held winning the honors at auction and Mrs. R. P. Rawson and Mrs. O. L. Sutherland, the latter of Tomahawk winning the prizes in five hundred. Mrs. N. P. Thurber, the club president, who is leaving soon to make her home in Beloit, was presented with a beautiful gift of silver, the presentation being made by Mrs. H. L. Vachreau on behalf of the club.

An announcement was made that the sewer and watermains for the new club house have been laid, the material ordered for the construction, and that as soon as it arrives the work will be rushed, and it is hoped that the new building will be ready for occupancy in September. The club took adjournment until September and at the first meeting in the fall Mrs. A. W. Warner, Mrs. John Biringer, Mrs. Jule Manhart, Mrs. Bert Nelson and Mrs. H. N. Gilham will entertain. At the close of the business meeting Miss Geraldine Braatz favored the members with two solos, "At Dawning" by Cadman, and "Morning" by Speaks, and responded with an encore. Her accompanist was Miss Ione Joslin. Lunch was served in the dining room from a long table centered with a silver basket of iris and lighted with candies in silver candlesticks. Mrs. H. L. Vachreau, Mrs. A. I. Lathrop, Mrs. Ralph Slaymaker, Mrs. Byron Thiel and Mrs. Reuben Linder were hostesses.

Out of town guests present were Mrs. Phoebe Darrow of Necedah, Mrs. Harry Norenberg and little daughter, Mrs. O. L. Sutherland, and Miss Carol Siesennop of Tomahawk.

Twin City Chapter

Ella S. Banly, Historian

THE C. M. & St. P. Ry. Women's Club of the Twin Cities held a picnic at Antler's Park on June eighteenth that will long be remembered, as everyone had such a wonderful time. There was a good attendance and had the weather been more favorable, no doubt there would have been many more.

Sports began at three o'clock beginning with a five innings ball game by the men, Shop vs. Operating Dept., and a Kitten Ball game by the young ladies, winners, Operating Dept., and the prize, a box of candy. Then came running races and ball throwing contests for those under eight years, prizes being won by Gordon Tornes, Bobby Johnson, Bernice Moe, Hazel Anderson and Minerva Lundeen.

This was followed by a sack race and shoe race for boys from eight to twelve, prizes won by Robert Burns, Irving Thompson and Edward Sainsbury. Then the girls of from eight to twelve took part in a running race and ball throwing contest winners of prizes being Ethel Hendricks, Elva Walter, Dorothy McKusick. Next was a three legged race and a human wheel barrow race for boys from twelve to sixteen, winners of prizes being Alvin Johnson, Michael Rowan, Roger Anderson, Andrew Horn, Donald Morken and Edward Sainsbury. Then came the potato race and ball throwing contest for girls from twelve to sixteen, prizes going to Janet McC., Alva Walters, Catherine Narrina and Viola McPadden.

A single ladies nail driving contest and a married ladies sawing contest proved to be great fun and prizes were taken by Mrs. Allen and Mrs. Robt. Burns.

A request was then made for all those under eighteen years to form in line and tickets were given them for ice cream, rides on the ponies etc., they were also given balloons, candy and pencils.

We then realized it was time to eat, baskets were brought forth and hot coffee served free to all. The Milwaukee Band furnished music throughout the afternoon and it was greatly enjoyed.

After dinner the children were given more tickets, also the grown ups received tickets and enjoyed dancing to music by an orchestra furnished by the Park. Mr. O'Rourke manager of the park deserves the thanks of the Club for his assistance in helping make the picnic such a success and a big vote of thanks is due the committees for their splendid efforts and untiring work. A prize of a magazine holder was given Mrs. O'Neil for securing the largest number of new club members on the picnic grounds and Mr. Jud Cook received a prize for being the oldest employee in service at the picnic.

A special train made up of Milwaukee equipment brought our Band and those who did not motor to the Park, leaving for the return trip about nine P.M.

Green Bay Chapter

Julia Johnson, Historian pro-tem

THE regular monthly meeting of the Green Bay Chapter which was also our Guest Night was held in Club Rooms June 2nd, meeting opened at 8:00 P.M. by President Mrs. John F. Dunn.

After singing our club song "Boost the Milwaukee" the regular routine of Business transpired, such as reading of minutes of previous regular meeting May 6th, also last Board Meeting May 7th.

Reports were read by Treas., Mrs. Chas. B. Cheaney on Financial Standing of the Chapter, Chairman of Ways and Means, Mrs. W. H. Hart reported on Cake Sale held May 21st, from which a neat sum was realized.

A card party was held the evening of May 14th at depot and one-half of the proceeds were turned over to the St. Paul Baseball Team to help finance expense of purchasing uniforms.

A very delightful card party was held in the Milwaukee Railway Women's Club Rooms Friday afternoon May 27th, by the following committee: Mmes. W. E. Bartlett, Chas. J. Heyrman, H. E. Bennett, Gus Braatz, F. E. Devlin, Paul Wilson, H. E. Braatz, Charles B. Cheaney and Mrs. W. H. Tierney. Mrs. W. H. Tierney, Chairman of the decorating committee, very artistically decorated the Club

Rooms with white lilacs, tulips and apple blossoms. Bridge and 500 were played and prizes awarded to Mmes. Walter Hansen, Frank Wirtz, Geo. Dubois and Bert Hart, after which a lovely luncheon was served.

We were given a very pleasant surprise when Mr. F. H. Hurlbut, President of the Hurlbut Coal Co., gave us \$25.00 towards a piano—and we are happy to say we were successful in purchasing a piano from Mrs. Chas. B. Cheaney, our Treasurer, which is now installed in Club Room.

Mrs. Tierney reported on sale of vanilla and more to sell.

Mrs. Thos. McLean reported that Mrs. J. T. Dinwoodie and Mrs. H. R. Jones are convalescing, having returned home and doing nicely.

Meetings will be dispensed with during months of July and August.

An interesting program was then presented by Mrs. Jas. J. Kocha. The Dance of the Golli Wags by Misses Alice, Dorothy and Dolly Sweeney and the French Doll by Dolly Sweeney accompanied by Miss Harriet Whitney. Humorous reading by Mrs. Thos. McLean and a group of well chosen songs by Mr. Whitney accompanied by Mrs. Whitney.

Refreshments were then served which concluded our evening, everybody having had a good time.

THE death of Mike E. Dwyer was a great shock although we knew he had not been well for a long time. He was one of Green Bay Chapter's contributing members and his loss is very much regretted by the Chapter.

The Regular Meetings have been dispensed with during July and August, but the Board held a meeting in the Club Rooms June 23rd, and discussed plans for a picnic to be held July 20th at Bay Beach. A good time is anticipated and we hope all members will come and help us put it over B I G.

Perry Chapter

Ruby Eckman, Historian

THE June activities of the Perry Chapter included two benefit dances. The admission price was small but the crowd was large and both proved to be very interesting affairs. The funds were raised primarily to finance an operation for Robert Lee the infant son of Ray Lee a car repairer. The child has had no vision since birth, and the Milwaukee Women have taken charge of the matter of having an operation performed. Ray has been unable to work for some time on account of trouble which developed following being gassed in the army and appreciates the interest the Milwaukee family have taken in giving the child treatment which he could not finance.

The children of the railroad family put on an interesting program at the May meeting which was enjoyed by all. The Entertainment committee are living up to their pledge to furnish something different for each meeting and have announced a picnic to follow the June business meeting.

Mr. Britton, an employe of the round house at Perry was very appreciative of help given him and his wife. Mrs. Britton had been ill for some time and through the aid of the club they were furnished with a wheel chair which permitted her to be out doors in the fresh air and sunshine, but she was only privileged to enjoy it a short time as she passed away the latter part of May. The family had few acquaintances in Perry outside of the club ladies and employes, but the Milwaukee family did everything they

could in the way of helping the young man by giving them financial aid, and furnishing cars to take the family and friends to Dawson where funeral services and burial took place.

Deer Lodge Chapter

Mrs. Arthur J. Buchen, Historian

DEER LODGE Chapter met June 6th in its new club house, with a splendid attendance and genuine feeling of pleasure. Our spacious assembly room has a homey atmosphere, and the kitchen is a gem of compact efficient arrangement.

Our bridge-cover and tea-towel shower was very generous and sufficient to meet our needs.

Mr. Frank Conley of this city, who truly is one of the Milwaukee family has very generously donated a grand piano to the club house.

A committee has been sending out tiny aprons with a clever verse asking that they be returned with as many pennies in pocket as the waist measure of the donor in inches. A tidy sum for the treasury was realized.

Many useful articles of furniture have been donated by the members which will help to add cheer to our new home.

Black Hills Chapter

ON July 8th, Black Hills Chapter had as its guests, Mrs. Carpenter Kendall, first Vice-President General and Miss Etta Lindskog, Corresponding Secretary-General. The guests were entertained at dinner in the Y.W.C.A. Hall, with a splendid repast under the competent direction of the Committee in charge, headed by the First Vice-President of the Chapter. After the dinner, the President Mrs. Thomas Hickson introduced Mrs. Kendall, who told of the organization of the Women's Club on the Milwaukee Railway and the good work it has accomplished in the short time since its inception. She urged all eligible for membership to join because she said she was confident all would receive great pleasure and benefit from a better acquaintance and friendship; while the good the Chapter could accomplish among the railroad employes was incalculable. She urged co-operation and self-forgetfulness as the prime necessities for good results.

Miss Lindskog spoke of the ways and means of raising money; of the reports which she was constantly receiving from the different Chapters of the good work being done and the comfort and joy administered by the untiring club workers.

A telegram from Mrs. H. E. Byram, regretting her inability to be present was read. Mrs. Byram had expected to attend the meeting, but was unable to reach Rapid City in time. She promised to visit us in the near future, when it was proposed to have a picnic out somewhere in the Hills, in her honor.

Spokane Chapter

OUR June meeting was held at one o'clock the 14th at the Union Station Lunch Room.

Some important welfare work was discussed and our Chairman of Welfare Committee, Mrs. R. W. Beal, gave a report on her work in looking after a very needy family, the mother and father both being confined to their sick beds.

The date of the annual Milwaukee Women's Club picnic was set for the last week in July. We are going to try to make this as successful as the one held last year.

AT HOME



HAZEL M. MERRILL, Editor

What to Wear

TO be smartly dressed in warm weather one must at least appear to be cool and to be fresh and unmussed. Sportswear has become so universally worn and is so popular that it gets first consideration. There is, however, a distinction between "dressy" sportswear and the togs worn by those actually engaged in sports. For golf, the jumper jacket types are favored, although in warm climates tailored shirt-neck silk sports frocks are popular. One-piece white crepe de chine dresses with white leather belt are much in favor; also slipover sweaters with pleated skirts.

A smart warm-weather frock is of navy blue crepe with a white silk crepe blouse. The vogue for the ensemble even extends to the beach, and bathing costumes and swimming suits are very attractive.

While swimming is undoubtedly the coolest thing one can do in mid-summer, it is possible for one to be both cool and smart on all occasions, for this season, as never before, there are sleeveless coats, sheer ensembles, and gay little printed jacket frocks, which are both cool looking and attractive. For more formal wear, there is the ensemble gown of gorgette with a coat of silk or crepe de chine. Sleeveless coats are very popular for dress. However, there are no sleeveless gowns except for sports wear.

Being well dressed means wisely choosing a few things rather than buying anything and everything that appeals to one without thought as to how it will harmonize with the wardrobe as a whole.

Midsummer favors the large hat.

Tobacco brown, navy blue, and mahogany red are the three shades that promise to be the most in favor this fall.

A summer ensemble of great charm has a loose box coat of gaily printed silk with bindings and ornamenting bow of plain color to match the frock. The frock of the ensemble combines gracefully the two materials which appear in the coat.

A jumper blouse of plaid silk crepe worn with a pleated skirt of plain color, with the color note repeated in the piping of the blouse, is an attractive costume. A white leather belt lends a tailored touch.

Polka dots add a note of charm to a frock of summer silk.

A pleasing combination is a crepe de chine frock with knife pleated skirt with plain blouse closing at the left with bows at the shoulder and belt, with contrasting bindings and skirt band.

Silk, linen, and wool are all popular for sports wear; crepe, gorgette, prints,



William Thomas, 5 Years, and Kathleen Marie, Children of Freight Inspector W. F. Nicholson, Green Bay, Wis.

batiste for afternoon wear. Satin will probably be the most popular material for the fall frocks.

The silhouette of the Autumn sports frock remains as slim as ever.

A fetching frock is one with sweater-bodice of black velvet combined with skirt, pleated at front, of black and white checked wool, the bodice being trimmed with this same material.

The smartest thing for evening wear is white satin, not a dead white, but ivory, flesh, faint cream, etc.

Lace applique motifs are a new note on a dance or dinner frock, lace being quite the newest trimming for the dinner dress.

Crepe satins, velvets, and panne velvets are the favorite fabrics, especially in black, for late summer and autumn dinner dresses.

Blue in all shades is a favorite of fashion for advance fall and winter costumes, with the new King's blue taking the lead.

Necklines are fluffy and muchly trimmed, and we might say "all dressed up around the neck."

Bracelets in increasing number and pearls remain popular.

A black gardenia and handkerchief scarf, tied the newest way are smart accessories.

The newest hats have brims, be they ever so small.

Sleeves are so varied one can have almost any kind of a sleeve one wants.

Velvet ribbon is very popular for trimming.

About the last word in a coat model is one of plain tan-colored tweed, with shawl collar of fox. It is a straight-line wrap-around model with bow closing.

New fall coats are simple of design and vary the length.

Dresses for the little tots are brief,

gay, and chic, with embroidery much in evidence.

Fall frocks have belts, wide or narrow.

Household Hints

A good receptacle for garden rubbish is a good-sized box of fine meshed wire netting. All rubbish may be thrown into it and burned from day to day as it dries out. This keeps the garden in a tidy condition and avoids the big bonfire that is necessary when a large accumulation of rubbish is piled up.

To clean either wool or fleecy cotton blankets, shave a cake of soap into a quart of water and add a tablespoon of borax. Set on fire until soap has entirely dissolved. Empty into a tub containing cool water to cover the blanket. Dip the blanket into this and stir it about; do not rub hard but squeeze with the hands until it looks clean. Rinse in several waters. Do not wring the blanket but gently squeeze a little of the water out of it. Hang on the line to dry. When dry, beat gently with a wire carpet beater before taking off the line, and it will be soft and fluffy.

To preserve vines, ferns, and even cut flowers, where not feasible to place stems in water, but where stems may be concealed, stick the end of each stalk into a small cube of Irish potato. This will give moisture and nourishment to the plants.

To successfully water a hanging plant, place a small funnel in the center part of the basket so that the cup part is above the soil but concealed by the foliage. Fill the funnel with water each day. Water so applied soaks into the soil gradually and does not run through onto the floor.

"Courtesy" in Verse

DURING the Spring, a "Courtesy" Meeting was held in Milwaukee, to which employes of the Middle District were invited. Mr. T. E. Melcher, our Agent at Knowles, Wisconsin, not being able to attend, sent the following as his contribution; and the Magazine is glad to print it for the good thought and the delightful expression:

Let us be a little kinder,
Let us be a little blinder
To the faults of those about us;
Let us be when we are weary,
Just a little bit more cheery;
Let us serve a little better
Those that we are striving for.
Let us be a little braver
When temptation bids us waver;
Let us strive a little harder
To be all that we should be;
Let us be a little meeker
With a brother that is weaker;
Let us think more of our patrons
And a little less of "me."

The Patterns

Send 15c in silver or stamps for our UP-TO-DATE FALL AND WINTER 1927-1928 BOOK OF FASHIONS. Address Miss Hazel M. Merrill 802 Union Station, Chicago, Ill.

5891. Ladies' Dress. Cut in 8 Sizes: 38, 40, 42, 44, 46, 48, 50 and 52 inches bust measure. A 44 inch size requires $4\frac{1}{8}$ yards of material 40 inches wide together with $\frac{1}{2}$ yard of contrasting material. The width of the dress at the lower edge with plaits extended is $2\frac{3}{8}$ yards. Price 12c.

5857. Ladies' Dress—Cut in 6 Sizes: 34, 36, 38, 40, 42 and 44 inches bust measure. A 38 inch size requires $4\frac{1}{8}$ yards of 32 inch material together with $\frac{1}{4}$ yard of contrasting material for the jabot. To bind the free edges with bias binding put on as illustrated will require $4\frac{1}{8}$ yards. The width of the skirt portion with plaits extended is $3\frac{1}{2}$ yards. Price 12c.

5856. Ladies' Dress—Cut in 5 Sizes: 34, 36, 38, 40 and 42 inches bust measure. A 38 inch size requires $1\frac{3}{8}$ yard of 32 inch lining for the underbody, and $1\frac{3}{8}$ yard of plain material together with $3\frac{3}{8}$ yards of figured material 40 inches wide. If made without the bolero, $1\frac{1}{4}$ yard less of the figured material will be required. The width of the Dress at the lower edge is $1\frac{1}{2}$ yard. Price 12c.

5894. Dress for Junior and MISS—Cut in 4 Sizes: 14, 16, 18 and 20 years. A 16 year size requires $3\frac{1}{8}$ yards of 32 inch material together with $\frac{1}{8}$ yard of contrasting material. For sash of ribbon 2 yards will be required. The width of the Dress at the lower edge is $2\frac{1}{8}$ yards. Price 12c.

5884. Ladies' Dress—Cut in 7 Sizes: 34, 36, 38, 40, 42 44 and 46 inches bust measure. A 38 inch size requires $2\frac{3}{4}$ yards of 40 inch material together with $\frac{3}{8}$ yard of contrasting material 27 inches wide. Four yards of bias binding are required to trim as illustrated. The width of the Dress at the lower edge is $1\frac{1}{2}$ yard. Price 12c.

5901. Child's Dress—Cut in 4 Sizes: 4, 6, 8 and 10 yrs. A 6 year size requires $1\frac{1}{4}$ yard of 33 inch material. Price 12c.

5896. Girls' Dress—Cut in 4 Sizes: 8, 10, 12 and 14 years. A 12 year size requires $2\frac{1}{8}$ yards of 40 inch material together with $\frac{1}{2}$ yard of contrasting material. Price 12c.

5866. Ladies' Shirt Waist and Step-in Panties—Cut in 6 Sizes: 34, 36, 38, 40, 42 and 44 inches bust measure. A 38 inch size requires $3\frac{3}{8}$ yards of material 36 inches wide. Price 12c.

5876. Child's Dress—Cut in 3 Sizes: 2, 4 and 6 years. A 4 year size requires $1\frac{1}{4}$ yard of 35 inch material. For trimming as illustrated $1\frac{1}{4}$ yard of bias binding is required. Price 12c.

5871. Child's Rompers—Cut in 3 Sizes: 1, 2 and 3 years. A 1 year size requires $1\frac{1}{8}$ yard of 27 inch material, together with $\frac{1}{4}$ yard of contrasting material. Price 12c.

5868. Child's Dress—Cut in 4 Sizes: 2, 4, 6 and 8 years. A 4 year size requires $1\frac{3}{8}$ yard of 36 inch figured material and $\frac{1}{8}$ yard of plain material. Price 12c.

5863. Nurse's Uniform—Cut in 7 Sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. A 38 inch size requires $4\frac{1}{4}$ yards of 36 inch material. Price 12c.

Good Things to Eat

Baked Peaches. Peel and halve six peaches, removing stones. Place in a shallow granite pan and fill each cavity with one teaspoon sugar and one half teaspoon of butter. Add a slight grating of nutmeg if liked; or a drop of brandy flavoring to each half. Bake twenty minutes and serve on rounds of sponge cake, with whipped cream.

Apple Jelly. Wipe and remove stems and blossom ends from apples. Cut in quarters and place in preserving kettle. Add cold water to nearly the top of apples. Cover and simmer slowly until apples are soft. Mash and drain through a coarse sieve. Do not squeeze. Then allow the juice to drip through a jelly bag made of double thickness of cheese cloth. Boil twenty minutes, then add three fourths quantity of sugar which has been heated. Boil five minutes, skim, and turn into glasses. Let stand in a dry place for twenty-four hours. If a very light jelly is wanted, apples should be pared.

Currant and Raspberry Jelly. Use equal parts of currants and either white or red

raspberries. Do not remove stems from currants. Wash and drain and mash in a preserving kettle taking a small quantity at a time and continuing until all the fruit is mashed. Cook slowly until the currants look white. Strain through a coarse strainer, place in a jelly bag and let drip over night. Measure, bring to the boiling point and boil five minutes. Add an equal measure of heated sugar, boil three minutes, skim and pour into glasses. Let stand twenty-four hours in a dry and sunny place. Plain currant or raspberry jelly is made in the same way.

Raspberry or Blackberry Jam. Pick over and wash berries. Mash a few at a time in the bottom of preserving kettle, continuing until all the fruit is used. Heat slowly to boiling point and add an equal quantity of heated sugar. Boil forty-five minutes and turn into tumblers or jars.

Canned Blueberries. Pick over and wash berries carefully. Put in preserving kettle

with a small quantity of water. Cook until soft, stirring occasionally. Place in hot, sterilized jars and seal. No sugar is required, but a dash of salt improves the flavor.

Raspberry Syrup. Pick over and wash two quarts of raspberries, sprinkle with sugar and cover. Let stand over night. In the morning, add three fourths of a cup of gold water and boil twenty minutes. Force through a double thickness of cheese cloth, again bring to a boil. Fill small glass jars "plum full" and adjust covers. Fine as a foundation for cool drinks, for raspberry ice, or for sauces to accompany desserts.

