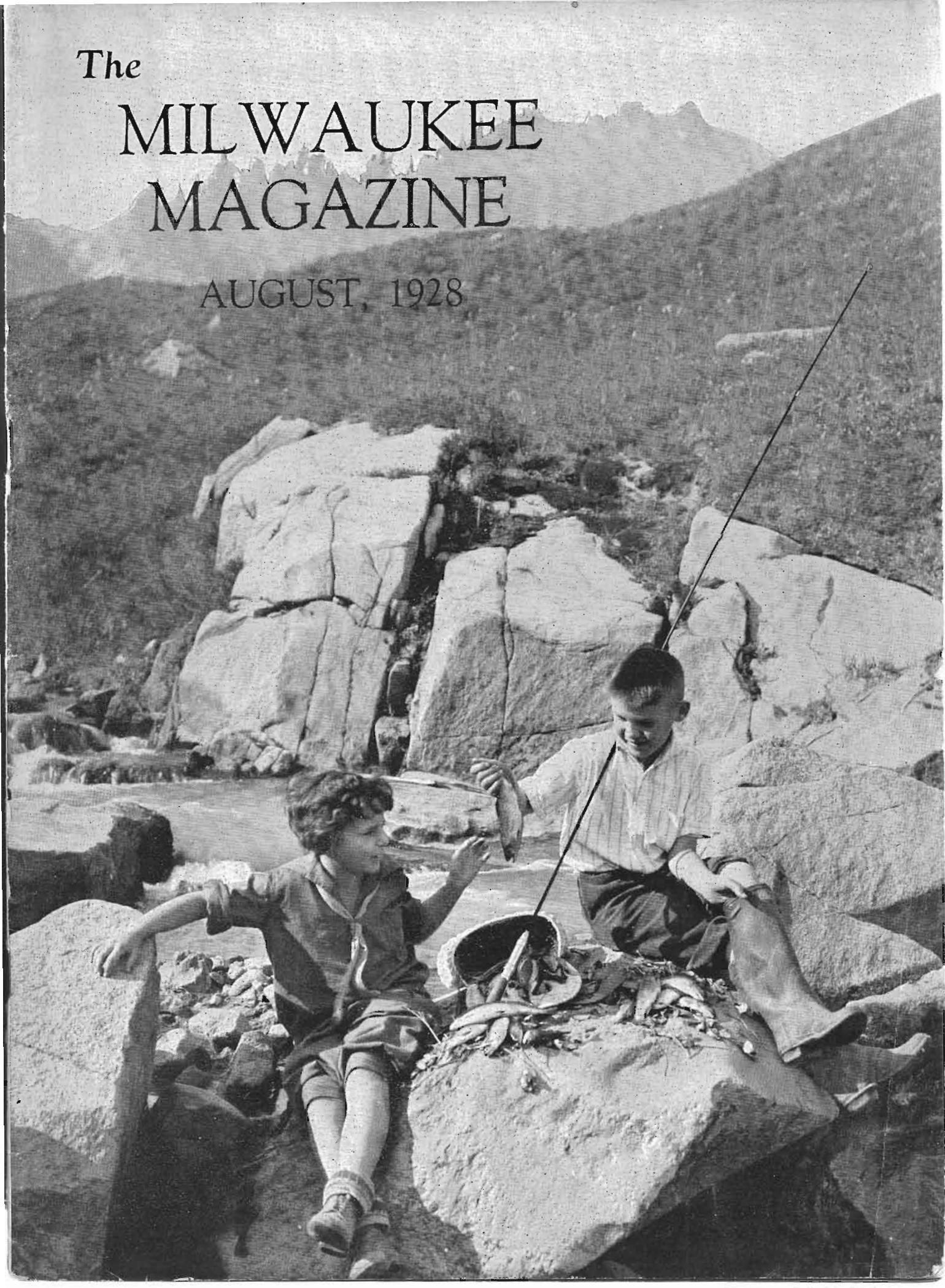
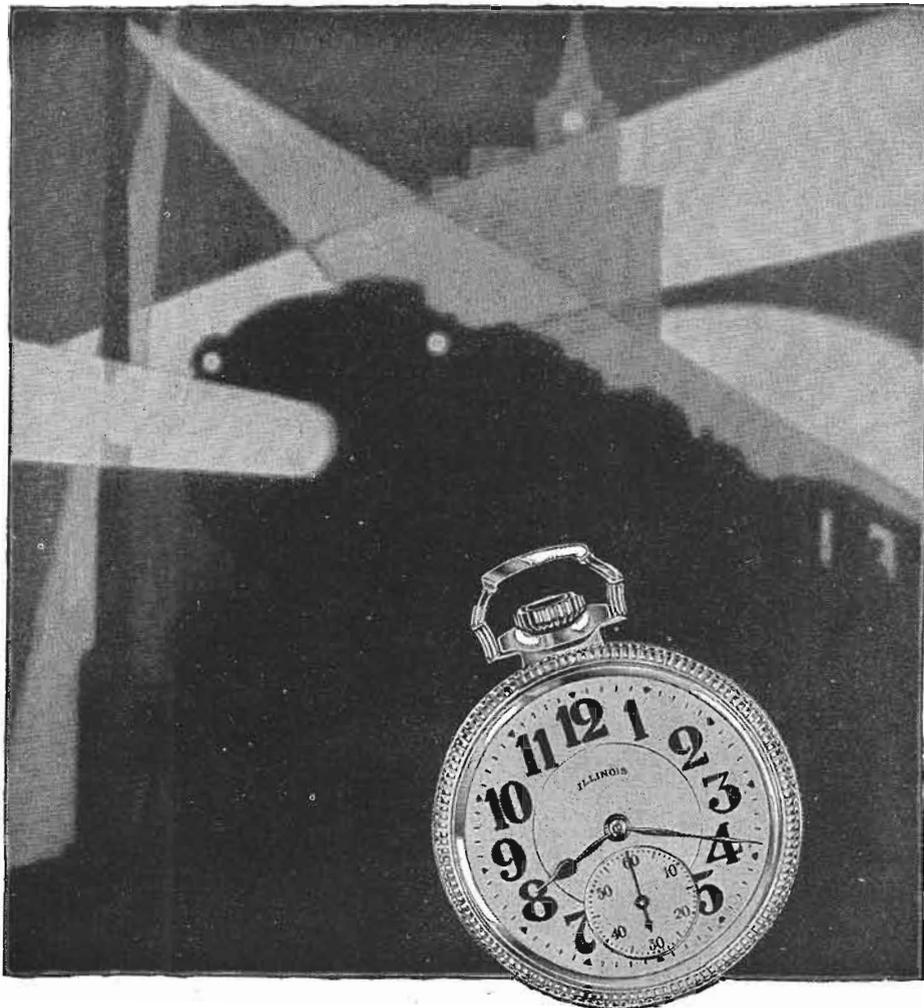


The

MILWAUKEE MAGAZINE

AUGUST, 1928





It's the reserve power that counts

A train has been clocked over a five-mile run at 80 miles an hour. Trains are not often called upon for such speed, but the fact that they have it establishes a reserve power which makes their performance at ordinary speeds all the more efficient and dependable.

It is for the same reason that the Bunn Special and Sangamo Special are guaranteed to run for 60 hours from one winding. They will, if not wound after the first 24 hours, maintain the accuracy of the average railroad watch for the next 24 hours and will continue to run for 12 hours more.

But this extra power is more important if it is held in reserve by winding regularly every 24 hours. Thus the mainspring maintains practically a uniform tension at all times and furnishes the most fundamental kind of compensation for the variation in tension of the usual mainspring.

In addition, both the Bunn Special and the Sangamo Special are adjusted to six positions instead of the usual five demanded by the requirements of railroad time inspection. Never before have such outstanding improvements been offered at anywhere near comparable prices.

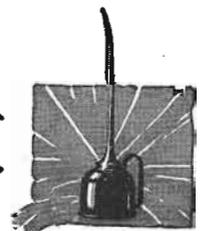
Bunn Special 21 jewels, 10k gold-filled cases, \$60
Sangamo Special . . . 23 jewels, 14k gold-filled cases, \$90



The ILLINOIS WATCH

Established 1870

SPRINGFIELD, ILLINOIS



ILLINOIS WATCHES ARE BETTER THAN THEY HAVE TO BE

REWARD

Find the Key to this Free House!



There are 19 house keys pictured here. To be sure, they all look alike, but, examine them closely. 18 of them are exactly alike, but "ONE," and only one, is different. See if you can find the different one.

CLUES This difference may be in the size, shape, or even in the notches. So study each key carefully and if you can find the "ONE" key that is different from all the others, send the number of it **AT ONCE**. You may become the winner of this house, lot, and garage, or **\$4,500.00 CASH** without one cent of cost to you.

➤ **Or Win \$4500.00 Cash** ◀

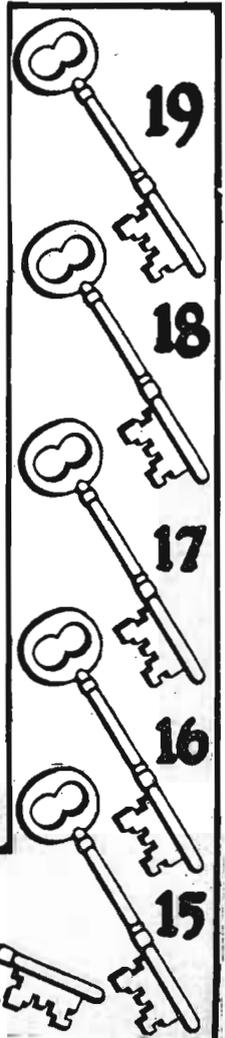
Choice of this beautiful six-room house, lot and garage—or—**\$4,500.00 CASH**. The house can be built anywhere in the U. S. A. This is a great opportunity. Act quick, and here is why—

\$1,000.00 Cash—Extra For Promptness

I will pay \$1,000.00 cash extra just for promptness. Duplicate prizes will be paid in case of ties. You can win the house, lot and garage—or—**\$4,500.00 CASH**. Answer quick.

You Cannot Lose Absolutely everyone who takes full advantage of this opportunity is rewarded. Find the "ONE" key that is different from all the others and rush your name and address to me **TODAY** on a postal card or letter. And, just say Key No. is different from all the others. Please tell me how I can get this beautiful house, lot and garage—or—**\$4,500.00 CASH** without obligation or one cent of cost to me.

**I. M. DITTMAN, 537 South Dearborn Street,
Dept. 134, CHICAGO, ILLINOIS**



**Massachusetts Bonding
and Insurance Company**

is issuing the

"HEADLIGHT"

Accident and Health

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It is especially designed for

Railroad Employees

and is the Most UP-TO-DATE
Contract, Containing the BROAD-
EST and MOST LIBERAL
BENEFITS Yet Offered

See our agents today or fill out coupon
below and send to Supt. Railroad
Dept. 0000, 14-20 Kilby Street, Boston,
Massachusetts.

Gentlemen:

- I am interested in an agency prop-
osition.
 I am interested in a "Headlight"
Policy.

Name _____ Age _____

Street _____

City _____ State _____

Employed by _____ R. R. _____

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Electric



Castings

Steel

WEHR STEEL COMPANY

ALLOY STEELS

CARBON STEELS

**Dependable
RAIL ANTI-CREEPERS**

CHICAGO **THE P. & M. CO.** NEW YORK



Indiana Limestone

C. H. Averitt

IN THE territory of southern Indiana with Bedford as its practical center, is a district 40 miles long and 5 miles wide, known as the Bedford-Bloomington district, when spoken of with reference to stone.

This territory in prehistoric times was an inland sea, and the great limestone deposits now existent are largely made up of the shells of minute marine life and upon chemical analysis, show the composition to be 97.50% pure calcium carbonate.

In those distant times the deposits are believed by Geologists to have developed, hardened, and petrified, until today it is largely uniform in texture and color, the stone is similar to that used by the Egyptians in building sepulchers which have endured to this day without the mark of time.

Mathematicians have estimated that there is an available supply in the territory now known, as approximately 18 billion tons, and in point of supply the district's surface has hardly been scratched, and when openings now made, are compared with the available supply, it will meet the needs of man for many centuries yet to come.

At the quarries, stripping the top earth is the initial operation, which is done by hydraulic means, with powerful streams of water pumped under high pressure, and reduced from an 8 inch pipe to one with a 3 or 4 inch outlet, thus producing a force which literally rips the top earth and smaller stones free from the top strata or refuse stone, which is of a somewhat different character than the merchantable stone which lies immediately beneath it. This refuse stone is drilled at regular intervals all over the exposed area and charges of explosives are then tamped in them and fired by electric batteries. After this is accomplished, steam shovels are then put to work in clearing the workable ledge of the debris. After the steam shovels have cleared the bed of the refuse, channeling machines are then put to work cutting the stone loose from its original bed, each machine is in reality a small locomotive with upright boiler, and at each thrust of the piston the chisels are driven into the stone and the machines travel back and forth continually driving the steel chisels deeper until the proper depth is reached, after which the cut is then ready for turning, and finally breaking up into mill blocks.

To simplify the quarrying process a ledge is divided into "floors," a floor is the depth of a channel cut, which is



Victory



Peace

Figures in Indiana Limestone for Indiana War Memorial

usually about 8 feet. After this depth is reached, holes are driven into the face of the cut at the bottom of the floor, and at right angles to the channel and then expansion wedges are driven in these holes until sufficient pressure is produced to break the "cut" loose from the bed, and back to the channel. These cuts, often 75 feet in length,

are then pulled over by means of steel cables through pulleys and then to an electrically operated derrick. They are then drilled again and the expansion wedges driven and blocks of suitable proportions for mill operation are the result, each block being numbered and hoisted from its position, placed aboard cars, and taken to the stacking yards, saw mills, or stone cutting plant, as required. This is, in brief, the quarrying operation, and is conducted during the more seasonable months usually beginning in March and continuing until November.

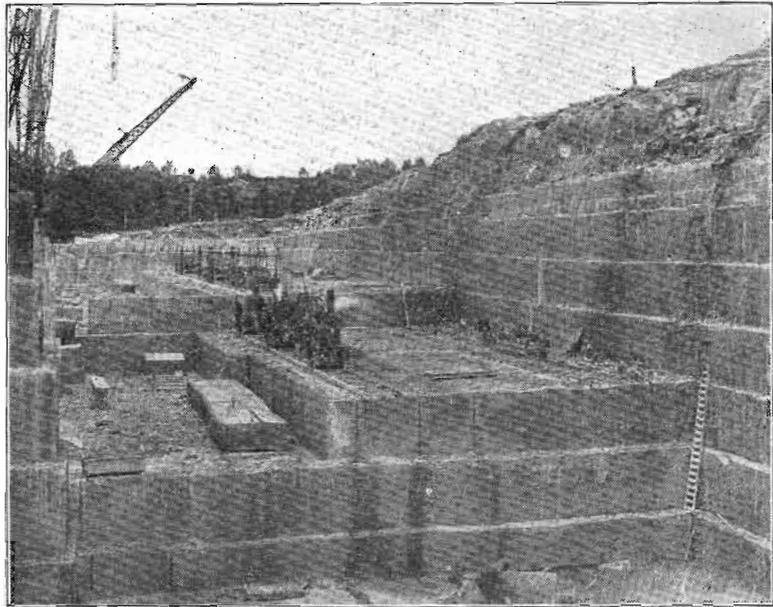
The first stone cutter to come to Bedford was a Mr. Doburn, who came from Louisville, Ky. in 1832. The burial vault of Dr. Foote which was cut in the solid rock and surmounted by a monument was finished in 1840, and can still be seen near the Blue Hole Quarry, about one mile East of Bedford. One of the first quarries in operation was the Dark Hollow Quarry in 1877, and during the first year of its operation shipped three car loads, and five cars in the second year. This quarry, today, is producing over 2,000 car loads per year.

Approximately 70% of the stone quarried is sold in the form of quarry blocks, and sawed stone, many of the mills at the quarries producing sawed stone exclusively, in the form of slabs, sawed on two sides, strips sawed on four sides, or blocks sawed on six sides.

In sawing, three methods are employed, gang-saws, cable-saws and the circle-saw. Gang-saws are steel bands usually 6 inches in width and 20 feet in length, each end of which is anchored to a rigid swinging arm, and placed as far apart as is determined to make the thickness of the slab, a mixture of sand and water is then automatically fed or pumped over the block of stone which is being sawed, and the sand working with the steel is what does the sawing, while the water is used to keep down friction and wash away the cuttings. The cable-saw is an endless steel cable of 1/4 inch diameter which works on the same principal as the gang-saws, using a mixture of sand and water but is continuous in one direction in place of the forward and back motion of the gangs. The circle-saw is made of steel and is set with removable teeth in grooves and fastened with a copper rivet; and into each tooth is set from four to eight genuine black diamonds in the rough, these saws range from 32 to 78 inches in diameter, and a sawing rate of 60 inches per hour has been attained.

Modern planing machines are another big step forward, large sections of sawed stone are lifted by electrically operated traveling cranes and placed on the beds of planers, where they are dressed into ashler or moulded for cornice or sills. The planing machines operate at a cutting speed of 42 feet per minute. Stone cutters did this work in the old days with mallet and chisel, which today is entirely too slow and with present costs for production would be prohibitive. Stone cutters also fashioned balusters by hand, but today there is the carborundum baluster and planer machine which does the work now in 15 minutes that formerly required one workman 12 hours to accomplish.

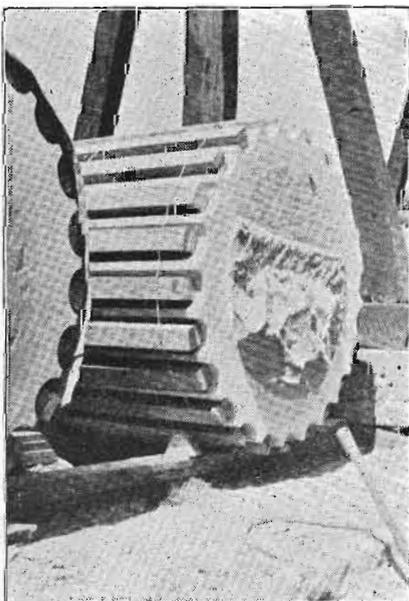
Cut stone mills are usually located in town for the convenience of the operators and employees generally, and the mill blocks and sawed stone produced at the quarries are moved on flat or in gondola cars by the railroad serving the industry. In this connection there are located on the Milwaukee Railroad at Bedford and Oolitic, a total of 16 mills and 8 quarries from which during the year 1927 we originated 7,644 car loads of all kinds of stone all of which were revenue bearing loads. These loads consisted of ground limestone for use by glass factories and for agricultural purposes; mill blocks to be hauled to stone mills in other cities throughout the United States and Canada for reworking; slab stones for the same purpose; mill refuse which consisted of the scrap from the mills and machines which our company uses as rip rap in maintaining tracks at points where high water produces wash of road bed; and finally the finished stone for building purposes, which is shipped to practically every state in the United States and also to some points in Canada. Stone for building purposes which is produced at the mills is made from blue prints furnished by the Architects, and as it progresses through the mill is accompanied by a ticket which shows



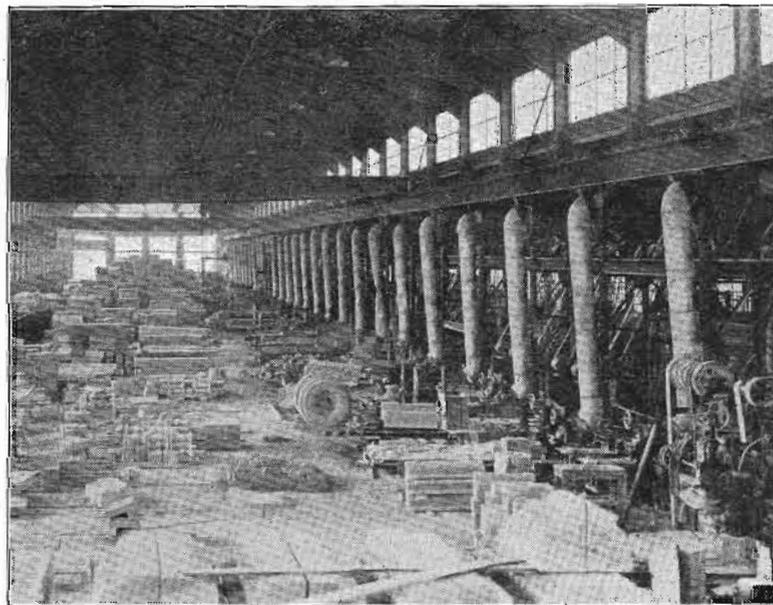
Quarry Scene Channeling Machines at Work

the exact shape and its dimensions, when finished the stone is then marked with a number which corresponds with the number given on the setting up plan. Stones are shipped in the order in which they will be required at the building. The stone is now ready for the cutting shed, where checks, returns, etc. must be finished by hand, carving, cutting, and the drilling of lewis holes, with which the stones are lifted from

of all refuse, and nails protruding from floors and sides are either pulled or driven in, car floors are then cushioned with a 4 inch bed of either excelsior or wood shavings on which the smaller pieces are placed after having been hoisted from their place in the mill by an electric crane and slung into the cars on slings made of rubber belts, where the workmen engaged in this work place it in its position with back



Method of Crating Fluted Columns for Shipment

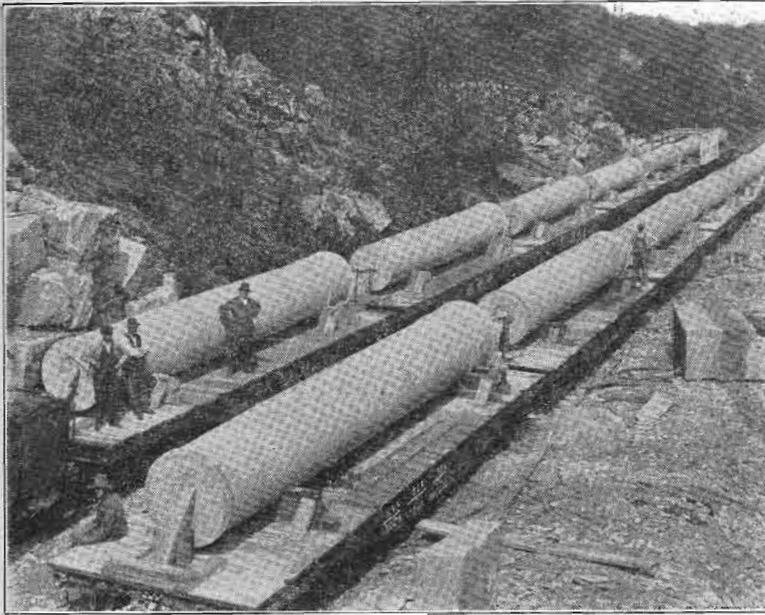


Interior of a Mill

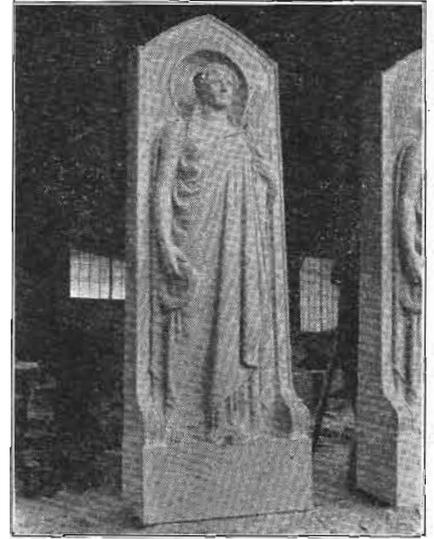
the mill to the cars, and from the cars to the building with pins and wedges, this being the last operation before loading.