To Make A Jelly Bag. Sew up in cornucopis form three quarters of a yard of cotton and wool flannel. Round the lower end a little. Fell the seam to add strength. Bind the top with tape and furnish with loops to hang it. After using the bag, boil thoroughly, rinse and hang in sun. Then put away for the next season.



SPECIAL COMMENDATION

Those of Us Who Do G. P. F.

AGAIN we hear from Harry Williams, Rate Clerk at Kansas City. He secured four LCL shipments to long haul points as well as two long haul carloads.

Edward Farrell, one of our Yard Clerks in the Stowell District at Milwaukee recently secured a carload of steel to St. Paul that was routed to move via a competing line. There is no better solicitor than the man who goes into a competitor's back yard, and takes business away from him. We are going to hear from Ed Farrell again.

Cashier in our freight house at Cedar Rapids, Mr. Richard Jasha, turned in to Passenger Agent Sherwood, a round trip ticket to Portland, Ore., and Mr. Sherwood asked us to see that Mr. Jasha is given full credit in the magazine for this good work. We are glad to do it.

Mr. O. J. Benton a merchant at Austin, Minn., writes a letter in which he expresses appreciation of service on the Milwaukee Road; and of courteous consideration and attention on the part of Ticket Agent John Schultz at Austin and the employes on I&M No. 22 April 29th—Brakeman E. G. Sanders, Porter N. Burch, and Chef Allen Sproule. Mr. Benton was bringing home his son who had become seriously ill at Minneapolis, and had mentioned to Mr. Schultz at Austin his plans. Of course, anybody that knows John Schultz knows that he is the fellow who stirred everybody up to show Mr. Benton what kind of folks we are on the Milwaukee Road when anybody is in trouble. This is the class of stuff that I get a kick out of, and certainly like to write about it to let everybody know that we have in our organization the type of men mentioned in this article.

We have a Chief Clerk in Fowler St., Milwaukee; Mr. O. G. Hahnsh, who is a wholesale solicitor. Mr. Hahnsh just recently influenced the routing of a 40-carload lot via our Terre Haute Division.

Chief Claim Clerk J. W. Slattery of Galewood reports again. He secured a nice shipment via our Terre Haute Line that had been short routed.

Locomotive Engineer John O'Leary on the I&D, influenced three round trip tickets to New York via our line to Chicago. Mr. O'Leary has an honorable service record of 52 years behind him, and we are told that he is just as active today helping Milwaukee Road revenues as he was fifty years ago.

We have our usual report about Frank Wallace, Yard Clerk at Milwaukee—a carload of high class freight to an eastern point via our Terre Haute Division.

"Hub" Smith is a bear on Seattle business. Just turned in another round trip passenger.

It is a particular pleasure to commend Miss Daisy Sweeney, daughter of one of our old reliable locomotive engineers on the Kansas City Division. Miss Sweeney secured two passengers, Kansas City to Chicago and return.

OS&D Clerk of Mason City freight house, Mr. O. H. Spencer turned in a tip which secured two passengers from Mason City to Chicago. Agent Gallagher tells us that this is nothing new with Mr. Spencer.

The Passenger Department at Kansas City gives credit to Conductor William Kelley on the Kansas City Division for securing a carload of passengers to Madison, Wis. It certainly was nice business.

Ray McGrath, Yard Clerk at Milwaukee, secured diversion via our Terre Haute Division on a carload going to the east. We like to hear from you, Ray.

Rate Clerk LeGros, Car Order Clerk Thomas, and Waybill Clerk Boland, all of Division Street, Chicago, prevailed upon shippers to divert a number of consignments to Terre Haute Division routing. This means nice additional revenue, and the work of the men mentioned is much appreciated.

We have a belated credit for River Division Brakeman W. F. Costello. The Passenger Department in the Twin Cities tells us that Mr. Costello influenced a party of 25 passengers to Madison, Wis. in the month of June. Mr. Costello has been in the service over a period of 21 years, and is spoken of by the Officers in the Northern District as one of their high class trainmen.

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

Terre Haute Division brakeman Vaughn while inspecting train at Stockland, June 25th, found a broken arch bar on car in the train and same was set out, averting a possible derailment.

Superior Division engineer George Gunn on June 19th, reported a broken rail at DePere. Prompt investigation was made, the rail found and repairs made.

Terre Haute Division conductor C. C. Spaulding inspecting his train May 26th found and set out a bad order car at Blackhawk; and while doing this discovered another car of coal in the train with brass and slide missing from a journal box and journal worn through top of box and arch bar. This discovery no doubt prevented an accident.

Operator J. W. Collins, Hebron Towe, Wisc. while on No. 143 was passing Tower, on May 23rd, noticed a piece of rail fly out, seven inches of rail broken out. This was immediately reported and repairs made.

Operator J. E. Duester, Tower A-68, C. & M. Division, on May 7th, when No. 78 was passing noticed a hot box in about the center of the train, and immediately had train stopped, which no doubt prevented serious trouble.

Terre Haute Division Engineer Reed McGinnis as Extra 7705, North was passing his engine, noticed a broken arch bar in their train. He immediately flagged them and the car was set out.

C. & M. Division brakeman Wm. Zoellner was helpful to a passenger on his train and his courtesy was recognized in the following letter. "Such service as you rendered this morning on your 10:30 train for Chicago makes friends for the road. If you get into any trouble for stopping the train I would be glad to know it". (signed Earl Partridge, of the Wyman-Partridge Company of Minneapolis. Mr. Partridge caught the train but the red-cap with his grips was somewhat delayed and did not show up until the train had

started. Brakeman Zoellner stopped the train until the grips were delivered, for which our patron was very thankful.

Walter Brady, R. & S. W. Division, while extra 8220 was pulling out of West Yard, Beloit, noticed a bad wheel and promptly reported same so that car was set out. A bad flat spot was found.

C. & M. Division engineer Wm. Steinberg, on train 163 coming into Bardwell noticed bridge A-464 on fire. He stopped the train to put out the fire and summon the section men. Also on June 22nd, on No. 163 pulling out of Western Avenue, he discovered an empty box car on fire in west end of yard, stopped and turned the blow-off cock into and put out the fire.

Operator E. G. Bunyca, New Holstein, Wisc. on May 11th, as train No. 70 was passing New Holstein, discovered a brake beam dragging and made report to dispatcher so that train was stopped at Kiel and the defect removed.

Switchtender Henry Worthan, Galewood, Ill. discovered part of flange gone off wheel on car in Healy train pulling out of yard June 27th, and promptly took action to have car set out of train.

Gov. Bulow of So. Dakota Writes:

EXECUTIVE DEPARTMENT State of South Dakota

The following letter is a deserved testimonial, and many other travelers on porter Stewart's car will add their endorsement:

Pierre, June 7, 1927

Mr. L. M. Jones,
Superintendent Sleeping Car Porters,
Union Station,
Chicago, Illinois.

My Dear Mr. Jones:

I recently had occasion to make a trip in a Pullman car from Rapid City to Mitchell over the Milwaukee System. The porter in charge of the car gave me his name as W. A. Stewart, and I desire to say that I have never met a porter who was more accommodating, efficient and alert for the interests of the passengers. In fact, I would say that he was the best all around porter that I have ever come in contact with, and I felt it my duty to write you to this effect.

Yours truly,
W. J. Bulow
Governor

From A Satisfied Traveler

To whom it may concern:

This is written on the OLYMPIAN, from Seattle to Butte, one of the fast electric transcontinental 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 Timkin 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 o'clock tea service made a decided hit even with the men who are unaccustomed to such functions.

A satisfied traveler
(Signed) L. P. Forestell
Los Altos, California.

They All Liked "Mose"

Aboard the Olympian
5-25-27

We, the undersigned think that "Mose" is a very fine porter and does a good deal to the trip:

L. A. Anderson, Seattle, Washington
Mrs. L. V. Walton, The Dalles, Oregon
Mrs. M. N. Carson, Jamestown, N. Y.
A. D. Briggs, Monroe, Michigan
Mrs. Jas. L. Taylor, 2355 57th St., Seattle, Washington

Inex P. Fleming, Umatilla, Oregon
E. G. Taperi, Port Lindor, Wn.
Joe Veynovick, Spokane, Wn.
Peter Sugen, Spokane, Wn.
Mrs. Walter Shane, 4315 12th N. E. Seattle
Mrs. Thos. E. Matthern, Aberdeen, Wash.
Mrs. Linnie Baurie, 835 S. Steeie, Tacoma, Washington

The above refers to Porter "Mose" Smith.

Service of Brakeman Commended

The following letter from Mr. D. H. Pennamacoor who was a passenger on train No. 9 out of Beloit on June 8th, is as interesting as it is unusual; and it proves that the man who comes in contact with the traveling public on trains, in stations and elsewhere is the man who makes friends for his company. The brakeman was Morris Butler.

Cedar Rapids, Iowa June 8, 1927
Mr. H. E. Pierpont,
Chief Traffic Officer,

Dear Sir:—To you and through you to his superior officer, I wish to express a veteran traveler's observation of the only efforts of the kind gained in years' of railroading. The brakeman on today's 3:15 PM out of Beloit for Savanna—making a steady effort to keep the windows and arms of the seat of our car attached to that train clean by constant application of a cloth.

I ran into the depot at Freeport to make a quick local phone call while the train was unloading and loading and he got me out of the telephone booth in the nick of time.

He deserves the company's consideration. I never saw him previous to today.

Respy.,
D. H. Pennamacoor.

Not Accustomed To Such Tips

On train No. 17 arriving at Tacoma June 26th, a passenger gave Porter N. S. Spurlock on car No. 1 a ten dollar gold piece as a tip. The porter thought this was unintentional on the part of the passenger and turned the coin over to the Assistant Superintendent of S. & D. Cars at Tacoma, thinking that inquiry would be made for it. No inquiry developed, however, so the money was returned to Porter Spurlock.

It Was Only a Doll

RECENTLY, S.C.&D. Division correspondent H. B. Olsen, while loading mail sacks at Sioux Falls Station, he heard issuing from one of the sacks, the plaintive cry: "Mama"; "Mama". With rapidly rising hair and shaking hands, investigation was made by "Detekatif" Olsen who fully expected to draw a child out of the mail sack. History does not state whether it was relief or disappointment when our puzzled correspondent found it was only a "Mama" doll going parcel post to some real live baby.

Appointments

EFFECTIVE July 9th:

Mr. K. F. Nystrom has been appointed Master Car Builder, vice Mr. C. G. Juneau, deceased. Headquarters at Milwaukee.

Effective July 10th.

Mr. J. W. Blossingham has been appointed Assistant Superintendent of the LaCrosse & Northern Divisions, with headquarters at Portage, Wisc.

Mr. D. T. Bagnell has been appointed Trainmaster of the River and I & M Division, vice Mr. W. Blossingham, promoted.

Mr. W. J. Hotchkiss has been appointed trainmaster of the Dubuque Division, vice Mr. D. T. Bagnell, transferred.

Effective July 15th.

Mr. F. P. Rogers has been appointed trainmaster of Twin City Terminals with headquarters at Minneapolis

Announcement is made by Mr. J. T. Gillick, Chief Operating Officer that Mr. L. K. Silcox, General Superintendent of Motive Power has been granted a sixty days' leave of absence. All officers and employes in the Locomotive Department will report direct to Mr. R. W. Anderson, Superintendent of Motive Power; and those in the Car Department will report to Mr. K. F. Nystrom, Master Car Builder, both located at Milwaukee.

Marion Chapter

Ethel M. Seager, Historian

THE regular meeting of Marion Chapter on June 2, 1927, had a picnic luncheon in Memorial Hall. Lunch was served to about seventy-five women. The tables were decorated with garden flowers.

The following program was given: Vocal solo, Mrs. LaVerna Crew accompanied by Miss Edna Roberts at the piano and Miss Anna Webber, violin. Piano solo by Miss Mildred Holsinger, solo dance by Bernice Petrusch, Helen Johnston and Lois Holdorf.

During the business meeting \$10.00 was voted to the Red Cross flood relief fund. Reports were given by committees, sick, 27 calls were made and 12 cards sent.

Membership committee reported 429 members which makes our membership 100%.

Sunshine committee reported one case where the man was ill, and had been helped with medical attention and his family with clothes.

There will be no meetings in July and August. The September meeting will be held in Cedar Rapids.

The committee in charge was Mrs. Walter Kennedy, chairman, assisted by Mesdames, Gerald Gordon, Mary Kerns, F. Hunter, F. J. Hardenbrook, Fred Holsinger, Geo. Halsey, D. J. Hickey, F. Higgins, C. L. Guzzle, Frank Fawcett, A. J. Campbell and Frank Keith.

Tomah Chapter

Mrs. Henry Thom, Historian

A REGULAR meeting of the Railroad Women's Club was held at the community room of the Tomah Public Library, Wednesday evening June 1st.

The meeting was opened with the reading of the new club motto given to all members present.

Plans were discussed about the annual picnic which will be held in the near future.

The home talent play, "Cornfed Cut-ups" given by the Ladies Railroad Club, under the direction of Ann Steinmetz, which was held

at the Armory, May 27th, proved a great success. The cast of characters were Railroad employes from the Tomah shops and consisted of the following:

The Deacon Edward Sowle
Sufficiency Perkins Harold Friday
Uncle Josh Jackson Earnest Mesner
Constable Sniffers Wm. Monahan
Jackie Goldfish Francis Clarke
Percy Prunes Ted Marquardt
Ebenezer Smart Vincent Blaschke

The Instrument Soloists: Forrest Sowle and Vincent Blaschke; Also the Cornfed Sextette: Louis Thom, Frank Petrosek, Louis Steinmetz, Robert Johnson, Raymond Gleason and Emil Olson were greatly enjoyed by all present.

The next meeting will be held Wednesday evening, July 6th.

Savanna Chapter

Anna M. Bahne Historian

THE regular meeting of the Milwaukee Women's Club was held in the Club Rooms on June 13th with a very good attendance. After the business meeting a program was given consisting of two piano selections by Evelyn Winston, two vocal solos by Mrs. Hal Smith and a dance by Laddie Smith. Refreshments were served.

At this meeting our members were given the privilege to use the Club rooms at any time for private parties.

Three new members joined at this meeting, our list is growing.

The Gallatin Gateway Ball held on June 2nd at Pulford's Hall was a high success, about 400 or 500 people were present. We appreciate the assistance given us by the Milwaukee Base Ball League and Mr. J. J. Flannigan, Terminal Trainmaster of Davenport who helped swell the crowd, he brought with him about 135 people by special train.

The neat sum of \$275.00 was realized—50% of which was turned over to the Base Ball League.

Our May Committee gave a public card party on May 23rd, and our June Committee a bake sale and a card party on June 9th and 15th, which will close our festivities until September.

Beloit Chapter

Martha Smith, Historian

THE May dancing party of the CM&StP Women's Club was held Saturday evening May 21st in the passenger depot. The windows of the depot were opened and decorated with bowls of lilacs, giving the effect of an open air pavilion. Fifty couples were in attendance and enjoyed dancing from 9 until 12, music furnished by the Kraepelin Orchestra.

Light refreshments were served during the evening. Mesdames W. G. McIntyre and F. T. Black and the Misses Mary Howard and Mary McDonald were social co-workers.

The CM&StP Women's Club held an important business meeting in the passenger depot on Wednesday June 1st. Plans are being made for the Racine and Southwestern Division luncheon and program to be held here the latter part of August.

A Picnic will be held for members and their families in the near future. Following other discussions of work for the year, a kitchen shower was held in honor of Miss Ruth Bauer, who will be a June bride. Refreshments were served and the Mesdames John Connors, Geo. Hannaford and Frank Beeler were in charge.

Now Here's a Watch That Knows Its Business!

IF you ask Conductor Bird Mainard, of the Pennsylvania Lines' "American," about watches he'll tell you that "a Hamilton knows its business." And the business of a railroad watch is to give its owner two things without stint—two things without argument—two things without question: accurate time and dependable service.

That's the business of a railroad watch. And that is exactly what you can expect from a Hamilton.

Conductor Mainard will tell you that he entered the employ of the Pennsylvania Lines as a freight brakeman on the first of March, 1903. Immediately thereafter he purchased a 21-jewel Hamilton. Today, as a passenger conductor in charge of the "American," he still carries the Hamilton he purchased almost twenty-five years ago.

Here's a shining example of what a Hamilton can do for you. You may not need years of accurate time service, but it is a comforting thought to know you have it when you buy a Hamilton. You *do* need accuracy and dependability—and that you can be absolutely sure of when you purchase a Hamilton.

Ask your jeweler to show you the Hamilton "992" in Railroad model cases. Examine its sturdy beauty—the splendid dial with "high visibility" numerals. Keep in mind that inside the case is a watch movement that has helped make railroad history—the famous Hamilton 992. Here's a watch that, when all is said and done, renders the most economical time service that can be had.

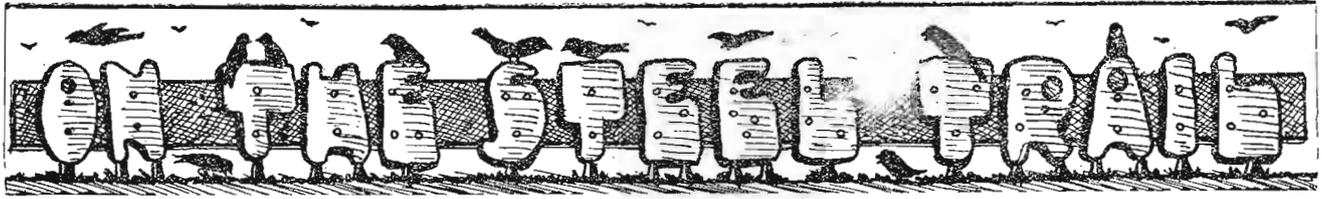


Hamilton Watch

"The Railroad Timekeeper of America"

We shall be glad to send you a copy of the Hamilton Watch Time Book—a pocket memorandum conveniently ruled for quick record and with sufficient pages for one year of service.

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



Tacoma Shop Notes "Andy"

BIGURD Johnson (Bill), called on us the other day, back home from the Washington State College for the Summer vacation. Bill was formerly stenographer in the Master Mechanic's office, and for the past three years has been taking Mechanical Engineering at Pullman. We have reports that he is a top notcher in his studies at school. This of course is no surprise to those who knew him.

Chas. Stevens, has a new car, its a Star this time, and he says he is very well pleased with its performance.

While listening in on the radio to station K.M.O. at Tacoma, we were astonished as well as pleased to hear the name of R. A. Nofke, mentioned as the winner of a Wilwite swimming suit. Good for you Dick, now I suppose you will be able to take a dip or two in Cottonwood or Tincup.

It has forcibly come to our attention that Wilbur Lauckhart, the peroxide blonde stenographer, in MM office, is very fond of bananas. Buys them by the bunch now. He says banana skin, is a skin he loves to touch. We cannot understand why he has taken to bananas all at once, unless its due to the banan appeal.

A. O. Simmons, of the Woodmill force, is attending the Car Men's convention. His leaving at this time has a tendency to throw a wrench in the cogs for the time being at least, of an arrangement between him and Ed Lee for a fishing trip in the new boat which he has equipped with an outboard motor.

L. C. Curtiss, has just returned from a trip in the vicinity of Omaha. While there he had an opportunity to view the damage done by the floods.

C. Arendt, Woodmill foreman, spent the Decoration Day week end down in Oregon. Probably looking for some warm weather.

The Woodmill boys hung the monacker of "Soup" on Leonard Juley, Star Short Stop for South Tacoma baseball team, since he had all his teeth extracted.

Speaking of molars and bicuspidors being taken from their moorings reminds us of the fact that Leonard Johnson, Chief Herring Choker for District Accountant's office, can probably tell us how it feels, and the rest of us can tell how it sounds when he tries to get in a word now and then. Soup and scraped (note there is only one "p" in the last word) apples is one of the main items on his diet list.

Theo. Fleming, who was in the hospital and not expected to live some time ago, has recovered and is back on the job.

Otto Johnson, Machinist, was married recently. Congratulations Otto.

Ruth, the young daughter of Henry Rosenberg had the misfortune of breaking an arm in a fall. We trust however, that her recovery will be speedy and she will soon again be able to ramble with her playmates.

The padlock on Geo. Girard's garage was broken recently but nothing was taken. Evi-

dently the would-be burglar looked in and saw nothing of value except a new Chrysler "70" roadster and that would hardly be worth taking.

Tony Berry, Elec. Appr., is quite a chauffeur with his Buick. The boys who have ridden home with him report many interesting and hair raising escapes. Although he is a demon for speed, he knows his vegetables when it comes to handling a Buick.

We have heard that C. E. Sperry, is a demon for walking. He and Robert Watersneck hoofed it for about twenty miles in the vicinity of Taunton recently. CES was very much interested in the scenery and R. V. pointed out various points enroute where great events in history of the Milwaukee had taken place, but what CES was most interested in was to locate the electrical woodmill he had heard was used in that neck of the woods for sawing sage brush.

H&D Division

Maude Hamlin

GOT back from my vacation alright, in time to get my notes in for the Magazine this month. Had a splendid time—two whole weeks of it and brought back greetings from a former H&D fireman, Wm. C. Dusell now of Puyallup, Wash., who said to tell all the "tallow pots" and "hog heads" he used to work with, "Hello," and that he enjoys the Magazine which I send to him each month. Incidentally 'Bill' is my brother.

Conductor "Scotty" Brown and family have also been vacationing, up in the northern woods where they own a cottage. F. C. says it is the only place to go for a real vacation.

Supt. and Mrs. Hills returned from the western coast about July 2nd, and report a very pleasant trip and time while there. They spent most of the time at Los Angeles and Frisco.

Flagman John Wertz was called to Wisconsin on account of the sudden death of his brother. He was relieved by Flagman Johnson.

Mrs. Iver Severson, mother and family, have gone to Flint, Mich., for a month or so. This leaves our B&B foreman to run the "home shift" by himself for a while.

Mrs. Joe Lewis, wife of machinist at Montevideo, visited in Miles City over the 4th, attending the famous "Roundup" there. She was accompanied by Miss Naomi Erdahl and Adolph Erdahl, switchman.

Passenger brakeman A. C. Howells of the Fargo Line, made an extended trip thru the eastern states recently and also visited his ancestral home in Pennsylvania and we understand on good authority that he met a lady from down east and returned "double header", although we haven't seen any cigars or candy our way yet. Brakeman Wallerns of Mpls. was his relief man.

Our estimable yardmaster, W. C. Westfall is contemplating going to Mudbaden to spend his vacation, and incidentally to get rid of the "dumbed" rheumatism. (That *wasn't* just WCW's words, but it meant practically the same, and I haven't the vocabulary WC has).

Business car "Milwaukee" was on our tracks July 12th. Messrs Walder, Curtis, Richards and Miller made the rounds and looked things over in general, leaving on No. 3 that night.

Local Storekeeper Arthur Lower and wife, leave July 14th for Chicago, Bloomington and other points for a two weeks vacation.

Telegrapher L. A. Dunlap and wife of Stewart, left July 2nd, for an extended tour of the western states, going via the Milwaukee electrified and returning via the Canadian Rockies and the Soo Line.

Train Dispatcher J. J. Brown spent his vacation roaming around Iowa, his old stamping ground. He is back on the job now however.

Former Master Mechanic F. L. Paul and wife from Sioux City spent part of their vacation at the old terminal, Montevideo, and shook hands with former associates.

When everyone gets back from their vacations, there may be some news to chronicle, so will do better next month.

M. C. B. Gossip

S. E. R.

WE wish to extend our congratulations and best wishes to Mr. K. F. Nystrom who has been appointed Master Car Builder.

With the advent of warm weather, came the much-looked-for vacations. Ruth Wolff, Fred Gregory, Edith Hamann, Harriette Badger and Leona Schultz decided to spend their vacations at home. Dorothy Yakes went to Lake Geneva and Chicago, Bill Tschantz went to Chicago and Forest Junction, Ruth Martins to Onkama, Michigan, Lillian Skobis to Richmond, Indiana, Gertrude Haas to Spokane, Catherine McConville to Yellowstone Park and Walter Stark to LaMars, Iowa.

Bernice Kruse while failing to see the President in the Black Hills, did manage to get to the lawn of the Summer White House. But she met some real honest-to-goodness cowboys—tall, handsome, 'neverthing. Just ask her to tell you about them.

During the month Martin Biller went to Chicago, Ethel Carpenter to Kilbourn, Helen Horan to Lake Geneva, Lucille Janzen to Kilbourn, Julia Weins to Madison and Julia Barrows to Nemahbin Lake.

Edgar Obman is filling the position vacated by Harry Mentel. Irving Clouse is now located in the Billing Office. Clifford Cullen is at the Equipment Desk and Frank Beck is in the File Department.

Harry Mentel when leaving said to Mrs. Hawkins, "I've got a job just like yours—timekeeper in a cemetery."

Mrs. Hawkins, "Well, you don't think we're that dead around here, do you?"

Harry, "I'm not keeping time for the dead ones, I'm keeping time for the lawnmowers."

You, no doubt, have noticed Irving's mustache by this time. Irvie claims he must look mature since becoming a daddy.

Now that the din of the carpenters, steamfitters, etc. has subsided, we can see what our office is going to look like. It was dreadful for a few days—it was a case of climb over or under, squeeze through a tiny space, but

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NATIONAL LUMBER & CREOSOTING COMPANY

now things look very nice. As a result of the present remodeling we have our much predicted balcony. Frank, who is now located on the shelf, says it is now open for inspection by all who care to climb the steps—elevator service not having been furnished. He also claims that frequent visits to the File Department by those who wish to reduce will bring about the desired results. How many pounds did you say you lost, Frank?

The first day of the remodeling, a terrible thing happened. Frank put his lunch in its usual file case but when lunch time came the files had been moved and the lunch was gone. Frank searched and searched and finally found the lunch three days later.

Al Barndt is now the proud daddy of a baby girl. Betty Jean arrived June 21st. Congratulations Al.

Sparks from the East End of the Electrification

Adolph C. Knudson

ANOTHER national birthday has gone to join its predecessors. Locally it was a grand and glorious day, the rain holding off until 8 P.M., as the six thousand folks, who thronged Harlow's streets that day, can vouch for. It was great to see the way the big crowd, from the Governor down to the lowliest cowpuncher and rail, enjoyed itself. Yes sir, right among those present, and enjoying every minute of the day, were Mr. and Mrs. John Todd and family; Mr. and Mrs. Martin Eastwald and family; Hugh McNally; Mr. and Mrs. Evan Maxwell and family; all of Miles City, and Mr. and Mrs. I. M. Caine and family of Roundup. Gee, folks, but aint it grand to get back to your old home town, when there is big doings on?

Night Pipefitter and Mrs. H. C. Kyger, returned the later part of June from a months visit spent at points in Missouri and other eastern states.

M. S. Division Fireman and Mrs. Earl Hogan, were Billings visitors during the month of June.

Everett Nelson, returned June 25, from a two weeks visit with friends at Columbia, Missouri.

Mr. and Mrs. Harry Wheaton and sons, returned June 25, from a visit spent at Milwaukee, Wisconsin.

F. R. Lutz, Car Department clerk, has returned from a visit of several weeks spent at points in Michigan and Indiana; purchasing a new Oldsmobile coach, while at Lansing, which Mrs. Lutz will drive back.

The car cooping season is with us again, being several weeks earlier than in recent years, and the clatter of the cartoats' hammers on the riptrack is music to our ears. May the good work continue, and here is hoping the cooping season will stay with us a good while.

By-gosh, how some folks do put on style; there is Fireman and Mrs. Earl Hogan, riding around in their new Oldsmobile Coach, purchased from the local dealer. Some class we'll say.

It is with great regret that we record the accidental death of Switchman Arthur H. Middleton, which occurred while he was on duty the night of July 3. He was a member of the Brotherhood of Railway Trainmen and of the Spanish War Veterans, having served with Company D. 157th Indiana Volunteer Infantry, and an active member of the Harlowton Band. Having first seen the light of day in Wabash county, Indiana, Nov. 26, 1876, he was therefore 50 years, 7 months and

7 days of age at the time of his death. Being a lover of nature, his yard was always one folks would walk blocks to see. Besides his widow he leaves, to mourn his passing, two daughters, three sons and several grandchildren. To this bereaved family the writer extends, through the Magazine, the heartfelt sympathy of the Milwaukeeites of central Montana.

It is just three weeks since Yellowstone Park opened for the 1927 season and already, 2,500 people have entered via the Milwaukee and Gallatin Gateway. Which shows good judgement, on their part. Bring on that scribes' tour, we are ready to go any time. Will only have to pack our extra collar and tie.

W. A. Peace, who has been Station Agent here the past year, left with Mrs. Peace June 16, for Seattle, where they expect to make their future home; having had to resign his position due to poor health. They have a host of friends here who are sorry to see them leave the community. C. E. Steinhouer is acting Agent until Mr. Lemmon, the new Agent arrives.

Mrs. W. H. Wirth and children, journeyed to Bascom, Montana, for a visit with relatives and friends, June 23.

Mrs. E. M. Carver and daughter, Eloise, left June 16, for a visit with Mr. Carver, P. F. I., protem, at Mobridge, and with friends and relatives at Muskegon, Michigan.

The Milwaukee Women's Club entertained in honor of Mrs. W. A. Peace, who has been president of the Harlowton chapter since it was organized a year ago, at the home of Mrs. J. R. Beatson June 15; just prior to her leaving with her husband, for their new home in Seattle. Five hundred was the diversion of the evening. Mrs. H. E. Byram, General President of the Club, gave a very interesting talk to the forty members present, being in the city that evening. Mrs. Peace was presented with a silver salt and pepper set, by the Club, in appreciation of her services.

Speaking of entertainments, we just can not pass up the one tendered the Higher Officials of the Milwaukee, June 15, by the Harlowton Kiwanis and Commercial Clubs. Yaw, and who do you suppose broke bread with them but guys like Art Hoops, Don Greveti, Cliff. Steinhouer, H. L. Stamp and let me see, who else? Can not imagine that, unless it would be Jim Beatson and Roy Harrington. It may be that we have Art all wrong at that, perhaps he only helped drive them out to the American Ranch. Gentlemen of the Harlowton Kiwanis and Commercial Clubs, the next time you pass out invites to feed please remember that the scribe gets hungry once in a while, too, and not leave him out in the cold like you did last time.

Company D. 163 Infantry, spent the last two weeks of June in camp at Fort Henry Harrison, near Helena, during their annual maneuvers. The following Harlo rails being present, Sergeants, William Almquist, Paul Hollister and Marion Trudnowski; Corporals, Harold Borger, Herman Daniels, and George Hanlik; Privates, first class, Harlan Lucas, and Dale Middleton. With this bunch in "Uncle Sams" uniforms, is there any wonder that there are no more wars to be fought?

Machinist Apprentice, Wm. Meyers, left here June 19, for Chicago for a visit, planning to return later to Miles City, where he will complete serving his time at the back shop. Good luck to you Bill.

2½ Tons Heats 5 Rooms!

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—Walter Geary, Gloucester, Mass.

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D. H. A.

THE glorious month of June is almost over, so there may not be many items of interest in this issue, but we shall endeavor to do better in the future.

Mr. and Mrs. J. P. Rothman our train-master and wife left Tuesday for a visit of several weeks at Menomonie, Wisconsin.

Ann Anderson Assistant Time-keeper in the Superintendent's Office returned from a months vacation spent at Lakeland, Florida with her sister there, Mrs. E. H. Pearson and family. The Pearson's are former residents of Moberidge.

Larry Hourigan, our musical trucker, has developed a fine orchestra and is putting in his evenings entertaining those in the surrounding towns who desire to do the light fantastic.

Supt. H. M. Gillick, Mrs. Gillick and Mrs. J. P. Rothman were guests at the opening of the new Gallatin Gateway Inn. They report that there were thousands of people there, from all over the country and they had a very enjoyable time. The new Gallatin Gateway Inn is without a doubt the finest hotel in the State of Montana, and that, with our lovely new Milwaukee entrance to the Park, will no doubt bring a large number of tourists out there this year.

Miss Alice Olson stenographer at the Store Department and Mr. Clyde Caldwell one of our popular engineers were united in marriage on Wednesday evening June 22nd at the home of Mr. and Mrs. Emil Johnson. Rev. F. W. Bruins of the Congregational Church officiating. Both young people are very popular, and we extend hearty congratu-

lations. They are spending their honeymoon at Minneapolis and Chippewa Falls, Wisc., and will be at home to their friends after July 15th.

Agnes Nylan, Mary Van Dyne and Dora Anderson entertained at a miscellaneous shower for Miss Alice Olson a June bride at the Brown Palace Hotel on Monday evening June 20th. The evening was spent at cards, high score being held by Mrs. Jennings and Mrs. Hand. Much merriment was had making the biographies of Clyde and Alice. Refreshments were served and Miss Olson was the recipient of many beautiful gifts.

Mrs. Newman Fuller and daughter Margaret of Spokane, Wash., spent a few days here, the guests of relatives and friends. We are always glad to welcome them back.

Cecil McNeeley, trucker at the Moberidge Freight House, was called to Pierre to attend the funeral of his grandmother.

Mr. Houser of the Division Engineer's force has lately taken to enjoying the beauties and cooling influence of the "Big Muddy" also of the water nymphs who frequent those waters during the summer months.

Mr. and Mrs. J. S. Keller are rejoicing over the birth of a son on Saturday June 19th.

Our cashier and Baseball magnate F. C. Williams took his ball twisters to Linton, N. D., on June 26th and from all accounts it was a closely contested game and ended in favor of Moberidge. The team is developing league standing.

The following script from our Moberidge Tribune was of course very pleasing to our Milwaukee Women's Club. "The Milwaukee Women's Club at Moberidge now enjoys the distinction of being the largest club on the

entire Milwaukee system. Mrs. H. M. Gillick, President of the Moberidge Club, has just received a communication from Mrs. Lydia T. Byram conveying the information that the Moberidge Club with a membership of 464, is highest among all the clubs. This is certainly a fine distinction, considering the fact that many of these clubs are in much larger cities than Moberidge, and in cities that are likewise very important railroad centers. This record is a credit to the Officers of the Moberidge club and to the members, without whose hearty co-operation this would have been impossible. One of the secrets of the success of the Moberidge club also is undoubtedly the fact that it has from its inception engaged consistently and almost continuously in worthy work that has attracted the attention of every one, and support and commendation from every quarter."

Crops are looking wonderful throughout the whole of this section, and the prospects are that we will all be working over time this fall.

Our perishable freight inspector Mr. Carver is enjoying a visit from his family of Harlowton, Mont.

Ralph Hayward Assistant Chief of Police was visiting us this week. We are always glad to see his smiling countenance.

Bruce Christy and Ralph Heilholtz are two new rod men employed in the Division Engineer's office.

Mrs. F. H. Schneider returned from a three weeks visit to her parents home at Menomonie, Mich., and with her sister at Milwaukee, so Frank is happy again.

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J. T. Griffin

THE street car company is losing one of its fair patrons since Norman is driving a certain little girl of the Car Accountant's office to work every morning.

Elsie Walker, Auditor Expend. office is wearing a pretty diamond ring. Congratulations.

Congratulations are extended to Mr. and Mrs. E. P. Willey, on the birth of a baby girl.

One of the surest ways of reducing is having either a chocolate Pecan or Fruit Sundae each day at about noon time. Paul Jacobson Asst. Comp. office is the authority for this statement.

The employees of the Freight Claim Dept. were glad to see Will Norten return to work after his serious auto accident. We hope that he and his family will continue to improve.

You should see the brand new Oldsmobile Earl Kulton Car Act. office is sporting. If you want to get some where in a hurry ask Earl for a lift.

The many friends of Mabel Pearson Freight Auditor's office were glad to have her back with them after her absence from the office after her escape in a recent auto accident.

Miss Emily Gannon and Elmer Lukes Ticket office were married recently and were given a set of silver by the employees of that office: Congratulations.

Marjorie Farrell and Theo. Eckhart Freight Aud. office were married on June 4, and were given a set of silver by their co-workers. Congratulations.

Miss Amelia Kellner Freight Aud. office

was married Sat. July 2, to Mr. Elias Katz, reception was held at the home of the bride. Her gift was a set of silver from her C.M. & St. P. friends.

Marie Seipp, Ticket Aud. office became the bride of Jos. T. Haney, Freight Aud. office on Saturday June 4. Marie was presented with a set of silver and Jim was presented with a mantle clock, by their many friends in the office.

After winning 16 straight games the Simons boosters met their Waterloo when they played the Aud. Expend. office team and were defeated 9 to 6. The features of the game were 10 errors made by the boosters, while the Aud. Expend. only made 3.

A number of the Fullerton Ave. Employees have been active in the formation of Out and Indoor Ball teams and are making progress in their practice games. The young men and women actively engaged are becoming enthusiastic as they show improvement in their tryouts, and are becoming anxious to test their ability and prowess in competitive games.

In order to succeed in these competitive games more active members are desired and they should come in at once as the season is now at its best for outdoor sport and during inclement weather for indoor work.

It is urgently requested that all lovers of these sports make application for assignment and give the promoters such moral and other support as will encourage them in the effort they are making to make a success in the organization of a strong Fullerton Ave. Unit.

Each office in the Fullerton Ave. Bldg., has elected a "director" who is prepared and anxious to answer all requests for information and it is hoped our Employees will give the

boys and girls actively engaged the enthusiastic support of their presence at each game to encourage the players that they may be the winners in the contests that are now being staged.

See "Your" Director at the first opportunity for full information.

Directors

A. E. Peterson	Freight Auditor
E. E. Kulton	Car Accountant
P. F. Jacobsen	Assistant Comptroller
A. M. Dryer	Ticket Auditor
C. A. Albright	Aud. Inv. & Jt. Fac. Accts.
C. H. Larson	Freight Claim Dept.
John T. White	Aud. O/C Claims
A. L. Backlund	Aud. of Expenditure
R. Edman	Statistician

It Was Casey all the Way

F. C. Dept.

V. Falk	Catcher
M. Lang	Pitcher
G. Goodney	First Base
M. Kirchsens	Second Base
C. Harrar	Third Base
V. McReath	Short Stop
Buck	Ctr. Field
M. Ahern	Left Field
V. Dietrich	Right Field

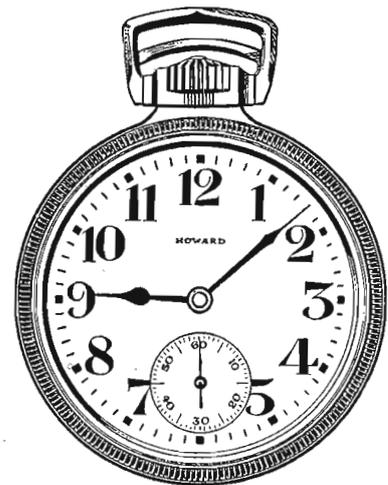
Expenditure Team

L. Casey	Catcher
F. Casey	Pitcher
A. Fogarty	First Base
H. Grundeck	Second Base
S. Cohen	Third Base
D. Silsbee	Short Stop
M. O'Brien	Ctr. Field
E. Strate	Left Field
O. Williamson	Right Field



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MILTON PENCE

Chicago
Illinois

The Auditor of Expenditures played a good game collecting eleven hits for a total of six runs. Their pitcher Florence Casey was the outstanding star of the Expenditure team, making the Freight Claim girls strike out twelve times. Loretta Casey featured with a three base hit to left field in the sixth inning and accounted for three of the six runs her team mates made. Ann Fogarty the Expenditure first baseman made a double play single handed catching a fly and doubling a runner off first.

Considering that the Claim Girls are all more or less beginners, having had no previous practice it is to their credit that they held the Expenditure team to only six runs. Martha Lang pitched a good game for the Claim Bureau striking out seven of the enemy besides getting a single and a two bagger. The Claim Girls threatened twice, once in the seventh inning when Caroline Harrar ran to second base on a fumbled fly ball, taking third base when Vada Dietrich hit to the first baseman for the second out. However, she was stranded at third base when Mary Ahern struck out to end the inning. In the eighth inning Marty Lang hit a two bagger to right field and Grace Goodney got to first base on an error when the Expenditures first baseman, Ann Fogarty rolled all around first trying to make the putout, Martha Lang taking third base on the play. However, the next two batters struck out and Victoria McReath hit to first base for the third out.

The Claim Girls in spite of their inexperience turned a double play in the eighth inning when C. Harrar caught a fly ball and threw to first doubling the runner. In the second inning pretty Mabel Kirchens tagged a runner attempting to steal second.

As the girls on both teams were more or less hesitant because of the number of spectators that turned out, it is expected the results of this game will, in a large measure, do away with any shyness in the future. They did not mean to be rude when they insisted on pounding the onlookers along the first base line with foul balls registering hits on various parts of their respective anatomies and it is hoped that the attendance of the next game will not suffer as a consequence. Nor could they help but be a trifle nervous with so many handsome gentlemen pleading with them to do various things with the bat and ball. The girls suffered only one casualty. Vada Dietrich, of the Freight Claim Department, emerging from the fray with a badly skinned knee when she fell on the way to first base. She is doing well, thank you.

Mr. Carl Larson representing the C.M.&St. P. Employees Athletic Association in the Claim Department was the target of many foul balls and as he feels there is some significance in their quantity and accuracy it is rumored that he may attempt to bowl the girls out. Due to the shortage of girls a Mr. "Buck" played center field for the Claim Dept. featuring with many a sensational catch. He did not bat, however, having no desire to lose the ball.

The Employees Athletic Association are to be commended on the way they handled the game and they may rest assured that the girls of Aud. of Expenditure and the Freight Claim Depts. are back of them as are all the rest of the Fullerton Avenue Girls.

The game closed at the end of the 8th inning because the girls had to catch trains, street cars, etc., in order to get home in time to receive the various callers of the evening.

This way boys, who's first to swim with the Headless Horseman of the Typing Bureau.

Milwaukee Store Department Notes

A. M. H.

WHAT did Myrtle Bishop say when her horse ran away? You'll never know. This all happened at Yellowstone Park, folks, when Myrtle daringly decided to go for a little canter among the geysers, canyons, and mountains. You must have kicked the horse too hard, Myrtle. You should have done as Mildred Holdorf, who, when the guide told her to kick the horse in order to make him step along, sweetly responded, "I haven't the heart to hurt him." You must have a mean kick, Mildred.