The so-called car blocking now remains, this process is the loading of the pieces on the cars so that they will reach destination with minimum damage, and in general may be described as follows: The cars are first cleaned

of stones to car sides, separated with a cushion of tamped excelsior or wood shavings, and the remainder of the load built in in a similar manner with excelsior and wood shavings as the separating material. Where larger pieces are shipped they are placed on wood bearing strips on the car floor and often the car sides are also stripped to keep the pieces away from the car



Shipment of Columns for Pennsylvania Railroad Building



Memory



Courage



Patriotism
Indiana War Memorial Carvings

sides, and in the event that the pieces are of exceptional value and would necessitate considerable delay in the event of breakage, they are separately crated and then packed in ground stone which has been passed over a half inch screen. Men who are engaged in this work are experts in the packing and shipping of stone, many of whom have been engaged in this operation for 25 years. Where especially large pieces are loaded they are either loaded on flat or gondola cars and often protected with a housing built over them and finally covered with waterproofed paper to avoid any stains which may result from transportation hazards.

Our railroad in common with the other roads serving this industry in the stone district, is putting forth every effort to so handle these shipments that they will reach destination with safety, and all employees having to do with the handling of this commodity should realize that even though it happens to be a car of stone, it can be seriously damaged by rough handling.

It should be borne in mind that these shipments are forwarded just as they will be required in the erection of a building, and that when a piece is broken or damaged, often because of this, it slows up the work at the building, for the piece has to be duplicated at the mill, which also throws their program out of order, all of which is added expense to both the mills and the contractor, frequently necessitating the suspension of work until replacement is secured, and finally in a loss to the railroad in the form of freight claims, and general dissatisfaction to all concerned.

Occasionally a better method of packing or blocking some piece is suggested and if found practicable the stone shippers or their loaders are ready to adopt it as they much prefer these loads to be delivered without exception.

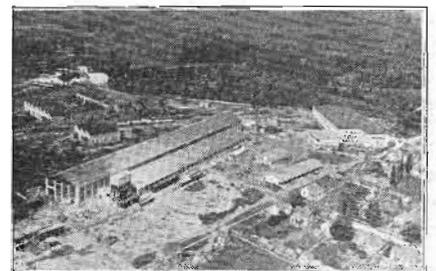
In the event of a wreck or derailment of a car or cars of finished stone, where it becomes necessary to transfer or rehandle the shipments, it is not good prac-

tice to do so without first securing the services of a man well experienced in the loading and stowing of this commodity, and many cars are carded not to attempt it without first wiring the shippers. Of course there may be times when this cannot be done but at any rate where it can be, the instructions should be respected, and they will send one or more men to make the transfer.

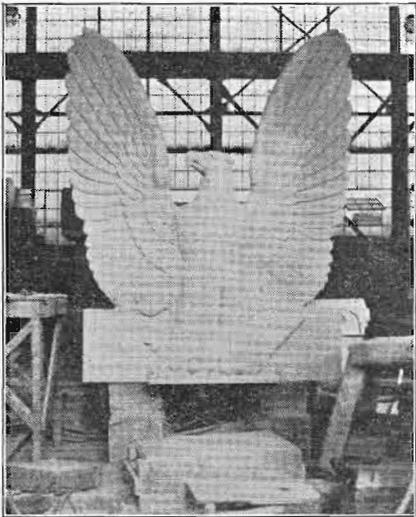
The accompanying photographs with this article will serve to illustrate some of the more important operations from the quarrying to the finished product.

The lathe, another most important machine varies in size and is capable of turning all types of stone work, from small balusters to huge monolithic columns 40 feet in length, and has established a record of a 28 foot column in three days, which formerly took six weeks when done by hand. The shaper, the header, and the pneumatic air hammer now used by stone cutters are other inventions that have greatly reduced production costs because of the great saving of time and labor.

Thousands of visitors including architects, contractors, public works officials and sight seers generally visit the mills and quarries each year, and not long ago the governors of 30 states visited them, and for an hour they stood on a flat car in a beating rain, fascinated by the spectacular demonstration of the channeling machines cutting through a 200 ton block of solid stone; and cheered as the massive block was drawn from its place and turned on its side ready for the further



Airplane View of Mills



A Carved Eagle—6 Feet High

dividing into blocks suitable for mill use. In ancient times, and in fact until within recent years the method of carving statuary was done with the chisel and mallet, and took unlimited time to produce; but today this work is done with the air chisel and many fine and artistic pieces are carved with minimum time and effort. Recently there were 24 double life size figures produced in one of the mills for the new war memorial at Indianapolis, with each figure cut from a



A Lantern Base

solid block of selected stone. This work began last October and was finished in April of this year and delivered to the building site without a flaw.

This delivery was accomplished by the Milwaukee and The Pennsylvania railroads.

Without becoming too technical and at the risk of wearying the reader, some of the physical characters of the stone as determined by the bureau of standards of Washington, D. C. are here given.

Crushing Strength	
Dry	7757 lbs. per sq. inch
Wet	7123 lbs. per sq. inch
Absorption Percent	
By Weight	4.60%
By Volume	10.58%
Weight per cubic foot.....	144 lbs.

The above figures being general averages.

After a visit to these great industries one will leave with the conviction that Indiana Limestone has been correctly named The Aristocrat of Building Materials.

Co-operation and Personal Interest

By F. J. Swanson, Car Foreman, Chicago, Ill.

Paper read at Car Foremen's Association of Chicago Meeting, May 14th.

CO-OPERATION between the employer and employee is absolutely essential and necessary for the progress of any "Go-getting" business enterprise. In order to have co-operation there must be personal interest and pride in the work that is being performed—these two inspirations must work hand-in-hand with those who want to make a success of life.

The Railroad Industry of today is one of the largest enterprises in this Country, having an estimated total mileage of 420,000 miles, which is more than 33 per cent of the world's railroad mileage. The Railroad investment in the United States is about Twenty-four Billion Dollars, and, in order to improve their property, keep pace with the growth of the Country and increase the efficiency and economy of railroad operation, they have spent during the past five years about Four Billion Five Hundred Thousand Dollars for improvements.

The Class One Railroads employ about one million seven hundred seventy-two thousand men, paying out a direct sum in wages of about two billion nine hundred eighty million dollars annually, and, in order for the Railroad to succeed, there must be co-operation with the employer and the Shipping and Traveling Public; the employee must take personal interest in his work, use common sense in all operations—no matter what capacity he is employed.

Car Department employees can do a lot of good in this respect in helping to increase the efficiency and earnings of the Railroads of this Country. I will try to give you some facts and figures tonight that will show you why it is necessary that we co-operate to the fullest extent with our employer, our fellow worker, the Yardmaster, Trainmaster, Train Dispatcher, or any employee in the Railroad capacity as well as the outside Public, so that we can continue to have good business without periods of any severe depressions. This can be accomplished only by adequate and dependable transportation which we must all assist in obtaining.

During the year 1923, the Class One railroads spent four hundred seventy-five million, four hundred thirty-three thousand, six hundred eighty-nine dollars to maintain their Freight equipment which is an average of two hundred five dollars per car according to the number of Freight-carrying cars in service, also at that time there was a total number of 8.0 per cent unserviceable Freight cars on the Lines in bad order.

During the year of 1926, the same Railroads spent three hundred seventy-

seven million, seven hundred two thousand, five hundred twenty-eight dollars in repairs to maintain their Freight equipment, at an average of one hundred sixty dollars per car according to the number of cars in service; also have a reduction in bad order cars to 6.5 per cent unserviceable freight cars on their lines, which shows a considerable reduction or improvement.

In the year 1927, bad order conditions again show reduction of 5.9 per cent.

These figures can be greatly reduced by Car Inspectors making a closer inspection on all freight car equipment, whether in Interchange movement or in the Transportation Yards, to determine whether the cars have any old defects, such as broken draft bolts, draft arms, center sills or channels, couplers or parts, brake riggings, arch bars, wheel or truck parts, defective air brakes—which in many instances cause derailments in the yards or enroute and also cause the pulling out of draft gears, which all tends to add new brakes or defects on the cars which increases the cost of Freight Train Repairs and also destroys and wrecks a large number of cars.

We also have the so-called Rough Handling or Yard Damage to Freight equipment in our Transportation or Train Make-up Yards. The Car Inspectors, Safety Appliance Men and Car Oilers can be of wonderful help to the Operating Department by reporting any Yard damage to the Car Foreman or Supervisor in charge, giving the track location and yard, time of day it occurred, engine number, name of conductor or foreman in charge of the engine that damaged the cars, as it is found that considerable damage is done in all Railroad Yards, especially side swiping or cornering. The Operating Department are always glad to receive this information so that they can then take up with those responsible for proper correction.

Large savings can be made if Car Inspectors will closely watch and report any cases to their Supervisors of damage that is done to open top cars by unloading of Clamshells or unloading machines. It has been found in closely following up with the Consignee of unloading concern, that they want to co-operate with us and discontinue the damaging of open top cars with unloading machines.

Car Oilers or Box Packers can do wonderful work in helping to reduce Freight car costs by giving cars proper inspection to journal box packing, journal bearings and trucks in general and

see that they are properly lubricated to aid in preventing hot boxes and cut journal conditions, as such conditions usually mean wheel changes, which, in most cases, are still fit for further service. There is only one way to reduce the Freight car costs, and that is by all departments working closely together and co-operating to the fullest extent. Car Inspectors should make close inspection of equipment so as to catch old defects or flaws which are causing considerable trouble and Trainmasters and Yardmasters should investigate all so-called Rough Handling or Yard Damage with the Switchmen or Trainmen responsible and explain to them what expense it means to the Railroad in the way of repairing equipment, fuel costs, switching costs, per diem delay in moving of freight to destination, reduction in car-mile haul and numerous other costs which enter into the damaging of equipment. A little personal interest and co-operation by all concerned will create a marked improvement.

Perhaps it would be interesting to know that fifty years ago our freight carrying cars only had a carrying capacity of six tons, while today we have freight equipment of forty, fifty, seventy and even one hundred-ton capacity. Furthermore, during the last ten years there has been a remarkable improvement and development in the construction of cars, the most noticeable being in the class of underframes made up of steel construction, also steel superstructure; also the friction draft gears which all help to increase the carrying capacity about 35 per cent. This, of course, means larger trains and larger tonnage and increase in the car-mile haul, also increase in the ton per mile haul. Statistics show that the average freight train on the Class One Railroads in the year 1920 consisted of thirty-seven cars per train; in 1926, this had increased to forty-five cars per train or an increase of 22 per cent. This equipment carried 498 tons of freight for the distance of one mile in 1920. In 1926 this figure had increased to 532 ton miles or an increase of 7 per cent. The gross ton per train in 1926 was 1736 tons as against 1780 for 1927. The net tons per Freight train in 1923 was 716 tons as compared with 27.2 for 1927. Train net tons per loaded car in 1926 was 27.4 as compared with 27.2 for 1927. Train speed miles per train hour in 1923 was 10.8 as compared with 12.3 miles per hour for 1927.

The average miles per car daily in 1923, which covers each Freight car moving and also Freight cars held out account of bad order, cars being loaded and unloaded and also surplus cars held for orders, covers a distance of 27.4 miles per day. In 1926 this increased to

30.4 and in 1927 increased to 30.7 miles per day. This will show you the general increase or progressive improvement in car handlings or haulings and this also can be increased to a still higher efficiency by closer inspections by our Car Inspectors and Carmen and closer co-operation between the Operating and the Car Departments also by proper handling of equipment.

When loaded cars are received from our connections, it is necessary many times to mark them bad order for our different repair tracks account of worn out wheels and make wheel changes. This, you are all aware, increases the cost of car handling, decreases car-mile haul, increases per diem, and worst of all, delays the movement of freight, which, in many cases, means a loss of business. Then too, we receive cars, as do other railroads, with old defects such as broken draft bolts, broken and split center sills and draft timbers, broken draft arms and center channels, broken truck bolsters and cracked truck frames and other such defects which mean that the cars have to be marked to the repair tracks for repairs, and, in many instances, transfer of contents, which all cause increase of freight car costs and decrease of Freight car revenue. We are receiving here at Chicago in Interchange movement from connecting lines an average of 21,000 to 25,000 loaded cars per month, these cars being mostly consigned to points on our lines outside of Chicago and other connections, being loaded in most cases with high class freight. Out of this amount it is necessary for us to mark an average of 300 to 350 cars monthly, bad order, for the repair track for wheel changes.

This condition can be greatly improved upon if the Operating Department and the Car Department work more closely together, that is, co-operate. For example—a great many cars are loaded at outside points where no inspectors or Carmen are employed, and some of these cars carry old defects and are delivered to connecting lines, who, when they receive these cars, mark them bad order return when empty. Then again, a number of these cars have hidden or concealed defects which are not visible while the car is under load. These cars are unloaded by the Consignee and the Station Agent or Transportation Department allows the concern that unloads these cars to reload them with the old bad order defects in existence. This could be reduced to a great extent and suitable cars furnished if the Operating Department would notify the Car Department to have these cars inspected, and, where no inspectors are employed the Agents should have proper instructions to inspect this equipment.

Where empty cars are ordered for placing at the different loading platforms, freight houses and industries, the Operating Department should work closely with the Car Department to have the cars inspected before loading so that good order cars can be furnished. These are conditions that exist daily and can be reduced by close co-operation between the Operating and the Car Department. The old idea of passing the buck or bad order car to the other fellow and letting him fix it, is not Railroad economy or co-operation and only reduces business as a whole on all Railroads.

Increased car miles can be obtained by allowing the Car Department sufficient time in which to properly inspect and put in condition all road or time freight trains. By not having sufficient time, the result is that a considerable amount of delays occur enroute, such as hot boxes, break-in-two's, etc., and that is where the Yardmaster and the Carman should co-operate closely. By the Yardmaster keeping the Carmen fully posted enough ahead of time as to what cars are going out, the track, location, time of departure and then have the train made up in ample time to give the train proper attention and air tests, will cut down road delays.

We will now see what it is costing the Class One Railroads in Loss and Damage to Freight, or Freight claims which the Car Department plays an important part in and can greatly assist in reducing. Figures show that there is an average of 6,100 cars loaded every hour with revenue freight amounting to 152,500 tons per hour and below I am quoting some interesting figures and data on this subject.

You will note the very large decrease in 1922 over 1921, which is practically a hundred per cent reduction; also the remarkable reduction made in 1925, 1926 and 1927 over the year 1924, being an average of Nine million, five hundred thousand Dollars (\$9,500,000.00) reduction. The Car Department are very much interested in the defective equipment which has shown a decided decrease every year, also delay which has shown a decrease almost every year, and, in addition to this, the wreck and derailment cases have decreased. Every year large amounts of money are paid out in Live Stock Packing House Products, Butter and Eggs, Perishable Goods, Fresh Fruits and Vegetables, Flour, and also for large amounts in grain.

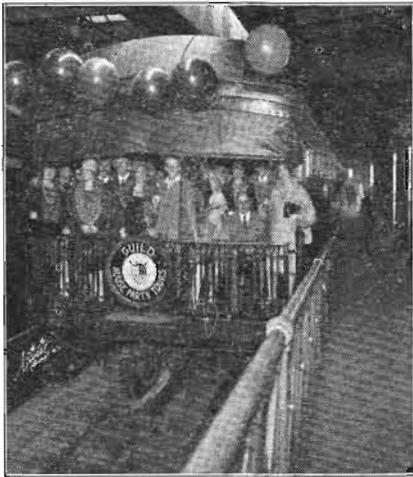
Concluded Next Month

Grandpa in a speedy car,
Pushed the throttle down too far,
Twinkle, twinkle, little star,
Music by the G. A. R.

—Exchange.