Paul Schmidts birthday party was a huge success. Many new games were played, and, of course, the inevitable luncheon was served at mid-night, but we didn't hear anything about your being the recipient of many beautiful gifts, Paul. Did the boys hold out on you?

No. Gertrude Keily was not in an automobile accident. That limp was brought on by a wrenched knee, which she had the misfortune to acquire when dancing the "Black Bottom" in an endurance contest. She slipped. That's all she said. She was later removed to her home.

We have heard that Matt Lowery has taken to golf like a duck takes to water, and, of course, Matt likes to play at Grant Park better than at any other course. Do you like that particular course, Matt, or is it the location? Nothing like killing two birds with one stone.

Clementine Stachowiak is the new comptometer operator in the office. Welcome to our midst, Clementine.

Our idea of perpetual motion is Art Metzen chewing gum. He don't like it. No, he don't like it. Not much. We just have to mention Art and his gum from time to time.

Norma Will, Mary Dundon, and Claire Smrz took a trip up to Minocqua over the Fourth.

Bert Philip motored to New York by the way of Montreal for her vacation.

Get ready for the house warming, everybody. Fred Justen has now moved into his new home.

Aromas from the Cereal City

Ray

Engineer Charles F. Lewis, a veteran of nearly forty years service passed away at his home in Cedar Rapids June 14th. Mr. Lewis was in road service for many years on the Kansas City Division but during the past three years had been running the West Side switch engine in Cedar Rapids Yards. Ill but a short time, he had served continuously up to a few weeks of his death. He is survived by his wife and two daughters, Mrs. George F. Grimshaw, Norwich, N. Y. and Mrs. Ralph T. Kilby, Twin Falls, Idaho. Our sympathy is extended to them.

Passenger Agent and Mrs. C. L. Sherwood are enjoying a vacation at Deerwood, Minn. Congratulations are extended to Switchman and Mrs. J. W. Chermak on the birth of a daughter June 15th.

Car Clerk Thos. Feiereisen at freight office is sadly in need of a broadcasting outfit so it will not be necessary to call the operator every few minutes to give orders on re-constructed grain to the yard office.

Switchman E. A. Johnson spent the Fourth of July visiting friends in Omaha.

Sw. Foreman E. March is back on the job after spending a vacation camping and fishing at Chain Lakes.

Makers and Printers Catalogue and Commercial Envelopes



Milwaukee Envelope Mfg. Co.

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Every Sign of the Trouble Gone.
Tells How She Got Well.

Readers who suffer from asthma and bronchial trouble will be glad to learn how Mrs. W. G. Pierson, Route 1. Colby, Kansas, conquered her trouble. Mrs. Pierson writes:

"For 16 years I had asthma in severe form. I couldn't sleep, and rarely tried to go to bed before 1:30 in the morning. I kept getting more weak and nervous, and had a terrible cough and severe pains. I was in Akron, Colorado, when I started taking Nacor in February, 1925. Early in March I felt so much better I returned to Missouri. It used to be that one night in Missouri would make me choke terribly, but I don't have a sign of asthma now. I sleep all night, get up feeling rested, have gained about 10 pounds in weight, and do my work without dreading it or getting tired. Even in damp rainy weather, I have no asthma."

Hundreds of other sufferers from bronchitis and severe chronic coughs have reported their recovery, after years of affliction. Their letters and a booklet full of valuable information about these stubborn diseases, will be sent free by Nacor Medicine Co., 627 State Life Bldg., Indianapolis, Ind. No matter how serious your case seems, write for this free booklet today. It may give your whole life a new meaning.

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West H&D Division Notes

N. M. R.

MR. and Mrs. J. E. Hills have departed for California where Mr. Hills will attend the Superintendent's Convention which will be held in Los Angeles.

Nick Kopp was called to Dubuque, Iowa June 7th account illness and death of his father.

Some of our boys certainly had a severe attack of "Spring Fever" and the result was the purchase of new automobiles. Jesse Jackson purchased a dandy Chrysler and Gil Gulbranson a Ford Coupe. Say girls they are both single.

Perry K. Willis employe of the Store Dept. passed away May 12th. Mr. Willis had been an employe of the C.M.&St.P. Ry. for over 20 years and was in service up to the time of his death. The sympathy of the division is extended to Mrs. Willis and daughter.

Mr. C. S. Finlayson Pur. Agent of Seattle, Wash., was a caller in Aberdeen during May.

Some of the members of the C.M.&St.P. Women's Club were fortunate in seeing Mrs. Byram for a short time June 14th in Aberdeen. Mrs. Byram was enroute to Montana.

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Our golf fans are rather peeved. The mosquitos are so bad they can only play about three holes and then give up.

The extra gang started to work Monday June 6th near Odessa, Minn., laying new 10020 steel. This work expected to be completed the first part of July.

Mr. and Mrs. C. A. Amos spent a few days in Ann Harbor, Mich., and Chicago during June visiting their son Dr. Norman H. Amos.

We are just about through with our spring cleaning and everything looks nice. Lots of painting being done, using our Milwaukee colors Yellow and Maroon.

Mr. Ed. Grantham was an Aberdeen caller during June. Glad to see you feeling so well, Mr. Grantham. Call again.

The President's Special was in Aberdeen June 14th for a short time. In the party was O. N. Harstad, General Mgr., former Supt. of this Division, and our old friend.

Mr. G. T. Richards, was an Aberdeen caller during June.

Justin McCarthy son of Chief Carpenter C. J. McCarthy arrived home during June, having graduated from Creighton Medical College.

Mrs. R. C. Dodds formerly of Aberdeen is visiting friends in Aberdeen. Mrs. Dodds now resides in Portage, Wis., where Mr. Dodds is Trainmaster.

Mr. L. R. Mashek came back with a real coat of tan after a vacation at 9000 of the 10,000 lakes in Minnesota, he reports some very nice catches but did not bring back any proof.

Mrs. Emma Quinn has just returned from a vacation spent in Northern Michigan with a party of friends, they motored by the way of Duluth and St. Maries. They found the roads very good and report having had a splendid trip.

Harriett McLaughlin has just returned from a vacation spent with friends and relatives in Southern Minnesota and Northern Iowa.

Twin City Terminal Happenings

N. A. H.

"IT might be well for motorists to remember that from a practical standpoint giving the right of way is vastly better than being right in the way."

In order to prove to some of the skeptical baseball fans in St. Paul, of the superiority of the Minneapolis Roundhouse Baseball Team, it was necessary for the Minneapolis team along with its rooters to journey to St. Paul on June 22nd and administer a beating to the St. Paul team by the score of 12 to 8—which is added proof that the "Best Man Wins." The St. Paul team must have wanted to win this game regardless of cost as the scorkeeper was trying to pad the score card.

The fans were treated to an exhibition of heavy hitting by the Minneapolis batters as "Lefty" Gardner, Clarence Busterud and Bill Boche did the Babe Ruth act and hit home runs, while the southpaw slants of "Lefty" Gardner and the fast twirling of "Red" Garin had the St. Paul batters fanning the air.

Carpenter "Bill" Welch is trying to take the credit for winning this game as he claims Minneapolis could not win without him making a lot of noise on the side lines. He has also promised to whittle out a bat with dimensions similar to those of a tennis racquet for Herb Siegler.

Mch. Wm. Spafford, South Minneapolis Roundhouse, is to be congratulated. Mr. Stork visited his home June 25th and left an eight and one-half pound baby girl.

We got our fans overhauled and put up just in time for this hot spell and we want to thank Mr. Crowley for his quick work of getting them all back and installed for our comfort.

Miss Emily J. Hiddleston, Chief Clerk to Master Mechanic John Turney, went east on her vacation, stopping off at Buffalo and New York.

Messrs. W. C. Blase and F. G. Hemsey, Traveling Engineers attended the annual Staff Meeting at Milwaukee June 27th and 28th and report a very interesting meeting.

Mr. James Garrett, Lumber Inspector for Milwaukee Railroad, passed away July 2nd, 1927 at the age of 69 years.

I&M Items

E. H. K.

AGENT Dan Jorgenson of Chester, Iowa has a smile all over his face these days. Why shouldn't he? A baby girl arrived at his place June 14th. Congratulations Dan.

Engineer Thomas Darwin and wife have arrived back from Des Moines, Ia., where they attended the graduation exercises of the Still College of Osteopathy, of which their son, Walter, was one of the class. Walter has already taken the State examinations of Iowa and Wisconsin.

Brakeman Phil Hendricks had the misfortune to lose his left hand above the wrist, at Mendota June 8th. He is at present at St. Joseph's Hospital and getting along nicely. Hope to see you around again soon, Phil.

Mrs. E. H. Kough, wife of Engineer Kough returned from Flint, Mich., after a six weeks visit with her daughter and family.

Eng. Alfred Mitchell and wife of Minneapolis made a pleasant call at Austin en route to Clear Lake, Ia.

John Hogan and wife are after big fish in California. We expect him to bring home an octopus for exhibition purposes.

Mrs. Bernice Sherman, clerk in Gen'l. foreman's office is taking a month off and with her husband is travelling through the West, stopping at Denver, Salt Lake City, Los Angeles, San Francisco, Portland, Seattle and Vancouver, returning over the Milwaukee's "White Coal" route.

Thornton, son of Frank Falkingham, who is chief clerk at M. M. office at Austin was operated on at N. Western hospital at Minneapolis June 14th. Bill's friends will be glad to know he is convalescing.

Herbert Norgorden, spent several days at Milwaukee with his brother, who is having his eyes treated.

Mrs. H. C. Deily of Calmar, L. E. Deily and family of Rapid City, S. D., Dr. H. C. Deily of Emery, S. D. left for their homes Friday by auto after visiting at Eng. Frank Deily's farm where a family re-union was held.

Condr. Jake Bartley returned July 7 from Barbaoo, Wis., from a visit with his father.

Condr. J. R. Marshall and wife are visiting "Indians" at Mahnomen, Minn.!!

Condr. Jim Meek and family are camping at Leech Lake.

Roadmaster Bahr and family are seining the fish out of Lake Chanhassen.

The many friends of D. M. Wheeler will be glad to know he is located in room 201 City Hall, Minneapolis principal clerk cost accounting department where he will have a smile and a glad hand for any old friends who would care to call on him or write him a line. D. M. Wheeler was formally chief clerk for Supt. W. J. Thiele, also many years I&M item correspondent for Milwaukee magazine. Later given the position as clerk to

M. T. Skewes chief dispatcher, then J. T. appointed him chief time keeper in 1917 and served in that capacity until Jan. 1, 1927 when he entered the service of the city of Minneapolis.

Dispatcher O. W. Renshaw is expected to return to work shortly after several months off on account of illness.

Operator L. H. Grau and family are at Hibbing for two weeks.

Roadmaster Krohn went on a trip the 4th of July and blew out seven tires.

Miss Fern Whiteside daughter of Eng. Whiteside is spending her vacation in Chicago.

Mrs. Mattie Fairbanks and Mrs. Henry Buchanan spent a week at Fond du lac, Milwaukee and other Wisconsin cities.

James Martinson has returned to Iowa City after visiting his parents Mr. and Mrs. A. M. Martinson. Mrs. Martinson and daughter Doloris remained for a longer visit.

Condr. and Mrs. Geo. Campbell left for Minneapolis where they will reside.

Mrs. Joe Elms returned to her home in Minneapolis after visiting her sisters, Mrs. M. Harrington and Mrs. Butler.

General Foreman H. J. Kick, wife and family are touring the northern part of the state. We all expect a good share of fish when you return Harry!!

Iowa (Middle and West) Division

Ruby Eckman

CONDUCTOR W. J. Courtney's wife was in the Perry hospital for a major operation in July. Chief Caller James Carewright's wife had an operation at the hospital the latter part of June. Both recovered nicely and went to their homes after a couple of weeks. Assistant foreman L. R. Gallagher's wife had a major operation on July 11th and was recovering nicely at last reports.

Alonzo Taylor one of the Perry round house force and a brother of Conductor O. R. Taylor died at his home July 8th following a sickness of less than a week. Mr. Taylor had been a tank man in the round house for some time. One of his sons, Dale, also a round house man was sick with the small pox at the time of his father's death.

Harley Wilcox, son of engineer Thos. Wilcox passed the necessary examinations to qualify for the position of life saving examiner. Harley is a student at Ames Agricultural college and he has had some splendid training there as was evidenced by the high grades he made when he took the examination under a representative from the National Red Cross organization. He is instructing now at the Perry pool during the summer vacation.

The marriage of Gerald Riffle one of the B & B Department employes and Miss Erma Wightman, daughter of conductor Carl Wightman took place last October at Mason City. The young couple decided to keep the matter a secret until they were ready to go to house keeping and after they had rented their house and had it completely furnished, Mrs. Riffle announced the fact at a little social gathering at her home. Congratulations while late were showered on the young folks.

The arrival of a ten pound boy in the home of machinist Brousard of the Perry round house force was the occasion of much rejoicing by the young people on July 8th.

Engineer John Gilligan was able to resume work on July 11th following a several weeks lay off on account of an operation.

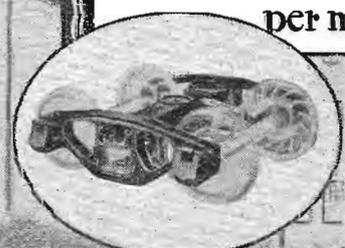
Mrs. Mary Hogan, mother of Mrs. Chester Evitts died at the family home in Perry



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June 23rd. Burial was made at Perry. Mr. Evitts is labor foreman for the Milwaukee round house.

J. E. Kent for many years in charge of the oil house at Perry attended the Annual Reunion of the Hornet's Nest Brigade which was held at Ottumwa in June. This Brigade was one of the most active during the civil war and J E is one of the few surviving members.

Mrs. Sarah Tolbert, mother of conductor Lee Tolbert died at her home in Perry June 21st. Mrs. Tolbert would have been eighty five years of age had she lived a few weeks more. Burial was made in Perry.

Louise Wright, daughter of rain Dispatcher Ralph Wright and Helen Warner, daughter of Engineer Charles Warner made a trip to California to spend their vacation. The young ladies felt quite important taking the trip alone as they are not quite sixteen years old.

Operator Clyde Conklin of the Madrid force and wife made a trip to Miami, Arizona in June. They returned home via New Orleans and had a pleasant trip.

Edward Fitzgerald, son of operator R. E. Fitzgerald, who formerly worked in the train service on the Milwaukee is now working as a train dispatcher in Tela, Honduras. Ed was down in Florida during the boom and when business dropped off there he went to Central America and hired as a trainman, but was later made a train dispatcher. He has had some interesting experiences in that country.

Friends of Engineer Henry Nichols were grieved to learn of the death of Mrs. Nichols which occurred June 14th. Mr. Nichols came in from his run and found that his wife had died during the night. She was alone at the time as the girl who had been staying with her had been allowed to go home as Mrs. Nichols seemed to be feeling better the night before. The finding of Mrs. Nichols was of course a great shock to her husband.

George Pantier of the Perry round house force has been compelled to lose a lot of time the last few months on account of sickness. George was in the hospital himself for a while and a short time after he resumed work his wife was taken very sick and was taken to a Des Moines hospital. He has spent a great deal of time with her as her condition was serious for some time.

Conductor Adolph Peterson and wife were in Kansas City over July 4th. The occasion of their visit this year was of considerable more importance as Mrs. Peterson's parents celebrated their golden wedding anniversary. All of their children were home.

Sylvan Powell of the Perry round house force stole a march on his friends. Sylvan has a sister living in Rochester, New York and he has been making trips there ostensibly to visit with her. The trip this summer however seemed to tell the real story as Sylvan brought home a bride from that city. He has the best wishes of a host of friends as he is one of the Round House most faithful employes.

Friends on Iowa division were grieved to learn of the death of conductor W. A. Brubaker which occurred June 16th at the family home in Marion. Burial was made in Perry June 19th as Perry was the family home for many years before Mr. Brubaker got a regular passenger run.

Wm. Cheek wrecking foreman at Perry spent his vacation in Omaha, Denver and Kansas City. His wife and daughter accompanied him.

Herbert Marshall, son of H. W. Marshall

agent for the Milwaukee at Slater graduated from the State College at Iowa City in June and was one of the successful ones to pass the state bar examination held after the close of the school year.

Engineer Jesse Snipe and wife took their son Roger to Omaha in June for an operation on his eyes. The operation so far has seemed to be successful.

J. N. Hutchins agent at Spragueville and his family were called to Perry the middle of June by the death of Mrs. Hutchin's mother Mrs. D. L. Long.

A fine baby girl was born to conductor M. B. Moran and wife at the Perry Hospital on June 22nd.

Yorkshire station on the West Iowa division has been closed and a custodian placed in charge. The income from the station has been insufficient some time to meet the expenses.

Don Kerlin one of the Perry callers who has been in Des Moines hospital for several weeks has been released, and is home again but not able to work.

Arthur Merkle, son of H. E. Merkle side table man in the Perry dispatcher's office completed his course in Landscape Architecture at Ames College in June and was one of the successful members of the class which entitled him to a scholarship covering three months additional school work at Lake Forest, Ill., with all expenses paid.

S. M. West Notes

L. H. Palmer

MR. and Mrs. John Moore recently returned from a trip through the east. Mr. Moore is the first of the dispatchers at Madison to take a vacation. During his absence, he was relieved by Frank Bloom.

Mr. McCaughey plans to start on his vacation about the eighteenth of June. He expects to go to Minneapolis, where he will hear the Madison High School Band. His trip will also include Dubuque, Chicago and Sioux City.

There was a good attendance at Safety First meeting held at Madison June 14, considering the weather. Twenty five were present, and a very good meeting was held.

Mr. and Mrs. R. Hovel celebrated their silver wedding anniversary on May 20. Mr. Hovel, who is employed in the Jackson round-house, has worked for the company nearly forty years.

Mr. and Mrs. Dan Lawler recently made a trip to LaCrosse, going by way of Bristol.

C. Carnarius, Car Foreman at Madison, left for Terre Haute on his vacation. He plans to visit his old home at that place.

Our esteemed and popular agent, George B. Turner, has returned to his duties at Fulda, Minn. after an extended vacation.

L. M. Olson has been appointed agent at Chandler, Minn. He is welcome to the S. M. West.

Mr. James H. Glow has taken up his new duties as operator-cashier at Pinestone, Minn.

Wesley Aldrich, former operator-cashier at Pipestone, after enjoying a ten day vacation, has taken up his new position, agency at Colman, S. Dak.

Ed. Lucas, operator at Madison, finds his evenings pretty well taken up. What's the new attraction?

Mr. Albert Krueger, clerk at Howard, has been handling the agency at Wirock, Minn. during the absence of Mr. F. A. M. Frost.

In loading stock, be careful not to allow cars to run through derail.

Roadmaster McGee has been kept rather busy

of late, keeping up his mud track.

LaCrosse Division News

We extend sympathy to Condr. Bert Brown of Brandon in the loss of his father who passed away on June 8th. at Brandon.

The Northern Division has been right in the swim lately. We had a work train for a whole week and clam shells 'n everything.

John Robertson, Operator, has as his guests for the summer his daughter Esther and his small grand-child from New York City.

F. W. Pischke, train dispatcher at Portage, called on old Horicon friends recently while on his two weeks vacation. It is ten years since Fred worked as Horicon as first trick operator.

Fred Francis, passenger Conductor, started on a two weeks vacation June 17th. Frosty Monogue will take his run and Jim Watson will take Frosty's.

Speed cops are busy now checking up Ed. Monogue and J. J. Van Bockern, the two speed demons who are now burning up the concrete with their Hudson and Essex cars.

Jimmie Monogue's baseball team started the season June 4th, having been somewhat delayed account of rain. The poor old butterfingers lost both games but we understand that he is figuring on buying whatever surplus there is in the big Leagues.

Pumper Krueel at Haricon is on a leave of absence during which time he will visit friends in Montana.

On account of Maurice Whitty not being able to attend the band convention at Baraboo the band failed to capture first prize as usual.

Chicago Terminals

Guy E. Sampson

VACATION TIME is here and quite a few of the employes are going and returning each week. In fact they are going and coming so quietly that we could not keep track of them. We missed Eddie Johnson's voice over the phone and when we inquired of his office forces whether or not he was ill again we were informed that he had gone to a quiet spot to rest and spend his vacation. Without a doubt he saw Janesville at least as Ed can never forget his younger days spent there many years ago.

Yard Master J. Capoot and family spent a week at Lake Winnebago near Fond du Lac, Wisconsin as a part of his vacation.

Assistant Supt. J. H. Valentine spent a week scouting around the Twin Cities and Milwaukee terminals. Just had to spend the time where he could get a few more ideas which might enable him to bring the cost per car for switching down a few cents.

On July 3rd the many warm friends of yard master LeRoy Smith were shocked to learn that he had passed away. He had been ill nearly all winter but had returned to work at his position as yard master at Bensenville. However the sick spell had left him weak and he suffered a relapse and only lived about a week after he returned home again. Mr. Smith was born at Crestline, Ohio Aug. 23rd 1874 and started his railroad career in Chicago in 1900. He had worked up to the positions of foreman, yard master and Genl. yard master, was an active member in various Masonic organizations, a friend to all his associates. Two daughters and one son had preceded him in death and he now leaves a sorrowing widow, one daughter Mrs. Carson of Chicago and one grandson LeRoy Scherer son of Switchman Chas. Scherer of Bensenville.

Electric



Castings

Steel

WEHR STEEL COMPANY
MILWAUKEE WISCONSIN

ville. The sympathy of all employees is extended to the bereaved ones.

The depot at Bensenville which received a new coat of paint recently is now having a new brick platform laid in front. This is surly appreciated by those who use our passenger service out of Bensenville daily. An umbrella shed over the west bound track now would make this station a real place.

Joe Holstrum has sold his beautiful home on Rose street Bensenville and moved his family to Elgin.

Business in the Chi. Terminal is booming for this time of the year and every employee is on his toes to assist the terminal officers in reducing the cost per car to handle. To prove the truth of this statement we only have to inform our readers that on July 10th of this year the entire terminal was operated for 24 hours without a minutes overtime. Every one knows that overtime, or as the boys term it, "When BIG JACK gets on" is what runs the cost of handling business into big money.

Road master Henburger of the Chi Terminals passed away at his home July 12th after but a four days illness. Heart trouble partly caused by the extreme heat caused his untimely death. Sympathy of all employees is extended to the bereaved ones.

General yard master O'Keefe has purchased a Studebaker car and is putting in some of his spare hours taking his family and his mother, who has been confined to the house for several months with rheumatism, out in the country for an afternoon's spin.

The three year old son of Switchman Burnath recently had a narrow escape from being killed when a big Buick touring car left the street in the center of the block and passed over the little fellow who was being drawn in his little wagon by another boy somewhat older. The son was rolled under the car for about 50 feet and came out with a scratched face and arm but luckily no bones broken. It was sure a great satisfaction to the parents of the boy when the doctor after a hasty examination stated that he was not seriously injured.

Gilbert Mason and family are enjoying an auto tour for two weeks and will visit Niagara Falls, and various points in Penn. and New York. Some trip and one that they should enjoy as they can take their time and stop wherever they see fit and go on when they so desire.

Car inspector Andrew Rapp (better known as Pete) recently came to work with a smile that almost made the top of his head an island, and a pocket full of cigars. The secret was too good to keep and he soon acquainted the

boys with the fact that on July 7th a bouncing baby boy had been born at their home. Said the little fellow came without any clothing or lunch and that they had decided to fix him out and keep him.

Mrs. M. J. Wiltsie who underwent an operation last month is recovering nicely and is able to get out and take daily walks.

George Shaw Jr., son of car department employee Geo. Shaw, accompanied by his grandmother has gone to Rome, New York to spend his vacation on the farm of his aunt. A grand place for school boys from town to spend a vacation.

Heading for the Championship

Division St. Terminal is rapidly forging to the front in athletics, due the splendid talent of its employees, and the earnest co-operation of its executive staff headed by Mr. A. H. Scharenberg, our Agent, and Mr. J. F. Pupikofer, Chief Clerk. Further proof of our championship inclinations and aspirations are best evidenced by the six successive victories of the baseball team, headed by Lew Chartrand, Baseball Manager, whose many years of experience qualify him for that capacity. Division St. is taking a great part in the activities of the newly organized Employee's Athletic Association, at whose last meeting we had the pleasure of listening to Mr. Scharenberg, our Agent, who addressed the numerous members of the great benefits to be derived from such an organization, creating a closer spirit of contact between employees eventually resulting for the benefit of the CM&STP. Our baseball team is tuning up preparatory to becoming the champions of the St. Paul baseball league. All of our games have been won by decisive scores and as the season progresses, so will the team improve. Due to the great combination of pitching, catching, hitting and fielding, which Division St. possesses in great abundance, we are bound to be the strong Roundhouse aggregation, our boys emerged victorious on the long end of a 14-10 score. Although Western Avenue Roundhouse threatened repeatedly, they were helpless as babes in the hands of our boys. The lineup is as follows: Roberts, 3B; Boland, 2B; Pupikofer, P; Fitzgerald, LF and P; Keating, SS; Kennedy, 1B; Hegardt, RF; Hallier, LF; Betzel, C; Smith, OF; and Kucera, OF. With a great wealth of reserve material on hand for emergencies, the outlook for Div. St. is very promising. As previously stated we are headed for the championship. Watch our smoke!

Dennie O'Mara train director Tower A-2 who was taken sick on the job July 28, 1924

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Compliments of

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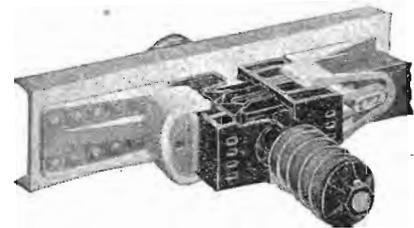
MANUFACTURERS OF
LUMBER & FUEL

IRON MOUNTAIN, MICH.

17

17

**CARDWELL
FRICTION
DRAFT GEAR**



**UNION DRAFT
GEAR COMPANY**

CHICAGO OFFICE M'CORMICK BLDG.
CANADIAN OFFICE TRANSPORTATION
BUILDING MONTREAL

died at his home June 11. Dennie opened up the tower as train director and was in continuous service up to the time he was taken sick. Funeral service was held at his home, June 14. Burial at Mt. Auburn, the following co-employees acted as pallbearers: Tom Coyle, George Stimpson, George Willett, J. H. Bigelow, Chris Keck, and Tom Brennan. The sympathy of all is extended to the bereaved ones.

The sympathy of all employees is extended to Mrs. Frances Mason and Mrs. Helen Ottersen, two of our Galewood switch board operators over the death of their mother who passed away last month.

Union St. News

J. A. Marshall

THERE have been so many activities and so many interesting events, both social and otherwise around Union Street lately that we find it necessary to break into print again.

Right now everyone is looking forward to the outing and basket picnic that will be given by the Union Street Athletic Association, on Sept. 11th. Harry Gripke and E. R. Heller, the Co-Chairman for the Committee have been working day and night to insure its success and the picnic promises to be one of the most attractive affairs of its kind ever given by the Union Street Employees, and that's saying a great deal. The beautiful Forest Preserve at Morton Grove with its playgrounds, pavilions, open fields, wooded hills and winding rivers has been selected as the site for the picnic and we know of no place that would be more appropriate.

Morton Grove is a great place for the entire family, its scenic charm, its coolness, its easy accessibility and its many opportunities for different forms of recreation make this sylvan region the ideal spot for a gathering of its kind.

The Committee have arranged a program that will appeal to everyone, music and there will be dancing, baseball contests, prizes and games of all kinds for both young and old, not only that, but ice cream, soda water, cracker jack, etc., will be served free in abundance and everyone is cordially invited to attend and bring their families and friends. The tickets are 50c each.

Tickets and further information may be secured by calling Monroe 7060.

Arrangement Committee as follows:

H. Gripke, Chairman, E. R. Heller Vice Chairman, E. J. Farmer, A. Magnus, Ann Holland, Jean Bohrn, Gwen Foster, Mary Foley, Ella Roddy, J. Polanzani.

Miss Jo Grimes, comptometer operator at Union Street, surprised all of her friends by becoming Mrs. Robert Anderson on June 28th. We all extend our very best wishes to both.

J. J. Buelting just back from his vacation at the Dells but the mosquitoes drove her home again.

Charles Hutchins will spend his vacation at the Dells.

Miss Grimes and Miss Catherine DeGrazio enjoyed their vacation at Yellowstone Park.

Dubuque Division

E. L. S.

NEWs is very scarce for the August issue of this magazine. Not much to say except that different ones are on their vacations, or planning them. Thought surely that the freight house force would come to the rescue this month with a few items after jacking them up in the July issue, but nothing

was forthcoming. "If at first you don't succeed, try, try again".

Effective July 10th, Mr. D. T. Bagnell, Trainmaster on the Dubuque Division, was transferred to the River Division, headquarters Minneapolis, to take up same duties there. We will miss him on this Division, but wish him much success at his new work. Mr. W. J. Hotchkiss, formerly Chief Dispatcher at Savanna, is welcomed to this Division in Mr. Bagnells stead.

Night Chief Dispatcher Vic McCurdy is on his vacation.

T. M. Hogan, Agent at McGregor resumed work on July 9th after enjoying several weeks vacation.

Sympathy is extended to the bereaved family of Jacob Leonard, B&B Foreman on this Division for many years, who died from heart failure June 23d. Mr. Leonard was well liked by all who knew him. Funeral was held at Bellevue on Saturday, June 25th.

H. O. Cline, Agent at Canton, started his vacation July 9th.

Agent M. I. Newhouse resumed work at Prosper July 8th.

We are sorry to lose Miss Verna Nelson, who has been an Operator on this Division for about 10 years, last position being at Gordons Ferry. She is now living at Clear Brook, Minn.

Coast Division

C. C. C.

EDDIE Herzog, Secretary to Asst. Supt. Hamilton, is now in the benedict class. He and Miss Evelyn Wagner were married on June 25th. Everyone wishes for them a long and happy life together.

Conductors, C. A. Snyder and Frank Saunders, on the Willapa Harbor Line resumed work a few days ago after having been on the sick list for a period of several weeks.

Electrification of the line between Black River Junction and Seattle was completed and tested out June 30th. Operation of regular trains by motor began Tuesday July 5th. This marks another step forward in the betterment of our present fine passenger service.

The sympathy of all is extended to General Yardmaster F. L. Rehbock and son Harold, due to the passing of Mrs. Rehbock at the family home on June 20th, after a lingering illness of several months.

Our National Park Limited, operating between Seattle and Ashford is being very well patronized this season. The traveling public is beginning to realize that this is a train that is a credit to any main line in the way of appearance, accommodation and service given. Conductor Beals is doing his best to please the patrons.

The younger son of Condr. Ben Hubbard of the National Park Line, had the misfortune to be struck by an automobile several days ago, resulting in a fracture of the skull. We are pleased to hear, however, that he is on the road to recovery.

C. C. Dopps, Agent at Dryad, is being relieved temporarily by Lee C. Pravitz, due to illness.

Charles E. Lennon, our genial Agent at Raymond, has been transferred to the Agency at Harlowton, Mont. We are sorry to lose you Charley, but the good wishes of all go with you. Suppose you will soon take to wearing a ten gallon hat.

We had the pleasure of a short visit from Miss Margaret Olson, of Los Angeles, during July. Margaret was for several years a stenographer in the Superintendent's Office, and resigned more than a year ago to make

her home in L. A.

Mr. W. A. Pease, formerly of Harlowton, relieves Mr. Lennon as Agent at Raymond.

The coach excursion trains between Tacoma, Seattle and Spokane were well patronized on July 2nd, 3rd and 4th. Over 2,000 passengers being handled on the four trains.

Miss Daisy Webb, in the Car Distributor's Office, is enjoying a vacation, spending it at nearby beaches.

Mrs. Rose Shipley, our very popular telephone operator has returned to work after a months vacation.

Rules Examiner J. M. Oxley, and Chief Dispatcher Hayden are spending a period of several weeks on Lines West giving employees a re-examination on transportation rules.

We have the sad task of reporting the death of Miss Josephine Carpenter this month. She was killed in an automobile accident July 4th. We will all miss Joe and her friendly smile, and it is hard to realize that one who had so endeared herself to us in the comparatively short time she had been in the Chief Dispatcher's office, is gone to return no more. Her body was returned to Bowman, N. D., accompanied by a profusion of flowers from the Seattle and Tacoma Offices.

I & D Items

M. E. R.

MRS. G. B. Lawrence and Mrs. H. L. Wiltrout, of Mitchell, drove to Tacoma Gravel Pit on July 9th, to accompany Mr. Wiltrout to Mitchell and had the misfortune to have an accident. Mrs. Wiltrout was slightly injured and Mrs. Lawrence had two ribs broken and we understand is getting along nicely.

Mrs. Carpenter Kendall and Miss Etta Linskog, were visitors at the W. F. Ingraham home in Mason City, Tuesday, July 12th, enroute to their home after a vacation in the Black Hills.

Mr. L. T. Johnston, Supt. from Minneapolis and Mr. W. L. Ennis of Chicago, were visitors in Mason City, July 14th.

Mr. Wm. Shea and Mr. W. F. Ingraham, made an inspection trip of the I&D Division during the month of July.

Mr. W. F. Ingraham, Superintendent, will now have his headquarters at Mason City, after being on the Black Hills Line for a number of weeks during the construction work on that line.

Mr. F. E. Smoot, Chief Carpenter, at Mason City, was ill during the month of July.

Marie Randall, Mr. Ingraham's stenographer underwent a tonsilectomy the latter part of June at the Mercy Hospital at Mason City and is back at her desk feeling much better.

Mr. Frank Murphy, Roundhouse Clerk at Mason City, and wife, enjoyed a two weeks vacation the forepart of July, visiting relatives in Mitchell, S. D. Engineer McClintock's son supplied during Mr. Murphy's absence.

Miss Ruth Scott, Asst. Divn. Accountant, spent her vacation in Southern California.

Mrs. Mae Logue, former Maintenance Clerk in the Mason City Superintendent's Office, supplied for several days during July, due to increase in work account extra gangs on the Black Hills Line.

Clifford J. Wurtele, Car Secretary, is suffering with a serious infection in his foot and is at the home of his mother in Cedar Rapids.

Mr. W. G. Bierd, Receiver, Chicago & Alton RR Co., Chicago, was a visitor on the

I&D Division in the month of July, visiting relatives at Chamberlain, S. D.

The U. S. Ambassador to Mexico, was a passenger on I&D No. 11 in the month of July, enroute to Rapid City, S. D. to interview the President, who is, as you all know, vacationing in the Black Hills.

Miss Nellie Carney, Temporary B&B and Track Timekeeper, was ill during the month of July for several days.

Saturday, June 25th, was CM&STP Annual Picnic Day for the I&D Division. The picnic was held at East Park with several hundred employes in attendance, contests and races of all description furnished the entertainment and a sumptuous dinner was served at 6:30 P.M., each family bringing a basket and the Women's Club furnished ice cream and coffee.

Richard Goltz, Chief Clerk to DF&PA, W. F. Cody, and wife enjoyed a two weeks vacation in Canada the latter part of July. When Dick left he had one suitcase that appeared to be empty, but evidently heavily laden upon his return.

Miss Grace Moran, Stenographer for the DF&PA, is contemplating spending her vacation at "Dude's Ranch" again this year. This makes three years for Grace to the same point. Apparently some attraction!

We are wondering why Grace works so late evenings. Ask Morgan.

J. L. Delaney, Yard Foreman, entertained his brother Dan and family from Hollywood, Calif., in the month of July.

Miss Garrie Bradberry, has accepted the temporary position of stenographer in the Mason City Freight Office, account Irene Calvin McLaughlin on sick leave.

W. A. Lindquist and J. F. Kasak, Perishable Freight Inspector and Car Foreman at Mason City, have been fishing again. They started out with a motor boat and instead of going out onto the lake, they backed up into the boat house. No fish.

Fred Miller, Wm. Fosh and Foy Wolters, Condrs., and Chas. Swanson, Brakeman returned to Mason City the middle of July, after being in gravel service on the Black Hills Line.

E. A. Winters and family spent their vacation, camping at one of Iowa's lakes.

Mrs. George Miller and two sons are spending several months in the State of New Jersey.

George Smith, who has been running passenger in the Black Hills is back at Mason City in way freight service, being displaced by J. P. O'Keefe.

Mr. J. Corcoran, Condr. attended a round-up at Belle Fourche, S. D. in the month of July. Understand that Mr. Corcoran had the privilege of seeing the President while in the Black Hills.

Mr. Herman Quanhadt, Yard Clerk, had a caller at the office recently and we understand subscribed for a Magazine.

What will Gorman say about Gordon and Grace?

Art Johnson, Yard Clerk at Mason City, has a new pair of waders and everyone is planning on a "Fish Banquet."

Timid Jule is more than escorting the ladies to theaters, dances, dinners, etc., since the Milw. picnic. Understand that Herman Quandahl is also in on these parties.

Lumbago is the latest disease in the Superintendent's Office. C. E. Mutschler is the martyr, but was able to be at his desk and turn out the regular volume of work with the active assistance of his "Maids."

A. Casey, Roundhouse Foreman, Mason City, and wife spent their vacation in Colony,

Kansas, where Mr. Casey was looking after his farm interests.

Marie Fiaka, Ass't. Timekeeper in the DMM Office at Mason City, spent July 4th in Chicago.

General Office Items

Vila

FROM all reports, Wednesday June 29th, the Tennis meet held in Lincoln Park Tuesday evening June 28th, was a success. In the future all bouts will be staged in the Cubs Ball Park and boxing gloves will be in order rather than tennis rackets. How about it Esther?

Seattle seems to be the center of attraction for the girls in the General Superintendent of Transportation' office. First Mary Carey tried it, then Margaret Brandt and at present we haven't had time to get Laura Franzen's version of her trip.. Guess we had better look into this.

It must be the call of the west as Marilyn McNicholas and Abigail Casey are spending their vacation in Yellowstone Park and Seattle.

Dorothy Hallwacks spent her vacation in California.

Perhaps when we get the gang together there will be some interesting discussions.

And then there is Esther Dierenfield going to spend her vacation in Montana. I'll say its the call of the west,

John Schmidt is now numbered among those present in the Genl. Supt. of Transp. Office.

We all know that Jones wears a derby all the year round,

And that he almost bought a straw hat when payday came around

Now Kenneth Leigh wears a derby—one of those kind

That makes him feel he's got something on his mind.

AN ABSENTMINDED CAR DISTRIBUTOR

'Phones his wife FCD's

Tells Kinkead to have his red flannels ready.

Puzzle—Who is She?

M—Mind your own business, you sap?

A—Are you walking to town—I can't my feet hurt

R—Rather fresh, Shut up—I like that.

II—I hope you don't feel hurt.

L—Leave me alone I'll tell my mother on you

Y—Yes - - - Your kind would.

N—Nobody's business what I do.

While on his vacation in the east Mr. B. A. Dousman of the Comptroller's Office had the experience of being on a train which was switched on a side track and left there for twenty-six hours. The train was void of the convenience of a sleeper and a diner. Peanuts were his only source of sustenance.

Miss Grace Dansfelser of the Comptroller's

When in Chicago

Enjoy your stay—at the superb New

MORRISON HOTEL

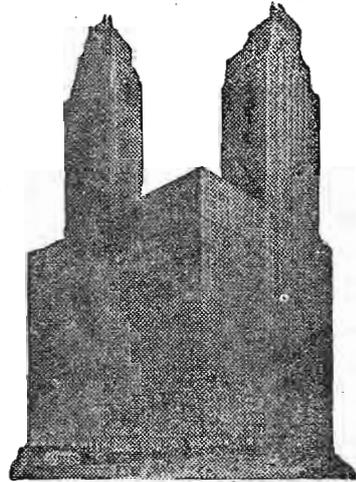
The tallest hotel
in the world,
forty-six stories high

Closest in the city to offices,
theatres, stores and railroad
depots.

1,944 Rooms
\$2.50 Up

all outside, each with bath,
running ice water, and Serv-
itor, which gives added
protection to guests with
its grille feature.

All guests enjoy the privi-
leges of the hotel's garage



The New Morrison, when completed,
will be the largest and tallest hotel in
the world, containing 3,400 rooms

MORRISON HOTEL

THE HOTEL OF PERFECT SERVICE
and TERRACE GARDEN CHICAGO'S WONDER
RESTAURANT
CLARK and MADISON STREETS
IN THE HEART OF CHICAGO

office accompanied by her mother spent two weeks vacation in California.

Little Dorothy of the Comptroller's office has decided to go in the slap stick comedies. She has the act of gracefully falling off of chairs down to perfection. In the meantime she will be glad to be interviewed by accident insurance agents.

Miss Hazel Merrill recently spent the week end in Canton, Ohio, visiting her sister Mrs. Donald C. Walter who is vacationing there and perhaps will come to Chicago and spend a short time with us.

Understand "Pat" (McNamee) is getting to be some cook. How does the prize gas stove and all the new utensils work Patricia?

Miss Florence Anderson of the General Manager's Office had quite a mishap with her eye but she is getting along nicely and no doubt will soon be able to dispense with the dark glasses.

Mr. and Mrs. J. Harvey Costello are enjoying the comforts of their summer home at Druce Lake, at the present writing.

Twin City Terminals

Mac

If you can't be the pine on the top of the hill,
Be the scrub in the valley, but be the best
little scrub

By the side of the hill;
Be a bush if you can't be a tree.

We can't all be captains, some must be crew;
There's work for all of us here;
There's big work to do, there's lessor to do,
Our task is the one that lies near.

If you can't be the highway, just be the trail;
If you can't be the sun be a star;
It isn't by the size that you win or you fail—
Be the best of whatever you are.

Supt. and Mrs. E. H. Bannon attended the American Railway Convention at San Francisco during the month June. One of the pleasures of his trip was riding on the street cars on a pass.

Mr. G. A. Van Dyke attended the Northern District Claim Prevention meeting held in the depot on July 12th. Everyone is glad to see Van and from the broad smile he wears while here we think he is pleased too.

Mr. Gus Rucland Local Freight office at Aberdeen was a caller at the Local Freight office here last month.

Miss Irene Hughes suffered an irreparable loss in the death of her father which occurred July 8th at the family home in Columbia Heights. Mr. Hughes was a veteran employe of the Northern Pacific, which road he has served as locomotive fireman and engineer for over 40 years and had been for the past several years retired on account ill health. He is survived by his wife, one daughter, two sons and two brothers. The employes of the CM&StP sympathize to the utmost with Miss Hughes in her loss.