FREIGHT CLAIM PAYMENTS YEARS 1921-1926 INCLUSIVE—CLASS ONE RAILROADS—CLASSIFIED AS TO CAUSES

	1921	1922	1923	1924	1925	1926	1927
A—Unlocated Loss Entire Package.....	\$13,171,035	\$ 5,026,332	\$ 4,002,221	\$ 3,370,467	\$ 2,379,206	\$ 2,531,459	\$ 2,139,057
B—Unlocated Lorr Other than Entire Package.....	7,534,344	3,284,101	2,874,582	2,597,173	2,136,246	1,873,822	1,739,142
C—Unlocated Damage.....	14,220,455	6,928,645	7,707,947	8,273,312	6,969,120	7,538,047	7,960,407
D—Rough Handling.....	14,079,195	8,248,660	8,895,212	9,584,984	9,079,731	9,624,342	10,342,269
E—Imp. Handling, Loading, Unloading or Stowing.....	2,092,144	1,038,243	940,676	939,716	805,779	831,755	816,115
F—Defective Equipment.....	9,942,974	4,873,995	5,537,977	4,287,050	3,569,194	3,047,299	2,939,720
G—Imp. Refrigeration or Ventilation.....	2,597,273	1,528,847	1,488,871	1,307,670	917,588	735,369	669,040
H—Freezing or Heater Failure.....	1,104,127	863,311	892,667	943,823	795,190	724,599	764,089
I—Delay.....	10,488,361	5,021,506	6,707,595	7,607,597	4,365,009	3,380,396	3,518,613
J—Robbery Entire Package.....	4,404,770	2,324,881	1,473,279	1,253,611	838,411	738,940	694,355
K—Robbery Other than Entire Package.....	5,519,977	2,481,839	1,644,205	1,079,782	654,040	575,561	456,781
L—Concealed Loss.....	1,319,058	583,840	544,439	504,784	322,270	301,261	267,406
M—Concealed Damage.....	2,225,914	1,510,351	1,791,862	2,148,475	2,110,787	2,420,105	2,673,474
N—Wreck.....	4,841,040	2,611,515	3,516,249	3,073,168	2,694,388	2,623,718	2,603,309
O—Fire or Marine Loss.....	900,090	467,443	309,204	226,785	208,633	319,416	216,802
P—Error of Employees.....	2,289,620	1,293,486	1,123,391	1,064,146	926,505	920,686	912,480
	\$97,630,466	\$48,552,438	\$49,039,581	\$48,489,328	\$38,980,730	\$38,506,731	\$38,713,059



An Art Crafts Guild Party Leaving Chicago

Something New Under the Sun

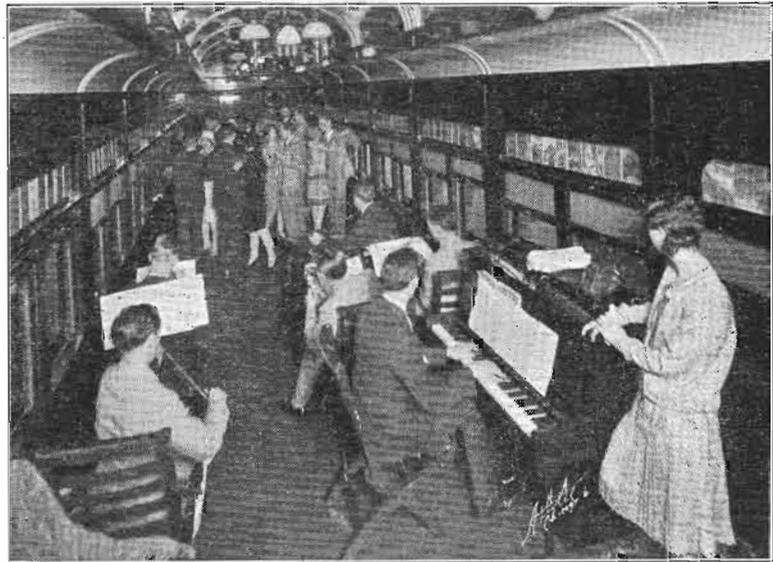
Now we have "house parties" on the rails. We can a-traveling go, revel in the sights and scenes of our wondrous world while at the same time we are enjoying the pastimes and amusements of a large and congenial house-party. Witness the music and dancing in these pictures.

This special form of vacation recreation is offered by the organization known as the Art Crafts Guild Travel Bureau. Their house parties tour the United States in special trains equipped with all the paraphernalia for the pleasures of travel and of house-party amusement. The membership in these "House Party Tours," to quote from their prospectus, "is open to all persons of culture and refinement, regardless of age, who feel a desire to travel; and who wish to do so under the guidance of an organization which will provide those intangible refinements so necessary to complete enjoyment."

The party shown above is the first of a series of ten which will tour the Northwest via The Milwaukee Railroad, leaving Chicago as second 17. The first party left on June 24th, and each succeeding Sunday for ten weeks witnesses a similar jolly company on their way to Yellowstone Park, the scenic Rocky Mountain land, The Sound Coun-



One Car Arranged for Dancing



An Orchestra Accompanies Each Party

try, Alaska, Rainier National Park, the Pacific Coast, etc. These parties, start-

ing out over The Milwaukee, have varying itineraries on the return.

Twenty Years a Section Boss

A Letter from an Old Timer
Savageton, Wyoming.

Dear Editor,

and friends of the Milwaukee Road. On March 1901 I began working on the Milwaukee as section laborer at Lucerne, Mo., under R. H. Cunningham, section foreman; and I afterwards worked under Pat Kelley, Eb. Bowers and others. I was promoted to foreman in 1903 and worked under Roadmaster Wm. Shea, R. H. Seymour, N. D. Brown, Wm. Metcalf, F. M. Barnoske; and we had on the Kansas City Division in those years, as superintendents, Ed Wright, Edgar Laas, J. A. MacDonald, N. P. Thurber and B. F. Hoehn. I worked as laborer, foreman, extra-gang foreman and roadmaster and quit the railroad

game in 1922 and come to Wyoming to make my home on a ranch. I am in the northeastern part of the state, about fifty miles west of Gillette and about the same distance northeast of Salt Creek oil fields.

There are lots of opportunities here for a man with a little capital just the same as there is in the Milwaukee Railroad territory, where there are plenty of chances for the man who hits the ball, as the saying is, and has a little education. Education is what counts most nowadays—first you must have a fair book knowledge and then be educated in your line of work. If you are a section foreman, roadmaster, general roadmaster, or whatever else, you must be educated in your own particular line. It may have cost you lots of hard work and the company you work for plenty in dollars, to

educate you. Did you ever stop to think that the mistakes you have made in getting your training in your own line, has cost someone money. You don't notice the cost so much when someone else is paying the bill, as you do when you have to pay the expense yourself. I can illustrate this by telling of one of my experiences while getting my own railroad education. Most of my work was under Mr. Shea. I worked for him both on the railroad and on his farm, and during the short time I worked on his farm, I learned that anything that was worth doing at all was worth doing well, for he would not have it done any other way; and on the railroad, when Mr. Shea came on your job, he was going to learn something himself or teach you something. I remember very well in my first two weeks as section foreman, Mr. Shea came

along and dropped off a note for me to fix a rough spot sixteen rails east of bridge 588. I tried to fix it, but it was not to Shea's satisfaction, and the second day afterward I got a similar note and went back and tried it again, but failed. On the sixth day I got a note from him saying to meet him on arrival of No. 3 and ride over the section. When I boarded the rear end of the train, Mr. Shea was standing there with a very serious look on his face, and he said: "Why don't you fix that rough spot near 588?" I said, "Well, I have been up there twice and tried to fix it." He replied that this was a four degree curve and a fast piece of track, and much out of line. I was told to go up there the next day and fix it, and said he: "If you can't fix it, write me a note saying you can't do it and I will come up and

show you how." Now that was a fatherly spirit, and I knew he meant every word he had said, so I did not want the name of having had to have the roadmaster come out to line a piece of track for me; so I got busy and got my lesson learned. I was all day measuring that curve and lining it, but I never heard from Mr. Shea again about it. I got my education, and Mr. Shea was a splendid teacher, but it cost the railroad both time and money.

While working on the farm for Mr. Shea, he had registered Hereford cattle, and I got the idea at that time, that some day I would like to have a bunch of the same kind of cattle: Today, my brother and I have 133 head of registered Herefords, besides this year's calf crop; and we have 61 graded cattle besides this year's calf crop.

We need a railroad here very much, and we would like to see the Milwaukee extend their line from Rapid City or Faith, So. Dakota, into this country, up the Bellefourche River and across to Salt Creek, Wyoming.

I have always enjoyed seeing The Milwaukee Magazine, and when I worked on the road, always read it all, particularly the Safety First news. Sometimes I get one nowadays through one of my friends back on the railroad, but haven't seen one for a year or so.

We are enjoying good health and a fair portion of prosperity, and hope all of our friends of the Milwaukee Family are well, happy and prosperous.

Yours truly,

(Signed) J. W. Hardin.

Doctoring the Locomotive

THE twentieth century locomotive is a wonderful piece of mechanism, but, just like that most perfect of all machines, the human body, it is liable to suffer from a score of indispositions, arising out of misuse, over-work and innumerable other causes. The problem of minimizing engine failures is ever with us, and there is a vast field of study open for the locomotive engineer in devising ways and means of maintaining the locomotive in perfect going order and reducing to a minimum the time spent idle in the shops.

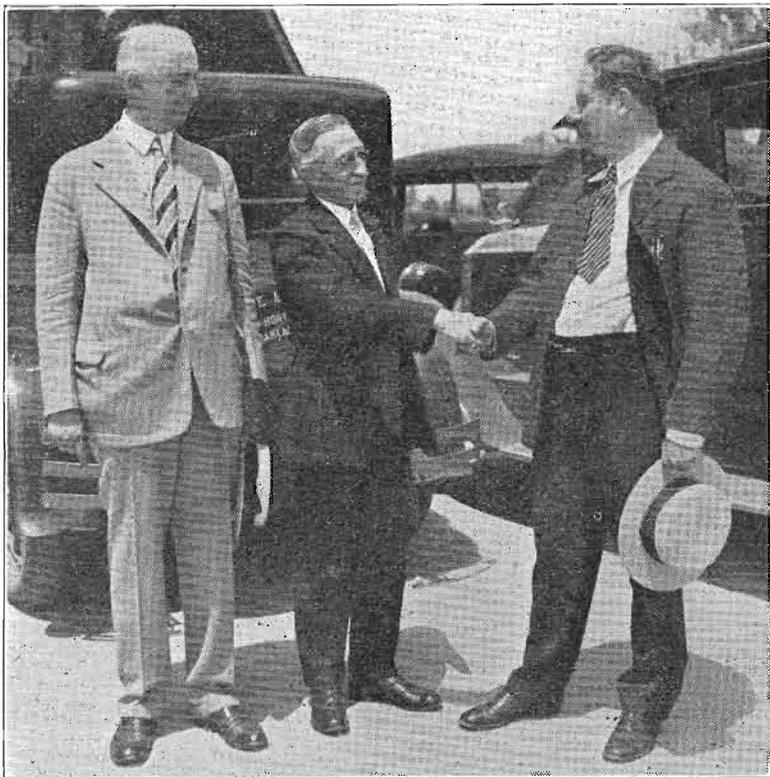
On the London, Midland & Scottish road there were some 877 locomotives in the shops awaiting or undergoing repairs at December 31, 1927, or 8½ per cent of the total locomotive stock of the road. The London & North Eastern had 773 engines in shops at this date; the Great Western 680; and the Southern 432. It is impossible to eliminate locomotive failures altogether, for certain failures are due to defects in material which cannot be foreseen. A great deal, however, can be done by the running shed staffs to minimize engine failures arising out of other causes, and by emulating the physician who always seeks to ascertain the root of the trouble, to afford relief to the several ailments to which the locomotive is a martyr.

A locomotive may develop a hot bearing, and having received attention in the shops, turned out again for service, without any attempt being made to ascertain the origin of the trouble, and to put that trouble at rights. Leaky tubes may be repaired and the locomotive returned to traffic without any endeavor being made to get at the root of the trouble. Many of these common ailments of the locomotive can be avoided altogether by the intelligent examination of enginemen and others who have had experience of the machine in running. The gospel which tells us that "prevention is better than cure" is a very wise one, and it is a gospel which all concerned with locomotive design and running would do well ever to bear in mind.—*The Railroad Herald.*

The Teacher Learned

Teacher: "Surely you know what the word 'mirror' means, Tommy. After you've washed, what do you look at to see if your face is clean?"

Tommy: "The towel, sir!"



Agent Klingler Being Congratulated

Celebrates His Fifty-fifth Year of Service

Coincident with the opening of The Milwaukee's fine new North Avenue Station at Milwaukee July 9th, 1928, Veteran Agent C. H. Klingler, who is known personally to a very large contingent of our personnel, and by reputation to a great many more, celebrated his fifty-fifth year of service with this company.

Mr. Klingler started railroad service in 1873 as relief agent and operator on the Northern Division, and came to Milwaukee the following year, where he has since been stationed, serving at the various stations of the city. He was for many years at Chestnut Street, when that busy terminal was the loading point for hundreds of cars of beer from the nearby breweries, which included the largest of those once-famed Milwaukee industries. Mr. Klingler, in reminiscing of those days recalled "way back when" in 1893, the year of the World's Fair at Chicago, two hundred cars of beer daily, moved out of Chestnut Street Ter-

minal on their way to cool the thirsty throats of Columbian Exposition visitors.

Have Given Gallatin Gateway Balls

The following chapters have given Gallatin Gateway Dances, Card Parties, Teas and Dinners since January 1st:

- Cedar Rapids, Iowa.
- Chicago, Ill.
- Deer Lodge, Mont.
- Green Bay, Wis.
- La Crosse, Wis.
- Mitchell, S. D.
- Perry, Iowa.
- Portage, Wis.
- Sioux Falls, S. D.
- Spokane, Wash. (Malden Unit)
- Tacoma, Wash.
- Three Forks, Mont.

A free trip through Yellowstone Park via the Gallatin Gateway was given by the Chicago Chapter to the holder of lucky number.

The Sioux Falls Chapter gave a free all expense tour to the Pacific Northwest via the C. M. & St. P. R. R. to Seattle.

THE MILWAUKEE MAGAZINE

Union Station Building
Chicago

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CARPENTER KENDALL, Editor
Libertyville, Illinois

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A Stopless Stop-Over

THE Passenger department has in the month made an announcement of interest in its novelty, as well as in the enjoyment it is to afford the patrons of our Coast trains. The Olympian, west bound, consumes one hour and one minute from the time of its arrival in St. Paul and its departure from Minneapolis, during which time a sight-seeing motor coach leaving the Union Station in St. Paul immediately after the arrival of No. 15, tours the business and residence districts of the Twin Cities, arriving in Minneapolis in time to continue westward on the same train. This little outing on the side, is accomplished for the small cost of one dollar, and tickets are purchased from the dining car steward. General Passenger Agent Dixon is to be congratulated upon the happy thought by which Olympian patrons are enabled to include among the pleasures and pastimes of the trans-continental trip, a glimpse of the countless beauties of St. Paul and Minneapolis.

University of Washington Demonstration Forest

The Forestry department of the University of Washington, is sponsoring a unique experiment in reforestation and sawmill operation. They have a demonstration forest of 2,200 acres about one mile north of La Granda, Washington, which they have been enabled to purchase through the generosity of Mr. Charles Lathrop Pack, who has financed the entire experimental operation.

The Milwaukee road have installed a spur serving the Pack Forest Mill, and it is estimated by Mr. Burt P. Kirkland, professor of Forest Management of the University, that some ten million feet of timber will be removed from that area as soon as possible. Their plans contemplate keeping the area in a continuously productive condition, which will result in the shipment of approximately one million feet of timber annually.

The tract will be kept covered with growing timber, instead of being allowed to lapse into waste land, and the training which forestry students will receive through the operation of this experiment will be watched with interest by the public of the Pacific Northwest, where lumbering is a chief industry, and reforestation of non-agricultural land, one of the problems of the day.

Milwaukee Employes Pension Association

NOTICE

In the General Meeting of the members of the Milwaukee Employes Pension Association held in Chicago, March 17th, 1928, a recommendation to place the age limit for accepting applicants for membership in the Association at forty-five years of age, effective with July 1st, 1928, was submitted to the Board of Directors of the Association for consideration.

The Board of Directors, after duly considering said recommendation, deemed it advisable and to the best interests of the Association to place the age limit at forty-five years as recommended, but in order that due notice may be given to all concerned, fixed the date, making this recommendation effective, at October 1st, 1928, and the following resolution was unanimously adopted:

BE IT RESOLVED that effective with October 1st, 1928, no applicants for membership in the Milwaukee Employes Pension Association, who have passed their forty-fifth birthday, be accepted.

Employees who are still under fifty years of age, but will attain forty-five years of age before October 1st, 1928, are earnestly requested to make application for membership in the Pension Association immediately, as applicants for membership who have passed their forty-fifth birthday can be accepted as members only up to October 1st, 1928.

As is evidenced from the condensed financial statement below, the Pension Association has built up total assets to the value of \$1,393,044.30, and no employee eligible for membership in this Association can afford not to take advantage of the opportunity to become a member.

CONDENSED FINANCIAL STATEMENT

As at June 30th, 1928

ASSETS			
Cash in Bank.....		\$ 688.34	
Accrued Interest Receivable.....		22,709.41	
Investments:			
Bonds	\$519,872.52		
Mortgages	848,589.45	1,368,461.97	
Office Equipment		1,184.58	\$1,393,044.30
LIABILITIES			
Pension Fund	\$1,175,363.04		
General Fund	54,904.94		
Advance Payments and Sundry Credits.....	910.50		
Refund Certificates Payable.....	4,149.00		
Income	157,716.82		\$1,393,044.30

C. W. MITCHELL, Secretary-Treasurer.

The Milwaukee's Lightning Twins

(Olympian Columbian Trains)

Wm. D. Totten, Seattle, Wash.

GRAND, occidental, transcontinental,
Olympian, Columbian trains,
With wings of lightning, our wonder
heightening,

You fly across the Western plains.

Through city, village and fields of till-
age,

Where pioneers frontiers have won,
Electric giants wheeling defiance
To time, with you their courses run.

Beauteous reminders of old pathfinders,
Who trod the lonely Indian trails,
On-rushing thunderous, superbly won-
derous,
You reign as monarchs of the rails.

By sparkling fountains, through tunneled
mountains,
Whose snowy summits pierce the sky,
In valleys glacial, from cars palatial,
Sweet sylvan scenes delight the eye.

At high speed very o'er flowery prairie,
High silver lakes and rushing streams,
O'er care victorious, we see the glorious,
Enchanting fairy-land of dreams.

With twilight lowering, by tall peaks
towering,
Down in the winding canyons dim,
Comes loudly sounding echoes abounding
The roaring cascades' mountain hymn.

And in the dark night by brilliant car-
light,
That beautifully gleams and glows,
No one molesting, but calmly resting,
We linger long in sweet repose.

Or listen thinking of rhythmic clinking
And humming of the wheels below,
As gently riding and smoothly gliding,
Along the gleaming rails we go.

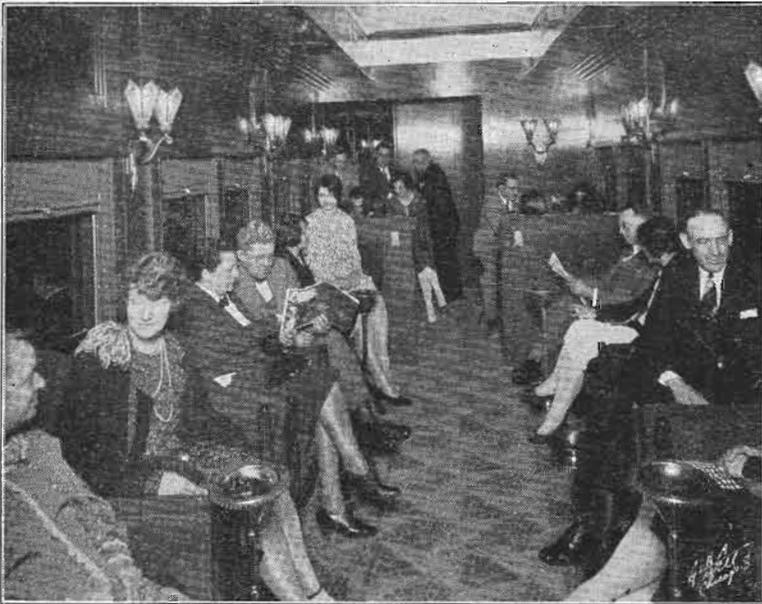
In queenly splendor you service render,
No slow pretender can surpass,
And swiftly speeding, rivals unheeding,
You do the best of them outclass.

Man's best creation in transportation,
Shall lead as lightning flyers can,
Milwaukee's thunderous, superbly won-
derous,
Columbian Olympian.

"Have you much room in your new flat?"
"Mercy, no. My kitchen and dining room
are so small we have to use condensed milk."



Looking Toward Lounge End

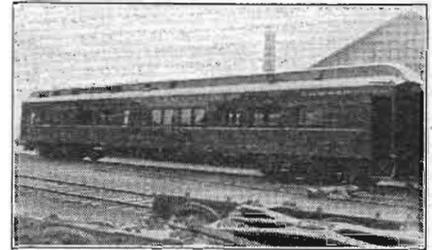


Down the Center of the Car



The Writing Compartment

upholstery is mohair and wool epingle and the lighting fixtures are old silver with glass shades in the straight line and angular designs that constitute "art moderne." It will be seen, also, that the chairs, sofas and other furniture are all fashioned similarly—straight lines and angles instead of the familiar curves of an older day. The illustrations accompanying show the inviting interior of these cars with all their attractive arrangements for comfort and for luxurious travel.



Club Car Hennepin

The Old Elkader Line

Elizabeth M. Paul

EVERY time the magazine arrives I scan the pages for something from the I. & D. Division and quite often there is an interesting article from some one on the East or the West end, but I have never found a word from the Elkader Line, and I wonder how many ever give us a thought or even know there is such a station on the map.

We are not dead nor sleeping. No, we are very much alive and wide awake. I suppose though in order to get into the lime-light one must "toot their own horn" as the saying goes.

We have one of the prettiest little cities in the North West although rather isolated down here between the bluffs with the river coursing down through the middle of the town.

We have plenty of business of all kinds, geniality, good will and friendliness mixed in, and when you consider the social side of it, it really has no equal.

Now if there is another station on the I. & D. Division of its size that does more business in the railroad line or any other I would like to hear from it.

Of course the autos have demoralized our passenger business in a measure same as everywhere else, and we must suffer alike in that line. These autos have done more than that. They have taken a lot of sociability out of life and they have caused a lot of grief in some

(Continued on page 15)

The Pioneer Now Regularly a Two-Section Train

Beginning July 2nd, out of Chicago, and July 3rd out of the Twin Cities, the Pioneer Limited operates regularly as a two-section train, and The Milwaukee is with this new service, the first railroad west of Chicago to regularly operate a two-section train. This adds another to our long list of pioneer achievements.

To make this second section of our famous train, in every way, the equal of the high standard of perfection and beauty of equipment and appointments belonging to the old, established Pioneer Limited, the second section is a new train throughout, its Pullmans corresponding exactly to those placed in operation last year on the first section. The club cars are Milwaukee equipment and

are named the Ramsey and the Hennepin, which are the counties in Minnesota in which the Twin Cities are located. They are the last word in modern art as it is applied to interior decoration. "Art Moderne" is the Ritzi appellation attaching to the style and decorations of these two new club cars which were built and finished completely at West Milwaukee Shops under the critical eye of Superintendent of Car Department Nystrom. The design of the furnishings and the color schemes are by a noted interior decorator who even went to Paris to secure the small but effective details which give distinction to decorative ensembles.

The color scheme for these cars is Bordeaux blue and silver, the tables and desks are birdseye maple, the tables having a diamond inlay of French burl. The

History of Milwaukee Electrification

Edmond S. McConnell

(Concluded)

THE primary difference between the familiar steam engine and the electric locomotive lies in the fact that the steam locomotive is a complete power plant in itself, converting the latent energy of fuel and water into mechanical force applied at the rims of the driving wheels through the medium of the steam engine. The electric locomotive on the other hand is not a power producing machine, but must receive energy in the form of electricity from some outside source, which it converts into mechanical force applied to the driving wheels.

As compared with the steam locomotives, the electric locomotive is the infant prodigy. It is less than one hundred years since Faraday made his momentous discovery that has resulted in the electric dynamo. At that time the steam locomotive was an established practicability and had assumed some semblance of its present form, but in the thirty-odd years since the first electric locomotive was built, the infant has far surpassed its older brother in size and power.

There is nothing mysterious about the electric locomotive for essentially it is nothing more than the application of huge electric motors to a traction machine. The motors themselves are comparatively simple, and the same thing is true of the methods of connecting the motors to the driving wheels. The apparent complexity of the electric locomotive results from the auxiliary apparatus which is required and from the control equipment with which to control the motors.

The electric locomotive may be said to have been developed from the electric street car, and in fundamental principles it is similar to that familiar vehicle. Current is taken from a third rail or overhead trolley wire and through the medium of control apparatus consisting of switches to govern the motor speed and rheostats to limit the starting current, is applied to the traction motors, causing their armatures to revolve. The torque or turning effort of the armature is then geared or otherwise connected with the driving axles and wheels. Because of the comparatively high voltage at which current is supplied to the locomotive, a considerable amount of auxiliary and controlling apparatus is required that is unnecessary for the street car. Thus, while it is possible to use the body of the street car to carry a load of passengers, the space within the body of the locomotive is occupied by the auxiliary and control apparatus.

As there are three general schemes of railroad electrification, *i.e.*, single phase alternating current, three phase alternating current, and high voltage direct current, there are corresponding types of traction motors, but there is little question but that the direct current series motor such as used on the "Milwaukee" locomotives is the ideal traction machine.

Many books have been written about railroad electrification and electric locomotives, but in this short chapter only the briefest sort of description and explanation of the "Milwaukee" "motors," as the locomotives are called, can be given.

The main line locomotives originally furnished for the initial 440-mile electrification in Montana were of uniform design except that thirty units were geared for freight service and twelve for passenger service. The passenger locomotives were equipped with oil-fired steam boilers for train heating. This type of locomotive was distinctly a freight design, but notwithstanding this fact they gave excellent results in passenger service. All of them have long since been changed over for freight service due to the fact that passenger type locomotives were purchased. There are now twenty-six main line freight motors on the Rocky Mountain and Missoula Divisions and sixteen similar units on the Coast Division.

To replace the original passenger motors and to handle passenger trains over both electrified zones, fifteen new passenger locomotives of two different types were purchased, making the complete motive power for the Electrification as follows:

Type of Locomotive	"Milwaukee" Class	Members	No. in Service	Weight in Tons	Date in Service	Builder
Freight	EF1	10200-10241	42	288	1916-17	G. E. Co.
Passenger (Bipolar)	EP2	10250-10254	5	260	1920	G. E. Co.
Passenger (Quill drive)	EP3	10300-10309	10	300	1920	W. M. Co.
Switching	ES2	10050-10053	4	70	1917-20	G. E. Co.

Builder:

G. E. Co.—General Electric Company.

W. M. Co.—Westinghouse Electric and Manufacturing Company.

Note:—The Quill Drive Passenger Locomotives were built jointly by the Westinghouse Electric and Manufacturing Company and the Baldwin Locomotive Works.

The freight locomotives, Class EF1, are built as two duplicate half units permanently connected together, although each half unit is capable of independent operation. This feature has been taken advantage of and a few of them have from time to time been separated into single half units and supplied with suitable drawbars and couplers for use in light freight and work train service.

Freight locomotives Class EF1 were the first direct current locomotives ever built to operate at a potential as high as 3000 volts and the first to employ direct current, regenerative braking. Incidentally they are the largest, most powerful direct current locomotives in the world, and though they have been in service about ten years, during which time there has been marked progress in the field of railroad electrification, they are still very remarkable machines both mechanically and electrically.

They have a total weight of 288 tons, a starting tractive force of 146,000 pounds, and are capable of maintaining a continuous tractive force of 70,700

pounds at a speed of sixteen miles per hour. These figures may be contrasted with a huge mallet type steam locomotive weighing 281 tons, including tender, which is only capable of maintaining its tractive force of 70,400 pounds up to about eight miles per hour.

The freight locomotives are able to haul a 2500-ton trailing train at a speed of approximately sixteen miles per hour on all grades up to one per cent. On two per cent grades the trailing load was originally limited to 1250 tons, but this limit has been increased to 1400 tons in actual operation. Through freight is made up into trains ranging from 80 to 120 cars approximating 4500 to 5000 tons trailing. One locomotive heads the train and is able to haul it over a large proportion of each division alone, but where heavy grades are encountered one or two helper locomotives, depending on the steepness of grade and size of train, are placed in the train, each with a proportionate part of the total load behind it. Once up the hill, one or both helpers are cut out and the leading motor continues alone with the entire train.

Each half unit of the freight locomotives are equipped with four 1500 volt traction motors, insulated for 3000 volts to ground, for series operation. Each motor has a one hour rating of 430 horsepower and a continuous rating of 375 horsepower, making a normal rating of 3440 horsepower and a continuous rating of 3000 horsepower for the locomotive as a whole.

Each traction motor is twin geared to its driving axle, a pinion being mounted on each end of the armature shaft. The armature pinions mesh with a large spring-mounted gear on the driving axle inside the wheel. The driving torque is

transmitted from the large gear to the driving axle through short coil springs interposed between the gear rack and gear center, the latter being rigidly keyed to the axle. Thus ample flexibility is obtained by the use of the spring gear and a spring nose suspension for the motor which minimizes the effect of all shocks and also reduced gear wear to a minimum. The traction motors are of the commutating pole type with long longitudinal ducts in the armature for forced ventilation, provided by a blower in the cab.

The control equipment is arranged for multiple unit operation. The main 3000-volt switches or contactors are located in steel compartments in the center of the cab of each half unit. These electromagnetic contactors are actuated from a master controller, somewhat like a street car controller, which is located in the engineer's compartment. The controller is simply a switching control mechanism which calls into systematic operation the various contactors and switches in the apparatus compartments of each half

unit. By means of the control apparatus the various motor combinations of (1) four motors in series in each half unit or (2) two parallel groups of two-in-series in each half unit are arranged, thus giving the necessary speed control. Beneath the contactors and in the same compartment are the resistance grids which are used to limit the current to the traction motors while starting the locomotive.

On the first notch of the master controller all four motors of each half unit are in series with all resistance in the circuit, each additional notch cutting out a portion of the resistance until on the seventeenth notch all starting resistance has been eliminated. This is the series running position, and on this notch the locomotive operates at approximately half speed. Passing through the 18th and 19th notches, the transfer switch is thrown from the first (series) to second (parallel) motor combination. Notches 20 to 30 are the parallel resistance steps, and the 31st controller notch, called full parallel, is the second running position which gives full speed for normal leads. The last or 32nd notch is called the shunt position. In this notch a portion of the field current of each traction motor is diverted, thus allowing higher speed under conditions of light load.

Current for the control circuits is furnished by a motor-generator set. One of these sets is located in each half unit of the locomotive and consists of a double commutator 3000-volt direct current motor, a double commutator 40-80 volt generator which supplies current for regenerative braking, and a small 120-volt control current generator. Two slip rings are provided on the control current generator for supplying low voltage alternating current for the headlights. On the end of the motor-generator shaft is a blower which supplies forced ventilation to the four traction motors of each half unit.

Current for the locomotive is taken from the trolley wire by a pantagraph type current collector, one of which is mounted on the roof of each half unit. The pantagraph is of the double slider type with a working range of 17 to 25 feet above the rail. It is raised and held in position against the trolley wire by long coil springs which are elongated by means of an air cylinder and piston. The contact elements are of the same metal as the trolley wire so that current passes from copper to copper. Under normal conditions of operation only one pantagraph is used, the second being held in reserve as a spare, but when ice or sleet covers the wire, both are used, the forward one serving to break the ice from the wire.

All of the "Milwaukee" electric locomotives are designed for double end operation, and on the freight locomotives the engineer's compartments are located at the extreme ends of the locomotive. As on steam locomotives the engineer's position is on the right hand side. At his left hand is the master controller and reverser switch, and surmounting the master controller is the regenerative breaking controller. Immediately in front of him are the various electrical meters, speed gauge, and air gauges. The brake valves are located close to his right hand and ranged about him in convenient positions are sundry other controls

such as head light and cab light switches, sander and bell ringer valves.

The cab is heated by an electric foot warmer and an electric cab heater, the latter being the only piece of 3000-volt equipment in the cab. However, it is totally enclosed so that there is never any danger of the enginemmen accidentally coming in contact with high voltage.

The Westinghouse Type EL-14 air brake equipment used on all of the "Milwaukee" electric locomotives is practically the same as that on steam locomotives except that a motor driven compressor is used to furnish compressed air. On the freight locomotives one of these 3000-volt compressors is located in each half unit, and each compressor has a capacity of 150 cubic feet of air per minute. Aside from the air brakes, compressed air is used for train signals, whistles, bell ringers, sanders, pantagraph operation, and parts of the control equipment.

The main line switching locomotives, four of which are now in operation, are of the swivel-track, steeple-cab type, each weighing 70 tons and equipped with four solid-gear traction motors. The motors are of the box frame, commutating pole type designed for 1500 volts with an insulation of 3000 volts to ground. The control equipment is much

more simple than that of any of the other locomotives, for through locomotives are not arranged for regenerative braking. A single pantagraph current collector of the type used on the other locomotive is mounted on the cab roof.

On the Coast Division the traction motor armatures of the locomotives are mounted directly on the driving axles, thus eliminating all gearing, and the bipolar fields for each motor are carried on the track frame, allowing full freedom for vertical play of the armature between them. This type of construction having two field poles per motor gives rise to the name "bipolar."

The bipolar locomotive has a total weight of 260 tons, of which nearly 88 per cent is on the drivers. It has a starting tractive force of 123,500 pounds at 25 per cent coefficient of adhesion and is capable of maintaining a continuous tractive force of 42,000 pounds at a speed of 28.4 miles per hour. These figures may be compared with a powerful Pacific type steam locomotive weighing 204 tons, including tender, which has a maximum tractive force of 40,750 pounds—less than one-third that of the bipolar—and a continuous tractive force of 25,600 pounds at a speed of 27.5 miles per hour.

To Be Continued.



The track supervisor received the following note from one of his track foremen:

"I'm sending in the accident report on Casey's foot when he struck it with the spike maul. Now, under Remarks, do you want mine or do you want Casey's?"

A black hand letter addressed to a wealthy man demanded \$25,000, otherwise they would kidnap his wife. Through error the missive was delivered to a poor laborer by the same name who replied: "I ain't got no money, but I'm interested in your proposition."

HELP WANTED!

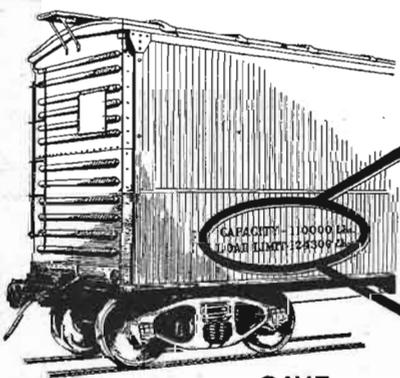


GRAIN SHIPPERS!

REDUCE
 EXPENSE OF LOADING
 UNIT COST OF HANDLING
 DEMURRAGE AND SWITCHING CHARGES
 TRACK SPACE REQUIRED FOR YOUR TRAFFIC

BY
 LOADING BOX CARS TO FULL CARRYING CAPACITY

LOOK FOR THE LOAD LIMIT MARK



THE
 ACTUAL
 CAPACITY OF
 A BOX CAR IS
 THE LOAD LIMIT
 FIGURE RATHER THAN THE
 NOMINAL CAPACITY PLUS TEN
 PERCENT. LOAD TO WEIGHT
PRESCRIBED BY LOAD LIMIT.

For best results weigh grain into car. If grain line is used as guide, take density of grain into account, as grain lines are based upon average weight grain

SAVE
 ONE CAR OUT OF EVERY TEN FOR
 YOUR OWN AND YOUR NEIGHBOR'S LOADING
 BY MAKING EACH BOX CAR CARRY A FULL LOAD

LOOK FOR THE LOAD LIMIT MARK

AMERICAN RAILWAY ASSOCIATION
 CAR SERVICE DIVISION

Moving the 1928 Grain Crop
 AS is customary at this time of the year, we have started assembling cars for grain loading in the grain territory. System cars that are fit for grain loading are being moved from other territory as directed in specific orders to the grain loading divisions. In addition to this, the Car Department has started a program of cooping approximately 200 cars per day so they will be in condition for handling grain. The loading on our railroad during the grain season ranges from about 8,000 to 21,000 cars per month, the peak loading period usually being in September or October.

To successfully move the normal grain crop it is necessary to have in storage in the grain territory at the start of the movement approximately 6,000 cars, and to accomplish that result, it is, of course, necessary that cars fit for grain loading be conserved for that service, and that each individual employe carefully observe the instructions that are issued from time to time in connection with the prompt and proper handling of this class of equipment.
 We frequently work grain cars to the grain territory under load with merchandise in order to avoid empty mileage, with the thought that the cars will

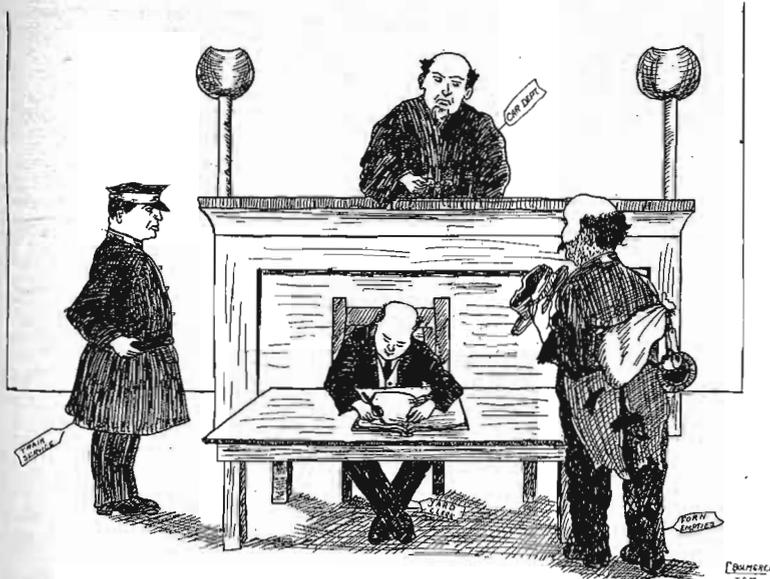
be released on grain loading Divisions and promptly placed in storage for that loading. This objective is defeated if, upon arrival in the grain territory, the cars are kept in merchandise service, moving from one freight house or platform to another, as that means that the cars eventually will come back East under load with merchandise. Employees on grain loading Divisions can be of considerable assistance in the movement of this year's crop if they will see to it that any cars fit for grain are taken out of merchandise service or any other service that does not require equipment of this class, so that the largest possible supply may be available for the grain when it commences to move.

We have purchased 2,500 new box cars, deliveries of which should be made in time for their use in the grain trade this season. All of these cars will be 100,000 capacity. We already have a large number of 100,000 capacity box cars, and this year a vigorous campaign is going to be carried on through the Shippers' Advisory Boards as well as in other ways to try to educate shippers to the value of loading cars with grain to the full weight carrying capacity of the car. A reproduction of a recent circular issued by the American Railway Association appears elsewhere on this page. These circulars are being distributed to shippers through the Advisory Boards, Railroad Agents, etc., and we are very hopeful that this year we can have a much larger percentage of cars loaded to the load limit.

While it is a little early to know definitely what the crop will be this year, at the present time conditions as a whole are quite favorable, and while there are some portions of the railroad where the movement will be less than last year, on other portions there will be a little increase, so that as a whole it now appears that the movement will be much the same as last year.

The rapidity of the movement depends largely on market conditions and various other factors which the Transportation Department keeps in touch with through reports and advices received from the various agricultural bureaus, Advisory Board Committees, Terminal Grain Committees, Station Agents and others. It is because of the fluctuations in the movement that plans and instructions covering the handling of grain cars are sometimes changed quite frequently, and the entire success in handling the movement depends upon the cooperation of the individual employes along the line in carrying out these instructions as issued from time to time.

It has been many years since we have had any car shortage of consequence. One of the biggest things that can be



JUDGE "I'LL GIVE YOU UNTIL MIDNIGHT TO LEAVE TOWN"

Safety First, Claim Prevention and Kindred Things

Adolph C. Knudson

THE writer has before him as he writes, minutes of the "Safety-First" and "Claim Prevention" meetings held at Harlowton June 18, 1928. A study of these minutes show how closely "Claim Prevention" and "Safety-First" are related.

To a great extent the same factors, carelessness, poor condition of tools and equipment, lack of cooperation between employer and employe, etc., contribute alike to injuries to shipments and employes. Rough planks in a warehouse platform will not only cause breakage to eggs and glassware, but will cause an unnecessary jar to the physical being of the trucker which, if it occurs very frequently, will cause him to become tired and worn out long before the day's work is over.

To gain better and safer conditions for the workers and better handling of shipments there has to be cooperation. The rank and file of the employes, of all departments, must show an inclination to work in the interest of his or her employer—not just sufficient to get by well enough to keep their names on the payroll. They should, and must, take pride in turning out as good work as they are capable of. An employe that takes pride in doing good work, is usually a careful one.

On a railroad the transportation of freight and passengers is the main source of revenue. Therefore, we must all be business getters and business holders. The Operating and Traffic Departments, alone, can not hold the shipments, once they are secured, over our lines. They must have a track, kept in condition by the track department; the signalmen must see to it that the signals are in working order; the cars must be kept in repair by the carmen; the mechanical department must keep the motive power in repair and it behooves the stores department to keep a working supply of materials, that are in demand, on hand at all times. All these must be done before the train and enginemans can even think of taking a train out of a terminal.

With the equipment in proper condition, and properly loaded, chances of damage to shipments—and human life—are considerably reduced. Yet, there must be cooperation from the switchmen, trainmen and enginemans, to bring complete success. These men, in switching at terminals, must do their work in a safe and sane manner; for, careless work on their part will undo the painstaking efforts of the other departments. They must exercise caution when switching near public or employes' crossings.

Each shift at the shop, repair track, freight house, station and yard, could have some employes, members of a general, terminal, "Safety First" committee. These committeemen could be trained in administering first aid. Then, if an accident should happen the victim will have the advantage of better care until he can receive the attention of a doctor.

Getting back to the meetings of June 18th. The "Claim Prevention" meeting was called to order at three o'clock with

(Continued on page 16)

done to insure against car shortage, however, is maximum carloading, utilizing

the cars that are available to the fullest advantage.

The Old Elkader Line

(Continued from page 11)

ways, but we would not condemn them for we all enjoy a joy ride once in a while. The busses too are butting in, in many places, too. They tried it here, but they were short lived, and quit 'cause it didn't pay. And so we do not fear the trucks. Our people do not encourage them much, and as a whole our patrons here are very friendly towards the railroads. Keep on the good side of your business men, talk to them, keep in touch and sympathy with them in their business, encourage them by giving them your trade, and they will stand by the railroad to a man.