Carl Holmgren, Ed Hortenbach and Bob Noot have been bitten by the "Golluluf" bug and now frequently come to work with a fearful and wonderful collection of golf sticks clubs and whatnot ever seen. Haven't caught any of them yet in "plus fours" but assume they will develop as the mania grows.

Nellie Sullivan started vacationing July 8th and started for that ranch in Montana described in this column some time ago. Nellie says she is going to buy an old flivver to run around in while out there, as the ranch is so big she can't cover it all in two weeks

on horseback and she hasn't any horse anyway. We trust she will bring back some samples of the various things grown in Montana, all except one product that seems to blossom best in the light of the moon. We are advised some Montana people go out doors at night open their mouths and let the moon shine in.

Mrs. Grayce Walsh, former head comptometer operator accounting dept., was a recent visitor at the office with her young daughter. We all enjoyed the call and hope for more of them.

Tony Schwab had a bout with old John W. Rheumatism for several weeks, but is back again on the job and driving the wheels off the flivver coupe.

Mr. E. P. Rogers Chief Clerk in Mr. Christoffer, General Supt's. office has been appointed Trainmaster of the Twin City Terminals.

A baggage car equipped as a radio car is being operated from Chicago to Minneapolis and return on the Pioneer Limited July 1st and 2nd. This is the first entertainment program to be broadcasted by radio from a moving train.

Mr. C. H. Crouse, Agent Local Freight office took a trip to Louisville, Ky., last month to visit his son who resides there.

Tony Thorsen cashier's office is sporting a new Chevrolet coupe. All the girls are making eyes at Tony now, but it don't work, Tony is interested in only "one girl," and she don't live in Minneapolis.

Walter Howell local freight attended the World's Convention of the Order Amaranth at Seattle, Wash., last month. He was a ladies representative from Minneapolis, watch your step Walter. We understand you're a bachelor.

Norbet McCauley Asst. Bill Clerk and wife spent his vacation at Kalamazoo, Mich., visiting his sister.

Archer Benolkin Bill Clerk spent his vacation traveling through Canada, visiting at Montreal and other points of interest.

Mr. and Mrs. A. H. Wilkins City Freight Agent and daughter spent their vacation motoring through Ohio and Illinois.

SM East

M. B. M.

JULY 4th was celebrated in various places by the office force some at Minneapolis, others Albert Lea, Mankato, etc., but I think Ron had the most exciting trip of all. Yes he left in his town car for Brookings, S. D. on Saturday afternoon. The car took very well to the country at first and they arrived early Sunday morning. The exciting part was the trip home and he had to use his roller skates until he got all tired out and finally got home on the old reliable SM from Jackson.

Mr. and Mrs. J. D. Williams left Saturday July 9th for Chicago, Ill. to spend a few days at the home of their son Ray.

Mr. and Mrs. J. P. Cameron are spending their vacation in Yellowstone Park.

Mr. and Mrs. John Hogan and family have returned from a five weeks visit on the western coast. Miss Theresa Devir returned home with them to visit Austin friends and relatives.

Mrs. Frank Luskow and daughters Ruth and Alice of Lanesboro, Minnesota, have returned from Minot, North Dakota where they visited for two weeks with relatives and friends.

Understand one of the boys from Division Headquarters purchased a sparkler for his lady friend. When will the big event take place? We expect he will have to retire from

the position of diamond Ball Team Manager after he takes on the new duties as Household King.

Supt. G. A. Van Dyke, Trainmaster, F. J. Holmes, C. D. F. M. Valentine, Chief Clerk H. A. Wunderlick and C. D. R. H. Wood attended a Claim Prevention Meeting in Minneapolis July 12th, 1927.

Mr. and Mrs. Harold Scott and family are spending their vacation with relatives in Galesburg, Ill.

The Dodge Coupe has been dodging around up on Sixth Street lately and likes the place so well that John cannot steer it away and finds it necessary to leave it up there three and four days at a time. It does seem strange how these girls prefer Dodge Coupes to Buick Sedans.

Train Dispatcher Laugen spent from June 15 to July 1st with his family at Nevis, Minnesota. We asked him if he got into Canada and he said no such luck.

Ray was very busy over the week end of July 9th entertaining his lady friend from Madison, S. D. He said Monday was an exceptionally Blue Monday for him.

Illinois Division

M. J. S.

CONGRATULATIONS are extended to the new bride and groom in our midst. Our Chief Clerk Jim Tigerman "done went and got married" to Miss Hazel Frisch of Minneapolis, recently! The ceremony was solemnized at the home of Miss Frisch's parents, Mr. and Mrs. Solomon Frisch, 3221 Seventeenth Avenue. Mr. and Mrs. Tigerman took a honeymoon trip to the home of Mr. Tigerman's parents at Kansas City, thence to Denver, and on to Los Angeles. On the return of the bridal couple to Savanna, a reception was tendered them at the home of Mr. and Mrs. Harry Kipnis on Bowen Street, Friday evening July 1st. Maurice Kauffman of Engineer Heck's office made the presentation speech in behalf of the Superintendent's office bunch, in extending Best Wishes and presenting the honored guests with a beautiful set of silver ware. Mr. and Mrs. Tigerman are now at home to their friends at 602 N. Fifth Street, Savanna, Illinois.

Congratulations are extended to Brakeman John Anderson and wife account their recent marriage June 28th. Mrs. Anderson was formerly Miss Florence Goodman of Kansas City, Mo.

Several changes have taken place in the Supt's office at Savanna recently and are as follows: C. E. Whitt former Chief Timekeeper has accepted position as Traveling Time Inspector and vacancy of Chief Timekeeper filled by former trainmen's timekeeper Wm. Wires. Mrs. Anna Bahne, former engine-men's timekeeper has been absent for sometime account an operation on her arm, and is at present visiting her sister at Seattle, Wash. Her place has been filled by Ted Bahwell, and Kenneth Booth, former brakeman, acting as Trainmen's timekeeper.

Clarence Isgrig is the new rack Timekeeper in the Supt's office.

Elmer Bashaw, former Trainmen's timekeeper, who accepted position as clerk in Chief Carpenter's office, has resigned, due to ill health, and accepted outside work in the B&B Department. Merle Logue, former CM&G clerk, has filled the vacancy in Chief Carpenter C. Gradt's office. Mr. LaVergne Gass is the new CM&G clerk in Merle's position.

Deepest sympathy is extended to Officer Frank Schroepel and wife of Mt. Carroll

MAGNUS COMPANY

(INCORPORATED)

Journal Bearings and Bronze Engine Castings

NEW YORK

CHICAGO

account the recent death of their son Clarence, following a serious illness account infection in his arm.

Lillian Parsons, our Comptometer Operator, says she told the barber to trim it just a little, but look what he did! Well, anyway, Lillian and Mayme both are going to let their hair grow now.

Viola Donohue returned from a month's leave of absence account illness and looks much improved. Her place was filled by Mabel Stark.

Miss Lola Lynn, Stenographer contemplates a delightful vacation to points in Washington and Virginia and says there is no place like Washington.

Profound sympathy is extended to Mrs. Wm. Long and family account the sudden death of Engineer Long at Savanna Friday July 1st. Burial was made at Chicago, with many friends and co-workers attending the funeral.

John Lenihan of the Davenport Freight office called on us at the Superintendent's office July 14th, accompanied by his wife. Come again Mr. Lenihan.

John S. Albright and Miss Leone Albright, father and daughter of Brakeman E. K. Albright are visiting relatives at Cedar Rapids and Grundy Center, Iowa.

Ralph Abbas, son of Section Foreman Geo. Abbas of Forreton, who is attending school at Champaign, Ill. has returned home for the summer vacation.

Mrs. Harry Stitley and son Charles, wife and son of Chief Caller at Savanna Roundhouse are visiting relatives in Chicago for a few days.

We herald the glad tidings of the promotion of our Chief Dispatcher, W. J. Hotchkiss to the position of Trainmaster on the Dubuque Divn., effective July 10th. Mr. Hotchkiss has been in Savanna since 1917 coming here as an operator from the R&SW Divn; he was promoted to Chief Dispatcher two and one-half years ago, and his promotion is well deserved. "Hotch" has been a good "old wagon" on the Illinois Division and know he will win his way on the Dubuque Division. Good wishes in our Good-bye to you from Savanna, Hotch. We also wish to welcome our new Chief Dispatcher, Mr. McCurdy who was night Chief Dispatcher at Dubuque, and hope he will like us and his new field of duty at Savanna.

C. & M. Division

By Merry

I KNOW everyone is going to be very much surprised—after many months of absence the C&M and Milwaukee Terminals are again

going to break into print.

The first item is a warning. You motorists please be careful—our Vivian has taken to driving now. We all wait anxiously each morning for her to appear and then the next act is to read the court news.

The vacation season is now in full swing. Mary came back from De Pere today and really cannot quite believe that for Chuck was here all week, but then our Uncle Sam is reliable. Agnes is back also. She spent her's in Chicago. Of course, the good time is understood, for you know, girls, he is such a darling.

This covers the last vacation people. A short time ago Harvey, Charles, Gene and Herb took their vacation in the form of a wonderful trip—Quebec, New York, Washington and return. The boys had quite a difficult time as Harvey got very lonesome and had to resort to air mail several times, but she was just fine when he came back so the worry was all in vain. Fred is at Okauchee Lake. We all thought a lake meant plenty of water, but guess we were all wrong, for Fred has a decided dark line on his upper lip.

Sympathy is extended to Walter Demerath in the loss of his brother and the Roessger boys in the loss of their father.

The next time Mr. Bush comes over to the Union Depot we are going to furnish pilot service for him—for further particulars inquire of Mr. Bush.

Mr. R. J. Foley has gone to Cincinnati to attend the Elks convention.

Our former Trainmaster, Mr. O. A. O'Neil, paid us a brief visit last week.

Now girls, here is a little detective work for you. Herb passed cigars last week—nobody around here has succeeded in finding out the reason, so you are all welcome to try and find out.

Now what the correspondent would like is that each one appoint himself a committee of one and send some news items, for we do not wish to read all office gossip.

River Division News

Margaret Maher

'TWIXT and between vacations, celebrating the Fourth and other forms of recreation that it seems an impossibility to keep tab of the people and trying to do that gives one almost steady employment.

Mr. R. E. Thompson who had been at Chicago returned to Wabasha and again resumed work as Cashier at the Freight Office after a month's vacation. Now Dick doesn't need to say "Vacation" to anyone ever again.

Locomotive Rebuilding Is One of Our Specialties

The extensive equipment and facilities of these Works, and our ability to design and manufacture any parts for locomotives, are at the command of any railway in the United States.

Many locomotives, heavy enough to still do effective work, can be modernized so as to give adequate returns on the investment, and give many more years of hard service.

Rebuilding and Modernizing are important features of Baldwin Service.

THE
Baldwin Locomotive Works
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THAT YOU KNOW A THING
SO LONG AS YOU KNOW
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YOU WILL FIND EVERY
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H. C. MILLER CO.

Manufacturing Stationers
Loose Leaf Specialists

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Dearborn Treatment is sold on a basis of production costs—not of value. The value is counted in savings effected in fuel, longer life of flues, firebox and side sheets, reduction in boiler washing expense and boiler costs, better lubrication, ability to handle increased tonnage, and other items.

Dearborn Treating Plants and Dearborn Scientific Treatment provide every advantage obtainable in water treatment.

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NEW YORK
310 S. MICHIGAN AVE.
CHICAGO

Serving Steam Users Since 1887

THE SERVICE SUPREME

A

"CONTINENTAL"

Policy means

PEACE OF MIND AND A PAY CHECK WHEN EARNINGS FROM YOUR OCCUPATION IS STOPPED.

Continental representatives may be found on every railroad division in the United States and Canada.

Continental Casualty Company

(The Railroad Man's Company)

H. G. B. ALEXANDER, President

Chicago

CUT OUT AND MAIL TODAY

Continental Casualty Company
910 Michigan Ave., Chicago, Ill.

I am employed by the MILWAUKEE SYS.

TEM. _____ Division

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

My age is _____

NAME _____

ADDRESS _____

He has taken all that is coming to him for some time. Bert Mottweiler who was Cashier Pro tem has returned to Hastings. While Bert was at Wabasha there was always music in the air and by the absence of the melodious strains of the guitar he is missed by the freight office force—especially Sharp who accompanied him occasionally.

Yardmaster Henry Peterson at Wabasha is enjoying a two weeks vacation and is spending it at Joliet, Mont., visiting relatives. "Chicken" Ender is relieving him while Mr. Peterson is away.

Sympathy is extended to Engr. M. M. Wheeler and Condr. J. Wheeler in the death of their sister, Mrs. J. M. McLaughlin, who passed away at her home at Wabasha in June. Mrs. McLaughlin will be remembered as Jane Wheeler, daughter of Tom Wheeler who was Engineer on the C. V. Division for many years.

Engineer Jerry McGraw and wife spent the week end of July 2nd visiting in Chicago. While there Jerry made some interesting discoveries. Of course I refer you to Jerry for further information.

Crane Operator Roy Ostrum and wife have the sympathy of all of the employees in the loss of their infant son who passed away July 11th.

For some time "MM" was being referred to as Master Mechanic, Mischief Maker and several other people and so in order to avoid any more misconstruing ideas the real name has been placed at the top and she will be very glad to hear from anyone who might have a news item.

Operator H. D. Witte of Wabasha spent a day at Minneapolis visiting his aged father. Mr. Witte plans his vacation later.

All the employees of the River Division were greatly pleased—yet still with a reluctant feeling—when they heard of the promotion of our Trainmaster J. W. Blossingham to Superintendent of the LaCrosse Division. Mr. Blossingham has been Trainmaster on the River Division the past four years and during that time he has had the co-operation of everyone on the Division and everyone was his friend. During his stay on the Division he has won a host of staunch friends who will long remember him and talk of him as one official who deserved everything that could be given to a Supervisory Man and the Company is surely fortunate in having an official who has the characteristics and personality such as Mr. Blossingham has demonstrated while on the River Division. Again, "What is our loss is the LaCrosse Division's gain" and we congratulate them in securing Mr. Blossingham for Superintendent. We wish Mr. Blossingham the best of everything and success as Superintendent.

If some of you people from Hastings, Red Wing and Winona don't tell me some news in the near future I will have to start gadding about, and skirmish some for this column that we want to keep for the River Division.

Fireman Leonard Tuma came to the round-house one bright morning wearing the broadest kind of a smile and one that was all wool and a yard wide—the occasion being a daughter having arrived at the home of Mr. and Mrs. Tuma to make her permanent home there. Tuma says that she is so refined that she just knows when to talk and what to say at the proper time.

Des Moines Division Items

Frenchy

THE Des Moines Division Superintendent's office has been going along without a ripple for several years, nothing happening to

mar the even tenor of its way. But on Sunday July 10th an incident occurred which was of interest to all employees in the Superintendent's office and in fact to all employees on the Division. Miss Florence Nelson, Roadmaster's Clerk, who has been enjoying single blessedness for a number of years (not too many) decided to try her lot with a nice young man, Mr. Arthur Ibsen, who has been very attentive for some time. So on the above date at Rockwell City in the presence of their immediate families, the happy pair was joined in wedlock. After the wedding they returned to Des Moines to their apartment, which they had in readiness, and spent a day or two, leaving July 12th by motor for Chicago from which point they will return to Clinton, Iowa to spend a week there. The office force was the recipient of a five pound box of Fanny Farmer's and a box of fine cigars. (Mr. Ibsen sells them so they must be all right.) We join with their many friends in wishing them a long life of happiness and good fortune.

Mr. G. A. Williams and family returned recently from their vacation spent visiting Niagara Falls, New York City and other eastern points. Also visited friends in Beloit on their way home. They report a fine time and that they think New York City a pretty nice little burg.

Mr. L. L. McGovern spent the Fourth visiting his mother and other relatives in Dubuque, where his mother is recovering from an operation on her eyes.

We are glad to state that Conductor W. P. Kelsey has returned to work after a several weeks absence caused by an accident which injured his right arm quite badly. He is now able to use it almost as well as ever.

Miss Alice Bowen of Ft. Dodge, sister of Mrs. Geo. Williams, has been visiting at the Williams home.

Dispr. M. C. Corbett and family spent a part of his vacation visiting in Highmore, South Dakota.

The new Women's Club quarters in building east of depot, are now almost ready for occupancy. Have now been papered and work of finishing floors is in process. We think we are going to have club rooms to be proud of when the work is completed. The club ladies expect to give a **house warming** (literally speaking if the weather continues) as soon as the rooms are ready.

Miss Florence Fosdick of Mitchell, S. D. is visiting in the home of Mr. R. P. Edson.

The correspondent and her mother returned June 27th from a trip over the Milwaukee to Seattle and return. Had a fine trip all the way, good weather, good service and fine scenery as usual. We heard more favorable comment on our railroad out west than of any other. Found *more people* who say they find Milwaukee gives the best service etc., of any of the roads to the coast, all of which made our heart glad. Electric engines make a much cleaner and more agreeable trip than the old style steam engines which one finds on the other roads.

Dubuque Shops Jingles

"Oosie"

N. JACQUINOT, Boilermaker Helper at Dubuque Shops for the past twelve years, passed away at his home in Dubuque on June 17th. Sympathy is extended to his family.

My little Mother (Jane Millar) has been released

From her prison-house of clay,

Friends gathered close, and were very sad
 Because she had gone away.
 But I feel she was there among us;
 Methinks I can hear her say—
 "I'm Happy! Be happy with me, for
 It's my Resurrection Day."

Frank Frick has went and done it;
 Listened to no one's advice—
 Married his little Sadonna and
 Has been hen-pecked e'er since the splice.

She went on her vacation,
 A long, long ways away—
 In fact, she traveled so very far
 Didn't have long to stay.
 Up mountain, down hill and valley
 To Specht's Ferry-By-The-Sea—
 Esther done made this hazardous trip,
 All by her little lone-ly.

John A. sez as how if it wasn't for the
 distemperaneous disposition of Herman, the
 Chief High Mogul under whose jurisdiction
 he is borrowed, he'd have a vacation too.
 (Orange juice ashamed of yourself?)

Radi came to work this morning,
 With a biled white shirt, so fine
 We ostracized him quite severely,
 He optimistically fell in line
 Saying—"Dis shirt it only clean will keep
 Three or four days, mebbe five,
 But since we are up in this Ritzy place (CD-11)
 We must look prosperous—Man Alive!"

Where service is spelled with a capital S
 That's the place where we are now;
 The awnings we got are scrumdigious,
 But the fans they are Where? When? and
 How?

Store Department, Louis Vincent,
 And the gang you call your own,
 We are happy since we left you;
 In this lovely QUIET zone!
 If you want an I.O.U.-signed—see the most
 obliging person in the world—C. H. Butler.
 If you wanta hear a good fish story, see the
 Master Mechanic and General Foreman!

S. E. out there in Perry, you were wrong—
 Jeff isn't Married!

Tom Jones is on his vacation—just resting
 himself—B'Gosh; J. Smith is up in Canada,
 getting a little "wash." (We hope Jim
 when you get back you'll PAY your way into
 the ball park and not beat the poor kids out
 of their entrance via fouls. Shame on you.)

At the Cross Roads of the World Roberta Bair

ONE of the biggest events at the Milwaukee
 picnic held July 7th at Ray Park was the
 base ball game.

The battery was Supt. Elder pitcher, and
 R. Cole catcher; Asst. Supt. Donald pitcher,
 and S. Amour catcher.

From all indications, the other side needed
 considerable practice. Donald seemed to have
 the edge on Elder at pitching. R. Cole was
 at home in the catcher's box but sprained his
 ankle while sliding in at first and was forced
 to leave the game. E. Knuckey got plenty
 of practice while in left field, chasing fouls.
 Fred Pearce and Cy Mancourt were on the
 scene but all they could hold was their false
 teeth. George Scholl arrived on the scene in
 time to make a wonderful one handed catch
 in center field. At this time the opponents
 jeered and jeered, while the onlookers smiled

a smile of satisfaction. Eddie Hollis in
 center field on Donald's nine looked a great
 deal like Eddie Rousch and for a while, the
 crowd thought that Rousch had left the Giants
 to play in this important combat. Kid Col-
 well handled himself like a veteran on third
 base, showing all his speed that made him
 one of the most feared players in the Twi-
 light league. Little Vic. Engman burned up
 the bases with his sparkling plays around the
 Keystone sack. Averitt pulled a trick play
 in the seventh inning carrying the ball for
 ten yards, landed safely on second base.
 Worthington featured at bat with three home
 runs and thrilled the crowd at times with his
 dare devil base running. Elder pitched a
 steady game giving thirteen hits and five bases
 on balls and was effective with men on bases.
 Donald was knocked from the box in the fifth
 inning and was relieved by Speed Stewart.
 Stewart retired the side with the bases loaded
 and never was in danger from then on.
 Mancourt playing first, pulled a few classy
 plays and started three double plays. He
 was a former third baseman with the Never
 Sweats.

This was one of the best played ball games
 that was ever played on the Ray Park field and
 after battling 14 innings to a one to one tie,
 Ump. Pearce called the game, because he was
 getting hungry and he wanted to be first in
 line. The game will be played off at a
 later date, so that everybody will be in the
 pink of condition. Watch for the date and
 watch that you don't get hit by a ball, Leo.