We have the best class of people in our town that you can find anywhere. Ninety-nine out of a hundred will stand by the Railroad if you treat them right and we are expected to do that. With no detriment to the company, courtesy, geniality and sympathy and a personal interest thrown in always wins friends. I don't mean just seeming that, but a real feeling of love. Make it real, but love your job best of all.

We must love and respect our superiors, try in every way to give them the best there is in us and we can't help but make our work a success. But we must keep on boosting too and keep "hollering" to be heard.

We are glad to stay and get all the business we can for our road.

Our train makes two trips a day. It's a bit lonesome not to have them lay over here as in days gone by and we could make the morning connections at Marquette, but we manage very nicely in taking care of the business in this way, and saves the Company money.

Conductor Cotant seldom misses a run and his brakeman, I. T. Hahn, and genial Express Messenger Al Holtz, who also acts as brakeman, are ever on the job.

The front end of the train is managed usually by John O'Brian and his fire-

man, H. Cole. Engineer Gallagher also runs in often. No accidents, "Safety first." I do not see these men often enough to get acquainted. I smiled at the fireman once and he smiled back.

Clarence Wangness, our clerk, is manager of the baseball team "Clayton County Boosters." They say he is a good coach, too. L. D Crane, the helper, flies around as if everything, both inside and outside the station, depended on him. Sure got the pep.

Fred Rodas hauls the express in connection with other business. Then we have our section crew. Since Wm. Smith died John Jungblut is section boss. He has some men under him now and they keep the track in fine shape. Henry Jungblut, Roy Hill and Wallace Lamphier keep busy.

When I came on this job in the fall of 1891 we had only one train a day. My eleven years' previous in St. Olaf were even more tame, so I enjoy the progress we have made.

I suppose some of us will be eligible to a pension this fall. I sincerely hope they will not make me quit work and go on a pension yet. I want to earn my money same as always and let the "old folks" go on pension, folks at my age should work and in four more years I will pass my fiftieth milestone in this work. I love it and I hope I can make my record.

I forgot to mention our Fair Ground. You all want to come to our Fair. We have the finest grounds, the best water and the most room. Nothing lacking in convenience, everything modern and sanitary.

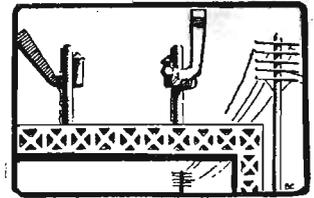
I wish all our superiors could visit our Fair.

I am sorry I have not secured a Gallagher. I guess there is too much pleasure and scenery around here.

I shall keep on trying though and maybe I may yet succeed.



BUREAU OF SAFETY



Whole-hearted Cooperation

Written by Chas. Kaser and read at Safety First Meeting held at the Machine Shop, Atkins, Iowa.

IN the year 1927 we went 197 days without an accident, and up to this date we have 92 days. This is no miracle—just some whole-hearted cooperation from the fellow members, and our superior officers in charge of the different crafts and shifts in this shop. We have established a record, of which we can indeed be proud, perhaps boastful.

Experiences have shown that the more you put into anything the greater the reward. I do not believe that we could ask for a greater reward than the satisfaction that we have derived in making our work and the other fellow's work less hazardous.

Remember in this way you are not only serving your fellow workmen, but their families and scores of others. Life is sweet, but so much sweeter when you are serving his cooperation, the recipe for all success—failure through lack of it.

In industries, particularly in railroad work, there are numerous ways for accidents to occur; some result from carelessness, some from being too hasty, and others are purely accidental, but all of which could be avoided.

We have shown in this Safety First Campaign that the spirit of cooperation cannot be denied, but this is only the beginning; we must keep on with this good work. We have laid the foundation, now let us continue it, it is well worth while.

There are several important subjects to be considered in the successful operation of the railroad, but I know of none more important than the "Prevent Injury" movement. Railroads each year pay out thousands of dollars in the settlement of claims which is an absolute loss to the Company and to the employe losing a like amount due to being off duty on account of an injury.

The loss of money is only secondary compared with the injured employe passing through life with the loss or dismembered limb due to accident. In some cases when the accident proves fatal the family left behind is robbed of their livelihood. About 50 per cent of all accidents are due to carelessness.

If employes would abide by the instructions they receive from the supervisory forces and give consideration to the warnings appearing in literature, bulletins and other educational matter, posted on Bulletin Boards and elsewhere, personal injuries will be reduced to a minimum.

Accelerated Upward

A lad called Reckless Reginald Took singular elation In racing railroad trains, to test His car's acceleration.

At crossings he would never pause,
Though engines warned "Toot-tooty"
To "step on it" and shoot across
He thought his bounden duty.

He tried it once too often
The crash was loud and sharp—
His car is in the junk heap,
While Reggie plays the harp.

"A Safety Sign can't talk, but it is not so dumb as the fellow who disregards it."

Mr. Speeder, You'll Care

Supposing your child should leave its own yard

For a romp or in search of a ball,
If its mother were busy and had not the time

To step out and give it a call.

Supposing some speeder should race down your street

As if he were taking a dare—
And crush the life out of your little child;

Mr. Speeder, do you think you would care?

How little you care for the other man's pain

In your reckless pleasure and greed;
How little you care what it costs someone else,

As you travel at dare-devil speed.

But just let it strike in your family some day,

For you and your loved ones to share—

Then you'll slacken your speed and you'll take time to think;

And then, Mr. Speeder, you'll care.

—Dayton Motor News.

Safety First and Kindred Things

(Continued from page 15)

Trainmaster A. C. Kohlhasse in the chair. The chairman, after stating that the purpose of these meetings is to discuss claims and mistakes and how to prevent them, remarked, "The low attendance today is caused by conditions being such, stress of the season's work, etc., that many heads of departments are unable to attend." "Am pleased, however, to see some of our trainmen present, as these employes come in direct contact with the handling of freight and passengers which get the benefits or detriments, whichever the case may be, of the results of the Claim Prevention Bureau."

Some of the suggestions follow:

Mr. S. F. Philpot, Traveling Inspector, Lewistown, displayed some posters covering livestock losses and other posters showing claim payments, subdivided as to causes, which he is posting in Yard Offices and on bulletin boards. He also stated that conditions were very favor-

able, on the Northern Montana division, for a bumper wheat crop again this year. Therefore, our track scales should be in good condition.

Mr. A. J. Carlson, Conductor, suggested that shipments for mines at Jefferson Island mines be loaded in Jefferson Island car, at Butte where this business originates or is transferred, and set out at mines platform.

Mr. D. H. Burrell, Conductor, suggested that a skid plank, the same as used by some roads, should be adopted at some stations for unloading freight into warehouse to avoid dropping heavy articles onto the ground.

C. E. Steinhouser, Acting Agent Harlowton, replied that Harlowton is having some new "one man" platform planks made for transferring freight from platform to cars and between cars.

Mr. A. J. Carlson, Conductor: "At Three Forks we need a new portable platform for stock loading and unloading as the one on hand is too narrow and permits stock to get between side gates and platform, which might result in injury to stock.

Mr. A. C. Kohlhasse: "In marking way-bills we should be more specific in showing notations about bad orders and old defects." In discussing loading of company material it was found that Store Department is doing much better marking, tagging and loading recently.

Mr. H. L. Stamp, Storekeeper Harlowton, told of a favorable comment made to him by the manager of the Milling Company at Harlowton, who said that during the past season the Milling Company has filed no claims for grain losses due to poor equipment. This is a very creditable record as this mill handles considerable grain and indicates that cars were in good condition.

It was suggested that carload shipments of automobiles, en route from the east to the coast, should have doors opened and blocking inspected at two or three points and, if needed, reblocked before actual damage takes place. Meeting adjourned at 4:10 P. M.

The "Safety First" meeting was called to order at 7:00 P. M. with Mr. A. C. Kohlhasse in the chair. There being an attendance of twenty; these were, with two exceptions, supervising officials—really, the writer was the only lesser light there.

Mr. A. C. Kohlhasse: "We are sorry that the Superintendent was unable to be here tonight.

"We are criticised on this division very severely for some of the showing we have made on the Rocky Mountain division as compared with other divisions. In February we were in 22nd place and 8th in March, showing considerable improvement."

There were no representatives of the Car Department or the Trainmen in attendance.

CLAIM PREVENTION

FRIGHT UP THIS HANDLE WITH CARE

Live Stock Loading

Courtesy Chicago Drivers Journal

THE Chicago Live Stock Exchange, through its transportation committee, offers these suggestions to shippers:

A car of stock well loaded will shrink less and be in better shape when delivered to your commission firm than one improperly loaded.

Stock ships best when moved to the loading pens with care, avoiding excitement or over-exertion.

Stock should reach loading pens a sufficient length of time ahead of loading to make it possible for the animals to cool and rest before loading.

During hot weather hogs while in the loading pens should be given plenty of water.

Shippers should see that cars are well bedded; sand or similar material preferable for hogs during hot weather.

For hog loading during hot weather interior of car should be thoroughly wet.

Stock should not be loaded more than one hour before actual departure of train.

All stock should be carefully counted into cars.

Stock should not be overloaded; overloading causes excess shrink, depreciation in value and oftentimes death and injury.

During hot weather railroad company should drench hogs whenever necessary.

Crippled stock or vicious animals should be separately penned in the car.

During hot weather heavy feeding before loading or in the car is a dangerous practice.

On hot days, if practicable, four to six bags of ice hung in a car with hogs is highly beneficial.

Rough Handling and Unlocated Damage

THE graphic chart circularized and issued May 1st, 1928, by Superintendent Wicke of the Claim Prevention Bureau, outlines in glaring figures the cost to our railroad in freight claims chargeable to ROUGH HANDLING AND UNLOCATED DAMAGE and which runs, upward of 50% for all claims presented in our Loss and Damage Account for the year 1927, is just a repetition of what has transpired in all years previous and indicates clearly to all of us that our largest field for reducing freight claims lies in the Rough Handling Account, and our activities should be applied in that direction.

To properly analyze causes for freight claims and thereby devise ways and means to avoid them, the Claim Prevention Bureau in preparing statistics, has classified the various causes in ten items, the total amount of claims for nine of them being somewhat less than for the remaining one, and which is our notorious and much criticized Rough Handling

Account. On first thought, one would be inclined to feel that this is one item which apparently has not been given attention because of it being so much out of proportion with the result of the items. However, we must not lose sight of the fact that practically every employe on the railroad, directly or indirectly engaged in the movement of freight is more or less responsible for the Rough Handling Account.

Before applying the remedy, we must first determine the cause and that can only be done when the employe or the condition responsible for the damage has been located and corrective measures applied. For suggestions I will present the following:

Terminal Operation

Reduce the number of movements in getting a car to its respective track or train, personal interest on the part of a switchman and yardmaster will save many unnecessary handlings of a car, thereby avoiding damage to the load in the car as well as forestall the time that it becomes a candidate for the repair track.

Proper blocking or grouping of cars in a train to avoid unnecessary handling on the road or terminal.

Freight house loading to be regulated to conform with train blocking, thereby minimizing switching after cars are loaded; if freight house track facilities are adequate, cars should be loaded so that road trains can be run direct from freight house track with all cars properly blocked or grouped without any switching necessary.

Early departure of merchandise and time freight trains requires fast switching in departure yards and fast switching denotes consequent rough handling. A good deal of this can be reduced by the switchman asking his fast moves when he goes in after a cut instead of when he is classifying the cars, even if it is a pretty sight to see six or eight cuts moving down a lead at the same time; headed for various tracks, it being a nice opportunity for one of the cuts being slow and a resultant side-swipe and of course damage to freight.

Transmission of signals by switchmen should be clear and distinct and given in sufficient time for the enginemen to carry out the move properly, the engineman of course must be ready and act immediately when the signal is given. Harmonious action and clear understanding between all members of the crew in transmission and reception of signals will bring good results.

Lengths of cuts should be well regulated and slack action reduced by short cuts permitting better handling on the part of the engineman.

The Yardmaster is the fellow who can control and practically eliminate rough handling in yards, particularly so because his duties bring him in close contact with the yard train and enginemen and the Yardmaster who has ac-

quired a personal interest in claim prevention work is the man that will solve a large portion of our rough handling problem.

All cases of damage to equipment and which are reported by the Car Department should be matched up with 142 reports and Yardmasters together with yard foremen held responsible for the proper rendition of reports to permit of prompt investigation to determine responsibility for damage to equipment. Shifting the blame by yard crew will be a thing of the past when our yardmasters refuse to shield those responsible for accidents in territory under their jurisdiction.

The management of this railroad when improving or increasing terminal yard facilities should, in large terminals, where traffic is heavy, replace flat switching with hump operation, the humps to include automatic car retarders which have already established the fact that by such operation, rough handling of cars and damage to equipment as well as freight, is almost entirely eliminated. The car retarders serving a two-fold purpose, inasmuch as they also avoid the need of car riders and do away with that hazardous occupation.

Road Operation

Road trainmen to be careful in transmission of signals when switching at stations or on trains so that hard shocks will not result. I have in mind a case recently whereby a draw bar was damaged on a passenger car necessitating car being set out for repairs which was due to improper transmission and reception of signals between the conductor and engineman. It is therefore plainly to be seen that when such damage occurs to our passenger trains, how far reaching this matter may be, and no doubt is, in the handling of our freight cars and trains.

Conductors and trainmen should avoid setting the air from rear of train, the enginemen should be able to do it much better and without shock to the cars and every effort should be made to transmit signals to him before resorting to the use of conductors' valve in the caboose and only do so in case of emergency, or in other words, to prevent an accident. I know of a conductor who told me that he had used the brake valve successfully for 25 years and never had an accident and the very next trip caused three draw bars to be pulled out when the air was applied from the rear, and as we all know, helped to swell our rough handling and unlocated damage account in freight claims.

The Road Engineman likewise carries a responsibility in this work; he is on the receiving end when signals by hand or lamp are involved and therefore must be sure of what the move is to be and how it should be carried out. The brake valve on the engine, manipulated by the enginemen can either make or avoid

freight claims; personal interest, therefore, on the part of the engineman and a lot of supervision and instructions by the road foreman of engines in the manipulation of this brake valve is going to reduce this unnecessary expense.

Way freight conductors and trainmen can, without question, not only reduce rough handling of LCL freight when loading or unloading it, but they can eliminate it altogether by PERSONAL INTEREST on the part of the Conductor in this matter and by instilling this interest in the trainmen that work for him.

Freight House Operation

Constant supervision and instructions by the Agent and Foreman, to freight house employes, is necessary to keep this matter before them; meetings should be held regularly by the agents and foremen, such meetings to be attended by Division Officers so far as possible.

Car Department

Break-in-two's and emergency stops on the road at high speed result in unmeasured damage to both equipment and freight, a major portion of these will be avoided by proper inspection and repairs to draw bars and coupler fittings and especially so to air hoses which should be changed out before they do give way on the road.

Claim Prevention

D. Fletcher, Agent, Elk Point, S. D.

A CLAIM is something brought about by someone's mishandling or improper service, something had to be wrong to bring about a claim. Therefore, more and better cooperation and personal interest of all employes will help to reduce claims.

As live stock claims are the heaviest I'd begin there, thoroughly inspecting all live stock previous to loading, taking note of any exceptions discovered, such as cripples or slow animals, noting the same on shipper's contract and on waybill, then see that car is sealed immediately on completion of loading.

Proper seal record often saves paying big claims, therefore, an unquestionable record should be kept, one that could not be questioned.

See that proper partitions are installed in mixed cars of live stock.

More thorough inspection of all cars previous to placement for loading, particularly floors, sides, ends and roofs.

Be present when inbound carload shipments are opened and view the conditions, inspect all shipments of freight regardless of kind, making note of any exception or any unusual incidents coming up and put same on shipper's bill the exact conditions.

Proper billing and marking of freight, proper stowing, proper bracing and loading in cars, handling to trains, that freight moves out on, also classifying cars as much as possible, all tends to avoid claims.

Have prompt repairs made to cars set out short of destination account mechanical defects, particularly perishable freight.

More careful switching of cars in terminals and more careful supervision at time cars are loaded will bring this account down to a reasonable basis, and cut Unlocated Damage in half.

Agents should be careful to make switch lists for trainmen, in order to get cars spotted promptly, thereby avoiding delays, to cars for loading and unloading.

Agents and other employes whose duties require them to make inspection of damaged shipments should so word their reports covering that the Claim Prevention Bureau will be able to handle in such a way as to prevent recurrences.

We should say just how many articles are damaged or stained and to what extent when things are broken, say whether a new or old break and why we think so, that the Claim Adjuster or investigator can give the shipper just what is due him.

Then with personal interest and cooperation of all employes, I believe claims could be reduced to a minimum.

Each employe on the railroad whose duties are associated with the actual transportation of freight in cars, be he a trucker or switchman, trainman or air man, yardmaster or engineman, is responsible for a portion of this great item of expense, and when the individual employe has been properly taught, properly instructed, and has properly learned this lesson of PERSONAL INTEREST by assuming and carrying all responsibilities of his individual position; then, and not until then, will we reach the desired objective in our movement of reducing Freight Claims.

J. H. Valentine,

Superintendent Superior Division

Tacoma Shop Notes

Andy

MR. WM. R. BARBER, Engineer from Marion, Iowa, paid us quite a visit during the early part of June, soliciting new members for the Milwaukee Employees Pension Association. Mr. Barber has set as his goal a 100% membership, and while here, he was very successful in securing a large number of members in several of the departments, especially in the Car Department, and through the efforts of Marshall LaVere, he was able to make that department almost 100% and through the magazine Mr. Barber wishes to thank Mr. LaVere, Mr. G. W. Taylor, Mr. Cessford and other supervisors, and also all the employes for their loyalty and cooperation in behalf of the Pension Association.

Mr. G. W. Taylor and Wm. Strinsky, seem to have different opinions on the road conditions between Tacoma and California. We cannot see how this could be, for Mr. Taylor rides in a Chrysler which we understand make all roads seem good, and of course Mr. Strinsky is still more modern, for he rides in aeroplanes, and does not get close enough to the road to feel what it is like, unless air pockets are due to rough roads and detours.

Al Simmons, Griever for the Car Whackers is going in strong for outdoor sports, especially Croquet, on his private links at American Lake—he can be observed almost any night between 8 P. M. and 4 A. M. with a polo Stick in one hand and a flash light in the other chasing a wooden ball around.

Glen Hogan, well known sportsman, or, as our club reporter in the woodmill district says, he is a machine operator, with a scotch disposition, well anyway, some energetic salesman recently pried him loose from enough change to purchase a Pontiac sport model coupe. Mrs. Hogan was very much surprised, as we under-

stand she was expecting him to bring home a 1910 Ford.

W. Strinsky does not seem to be satisfied with coining big money on oil stocks, but he is also butting in, we have heard, and trying to steal a patent on a dust guard machine, which was originated by Ambrose Anderson and patented by him. There seems to be skuldugery afoot, and Ambrose will have to take the matter up with M. Pat Pending for expert advice.

Paul Landgraf is spending a couple of weeks visiting relatives and friends in Pennsylvania.

Wilbur Lauckhart went to Kopolis beach recently to hear what the wild waves were saying, and found that they were talking Jap to some stranded ship and he could not understand, but whatever it was, they must have been all wet, he then went to Lake Quinalt, to see what line they peddled there, and found it was fish, he went in the hotel to get a bite, then sat outside and gave the mosquitos a bite, and all in all, he had a swell time.

Ethel and Walter have taken up golf—we don't know why—they are both so young and such nice people too. They tell me that Walter almost made a hole in one—I suppose that was one hole on the first shot, then he dug about two hundred holes on the next shot, that is what you call taking the green off the green. Ethel is practicing to get the proper stance, but she is not pigeon toed enough and can't hold the pose long enough for a snap shot, and still maintain her equilibrium. She also carries a cage and a bucket of feed for the birdies she gets, and not only that, but she intends to send a bill to the golf club, for clearing land—that's hard work, but she claims it's fun. We suggested that with her experience she might write a few articles on "How to use a Mashie for Pulling Stumps" "Plowing, Weeding and Cultivating Is Pleasant Work with a Midiron" or "Drilling Wells with a Driver" and many others, but you never can tell, some day they may take up a homestead, and the experience will be a great help, of course, they could not very well be expected to milk a cow with a niblick, but a brassie could be used for scrambling eggs.

Well, as the old saying goes, "Where there is smoke, there must be some Joe Mason."

Wiggs Shiplett spends his days winding armatures, and his evenings spinning yarns for his two young slap landers.

Leonard Johnson has been keeping his eye peeled on the keyhole, ever since one of our famous Anglers claims that he left a mess of fish (Lut) on Leonard's door knob. Door knob donations is going to be Leonard's long suit from now on.

Paul Jasmer, that handsome young chap in Pentecost's office is on a two week's vacation, which we understand he is spending around Winona, and other points in that neighborhood. Wm. Killiman is acting as relief, during Paul's absence, yes, you are right, it is quite a relief. Frank Buchanan, is spending his vacation among the wilds and wets of Canada.

Mrs. W. F. Coors is visiting with relatives and friends in Detroit and New York, and expects to be gone for a couple of months.

Scotsman or Yankee?

On being introduced to a stranger on the Continent, the first question Scottie put to him was:

"Whaur do ye cam frae?"

"The greatest country on earth."

"Pit it there," said Scottie, extending his hand; "but I'm awfu' sorry to see ye've lost your accent."

Current Railroad Topics

Capital expenditures actually made by the railroads of this country for new equipment and additions and betterments to property used in connection with the transportation service, amounted to \$128,428,000 in the first three months of 1928, according to a report made by the bureau of Railway Economics.

Compared with the corresponding period in 1927 this was a decrease of \$26,594,000 while it also was a decrease of \$37,327,000 under the corresponding period in 1926.

Total capital authorizations as of April 1, this year, including the carry-over from 1927, amounted to \$593,757,000 compared with \$724,853,000 for the same period in 1927, and \$821,880,000 in 1926. This decrease in authorizations for this year is due principally to the smaller carry-over from the previous year. The carry-over for 1928 amounted to \$323,692,000 compared with \$455,828,000 for 1927 and \$467,057,000 for 1926. The authorizations for capital expenditures made between January 1 and April 1, this year, compare more favorably with those for 1927, being \$270,065,000 for 1928 and \$269,025,000 for 1927.

Capital expenditures for the past five years have aggregated \$4,338,721,000 as follows:

1923.....	\$1,059,149,000
1924.....	874,743,000
1925.....	748,191,000
1926.....	885,086,000
1927.....	771,552,000
TOTAL.....	\$4,338,721,000

The amount of expenditures during the first three months of 1928 devoted to purchase of new equipment was \$33,016,000, compared with \$55,346,000 for the corresponding period of 1927.

Roadway and structures expenditures aggregated \$95,412,000 compared with \$99,676,000 for 1927.

This decrease in equipment expenditures for the first three months of the year is due, in part, to the small carry-over from last year's authorizations for such expenditures.

The decrease of equipment expenditures this year is in line with smaller equipment orders and installations.

In the first three months this year, the railroads installed 9,820 freight train cars, which was a decrease of 3,636 compared with the number installed during the same period in 1927. Passenger train cars placed in service in the first quarter in 1928 totaled 537 or an increase of 80 over the same period the year before. Locomotives installed were about equal in the two years, there having been 435 in the first three months this year compared with 447 one year ago.

On April 1, the railroads had 22,233 freight train cars on order compared with 26,717 on the same day in 1927. Passenger train cars on order totaled 1,036 compared with 1,013 on April 1, last year, while locomotives on order on April, this year, amounted to 137 compared with 244 in 1927.

Capital expenditures actually made in the first three months this year for locomotives amounted to \$10,493,000 which compares with \$19,771,000 made during the corresponding period of last year. For freight cars, expenditures amounted to \$13,601,000 compared with \$18,192,000 in the first quarter of 1927. For passenger cars, capital expenditures in the first three months this year amounted to \$5,785,000 compared with \$12,346,000 for 1927.

Total capital expenditures for roadway and structures made by the railroads of this country in the first three months this year amounted to \$95,412,000. This was a decrease of \$4,264,000 under the same period last year.

Capital expenditures for additional track in the first three months in 1928 amounted to \$24,744,000 compared with \$30,145,000 during the corresponding period last year. For heavier rail, expenditures totaled \$9,621,000 compared with \$8,275,000 in 1927. For shops and engine houses, including machinery and

tools, expenditures totaled \$7,964,000 compared with \$10,941,000 in 1927. For all other improvements \$53,083,000 were expended in the first quarter of the year, an increase of approximately \$3,000,000 compared with the same period in 1927.

Detailed information regarding the purchases of materials and supplies by the railways in the year 1927 was contained in the same report.

The railways in 1927 expended \$1,395,928,000 for materials and supplies of all kinds. This total was distributed among the four principal groups of commodities as follows:

Fuel.....	\$438,821,000	31.4%
Forest Products.....	175,729,000	12.6
Iron and Steel Products.....	432,604,000	31.0
Miscellaneous.....	348,774,000	25.0%
TOTAL.....	\$1,395,928,000	100.0

In the case of some of the specific products, the compilation shows units as well as costs. These units, so far as statistics are available, are indicated in the following brief table:

Bituminous coal.....	130,190,000	net tons
Anthracite coal.....	3,199,000	net tons
Fuel oil.....	2,765,259,000	gallons
Cross ties (No.).....	97,135,000	
Switch and bridge ties.....	326,735,000	B. M. feet
Timber and lumber.....	1,285,289,000	B. M. feet
Steel rail.....	2,278,000	gross tons
Cement.....	2,673,000	barrels
Ballast.....	28,430,000	cu. yards

When these figures are related to the nation's production of the principal materials purchased by the railways, it becomes clear that the rail industry is not only a large buyer actually, but relatively as well.

The railways in 1927, for example, purchased four per cent of the anthracite coal output of the United States, and 25 per cent of the bituminous coal output. By direct purchase they bought 17 per cent of the timber cut; adding to this proportion their indirect purchases through the medium of equipment orders, construction work under contract, and the like, their total proportion of the timber output approximated 25 per cent.

In the case of iron and steel products, the railroad proportion has been estimated at 19 per cent. When steel rail alone is considered, this proportion rises to 86.7 per cent.

The corresponding percentage for cement is lower, although the proportion would be much greater if it were possible to ascertain the amounts of cement utilized by construction and other companies that carry out improvement contracts for the railways.

Direct purchases of materials and supplies by the railways in 1926 amounted to \$1,559,032,000. The corresponding total of \$1,395,928,000 for 1927 represented a reduction under 1926 of \$163,104,000 or 10.5 per cent.

Railway traffic was less in 1927 than in 1926 by from three to five per cent, varying as between the freight, passenger and other services. Railway revenues in 1927 fell off four per cent, and operating expenses more than two per cent. Maintenance expenses increased three per cent. These reductions indicate some of the reasons for the decline in railway purchases during 1927.

These statistics of railway purchases have been compiled annually for five years, from 1923 to 1927. The grand total of all purchases for the five-year period amounts to nearly seven and a half billion of dollars, distributed among the five years as follows.

1923.....	\$1,738,703,000
1924.....	1,343,055,000
1925.....	1,392,043,000
1926.....	1,559,032,000
1927.....	1,395,928,000
TOTAL—5 years.....	\$7,428,761,000

Ottumwa Chapter

Mrs. J. V. Tuomey

THE Ottumwa Chapter held its regular monthly meeting at the club house, June 22nd, with the following committee in charge: Mrs. C. F. Rhuland, Mrs. J. W. Calvert, Mrs. J. Morlock, Mrs. P. M. Starkey, Mrs. Wellman and Mrs. Weber. Lovely refreshments

were served following an afternoon of bridge. Mrs. Fred Orvis received high score and Mrs. S. Johnson drawing the door prize.

Our chapter is looking forward to the visit promised by Mrs. Carpenter Kendall, first vice president. We are hoping for a good attendance.

Mrs. Herbert Cogswell, treasurer, has been suffering from an attack of ptomaine poisoning

but is greatly improved.

Mrs. W. C. Givens was called to her home in Sioux City on account of the serious illness of Mr. Earl Murphy.

The sale of extract is coming along nicely and another order for oiled paper has been sent by Mrs. Thos. Kemp, ways and means chairman.

The Milwaukee R. R. Women's Club

The Honor Roll

Following the announcement several months ago that a first, second and third prize would be awarded the three Chapters showing the highest percentage of increase in membership for the year 1928, a general membership drive was inaugurated and real genuine hard work has brought about most gratifying results; and whereas the total membership as of December 31st, 1927 was 9,181, on May 31st, 1928, the total for the first five months of this year was 8,467, lacking only 714 of the total for the entire period of last year. Since that date the list has grown steadily and a new grand total will be announced in the September issue. The Magazine will continue to give the increases and show how the Honor Roll stands until the close of the year when the prizes are to be awarded.

Below is the Honor Roll showing the standing of the three highest in increased membership, and the list of Chapters that show memberships in excess of their December 31st roster.

Chapter	Membership		Increase	Percentage of Increase	
	Dec. 31, 1927	May 31, 1928			
Sioux Falls	56	156	100	178.57	1
Aberdeen	151	382	231	152.98	2
Cedar Rapids	35	77	42	120.00	3
Murdo	16	35	19	118.75	4
Dubuque	192	397	205	106.77	5
Bensenville	83	135	52	62.65	6
St. Maries	91	134	43	48.35	7
Mitchell	79	105	26	32.91	8
Sioux City	192	245	53	27.60	9
Mobridge	506	639	133	26.30	10
Chg. Full. Ave. Unit.	620	750	130	20.96	11
Madison	124	148	24	19.35	12
Seattle	131	156	25	19.08	13
Milbank	48	55	7	14.58	14
Milwaukee	280	310	30	10.71	15
Wausau	111	119	8	7.21	16
Perry	271	288	17	6.27	17
Green Bay	160	165	5	3.12	18
Ladd	39	40	1	2.56	19

The Honor Roll as of March 31st had on it 14 Chapters, that as of April 30th, 16 Chapters, and the above, or as of May 31st, has 19 Chapters on it, so that you will note there is a rapidly increasing number of chapters which are showing memberships in excess of their December 31st memberships.

Please note that five Chapters show more than One Hundred Percent increase.

Mobridge Chapter

Mildred Richardson, Historian

THE last regular meeting of the Mobridge Chapter was held on Monday evening, May 28th, in the club rooms. There were 95 members and visitors in attendance. Mrs. H. M. Gillick, president, presided at the meeting and several matters of importance were discussed.

A pleasing program was presented, which included group songs by eight small children under the direction of Miss Norma Jackson, one of the teachers in the Mobridge schools. In the group were Kathleen Green, Bertha Baum, Marjory State, Betty Mae Stubbart, Clarence James, Alfred Hohl, Charles Keller and Billie Bootz. A boys' orchestra performed in a very creditable manner and Miss Doris Robison and Donald Robison added to the pleasures of the evening by playing a piano and saxophone duet. Miss Genevieve

McNulty made a decided hit with the listeners by giving a humorous reading.

At this meeting the municipal playground project for the children of Mobridge was discussed and the Club voted to donate \$150.00 toward helping meet the expenses of instructors and equipment.

On May 21st, a card party was held in the club room, Grand Nulla and Bridge being played and \$25.60 was added to the treasury.

The Club will not meet again until September as it is the policy to adjourn during the summer months. However, the regular work will be carried on and there may be many new things to report at the September meeting.

Twin City Chapter

Pearl V. Morken, Historian

THE Twin City Chapter closed its season's activities on June 2nd. They invited the presidents and members of the surrounding chapters for a general "Get-Together." Fifty visiting members came to

Minneapolis and the day started with a light breakfast in the club rooms which were gay with spring blossoms.

The governing board were represented by Mrs. Carpenter Kendall, first vice-president general, Miss Etta Lindskog, secretary general, and Mrs. E. M. Peterson, chairman of distribution.

The following ladies represented their chapters:

- Mrs. H. M. Gillick—Mobridge, So. Dak.
- Mrs. W. F. Ingraham—Mason City, Ia.
- Mrs. Van Dyke—Austin, Minn.
- Mrs. R. E. Sizer—Montevideo, Minn.
- Mrs. P. H. Nee—Aberdeen, So. Dak.
- Mrs. R. Platt—Mitchell, So. Dak.
- Mrs. H. J. Bullock—La Crosse, Wis.
- Mrs. J. S. Johnson—Rapid City, So. Dak.

In the afternoon cars were furnished to take our guests on sight seeing tours about the cities.

In the evening a banquet was held in the Gold Room of the Radisson Hotel. Mrs. C. S. Christoffer acted as toast mistress. Mrs. Kendall gave a splendid talk on the club work in general. During her discourse she paid some very high tributes to our President-General Mrs. Byram.

As each president or representative was introduced, she gave a few pointed remarks that were greatly enjoyed. It was a real pleasure to hear from these visiting women; they inspired us all to try for a bigger and better year.

Dr. Wm. E. Dulcey, minister of Park Ave. Congregational Church and Chaplain of the Optimists Club and of Lodge No. 19 A. F. & A. M. gave the principal talk of the evening. His subject was "A World on Wheels."

Wausau Chapter

Mrs. A. I. Lathrop, Historian

THE April meeting of Wausau chapter was held at the club house Tuesday afternoon, April 17. The major part of the time was spent at cards, Mrs. Harry Norenberg of Tomahawk and Mrs. William McEwen of Wausau, winning prizes at five hundred; and Mrs. M. M. Harrington of Wausau, and Mrs. Frank Mattson of Merrill, the prizes at bridge. At the business meeting, the war memorial in memory of employees of the road, now being considered, was discussed. It was also announced that prizes would be given by headquarters in Chicago for the largest percentage of increase in membership made by the three highest clubs. Fine reports were given showing local relief and sunshine work during the month, and it was announced that some of the Merrill ladies had presented the club with silverware. Six new members were introduced. Those from out-of-town present were Mrs. Harry Norenberg, Mrs. J. L. Sutherland and Mrs. Carol Siesernon of Tomahawk. A committee of ladies served lunch at the close of the afternoon.

The guest day card party given by Wausau chapter at the club house on the afternoon of May 8 was a very enjoyable affair and was largely attended. At auction, favors were won by Mrs. C. B. Wilworth and Mrs. Charles Conklin, Jr., and at five hundred, by Miss Ella Godard and Mrs. Samuel Hodes. Fourteen tables were in play. The lunch was served by Mrs. J. E. Dexter, Mrs. Mike Donovan, Mrs. Nile McGinley, Mrs. William Bernard, Mrs. Frank Duvie, Mrs. C. H. Conklin, Sr., Miss Mildred Conklin and Mrs. D. O. Daniels.

The May meeting was held Tuesday afternoon, May 15, with Mrs. H. L. Vachreau, Mrs. Bert Nelson, Mrs. W. R. Billington, Mrs. Byron Thiel and Miss Elsie Karow as hostesses. Plans were made for the annual picnic for members and their families, to be held at Marathon park Tuesday afternoon, June 19. Each family is to bring a basket proportionate in size to the size of the family, and ice cream and coffee will be furnished by the chapter. During the business meeting May 15, Mrs. Byron Thiel, chairman of the membership committee, reported seven new voting members and five contributing members. Other committees also showed much activity. The treasurer reported a balance of \$177.68 on hand. After the business meeting, cards were played.

Mrs. William McCarthy, Mrs. J. E. Dexter and Mrs. R. F. Rawson sponsored a very successful card party given at the club house Monday afternoon, June 4, for the benefit of a family that has had much sickness. About thirty-one dollars was realized, which passed through the club treasury, even though the party was not given directly under club auspices.

The mutual benefit committee has had a splendid record of achievements during the month of May. Including all benefit and sunshine work during the month, over \$144 was expended during that period, exclusive of the thirty-one dollars raised June 4. The cases of welfare work have been particularly deserving ones, who have been unfortunately through accidents, sickness or death.

The chapter will not hold regular meetings in July or August.

Wausau Chapter

Mrs. A. I. Lathrop, Historian

THE annual picnic of the Wausau Chapter was held at Marathon Park June 22nd. The picnic had been postponed once, because of unfavorable weather, but the weather on the date selected was no improvement. But in spite of the showers, there was an attendance of about forty people, including several from other towns. Games were enjoyed, followed by a very substantial picnic supper.

The next meeting of the club will be held in September.

Tomahawk members of the Wausau Chapter have beautified the railroad park at Tomahawk with shrubs and plants. Their interest is appreciated by Tomahawk citizens and also by patrons of the railroad.

The Wausau Chapter is pleased to add the name of Mr. H. A. Scrandett, president of the road, to its list of members. In fact, the Wausau list of members has grown materially. Many of the men have joined, which support is much appreciated.

Tomah Chapter

Mrs. Henry Thom, Historian

THE Railroad Women's Club held a regular meeting Wednesday evening at the Community room of the Public Library, the President, Mrs. Archie Harris, presiding.

The meeting was opened with songs sung by the members, with Mrs. Lizzie Brown at the piano; after which reports were given by the Secretary and the Treasurer, and the discussion of business matters.

The annual picnic for all members of this chapter and their families will be held Sunday afternoon, June 17.

The meeting adjourned until Wednesday, September fifth.

Des Moines Chapter

THE regular monthly meeting of the Des Moines Chapter of the Milwaukee Women's club was held in the club rooms on the afternoon of May 25th, a goodly number being in attendance. After the business meeting the club adjourned for the summer months. Light refreshments were served and a social time was enjoyed by those present.

THE regular meeting of the Des Moines Chapter was held in the club rooms on the evening of April 27th, quite a number of members being present.

After the business meeting refreshments were served and several tables of cards played, everyone reporting a fine time, as usual.

A benefit card party was held in the club rooms on May 5th, which was attended by a number of members and their friends. After an evening spent in playing bridge and "500," dainty refreshments were served by the social committee.

Dubuque Chapter

Olive Romig, Historian

DUBUQUE Chapter had as their guests, Mrs. Carpenter Kendall, First Vice President-General, Miss Etta N. Lindskog, Corresponding Secretary-General, and a number of the contributing members at their meeting held Thursday, May 17th at 8:00 p.m. at the Eagles Hall.

The Ways and Means Committee reported that the dance held May 5th, at the Canfield Hotel Ball Room, under the supervision of Mrs. W. O. Wright, was well attended and

everyone enjoyed themselves. A tidy sum was added to the treasury. They also report that a Boat Excursion is being planned for August. More about this later.

Our membership committee reported an increase in membership and an appeal was made to every member to try to bring in new members, or have the old members who have not as yet paid up their 1928 dues, do so, as we want to make 1928 a banner year.

A program as follows was enjoyed by all present:

Salute to Flag, Flagbearer, Miss L. Butterfield; Songs—America, Assembly; Vocal Solo, Mr. John Manders; Accompanist, Miss Georgina Rafferty; Musical Reading, Miss Margorie Ruegnitz; Accompanist, Mrs. B. A. Ruegnitz; Song and Dance Sketch, Misses Mary Alice McGough and Marion Smith; Accompanist, Miss G. Mulligan; Toe Dance, Little Marion Cox; Violin and Piano Duet, Miss Gladys and Mr. Summer Hartley; Vocal Solo, Miss Mayme Flynn; Brief Address and Presentation of Corsage Bouquets to Mrs. C. Kendall, Miss E. Landskog and Mrs. F. A. Meyer by Miss Lucille Millar.

Mrs. Kendall spoke on the amount of relief work that is being accomplished by the club over the entire system and Miss Lindskog complimented the Dubuque Chapter on the work they have been doing, stating that the records show this chapter spent more for welfare work during the year 1927 than any other Chapter. We hope they will visit us again, as their talks were very inspirational and we are always pleased to have any of the general officers attend our meetings.

Mr. E. A. Meyers, Supt., was called on to say a few words and he responded in a way that proves his interest in our Chapter.

At the conclusion of the program and talks, light refreshments were served and a good time was enjoyed by all.

Union Station Unit

Mabel M. Costello, Historian

MAY and June were busy months for the Union Station Unit—a club meeting, a tea and a picnic.

May 1st the club meeting was held with a dinner, business meeting and social hour.

May 29th the Unit was at home in its club room to the contributing members.

The hostess, Mrs. Dynes, and her assistants were all gayly attired in bright spring gowns and were busy receiving the guests and presenting them to the guests of honor. The room was beautifully decorated with spring flowers from the garden of Mrs. Dynes and refreshments were served from a flower and candle decked table. The affair was very informal and everyone visited with everyone else, many of the guests meeting old friends and many meeting new.

On June 16th Union Station Unit and Fullerton Ave. Unit joined in a picnic at the Forest Preserve, Forest Glen, Ill. Those who failed to attend missed a real picnic day and picnic luncheon. Games of all kinds were played and were enjoyed by those partaking as well as the onlookers. Beautiful prizes were given to the winners of the various sports. Some of the picnickers hiked through the beautiful lanes and along the river while others played ball, golf and visited.