Ruby Curric, Marie Miller, Lew Amour and
 Henry Denzler were the only ones to go
 swimming in the pool. All got wet ex-
 cept Ruby. She never got under as she was
 afraid the water would spoil her permanent.
 Lew won the prize for fancy dives and the
 crawl stroke. Lew knows all the dives and
 is and excellent mud crawler.

As for the cats, it is useless to say that
 this was the most important feature of the
 picnic and was thoroughly enjoyed by all.

A new automatically controlled, electrically
 operated pump has just been installed at
 Stoddart, replacing the steam pumping plant.
 Zibe Smith, who has been pumper here for
 many years will be missed around the plant.
 Miss Marie Tuemler will spend her vacation
 visiting friends in New York and Kentucky.

Misses Edna and Catherine Pfeiffer will
 spend their vacation in Quebec, Montreal and
 Ste. Anne-de-Baupre, Canada. Miss Edna
 made this same trip last summer and we nat-
 urally assume there is some strong attraction
 to call her there again. However it is, Edna,
 we are all for you.

We have a temporary addition to our office
 force in the person of Mr. Whitt, a checker,
 from the Chicago Office. We are mighty
 glad to have Mr. Whitt with us even though
 he is here to check our work.

Fred Pearce returned from his vacation with
 several pictures of fish he reported catching
 down in the Ozark mountains. It is difficult
 for a careful observer to distinguish between
 the fish and the angler, Fred having left his
 teeth at home.

Mr. and Mrs. Joe Dede and son have re-
 turned from a pleasant vacation in New York.

Miss Martha Swanson is hardly back to
 earth yet after spending two delightful weeks
 with Jimmie in Miami, Florida. However,
 Martha informs us we can still call her MISS.

It has been pleasing to note that Howard
 Stewart, who, by the way, is another New-
 port boy who made good, is again running regular
 with his old girl, after a temporary layoff



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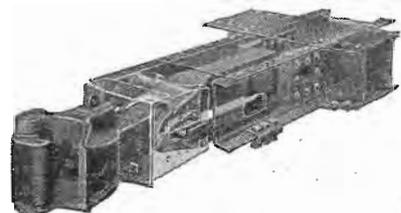
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Tom Walters went fishing last Sunday and after fishing all day in the sweltering heat, a little minnow caught Tom and in its surprise came very near pulling him in. Here's hoping that the fish will be bigger and stronger than ever on the next trip.

We are sorry to report that H. J. Strausberg, Clerk at the Freight house is confined to the hospital.

The sweetest little girl in all the world is again calling Cy Mancourt to California on his vacation. We hope the greeting he gets there will offset the desert trip.

We wonder if Howard Stewart couldn't pick a more suitable place than Newport Hill for a spill.

Deer Lodge and Missoula Division M. E. S.

MISS Laura Critzer has returned from her vacation, which was spent in Spokane visiting her mother.

Miss Florence Shirck will spend her vacation at Yellowstone Park and visiting at Powell, Wyoming.

Chief Dispatcher R. W. Magette was called to Wilson, N. C. on account of the death of his mother.

Mr. Wm. Gebauer has been called to Los Angeles on account of the serious illness of his wife. Mr. Gebauer is an electrician at Deer Lodge Shops.

Walter Pratt, Son of Engineer Pratt has returned home from the hospital, where he underwent an operation, and is rapidly recovering.

Engineer Frank Hyde was called to his former home in Ontario, Canada by the illness of his father.

Conductor Howard Bennett has gone to Milwaukee for a short visit with relatives.

Passenger Engineer James Rule is attending B. of L. E. Convention in Cleveland, Ohio. He is representing Miles City, Three Forks and Deer Lodge this year. Engineer A. E. Maxwell is on No 17 and 18 during his absence.

Mrs. Frank Hanneman was called to her old home in Minnesota by the death of her mother.

Dispatcher J. T. Josephson spent part of his vacation visiting his father and brother at Hardy, Montana.

Mr. D. C. Peck and wife spent their vacation in San Francisco.

Mr. Tony Boyle, Electrician at Avery is ill in the hospital at St. Maries.

Miss Edna Mullen has returned from her vacation which was spent at Wallace, Idaho and Spokane.

Whose smiling face do we see at Clinton now? The telegraph office has been opened there on account of gravel trains working in that district and Mrs. G. thought she might get another glimpse of that old batch while Bill shows the girls around in the new car.

Mrs. Jack Strong is again doing time in Superintendent's office. They just can't get along without her once in a while.

Mrs. Pearl Jones was off duty several days last week on account of illness. An ostrich might take to pins as a steady diet, but that is no sign the rest of us can get away with it, Pearl!

Engineer J. E. Pears had both hands quite badly injured while assisting Brakeman Taubman in making a coupling at Deer Lodge Yard recently.

Sioux City and Dakota Division H. B. Olsen

CROPS in general over the entire Division never looked better, Agent Beck over at Geddes says it looks like it will be necessary to double track the Platte line this fall in order to handle the big grain crop.

Conductor Ed. Anderson over on the Armour Line thinks he is some horse shoe pitcher --any one can beat him altho' Ed. insists he is champion in that neck of the woods.

Trainmaster Walter Givens and family from Ottumwa visited in Sioux City a few days. Everyone was glad to see the Givens' family and regretted their visit was so short.

Fred Noll, station clerk at Geddes is now sporting a new Dodge coupe, some boat and some pilot. Fred is worrying though for fear his new purchase will go out-of-date since Col. Lindbergh has set pace in the air.

Engineer T. B. Thompson and wife and Mrs. E. Given of Sioux City have been house guests of Engineer A. B. Main and family of Sioux Falls. Engineer Thompson recently attended the B. of L. E. Convention in Cleveland.

Miss Gladys Shadle, daughter of Conductor and Mrs. Shadle is spending her annual vacation with relatives in Spokane, Wash.

Mr. Oliver Berg, cashier at Sioux Falls together with his family spent their annual vacation in Blanchardville, Wis. Oliver returns to work good for another hundred years he says.

Effective June 26th, with new time card No. 18 trains No. 35 and 38 were eliminated. These trains have been traveling the division for some thirty years (old timers say) and while we regret to lose them, conditions forced them off.

We regret to report Conductor Carl Wheeler has not fully recovered his health which would permit him to resume work, but we trust he will soon be back in the harness.

A little bird tells us wedding bells are ringing in the vicinity of Tyndall, S. D. Perhaps George M. can give us some dope on this.

The other night when Conductor Wright got off his run at West Yard, Sioux City and, as he was nearing his home two men in a car drove up and ordered him to "stick 'em up." The men got his watch and thirty-eight cents but the hold-ups overlooked some green backs Roy had tucked in his shirt pocket. The robbers were caught in a few hours but the watch and change were missing. While the frisking was going on Roy memorized the license number on their car which led to the arrest.

Our old veteran Agent and Operator Albert Amundson at Lake Andes, S. D. has his resort all spic and span. Everything in operation for the big fishing season. Albert is located at the west end of the lake and is always glad to see the rail boys.

Some one started a false report that the fish in Lake Andes were sick. There is no foundation to this report as fish and fishing was never better, in fact Lake Andes is now considered one of the best fishing resorts in the state.

Agent P. P. Sands and wife of Colton, S. D. are visiting in California and will be away for three months. Paul does not take a vacation very often but when he does he makes it count. Relief Agent Bob Stivers is relieving.

No one will want for vegetables this fall as "Slim" Angle, night sealer at Sioux Falls is farming all the vacant lots in the city. Slim knows his stuff and it's needless to say there will be plenty of everything.

Engineer Robert V. Manson and wife have gone on a fishing trip some where in Minnesota. Bob has a select place where he catches the BIG ones and is not broadcasting this select stuff.

Engineer A. B. Main and family spent a week in various points in Wisconsin.

Conductor "Bob" Schenck and family are visiting relatives near Sulphur Spring, Ia. Bob will probably do a bit of angling at Storm Lake also.

Fred M. Myers, chief clerk at Sioux Falls has a reason to believe July 4th, is one of the greatest days in the year for on that date little Joyce Loraine, all of eight pounds, arrived at the Myers' home. Fred says "Mother and Dad are simply delighted" and who wouldn't be. The cigars were fine Fred.

Conductor Guy Bushnell asks the question: "What is a vociferous hot-box"? Now that is a deep one Guy, but we would say it is one which howls up hill and down, in from the country and clean into town.

Condr. Lou. Reams, brakemen Reed and McClaren, Engineer Shugart and fireman Robinson after tying up at Madison, S. D. decided on a little fishing trip. Transportation was lacking as it was three miles to the lake. Lou. knew some friends and approached them on the subject of a car, "only have a Ford coupe one said, but tell you what, I have a gasoline tank truck you can have" O. K. with me said Lou, so the crew cranked up the truck and started for the lake, run out of gas but had a hundred gallons with them. Fish were hungry and 128 victims of the finny tribe were hooked, cleaned and ready for the pan before leaving the lake. Not so bad boys.

Mrs. Perry Collard, wife of Switchman Collard Sioux Falls has gone to Rochester, Minn., where she hopes to receive some benefit in treatment from the noted specialists. Mrs. Collard has had several operations and it is sincerely hoped she can find relief.

The next SAFETY FIRST meeting will be held in Sioux Falls and a big time is promised those who attend. A hog calling contest will be staged in addition to several musical numbers by local radio artists. We understand several of the Switchmen and a couple engineers are tuning up for the contest. Prizes will be awarded for the winners.

Tacoma Car Department News H. E. B.

MR. and Mrs. A. P. Smith accompanied by Mrs. Smith's mother, Mrs. Kellogg and niece Dorothy Kellogg motored to Long Beach for the holiday. They returned by the way of Astoria, Oregon and Longview.

Mr. and Mrs. A. Long were at Yakima last week attending the funeral of Mr. Long's brother-in-law.

Miss Milly Anderson has been enjoying a vacation the past week.

At "Dun-Movin" recently, the C. F. Negley country home at Puyallup, Mrs. Negley was luncheon hostess to the office ladies of the various departments. The rooms were bright with garden flowers. Two tables with places for the guests were beautiful in crystal and silver centered with old fashioned flowers of many colors, a soft glow of burning tapers added to the cheerful atmosphere. After the delicious luncheon of fried chicken and strawberry short cake the afternoon was pleasantly spent in the gardens. Mrs. Negley was assisted by Mesdames: McMahan,

Loomis and Gardner. those present were: Misses Rose Lindquist, Ann Howland, Ann Johnson, Olga Grothe, Milly Anderson, Ruth Rundle, Florence Schmidt, Sophia Hansen, Daisy Well, Geraldine Armitge, Willa Lindsey, and Mesdames: May K. Smith, Clara S. Wilson, Mrs. Laundry and Hazel E. Browning. Miss Alice Netton was also a guest having arrived from Chicago.

Mrs. Loraine Werner of Spirit Lake, Idaho is visiting friends on the coast this week.

Tacoma District Shop Accountant News

MORTON Eshleman is the Red Grange of the Accounting Department. Not that he is a foot ball player or a lover of a certain movie actress, but he handles the ice for the water cooler.

Ga.—I just heard why Peter calls his girl grapefruit.

Ja.—Why?

Ga.—Cause every time he squeezes her, she hits him in the eye.

Leonard Johnson is eating Zoop a lot lately. Don't know if Julia got angry and knocked them out or whether Leonard had toothache and had to have them pulled. Anyway, poor Leonard on such a diet—but a few pounds off wouldn't hurt and maybe he'd like to get sylph like.

Miss Olga Grothe spent the 3rd and 4th at the Big 4 Inn a rather rustic but exclusive plan. Olgas' like that, but what we want to know is who and what took Olga away from Tacoma when we had a big celebration here. Think she is keeping something from us.

On June 26th, the girls in the District Accountant's office chartered the launch "Seakist" and took a trip to Bremerton and visited the U.S. Navy Yards. They say (Gobs and Gobs) of interesting things, think if girls were eligible they would be stationed on one of the grays.

Guy Bell is on a leave of absence and is visiting the summer home of his brother at Twin Lakes, Idaho. Good fishing there, so hope his health will permit him to take part in the sport he likes so well.

Glenn Hoople is in the District Accountant's office doing his stuff temporarily. He is one of the best—typists.

A few brave ones went swimming out at Steilacoom Lake. You should have seen the water rise when Ruth dived in—the little ones all pulled for the shore. They had a good time and a picnic supper served afterwards of hot dogs and coffee.

Idaho Division

R. C. P.

CECIL Page, formerly Chief Clerk to Division Freight and Passenger Agent, W. F. Warner, Spokane, has been promoted to position of City Freight Agent.

Mrs. F. B. Beal was called east June 8th on account of sickness of her mother who died shortly after Mrs. Beal arrived there.

Mr. Mertz of the local freight office, Spokane, and Mrs. Mertz celebrated their Golden Wedding recently. Governor Hartley of Washington, boyhood friend of Mr. Mertz, made a special trip from Olympia to Spokane to be in attendance.

Engineer Chas. Hankins is representing the brotherhood at the Engineers Convention at Cleveland, Ohio. Mrs. Hankins accompanied him.

The Milwaukee family was represented on the official reception committee that welcomed Col. Charles A. Lindberg in Paris. The representative was Ernest J. Rossbach, son of Mr. and Mrs. G. A. Rossbach of Spokane, who

has lived in Paris for ten years. He is the European President of the Sullivan Mining Machinery Company of Chicago and is a mining and mechanical engineer. Mr. Rossbach has mailed to his parents here a copy of the menu card used at the luncheon offered by the American Club of Paris at the Hotel Ambassador, and which was presided over by Ambassador Myron T. Herrick. Mr. Rossbach is secretary of the American Chamber of Commerce of Paris.

Mrs. G. A. Rossbach is visiting her sister Mrs. D. J. Connor in Milwaukee.

Chief Operator and Mrs. F. J. Washburn of Malden are visiting relatives in Portage, Wis.

Engineer L. S. Cunningham of Coast Division has taken a regular main line passenger run on the Idaho Division.

Water Service Foreman Fred Carlson is a great lover of Swedish Folk Songs and says that Conductor Ray Thompson sings them as he never heard them sung before.

Conductor O. B. Felton is recuperating after a seige of illness that took him to St. Luke's Hospital, Spokane.

The truth—the whole truth and nothing but the truth—

RH Foreman Stewart talked of nothing but fish and dreamed of fish a month previous to the opening of the season May 15th, dug up all his spare change and no doubt robbed his children's bank in order to rig up a fishing outfit of the very best.....

Got on No. 115 one morning displaying one of the most brilliant and complete outfits ever seen in this vicinity, bound for Katz spur to fill his four baskets. He got off at Katz and after the train had gone around the curve and out of sight, it dawned upon him that he had left the entire outfit on the train and that he didn't even have a shoe string and bent pin to use to tease the fish.

He returned on No. 116 with four empty baskets and his highly prized reels, rods, spoons, flies, etc—all but the bait.

Ponderings from the Pend d'Oreille

YOUR Scribe came near losing his job as Correspondent this month account July 4th having stolen along and upset his memory.

The biggest OWN observed by the Writer since his last notes was July 4th at Spirit Lake, Idaho—The Moose Lodge and Veterans of Foreign Wars having merged their plans and arranged a Mammoth Celebration at Spirit Lake, Idaho. They held 3 Dances at as many different places and a continuous round of Sports occupied the crowd and entertained them the day long and some say till Sunrise the next AM. However some of the Lady Clerks at the Round House say they played 4 O'clock in the Morning for their last Dance. Having made arrangements to go some other place to spend the day your writer cannot truthfully state when the crowd went home. It is universally agreed that everyone had the time of their life and as the Lake afforded water sports everyone should have the kind of fun they liked.

Our Agent from Usk, F. M. Sever, has gone to Malden temporarily his Station being capably handled by A. D. Bruneau (Tony) who is an extra man on this division.

All Agents and Oprs. were very much surprised to learn that C. E. Potter regular Agent at Malden, Wash., has taken an indefinite leave of absence, the station being taken care of by F. L. Hays of Rosalia temporarily.

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Kelly Hudson and his daughters are taking a 90 day lay off and sojourning in the vicinity of Detroit, Mich. Kelly says if he sees a nice new Chrysler unlocked along the way he may take a notion to drive one home, here's hoping he finds one O.K.

Miss Mabel Viets is working Miss Hudson's job while she is away with her father and sister on vacation.

Bumper crops are assured over practically all of the Idaho Divn. where grain is raised and is welcome news to employers as well as employees.

Dispatcher Curran was called East recently account serious sickness of his brother.

Newport, Wash., was on our celebrating map also this past month due to the opening of the bridge across the Pend d' Oreille River, at which both the Governors of Idaho and Washington were celebrants and shook hands across the ribbon before it was cut by the first white child born in Newport, Wash.

Mrs. Vera Hamburg—Military Officers from Ft. George Wright (Spokane, Wash.) were present with Aviators from the 161 St. Aero Squadron. The Milwaukee Ry. was ably represented by our Superintendent N. H. Fuller, and Train Master E. M. Groble took charge of the trains and saw them safely in and out. The Traffic Dept. was also represented by W. P. Warner, and "a good time was had by all"—Dancing was engaged in of course by the Spirit of Youth till the wee small hours and the old Ferry Boat was burned as a symbol of its uselessness now that the new bridge lands all kinds of passengers with a greater degree of safety from Washington to Idaho, and vice versa. The new bridge fills a long felt want and to the Editor of the Newport Miner, Fred Wolfe belongs the lions share of the credit for the building of the bridge.

Kansas City Division

O. S. D.

MORE than 100 employes of the Kansas City Division honored Mr. Hoehn at a banquet held on Saturday night, June 18th, at the K. of C. home. Thomas H. Kemp, veteran engineer, acted as toastmaster. Harry Pardoner, Mayor of Chillicothe, Mo., told of the many friends Mr. Hoehn has in Chillicothe and brought with him a message of regret from his townspeople that Mr. Hoehn was leaving the Kansas City Division. Toasts were given in honor of Mr. Hoehn by the employes representing the various departments of the road. The banquet was served by the Milwaukee Railway Women's Club, assisted by the lady employes of the Superintendent's office. Miss Ilee Sowder, at the piano, and Leo Hobson, violinist, furnished music during the banquet. After the program was concluded Mr. Hoehn was presented with a Masonic Consistory ring, set with diamonds, by the employes of the Kansas City Division. The following was composed by J. W. Calvert, Agent at Ottumwa, and was read by him as a part of his contribution to the program:

I don't know how to write it, nor I don't know what to say; for my hearts a palpitating, in a feverish sort of way. For when your friends are leaving, and there is no reason why, it isn't any wonder, that a fellow wipes his eye. But, if they're doing better, and they haven't gone to stay, there comes a consolation, that grows brighter day by day. Now, to Mr. B. F. Hoehn, there is much that might be said. For seven years we

followed in every path you led. You have been a wise commander, and your ranks were always true; there was nothing that you wanted, that they did not gladly do. And now that you are leaving, we are joined in one acclaim, that whether here or yonder, we'll be loyal just the same. And when you're in Wisconsin, where there isn't much to do, write and tell us all about it, and we'll 'answer back' to you. In winding up this talking I am forced to heave a sigh; for there's words I cannot utter, I cannot say—'Good-bye.'

At noon of June 18th Mr. Hoehn was entertained at luncheon in the private dining room at Hotel Ottumwa, by a number of business men of Ottumwa. Following the luncheon R. W. Harper, president of the Chamber of Commerce turned the affair over to Carl T. Haw, chairman of the Chamber's traffic committee. The latter remarked on Mr. Hoehn's popularity and his connections with various local enterprises since assuming charge of the local division seven years ago. Mr. C. S. Harper delivered the farewell address, after which he presented Mr. Hoehn with a silver tea service, as a gift of esteem from the business interests of the city.

W. F. Gippert, Roundhouse Foreman at Laredo has been ill with rheumatism and during his absence was relieved by Vaughn Peterie.

C. E. McClanathan, Roundhouse Foreman at West Yard attended the general foreman's staff meeting at Milwaukee on June 1st, 2nd, and 3rd.

Miss Xeia Swinney, Clerk, Ottumwa Freight House, secured a passenger from Ottumwa to Lake George, N. Y. via CM&STP Chicago.

Jno. Niman, Asst. Chief Dispatcher is spending his vacation visiting in California. Dispatcher R. O. Clapp spent his vacation visiting with relatives in Kansas City and grand-daughter in Minneapolis.

Former Roundhouse Foreman Dave Davis, now located at Montevideo, was a visitor here recently, visiting with his parents and other relatives in Ottumwa.

Mr. H. R. Howard, Traveling Engineer, attended the traveling engineer's staff meeting at Milwaukee shops on June 27th and 28th. Walter W. Bates, formerly traveling engineer on this Division, was also present at the meeting, and sends his best regards to all his Kansas City Division friends.

Chief Dispatcher E. J. Klahn and Trainmaster W. C. Givens recently made a trip over the division and examined all agents and operators. They were accompanied by Superintendent H. F. Gibson.

Lola Smith, Asst. Timekeeper, Superintendent's office, entertained the young ladies employed in the Superintendent's office at a chicken dinner at her home on June 29th.

Lloyd Calloway, operator from Chillicothe, Mo., is now working second trick in dispatcher's office, Ottumwa Junction.

Durward Wright, operator, who has been on a leave of absence for several months is now working first trick in the dispatchers' office.

Milo Bell, son of F. C. Bell, formerly of this division and who is now employed by the Milwaukee at Seattle, called at the dispatcher's office recently on his way to the Eastern coast for a vacation. He also stopped at Washington, Iowa to visit his uncle W. C. Bell, Agent at that point.