The members wish to thank those who helped make the picnic such a success—the members who assisted in preparing the luncheon, and Mr. E. E. Johnson, Mr. R. A. Woodworth, Mr. Van Brokaw and his jolly assistants, also the train crew consisting of Condr. Costello, Brakeman Cassidy and Tew,

Engr. Rawley and Fireman Peel, who because of their interest in the Women's Club donated their services in handling the return special train.

Perry Chapter

Ruby Eckman, Historian

TWENTY members of the Council Bluffs chapter were guests of the Perry chapter on May 17th and all expressed themselves as having had a good time. The Perry ladies saw to it that the guests had plenty to eat and plenty of entertainment.

The chapter had a dinner for the public at their club house and a dance at an open air pavilion during the month to add to their welfare fund.

There has been considerable sickness in the railroad family so that the Sunshine Committee has been busy during the month.

Mrs. Schmitz, president of the Perry chapter, called a board meeting for June 13th and after the business session closed, announced that she would like to have all remain for a social hour. She served refreshments during the evening which were enjoyed by all.

THE Perry Club closed their work for the summer with their June meeting. Mrs. W. J. Fuller, who had charge of the program, presented a children's program which was greatly enjoyed.

The Welfare and Sunshine committees continued on the job throughout the summer months, but the other committees took a rest so all would be pepped up for the first meeting in the fall.

Mason City Chapter

MAY 19th, a farewell party was tendered Mr. and Mrs. H. G. Crow, who are leaving soon for their new home in Minneapolis. Mr. Crow was formerly Assistant Engineer on the I&D but was recently transferred to the Minnesota territory, with headquarters at Minneapolis. The evening was spent by playing cards and several musical selections being given by the orchestra. Mrs. Ingraham, Mrs. Smith and Mr. Beerman all gave brief talks on the departure of our guests and what high esteem they were held. Mr. and Mrs. Crow both responded, expressing their feelings towards Mason City friends. Mrs. Crow is a past president of our club and has always been an untiring worker in it. She was presented with a bouquet of roses. It is with deep regret we part with this couple and consider Mason City's loss is Minneapolis' gain.

June 7th, the regular business meeting of the club was held in the club rooms. Mrs. W. F. Ingraham, president, presided. The regular routine of business was taken up. Plans were made for the Annual Employees Picnic to be held in East Park, June 23rd. This is an annual affair of the club and they have always proved to be successful in the past and hope this will be.

Mrs. Ulrick gave a report on the banquet that was given in Minneapolis, June 2nd, by the Minneapolis Club. All neighboring clubs were invited and from all reports Minneapolis treated her visitors royally. Mrs. Ulrick returned determined to inoculate all members of the Mason City Chapter with "Spizerinctum." (If you don't know what it means, look it up—I had to.)

After the club business was over, little Mary Louise Smith gave two clever dance

numbers. She was accompanied on the piano by Mrs. Ralph Hayden. Mrs. Ingraham rendered two very pretty solos; she was accompanied by Mrs. Wolverton. Miss Peach Rule gave a talk on her recent trip to Honduras. This was very interesting and well worth hearing.

Mr. Wm. G. Bierd, president of the Chicago & Alton R. R., happened to be passing through the city this evening and he dropped into the Club Room and gave a brief talk during the station stop. He complimented the Club on the very good work they were doing. I might say that he stated: "Only women could do it." He expressed a hope that some day he would like to see a similar organization established on his road. He was accompanied by his niece, Mrs. Doyon.

Refreshments brought the meeting to a close.

Our next regular meeting will not be held until the last Thursday in September, at which time we expect to be 100 per cent in membership and Mrs. Ulrick fully expects to have all members inoculated by that time.

Green Bay Chapter

Mrs. W. Bartlett, Historian

ON May 16th Green Bay Chapter held their regular Social Meeting in Club Rooms and at the same time entertained at a farewell party for Mrs. James J. Kocha, Program Chairman, who is leaving for her new home in Kimberly. Mr. Kocha, a contributing member, has left the service of the Railroad to accept a position at the Kimberly Mills. We are sorry to lose Mrs. Kocha, a Charter Member of our Chapter and a willing worker; always active whenever called upon. Many members were present and thoroughly enjoyed the afternoon. Refreshments were served and Mrs. Kocha was presented with a gift.



Superior Division Trav. Engr. Wm. H. Hart and Grandchildren, Jean and Wm. Hart and John Hart Friar. All Members of Green Bay Chapter

On May 21st, a delightful Board Meeting was held in the home of the President, Mrs. John Dunn, with all members of the Board present. Plans were made for our annual picnic, which will be held at Bay View Beach, Saturday, June 23rd—for all members and their families. This will be in the nature of a "Basket Picnic," and at 2:30 P.M. a program of events will be run off. Chapter will adjourn during the months of July and August.

Mrs. Geo. A. Waldron and a committee of ten held a very well attended card party in the Club Rooms the evening of May 24th, and a nice sum was turned into our treasury. Club gave a rising vote of thanks to Mrs. Waldron and her Committee.

Regular monthly meeting was held in Club Rooms, June 7th, with a large attendance.

Very fine reports were read by all Chairmen which show Green Bay Chapter active in all departments. After the meeting, a social hour was held in honor of Mr. and Mrs. H. R. Jones, who are leaving for their new home in Dubuque, Iowa. Mrs. Jones was presented with a gift by members of our Chapter and we are very sorry to see them go, but what is our loss will be Dubuque Chapter's gain.

Mrs. M. E. Hastings, newly appointed program chairman, presented a program consisting of solos sung by Mrs. Myrtle Bersie Herman and Mr. Desire Maes accompanied at the piano by Mrs. John Whitney. Master Robert Lefebvre favored us with several piano selections. Refreshments were served which concluded a pleasant evening.

Savanna Chapter

SAVANNA CHAPTER met in regular session on Monday evening, May 13th, with the President, Mrs. Seitzberg in the chair. Seventy-five members present.

Reports of the various Chairmen were read and show that we have been active in the good work. The Ways and Means Chairman, Mrs. Sheetz reported \$137.81 taken in from the Safety First Banquet, held on April 11th. These banquets have become so popular that we have been called upon to give them twice a year. We are always glad to help in this way.

A dance held May 4th, netted \$156.62.

The Mutual Benefit Chairman, Mrs. Smalo and the Sunshine Chairman, Mrs. Waymack, reported 90 personal calls; 30 telephone calls and 23 cards sent. Several gifts of flowers were sent in cases of sickness and sorrow.

In the future the Sunshine Chairman will take over the sending of cards and flowers.

The Membership Chairman, Mrs. Shaffer reported five new contributing members and three voting members. At the close of the business, cards and refreshments were enjoyed.

Savanna Chapter met for its regular June Meeting on June 10th, with Mrs. Thurber, Honorary President, presiding. A pot-luck supper was enjoyed by a large number of the members and their families. A business meeting followed, after which a social time was enjoyed.

One hundred dollars was reported from the Alumni Banquet which we served, June 8th, with still some money to come in.

This was our last meeting before the summer recess, although there will be regular Board meetings to take care of the welfare work.

A Division picnic is to be held in Davenport on Sunday, July 15th, and a large number from Savanna will attend. A special train leaves Savanna at 9 a.m., returning at 6 p.m.

Channing Chapter

Mrs. John Kramer, Historian

CHANNING Chapter held its regular meeting on June 19th. Owing to other amusements in town, our attendance was not as large as usual. But those there enjoyed the evening. We were entertained by the hostess committee of the evening, with games of cards, and afterward were served with dainty refreshments. Our president, Mrs. Tuttle, carried home the prize.

The dance given in May was a big success and we appreciate the co-operation of the townspeople in making it so. The proceeds of this dance were given over to the Boy Scouts, as a donation from the Milwaukee Railroad Women's Club. The Scouts are securing funds for camp grounds.

The Sunshine Committee reported fruit, flowers and magazines distributed among our

sick members. This committee is always active and finds plenty to do giving out good cheer.

We appreciate being remembered by Mrs. Byram while in Paris, by a letter and a card, which were read to the members.

The Chapter has taken a recess during the summer months of July and August. With September we expect to welcome all of our usual members and, we hope, a goodly number of new ones.

Ste. Marie's Chapter

Mrs. Charles Conley, Historian

MRS. T. MAY entertained Ste. Marie's Chapter at her home on May 21st, and a very interesting meeting was enjoyed.

Plans for a food sale on June 2nd were told by Mrs. Downey.

Mrs. Casebeer reported that her committee had made twelve calls on sick people in the hospital and in the homes, and had sent four bouquets.

Mrs. C. Shewback was delighted to report that we now have a membership of 132.

At this meeting, Mrs. E. J. Casebeer resigned as chairman of the Relief Committee, and Mrs. A. F. Manley, until recently of the Mobridge Chapter, was appointed to fill her place.

We hope soon to be able to tell you all about our little clubhouse and its furnishings.

Marion Chapter

Mrs. Frank Keith, Historian

MARION Chapter held its regular meeting in Memorial Hall, May 10th. Fine reports were given by Mrs. Ralph Seager, treasurer, and Mrs. F. J. Hardenbrook, chairman of membership.

Plans are under way for a rummage sale to be held in the near future. Mrs. LeRoy, chairman of Ways and Means, requested members to send in their donations as soon as possible. She also suggested that the Club purchase card tables. This was a very good suggestion as we shall have to start toward furnishing our new clubhouse.

Our chairman of the Sick Committee, Mrs. D. S. Stewart, is doing wonderful work. She and her Committee have made forty calls and sent four cards to sick and bereaved families during the month.

Mrs. Thomas Costello, chairman of the Sunshine Committee, reported a case cared for in Davenport, besides assistance given in several local cases.

A letter was received, thanking the Club for the interest taken in a baby which only weighed three and one-half pounds at birth, but was doing nicely at the writing, and gaining. Several letters and cards of appreciation were also received from other sources.

We extend the sympathy of our Club to the families and friends who have lost loved ones.

Mrs. Frank Hunter and her Committee served refreshments following the business meeting. Several piano selections were given by Miss Gwendolin Newlin during the social hour.

A potluck supper was served June 19th for members and their families. A large attendance partook of this wonderful feast and those who could not attend sure missed a great treat. Cards at several tables were enjoyed later in the evening.

Our regular business meetings will be discontinued during July and August, but our welfare work will be taken care of the same as usual.

We wish all our sister Chapters a pleasant and enjoyable recess.



AT HOME



News of the Fashions

MID-SUMMER is just about the zero hour of fashion. The apparel we have gotten together for summer wear, whether sports, travel or stay-at-home, is still engaging attention, especially the travel togs, because this is vacation season, so no one is especially interested in what is to come with the cooler weather—but a hint has crept out of the fashion-makers' shops to the effect that knee-length skirts will continue in style. There will still be the exaggerated dips of the hem line and drooping ends of draperies on the evening gowns, and a return to the princess outline. Skirts for evening will be flared. There will be ensembles aplenty. Velvet is to be a favorite fabric and moire and charmeuse will be excellent for the evening frock.

There will be no diminution in the popularity of fur for trimming and coats. Some muffs have been displayed at advance showings of some of the furriers—who, of course, are in the rush of getting ready for the annual August sale of furs. The sales will feature broadtail, that most perishable of pelts; seal, seal-dyed muskrat, caracul and ermine for the very rich and the ultra smart.

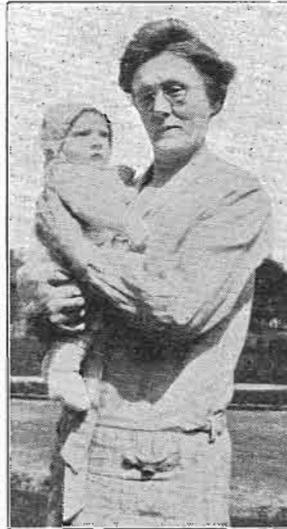
Various shades of blues, deep greens and harvest browns are to be sponsored by the coutouriers, and a handsome, dark winelike shade of red called guava red will be popular with the color lovers.

It is said that coats will depart a bit from the straight lines of the present and immediate past, and a certain flare will be accepted—but it is also predicted that the straight silhouette will continue to hold high favor.

If you haven't gone on your vacation yet, and are pondering the possibilities of a wardrobe, here is a practical suggestion made by a fashion writer who claims to be a motorist of parts. She advises the tweed suit, whether you go vacationing in a motor car or a railroad car. Beige or tan or gray tweed—a hip length boxy coat and a wrap around skirt, with any sort of harmonizing blouse. Then when the vacation days are over, and the office beckons, you have something to start the fall before it is time to think about winter clothes. Beige or tan or gray is recommended rather than navy blue, for travel wear, because of its dust repelling delects. The dust is there, of course, but "it doesn't show, my dear;" and so one does not have to pay a cleaner's bill at every stop on the route.

Set Out Peonies in September

Perfect peonies are the joy of a garden during their blooming season and they make an excellent background for the annuals that come on later. Their long, glossy dark green leaves keep their fresh color throughout the summer if they are properly cared for; and at that, they do not need a great deal of attention. The best time to plant out the new peony roots, in this climate, is Septem-



The Little Son of Emmet Maloney, Tacoma, in the Arms of His Proud Grandma



Wm. Evan Davis, Grandson of Veteran Engineer Wm. J. Wilson and Machinist Evan R. Davis, Ottumwa, Iowa

ber. This gives them time to get well established in the ground before the ground freezes, and they will winter beautifully. Set the plants three to three and one-half feet apart, because they soon develop considerable size and send up many shoots from the roots. Set the roots with the buds or eyes about two inches below the surface of your carefully leveled new bed. New peony roots should not be set in an old bed. The new plants should be mulched the first winter. After that, they will generally speaking, go through almost any kind of a winter without covering.

A successful peony grower says that manure as a fertilizer is not advisable. Bone meal for phosphorus and wood ashes for potash, with the spading in of green material such as weeds, grass clippings, etc., is preferable. Put the bone meal into the soil in the Fall, so that its effect may be apparent in the next season's yield.

The peony bed should be thoroughly cultivated in the spring as soon as the ground can be worked, and again several times during the summer. Keep the weeds from the peony bushes and keep the ground loose all around them throughout the growing season.

After the plants have bloomed, remove the faded flower, unless it is intended to save the seed, in which case, leave one bloom on the plant and tag it with the name of the variety, so that when your seed is matured you will have a record. For the amateur gardener, buying the roots is more satisfactory.

After the first frost, cut down your plants close to the ground, remove the stems and cuttings and burn.

Peonies are very free from disease, there being but two of any consequence to cause trouble. The first is a fungus growth that attacks the stems in the spring, and they wilt. The treatment for this is air-slacked lime or gypsum close to the plant. If the plant becomes badly affected through neglect, dig it up and burn it.

The other disease of consequence is root galls, known as Lemoine's disease, and plants so affected give evidence of it in sending up many short, weak stems and the roots have a knotty and wavy appearance, with a tendency to crooked and cramped growth. This is a serious pest if it develops, and the surest remedy for other peonies in the bed, is to destroy the plant. However, as said in the beginning, peony diseases are not common.

The usual method of multiplication of the peony is by root division, that is, by dividing the plant up into sections, each containing two or more buds or eyes with a good crown material and root system. Like the potato, the best plant is the one with two or more eyes and they must have a good root system to sustain it while it is getting itself on the way to a larger growth. And this brings us back to the thesis,—plant your new peony bed in September.

Home Hints and Helps

IF there are marks on a light colored felt hat, take a piece of very fine, clean sandpaper and rub carefully with the nap of the felt until the marks disappear. This should be done gently to avoid roughing up the felt.

Paste a list of first aid treatments on the inside of the door to the medicine cabinet. This list to include antidotes for poisons, first aid treatments for minor injuries, etc. Then in case any of the children, old or young, fall into mishap, one knows instantly where to turn to get the first aid treatment. Such a list may be found in any treatise on home nursing, and may be gotten from the local Red Cross.

An empty talcum powder can may be put to good use in sprinkling clothes. It quickly fills itself when plunged into a bowl of water.

The Patterns

Send 15c in silver or stamps for our UP-TO-DATE FALL AND WINTER 1928-29 BOOK OF FASHIONS. Address The Milwaukee Magazine, Care Beauty Pattern Company, 11-13 Sterling Place, Brooklyn, N. Y.

6203. Girls' Dress—Cut in 4 Sizes: 6, 8, 10 and 12 years. A 10-year size requires 2½ yards of 32-inch material, together with ¾ yard of contrasting material for the facing on the revers collar if cut crosswise. If cut lengthwise ¾ yard 12 inches wide is required. To finish the free edges with bias binding will require 2½ yards. A ribbon sash requires 2¾ yards of ribbon. Price 12c.

6199. Misses' Dress—Cut in 3 Sizes: 16, 18 and 20 years. An 18 year size as illustrated in the large view requires 1¾ yard of plain material and 2¾ yards of figured material 35 inches wide. If made without the bolero 1½ yard of the figured material is required. The width of the Dress at the lower edge with plaits extended is 1½ yard. Price 12c.

6192. Ladies' House Dress—Cut in 6 Sizes: 34, 36, 38, 40, 42 and 44 inches bust measure. A 38-inch size requires 3¾ yards of 36-inch material together with ½ yard of contrasting material. The width of the Dress at the lower edge with plaits extended is 2 yards. Price 12c.

6062. Girls' Dress—Cut in 4 Sizes: 8, 10, 12 and 14 years. A 12 year size requires 4¾ yards of 39 inch material. The sash of ribbon requires 2¾ yards. Price 12c.

6214. Ladies' Dress—Cut in 5 Sizes: 34, 36, 38, 40, and 42 inches bust measure. A 38 inch size as portrayed in the large view, requires 1 yard of 32 inch lining for the underbody, and 5¾ yards of 35 inch material for the Dress. If made without the bolero 4¾ yards of 35 inch material is required. The width of the Dress at the lower edge with fullness extended is 2½ yards. Price 12c.

5631. Ladies' Under Garment—Cut in 4 Sizes: Small, 34-36; Medium, 38-40; Large, 42-44; Extra Large, 46-48 inches bust measure. A Medium size requires 2 yards of 36 inch material. Price 12c.

6197. Ladies' Apron—Cut in 4 Sizes: Small, 34-36; Medium, 38-40; Large, 42-44; Extra Large, 46-48 inches bust measure. A Medium size requires 2½ yards of 36 inch material together with ¼ yard of contrasting material. Price 12c.

5397. Boys' Suit—Cut in 4 Sizes: 2, 3, 4 and 5 years. As illustrated a 2 year size requires 1 yard for the Blouse and ¾ yard for the Trousers, of 36 inch material. Price 12c.

6209. Girls' Dress—Cut in 4 Sizes: 2, 4, 6 and 8 years. A 6 year size requires 2½ yards of 27 inch material together with ¼ yard of contrasting material. Price 12c.

Good Things to Eat

Standish Pudding. One quart of strawberries, picked, washed and sprinkled with one cup of granulated sugar. Cover and let stand for two hours. Then mash, squeeze through a double thickness of cheese cloth. Add one cup of water and the juice of half a lemon, or to taste. Turn the mixture into a brick mould. Beat one pint of heavy cream until stiff, add one-half cup of powdered sugar, one-half teaspoon of vanilla and two-thirds of a cup of rolled, dried macaroons. Pour this over the fruit mixture, filling the mould to overflowing. Cover with waxed paper, adjust cover and pack in ice. Let stand three hours. Remove to mould to chilled serving dish and garnish with spun sugar.

Raspberry Jam. Pick over red or black raspberries. Mash a few in the bottom of a preserving kettle, using a wooden masher. Continue until all the fruit is used. Measure and heat slowly to boiling point, and gradually add an equal quantity of heated sugar. Cook slowly forty-five minutes. Put into a large stone jar or into individual jelly glasses. Blackberry jam is made in the same way, and is a delicious jam.

Grape Marmalade. Wash, drain and remove stems from the grapes. Separate the pulp from the skin by gently mashing the fruit through a colander. Put the pulp in a preserving kettle and heat slowly to boiling point. Cook until the seeds separate from the pulp, then rub through a fine sieve. Return to the kettle with the skins. Add an equal measure of sugar and cook slowly thirty minutes, stir-

ring occasionally to prevent burning. Put in stone jar or tumblers.

Canned Rhubarb. Wash and pare rhubarb. Cut in one-inch pieces and place in fruit jar. Put the jar under the cold water faucet and let run twenty minutes. Then clamp the cover down. Rhubarb canned in this way will keep a year or more.

Raspberry Preserves. Wash, drain and pick over the berries and weigh. Fill glass jars, pints or quarts. Make a syrup by boiling three-fourths the weight of the fruit in sugar, with water, allowing one cup to each pound. When the syrup reaches the boiling point, skim and add the berries. Add this to the fruit, filling the jars to overflowing. Let stand for fifteen minutes, when the fruit will have shrunk, when more berries must be added to fill the jars. Clamp on the covers, put on a trivet in kettle of cold water, heat to the boiling point and let cook just below the boil, for one hour. This makes a very delicate preserve.