Guy Lilly, wrecking engineer at West Yard, is spending his vacation in Racine, Wis.

A. J. O'Malley, Rate Clerk at Ottumwa Freight House, while on his vacation in June

made a trip to Chicago.

Miss Marguerite Kissinger and Edward Dornisfe, employes in the General offices in Chicago spent the 4th of July in Ottumwa, visiting at their respective homes.

O. G. Thomas, Division Storekeeper has returned from spending his vacation in Oklahoma.

Various changes have occurred in the Store Department on the Kansas City Division. C. J. Sellins is now storekeeper at Coburg and J. C. Boyle has been transferred from Coburg to Atkins, Iowa. T. R. Richards has been transferred from Dubuque to Ottumwa as foreman in the store department.

Lola Smith and Jerry Long were hostesses to the young ladies of the Superintendent's office at a breakfast served at the Adcock farm on Sunday morning June 19th.

Gus Daacke, Division accountant, representative from commandery at Ottumwa attended the state conclave at Templer Park, Iowa week of June 20th.

Peter J. Weiland, Roadmaster on Marion Line, who recently came to Ottumwa from Mitchell, S. D., was married on Wednesday, July 6th to Miss Agnes Leiferman of Bridge-water, S. D. The wedding took place at the home of the bride. The newly weds arrived in Ottumwa on July 10th, after spending several days at Lake Okoboji, and will make their home at 530 West Fourth Street. Cigars and candy were passed among the employes all of whom wish Mr. and Mrs. Weiland a bright and happy future.

On the night of July 10th L. A. Douglas, Pumper at Sewal discovered a broken rail and his prompt action to notify Section Foreman may have avoided an accident.

WANTED—A WIFE. A certain store-helper at West Yard is still on the waiting list and hopes he is not waiting in vain. Won't some kind young lady who is willing to change her name, get in touch with him. Address all correspondence to JM.

Bensenville Car Dep't. News

H. & S.

WELL here we are again with August news, still full of spunk and vinegar regardless of the hot days we have been experiencing at this station.

O. Herrs triple valve repair man is sure getting prosperous as he now has a brand new Essex car. Some thing has got to be said of "Smitty," our clerk and the "S" of this column, "Kick Sampson" sure pulled a good one when he said that as "Smitty" was a bad order he was sent to the "Rip". "Smitty" is now on his vacation taking in points west such as Twin Cities, Seattle, Tacoma and Vancouver and the fair shebas will sure get a treat for sore eyes when they behold him as he is good, at least he tells me he is.

Must also mention the fact that Wm. "Bill" Bennett from Sioux City is now night inspector foreman at Bensenville, taking E. W. Berndt's place who has been transferred to day job at Spaulding and I want to take this opportunity of wishing both of them all the success possible in their new positions for I know both of them will make good.

Our repair track baseball team has kind of quieted down as some of its members have been picked to play in the consolidated Chicago Terminal Team.

Our very economizing Storekeeper A. Siey is still going strong and coming back for more and we wish he would loosen up a bit, but no hope—were beginning to think he's "Scotch."

The drainage ditch that ran thru our very fine town, kind of spoiling the effect has now been filled in and improves appearance greatly, also quite a bit of track work is being done in the West Yard, the west end train yard lead being retied, raised and filled in, something that it needed badly.

Edwin Broker, carman helper, who was badly injured in an auto accident three months ago is coming along nicely, he paying us a visit the other day. Gus Marshall laborer is also on sick list at this writing and it is hoped his recovery will be speedy so he can again be with us.

Iowa East Division and Calmar Line

John T. Raymond

A Benjamin Franklin epigram:

"Would you reap praise, then sow the seeds, gentle works and useful deeds."

OPERATOR Robert W. Safely worked second trick at Paralta for two weeks.

Mr. and Mrs. L. G. Hewitt of Marion visited several days in Chicago guests of Mr. and Mrs. J. L. Franz.

Dispatcher J. T. Raymond was away on a two weeks vacation visiting at Wieubaux and Stevensville, Mont.

Dispatcher R. L. Leamon motored to Cheyenne, Wyo., during his vacation.

Dispatcher R. C. Merrill and family spent a week visiting relatives at Chicago and Des Plaines, Ill.

L. G. Hewitt and wife spent two weeks vacation visiting relatives at Washington, D. C.

Miss Alice McGuire of Chief Carpenter's office spent her vacation making a trip to Quebec and a boat cruise up the St. Lawrence River.

Operator A. J. Campbell and family of Cedar Rapids spent two weeks at Cass Lake Minn., where they had rented a cottage. Opr. E. F. Clausen relieved Mr Campbell on the day trick at Atkins Yard during his absence.

Mrs. M. J. Flanigan of Marion was a patient at the Washington Boulevard Hospital Chicago the fore part of July submitting to a minor operation with very satisfactory results.

Agent Frank G. Zeizer of Browns was away on a ten days leave of absence visiting in South Dakota. Opr. T. J. Allen acted as relief Agent during Mr. Zeizers absence.

Master Mechanic and Mrs. W. N. Foster and daughter June of Marion were away two weeks visiting at Lake Okoboji.

Agent and Mrs. N. J. Edwards of Toronto took a motor trip the first part of July visiting relatives at Clarence, Mo. and Booneville, Ark. Relief Agent L. G. Ireland relieved Mr. Edwards during his absence.

Conductor William A. Brubaker passed away at his home at Marion June 15th following a stroke of apoplexy, age 64. He had been in the employ of the Milwaukee road for the past 38 years and for the later period a passenger conductor running between Marion and Omaha and between Marion and Chicago. Mr. Brubaker was a genial man and had many friends among his fellow employes and the traveling public who deeply regret his death. He is survived by his wife and a daughter Mrs. Leo Bender of Perry, Iowa. He was a member of Trojan Lodge No. 548 AF&AM, Royal Arch Chapter No. 10 of Marion and Order of Railway Conductors at Perry. Short funeral services were held at Marion June 18th and the remains were taken to Perry

where further services were held in the Methodist Church June 19th and burial in the Perry cemetery.

Agent H. E. Ramsey of Oxford Jct., is taking a months vacation and has gone to Excelsior Springs, Mo. Relief Agent W. D. Schesser relieved him.

Condr. J. G. Standish visited relatives in Lanark, Illinois and Dixon, Iowa the fore part of July. Condr. D. G. Hickey relieved him on the afternoon service train.

Condr. John Troy went to Canada and accompanied his wife and daughter home.

Condr. Geo. Van Tassel is taking his annual vacation. Condr. Simonton relieving on Nos. 8 and 19 between Chicago and Marion.

Condr. Wm. D. Shank has taken the run on Nos. 8 and 19 between Marion and Chicago, left vacant by Condr. Brubaker.

Passenger Brakeman C. E. Farrington was called to Farley due to the death of a relative. Brakeman C. V. Freeman relieved him on the Cedar Rapids to Calmar run.

Passenger Brakeman John Cone and Ralph Seager and their wives are on a fishing trip at Lake Osakis, Minn.

Brakeman R. A. Armstrong is off duty for a few days due to an injured foot.

Passenger Brakeman E. T. Poole has taken a six weeks leave of absence which he will spend on his farm in Michigan. Bkman. Ross Fowler is in his place as brakeman on the Manilla-Madrid turnaround.

Condr. W. L. Hyde took a two or three weeks vacation and Condr. J. T. Reagan ran Nos. 38 and 39 between Davenport and Milwaukee during his absence. O. D. Mullen was on Reagan's job on the Savanna-Clinton turnaround.

Chief Timekeeper F. J. Cleveland and wife spent July 2nd, 3rd and 4th visiting their son Walter in Correctionville, Iowa.

Effective July 16th, train Nos. 30 and 9 between Cedar Rapids and Savanna will be discontinued.

Golden (Slim) Milburn has been off duty several days having his tonsils removed. John Hines has been relieving on the day baggage job at Marion.

Day Ticket Agent Roy Blackledge spent his vacation visiting friends in the country.

C. R. Youtzey of the Superintendent's office and family are spending his vacation in a summer cottage at Spirit Lake.

Wm. Holdorf, Ass't Signal Supervisor, and family left Marion July 15th on a two week's vacation trip. They will visit relatives at Milwaukee and spend some time at Wisconsin lakes.

General Yardmaster H. L. Shekelton and family expect to leave August 1st for a trip to Los Angeles, California where they will visit Mr. Shekelton's mother.

R & SW Division

Lillian L.

OPERATOR Marsh is the champion strong man around this part of the country. He has succeeded in smashing every typewriter that comes within his reach, and poor Babe gets the blame. Not being satisfied with wrecking the typewriters, he has now started in to break the hearts of the typists as well. Look out for him girls, he is a bad one when he gets started.

James E. Dame has blossomed into a full fledged Conductor in charge of a work train at Freeport. However, they had to give him a switch engine to use on the job so he wouldn't feel out of place.

Fireman Willard Otto and Miss Gladys

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Kiplinger were united in marriage at Rockford on June 9th. Immediately following the ceremony Mr. and Mrs. Otto motored to Chicago and Milwaukee. They will make their home at 318 Whitman St., Rockford.

Felix Raue is sporting a new Whippet coach. Understand he is keeping all the motorcycle cops in the country busy.

They say Barney, 1st trick Operator at Freeport, is becoming quite proficient in forecasting the weather. He has hit it as high as one percent accurate in the past 30 days.

George Williams, Divn. Accountant at Des Moines, and formerly Asst. Division Accountant on this Division, called us a call on June 20th. Mr. Williams was on his way to Niagara Falls and other eastern points, accompanied by his wife and son Bernard. We were all glad to see George, and needless to say all tongues wagged as fast as they could while he was in the office, talking over the

many things that had happened since he left Beloit. However, he said he kept pretty well posted on what we were doing through the items in the magazine. Mr. Williams said our old friend Heine Funk called on them the day they were leaving on their trip. Heine was on his way to visit a brother in Denver.

Mrs. Claribel Schmich, Cashier at Freeport, enjoyed a vacation during June, going to Chicago and Milwaukee to see the sights.

Leonard Lightfield, Ticket Agent at Beloit, and Miss Ruth Bauer, daughter of Dispatcher and Mrs. J. L. Bauer, on the afternoon of June 16th stole away very quietly (as they supposed) to Rockford, where you do not have to wait five days after obtaining a license. They returned to Beloit later in the afternoon as Mr. and Mrs. Lightfield, thinking they had put something over on somebody. However, they found a crowd assembled when they reached the home of the bride's parents, who were all ready to greet them with the usual array of old wash boilers, etc., and understand they kept the music up until Dick shelled out a sufficient amount to satisfy their appetites. Mr. and Mrs. Lightfield spent their honeymoon at the Dells. They have taken up their residence on St. Lawrence Ave., Beloit.

Babe Van Ordt, Bill Clerk at Freeport, is reported burning up the highway between Freeport and Madison each Saturday afternoon. Strongly suspect there is a woman in the case.

It is now very easy to direct anyone to the offices at Beloit since we received that new coat of paint.

Cheer up Wausau, we understand you felt pretty bad about it, but you can't expect to keep the good things to yourself forever.

Kenneth Zimmerman has been appointed File Clerk at Beloit, succeeding Lloyd Rummelshagen, who has been transferred to the Timekeeping Department.

Leo Sullivan spent his vacation at Rice Lake, Wis. We promised to tell you something when Leo got back, but he would not let us in on a thing that happened.

Engineer George Hannaford has built a cottage at Grindstone Lake and has his family parked there for the summer. George says business was good over the Fourth.

A nice letter was received from Superintendent Gibson, expressing his thanks to everyone for the ring which was given him on leaving the division.

We have Roy Whitney with us this month checking accounts. He is mostly known around the offices as "Stony", or was before he shaved off his mustache and bought a straight rim straw hat.

We extend sympathy to Conductor Wheatley in the loss of his father, who passed away on June 24th at Nevada, Mo.

At the Cross Roads of the World

Roberta Bair

THE Bedford Foundry & Machine Company are erecting a machine shop 163' x 200' on our line, which will give us additional earnings at Bedford, Indiana.

Mrs. E. L. Notley, wife of our roundhouse foreman, is visiting her parents in California.

Miss Alice Church and Miss Eleanor Faris, both of the Master Mechanic's office, spent Decoration day with Mrs. Martha Skirwin,

Mrs. Flossie Waggoner and Miss Catherine Pfeiffer of the Hulman Street office force, spent Decoration Day with the former's sister in Detroit, Michigan.

Mr. and Mrs. Hugh Bragdon and Mr.

and Mrs. T. N. Walters spent Sunday, June 12th, in Chicago.

We are all looking forward to the next meeting of the Women's Club when the drawing for the "Patch-work Quilt" is scheduled to take place.

Miss Martha Swanson of the Store Department is spending her vacation in Miami, Florida. We wouldn't be surprised if the wedding bells would ring in the Sunshine State, for it is June and Jimmie is there.

Quite a number of employees attended the Auto Races at Indianapolis, May 31st.

Sympathy is extended to the family of Harry Tungate, Car Department employee, account his sudden death recently.

Mr. and Mrs. Eugene Pfeiffer write they are enjoying a splendid vacation in the west. Mr. Pfeiffer is caller at Hulman Street.

The Terre Haute Division will be very happy when the Mines resume operation, as all but the Strip Mines have been closed in the coal fields along our line, since April 1st, account the Miners' Strike.

Miss Marie Miller, Stenographer in the Superintendent's office, is vacationing in sunny California. We hope Marie doesn't become fascinated with the movies and decide to become a resident of Hollywood.

Rail Rumbblings from St. Paul

Allen

MINNEAPOLIS is being moved over to St. Paul. Not a misprint but a fact. Further the CM&STP R.R. are doing the moving. Three trains are working twenty-four hours a day moving the sand from the excavation of the new Sears Roebuck building in Minneapolis to the new St. Paul yard for fill in.

I suppose Minneapolis will tell us we are taking their dirt.

The CM&STP baseball team of St. Paul are still keeping up their winning streak.

Bob Cree inspector at the St. Paul freight house spent a nice little vacation in California and Mexico during July.

It looks like an auto show around here some days when Messrs. Bork, Dahm, Garycey, Sullivan and Rex line up their cars alongside the freight office. We are not so sure about the owner of one of the cars but we believe the Lincoln car lined up one morning belongs to Mr. Sullivan. Maybe her father owns it.

And now they have a broadcasting station and studio on board the Pioneer Limited. What more would you want to be right up to the minute?

Here's a New One

"Ma'am, here's a man at the door with a parcel for you."

"What is it?"

"It's a fish, ma'am, and it is marked C.O.D."

"Then make the man take it straight back to the dealer. I ordered trout."

—Union Pacific Magazine.

Teacher: Johnny, what is it called when four persons are singing?"

Johnny: "A quartet."

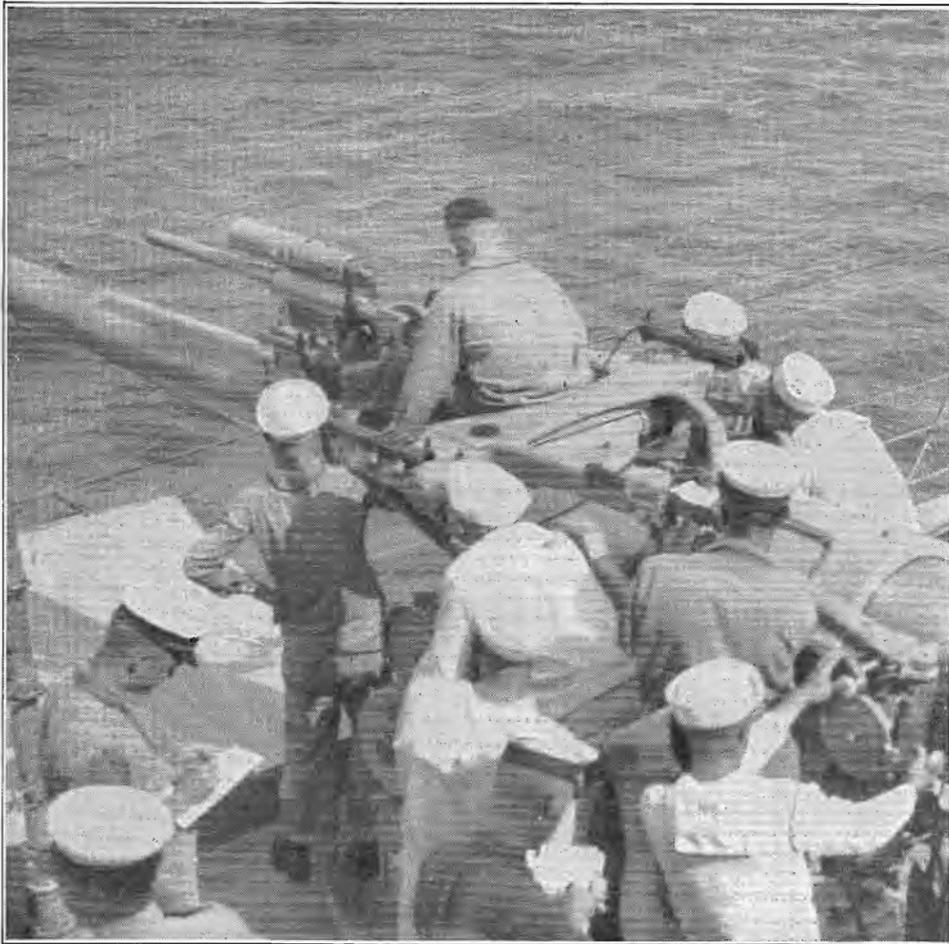
Teacher: "And, William, what is it when two persons are singing?"

Willie (after brief hesitation): "A pintet."

—Boston Transcript.

"My razor doesn't cut at all."

"Why, Henry, you don't mean to tell me that your beard is tougher than the oilcloth!"



“The Shots that Hit are the Shots that Count”

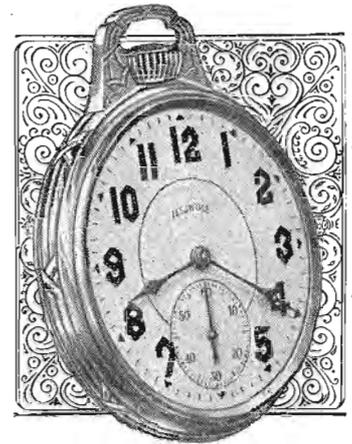
By C. C. Bloch

Rear Admiral, U. S. Navy, Chief of the Bureau of Ordnance

UNLESS the shots are delivered quickly and are hits they are not effective. It is this realization that has governed THE NAVY in assigning “hits per gun per minute” as the criterion for rating the individual efficiency of gun crews.

The operation of every member of a gun crew is nicely fitted into the performance of the whole, with the single purpose of producing the greatest possible number of hits in a given time.

The importance of time and the necessity of delivering the largest amount of effective metal in a given time is the primary function of a Man-of-War. The continued insistence of naval officers to the end that “hits per gun per minute” are necessary has resulted in a continued advance in effectiveness.

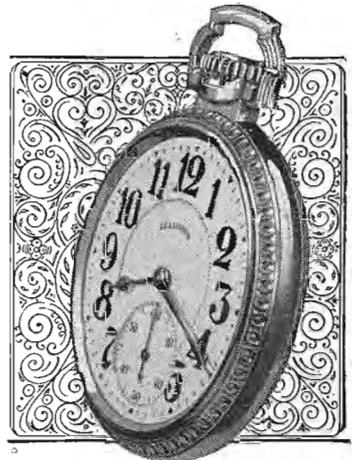


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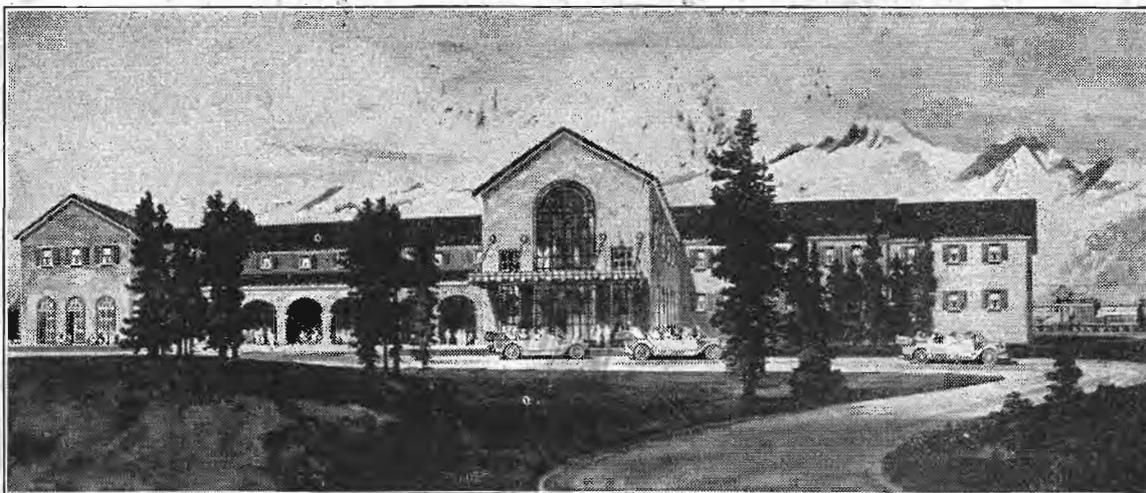
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**Yellowstone
 National
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