Raspberry Syrup. Pick over and mash the berries, sprinkle with sugar, cover and let stand over night. In the morning, add water,

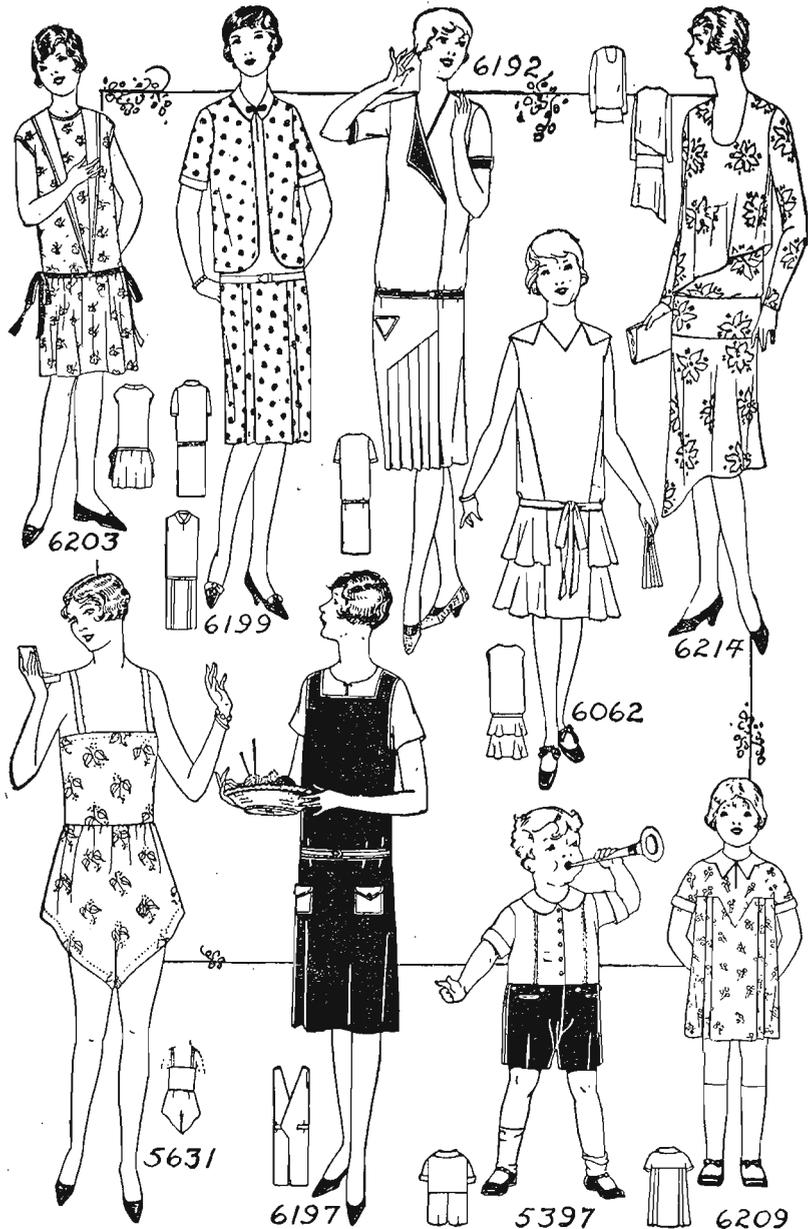
bring slowly to the boil and cook twenty minutes. Force through a jelly bag, return to the kettle and again bring to the boil. Fill small glass jars to overflowing and adjust covers. The proportion of two quarts of berries to one quart of sugar and three-fourths of a cup of cold water is about right. This makes a very delightful foundation for summer beverages.

Gooseberry Catsup. Pick over, wash and drain five pounds of gooseberries. Put in kettle, add four pounds of sugar, two cups of cider vinegar, one and one-half tablespoons cinnamon, one tablespoon clove and one tablespoon allspice. Bring to the boil and let simmer two hours. Fill jars and seal.

A Salad. Pounded yellow of two hard boiled eggs; two boiled potatoes, sieved; touch of onion, raw; mustard, one spoonful; salt aplenty; oil, four spoons; vinegar, two spoons. Anchovy sauce, a soupcon, for top dressing. Said Sir Sidney Smith of this confection:

"Oh, green and glorious, oh herbaceous treat,
'Twould tempt the dying anchorite to cat,
Back to earth he'd turn his fleeting soul
And plunge his fingers in the salad bowl."

Contributed by C. H. K.



SPECIAL COMMENDATION

Those of Us Who Do

By G. P. F.

MR. WENDELL HABEN, employed in the Red Wing freight house, secured a passenger to Portland and return. The passenger lived at and traveled from a point on a competing line; but through Mr. Haben's influence he came over to our railroad.

In the month of June, J. P. Dickey, Rate Clerk at Galewood, secured diversions on 23 long haul merchandise shipments with an average weight of 1,740 pounds.

In the month of June Engineer Frank T. Warner on the H. & D. Division secured the following business:

- 1 carload from Chicago to Minneapolis.
- 4 passengers from Montevideo to Portland and return.

Come again, Mr. Warner.

J. W. Slattery, Rate Clerk at Galewood, in the month of June secured diversions on three long haul carload shipments, and 5 LCL shipments.

In the month of June, Miss Clifford, Secretary to Assistant Superintendent Anderson at Kansas City, secured a carload of freight from Chicago to Kansas City. Miss Clifford was on a week end trip to Joplin, Mo., and took occasion to solicit her friends at that point.

Harry Grounds, Rate Clerk at Galewood, secured diversion on a LCL shipment from Chicago to Portland, Ore., in the month of June.

In the month of June, Miss Pauline Wilson, employed in the freight house at Kansas City, secured a carload of furniture from Chicago to Kansas City; and this is the second car that Miss Wilson has secured for the railroad company recently.

Mrs. J. E. Grice of Dubuque, Iowa, Chairman of the Women's Club, secured three revenue passengers from Dubuque to Davenport. These people had intended to travel via a competing line. This is the first revenue business that I know of we have had from the Women's Club. However, I think that organization all over the railroad can go out and secure a lot of tonnage which we are not now getting.

Yard Clerk George O. Kapke, in the Stowell District at Milwaukee, recently secured a carload to Green Bay. Glad to hear from you again, Mr. Kapke.

Employees on the S. C. & D. Division continue their activities in increasing the revenues of the railroad. In the month of June the following:

Conductor Biggs—2 passengers from Sioux City to Chicago.

Mr. Kane Jenkins at Sioux Falls—2 passengers Sioux Falls to Chicago and return.

Receiving Clerks at Union Street, Chicago, in the month of June secured diversions on business as follows:

A. Browder—

- 1 consignment to Waukesha, Wis.
- 1 consignment to Stillwater, Minn.

F. Wendland—

- 1 consignment to Milwaukee.

L. Murphy—

- 1 consignment to Reardon, Wash.
- 3 consignments to Madison, Wis.

R. Detuno—

- 1 consignment to St. Paul, Minn.
- 1 consignment to Davenport, Iowa.
- 1 consignment to Beloit, Wis.
- 1 consignment to Duluth, Minn.
- 1 consignment to Portland, Ore.
- 1 consignment to Marinette, Wis.

R. Norcross—

- 1 consignment to Brandon, Canada.
- 1 consignment to Oconto, Wis.
- 1 consignment to Malad, Idaho.
- 1 consignment to Rockford, Ill.
- 1 consignment to E. Moline, Ill.
- 1 consignment to Green Bay, Wis.

Some Boosts for Milwaukee Service

NORTHWESTERN BELL TELEPHONE COMPANY

Duluth, Minnesota

May 11th, 1928.

CMSTP & PRR.,
322 West Superior Street,
Duluth, Minnesota.

Gentlemen:

Recently I had occasion to take a trip east and took advantage of the opportunity of going by way of Minneapolis to Chicago. Your office arranged for my transportation and reservations through to Philadelphia. I want you to know that I found this route very pleasant and convenient as it gave me a day in Minneapolis which I used to good advantage.

During the whole trip, though I used some of the fast extra fare trains between Chicago and the east I did not find a train which provided the comforts and conveniences that I found on the PIONEER LIMITED between Minneapolis and Chicago. The service on this train was up to its usual standards.

I was so well pleased with this route going east that, though I could have returned to Duluth direct from Chicago without any inconvenience, I used the same route on the return trip, looking forward to that part of which would spend on the PIONEER LIMITED and the dinner which I knew from past experience would be worth the trip alone. In this I was not disappointed.

Thanking you for your assistance in arranging this trip for me, I am,

Yours truly,

(Sgd.) C. A. Swanson,
District Traffic Supt.

CAS:EHZ

KRAMMER WASHING MACHINE COMPANY

1441 Rockingham Road,

Davenport, Iowa, March 10, 1928.

Mr. L. M. Jones,
Superintendent of Dining Cars,
CMSTP & P Railroad Company,
Chicago, Illinois.

Dear Mr. Jones:

The writer, during the past year, has had occasion to use the Chicago, Milwaukee & Pacific Railroad Company service considerably between here and Kansas City and on each occasion I have intended upon my return to write you and commend you on the wonderful dining car service between this point and Kansas City.

The writer just returned on your train that leaves Kansas City at six o'clock and had one very wonderful dinner under the supervision of Mr. F. E. Moberg, Steward and want to say that I was treated very wonderfully and will say that due to this fact I today routed a carload of merchandise over the CMSTP & P's Lines.

I have used your PIONEER LIMITED and train service between Chicago, Minneapolis, St. Paul and the coast a number of times and can say that it is your remarkable food and service on your dining cars that I believe make all of us think of the Milwaukee when moving from

one point to another where other competitive lines run.

Very truly yours,
(Signed) Krammer Washing Machine Co.,
Per Fred Johnson,
General Manager.

JOHN E. BRENNAN & COMPANY

Room 600, 330 So. Wells St.

Chicago, Illinois

May 3, 1928.

Mr. W. B. Dixon,
General Passenger Agent,
CMSTP & PRR.,
Chicago, Illinois.

Dear Sir:

As a member of a delegation that attended the Western Grain Dealers Association meeting at Sioux City, Iowa, on Tuesday and Wednesday, which delegation occupied a special car on your road to and from Sioux City, I am writing to inform you that the service we received from your road and the courteous treatment accorded the delegation by your Mr. Barnett, who accompanied the delegation, was all that anyone could expect. Every detail for the comfort of the delegation was looked after and can assure you that the C. M. St. P. & P. railroad have made a number of boosters for the railroad company.

Very sincerely yours,
(Sgd.) John E. Brennan.

HINCKLEY & SCHMITT, INC.

420 W. Ontario St.

Chicago.

May 3, 1928.

CMSTP & PRR.,
517 West Adams Street,
Chicago, Ill.

Att. Mr. W. B. Dixon,
General Passenger Agent.

Gentlemen:

It was my pleasure a few weeks ago to travel on the new PIONEER LIMITED and I cannot let the opportunity go by without complimenting your road on their wonderful equipment and the courtesy and attention shown to the passengers by your employes.

I particularly wish to compliment your Steward, Mr. Conley, of the Dan Healy Diner, on the very efficient and courteous manner in which he conducts your business.

I shall take great pleasure in recommending your road and your wonderful dining car service to my friends.

Yours very truly,

(Sgd.) Hinckley & Schmitt, Inc.

EIT:MP

E. Ivins Tackaberry.

SUPREME COUNCIL

May 29th, 1928.

Mr. W. B. Dixon,
General Passenger Agent,
C. M. St. P. & P. Railroad,
Chicago, Illinois.

Dear Sir:

On behalf of Sigma Alpha Sorority, I wish to commend the service given to us by Mr. Marxen of your road. We had a special train from Chicago to Milwaukee last Friday and returned on the regular 6:45 from Milwaukee on Sunday evening. From the time I started to plan the convention, Mr. Marxen rendered very courteous and efficient service and while I was not on the special train, having gone to the hotel in advance to see that everything was in readiness, our President, and all the girls said nothing was left undone which would add to their pleasure and comfort. This being the case, we feel that our commendation should go in to you and it is going to you very spontaneously and without solicitation on the part of Mr. Marxen.

Thanking you again, I am,

Yours very truly,

(Sgd) Isabelle M. Prendergast,
Chairman of Convention,
455 Briar Place, Chicago, Ill.

ON THE STEEL TRAIL

Notes From the Local Office, Tacoma

R. R. T.

WE regret very much having to record the serious illness of Mr. Howard Baldwin, checker on the Warehouse force, one of our old reliables. Mr. Baldwin came down to work one morning recently but complained of feeling badly, and was soon compelled to return home. He had hardly reached there when he suffered a stroke of paralysis on his entire right side. He was taken to a hospital, where he has since been confined to bed. Although somewhat improved, he is at this writing unable to move himself. Mr. Baldwin's many friends extend their sympathy in his sickness, and their sincerest wishes for his early and complete recovery.

Mrs. Clover, wife of Fay Clover, assistant cashier, and their little son, Kingsley, left last week for Erie, Penn., to visit Mrs. Clover's grandparents.

Mrs. Court, wife of "Bill" Court, who divides his time between the Local Office, the Warehouse and the Baggage Room, has returned from a trip to the Central States and is glad to get back to the more equable climate of the Northwest. "Bill" had his two weeks' vacation recently, but put most of it into good hard work around the house.

During a recent rain some drain leading down alongside the upper side of the office (which is three feet in the ground on that side) sprang a leak and the water fairly poured in through the wall, so that in a little while we had a young Mississippi flood in the office. While excitement ran high and everybody was looking for dry spots, Al Goldsborough, who is temporarily on the Claim Desk, and therefore well prepared to deal with damages, came valiantly to the rescue with buckets and a shovel to scoop up the water and soon succeeded in reducing the inundation, assisted by the fortunate circumstance that it stopped raining about that time.

Prent, son of our energetic Assistant Agent, Mr. Ralph Bement, was bumped from his job at Cedar Falls by Mr. Moyles, who had been Assistant Cashier here for some time. So he came back home and is now doing some extra work at the yard. Prent is always bright and smiling and bids fair to become just as good a railroad man as his father.

We regret to hear that Mrs. Gordon, wife of Joe Gordon, oldest and most reliable of our Warehouse force, is troubled with a serious eye disease which threatens to cause the loss of one eye. We hope that timely treatment will avert this calamity and extend our best wishes to that effect, all the more as Mr. Gordon and family have had more than their share of sickness and accidents the last few years.

Willa Lindsey, Assistant Bill Clerk, has achieved a new hair cut and marcel, which incidentally had the effect of imparting a pronounced reddish tinge to her hair. We always considered Willa a very good looking young lady and in our opinion the new shade has even improved her looks, so that Arthur's heart is no doubt beating faster than ever. The derogatory titles of "sorrel-top," "henna-

frizz," "carrot," "pinkie," and so on, which the boys of the office are lavishing on her are only a disguise for their secret admiration for the new and added beauty.

Mr. W. S. Burroughs is about to take a week's vacation, but we have not learned of his going anywhere on a vacation trip.

Ray Fink, who gets out our reports, is now burning the midnight oil studying a botanical course of mail instruction. He comes down to the office in the morning wearing a far-away expression on his face and mumbling to himself such sesquipedalian verbiage as "dicotyledonous," "phanerogamous," "angiosperms," and the like. Whatever they may be, we hope that he will pass with flying colors.

Miss Marty is enjoying a visit from her brother, Carl, of Monroe, Wis., who is not only one of the leading figures in the cheese industry of Wisconsin, but also an author of no mean attainments, having published several volumes of verse and prose. Mr. Marty and his sister took a brief trip to Portland, where the Swiss Society was planning a reception and banquet to their distinguished fellow-countryman.

Jack Smith, our popular Perishable Freight Inspector, is wearing himself to a shadow getting ready refrigerator cars for the rush of lettuce shipments moving from Auburn and Puyallup.

Our Favorite

I
Here's to the lady
Whose writings we like best,
She's not from the West End,
But from the East.

II
She has a smile for us all;
And she sure takes the cake.
Her write-ups are fine,
We think they are great.

III
They're always so clear,
And so nicely told.
She is the pride of the office,
So we have been told.

IV
The poem of her friend;
I thought it was fine.
She sure had me wishing
That her friend was mine.

V
The first thing we look for
Is the S. M. Page,
For the write-ups
From Miss Marcella McShane.

S. M. East

M. B. M.

THE "Milwaukee" diamond-ball team, after a rather poor start, has been winning a number of games here of late, defeating the Kolb's Bros. Bakery team, two games in a row and defeating the "A" League Leaders of Austin, the Erdman Garage, by a score of 20-8. Not satisfied with that they also defeated the Fraternal Order of Eagles team by a score of 19-13. Prospects look bright for a successful season.

The "Hirsh Clothing" diamond-ball team, formerly known as the B. of R. T. team, has a record of only one defeat to date in the Austin "B" League, defeating all teams in the league and losing only one game in the early part of the season to the "Hayes Gems." The Hirsh team is expected to win the "B" League championship of the city.

The following operators have been employed on the Southern Minnesota Division during the past month to take care of the extra relief work during the coming months: H. Rappe, Rushford; K. A. Laugen, Isinours; F. E. Powell, Fulda; W. J. Collins, Spring Valley.

Mr. and Mrs. Frank Svjkovsky have gone to Bathgate, N. D., on business.

Mrs. Harold Flanigan, wife of the Bill Clerk at Austin, has gone to Seattle, Wash., for a short visit with Mr. Flanigan's sister.

Mrs. George Summers and daughter Gladys have gone to Duluth for a visit with relatives.

Mrs. V. J. Williams and sons Dick and Deane have gone to Chicago and Rock Island, Ill., for a visit with relatives.

Ticket Clerk H. C. Scott and wife left on July 8th for San Francisco, Calif., where they will visit with relatives of Mr. Scott. They will also spend some time in Los Angeles and Salt Lake City.

Blake Williams is home at Austin for a visit with his parents Baggage man and Mrs. J. D. Williams. Blake is now employed by the Underwriters Adjusting Co. and is getting along fine.

Mark Banks "went and did it." Rumors have been circulated about Spring Valley for some time that he had "Fallen Hard" for one of the young school teachers at Spring Valley. However, knowing his sterling qualities we were of the impression that this was an erroneous report. Nevertheless, when we learned that Mrs. Banks, nee Kathleen Ures, had visited the vegetable store looking for a cabbage large enough for only two we were led to believe that "It" had actually happened. Mark and Kathleen were married at Minneapolis on June 20th—the best wishes of everyone go out to them.

Dispatcher Ed Laugen and family are having a vacation at Nevis, Minn.

Train Baggage man Vollmar is spending a two weeks' vacation at New Orleans, La.

Roadmaster A. W. Bahr and family motored to Augusta, Minn., during the early part of July to spend a two weeks' vacation with Mr. Bahr's parents. They drove in the new Pontiac. They will also visit at Cologne, Minn., with Mrs. Bahr's parents and incidentally try and catch a few fish at Chaska. Mr. Bahr is being relieved by Section Foreman Steve Majusiak of Medford, Minn.

Mrs. H. A. Wunderlich and three daughters are spending a few weeks visiting relatives and friends at Dubuque and Savanna. Herman sneaked off for a couple of days and accompanied them as far as Dubuque. He appears to be getting fat on the "home cooking," which no doubt is as good as any bachelor can prepare.

It won't be long now.

Sympathy is being extended to the Coneau family account of the death of Engineer Don Coneau which occurred on July 10, 1928, at St. Olaf's Hospital, Austin, Minn.

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and more!**

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FOUNTAIN PENS
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to anybody who can prove that
these testimonials were solicited
by us.

Inkograph has proven so satisfactory and has elicited considerable favorable comment among money order, please send me three more. T. J. Trow, Traveling Claim Agent, Joplin, Mo.

The Inkograph fully justifies all claims you make. I own a Waterman but Inkograph is far preferable. Frank B. Sargent, Oakland, Calif.

You have one of the best writing instruments I ever used regardless of price. I use the lowest grade stationery and there is never a blotch or scratch because of its round smooth point. It is a wonderful invention. H. L. Orley, Albano, Va.

Oh, boy, I am tickled skinny to have the Inkograph, it's a darling. I can now make carbon copies in taking orders and send originals in ink to factory instead of a penciled sheet. It surely flows over the paper as if it was grease instead of ink. No trouble at all and a thing I could not do before to trace straight lines very fine and clean. No smear, no muss of any kind. It's just great. E. A. Simms, Jersey City, N. J.

My Inkograph is the smoothest writing instrument with which I have ever written. That is saying a lot. I am a teacher by profession. I have a \$7.00 pen and another that cost more than the Inkograph, but Inkograph is better than either. It is the greatest improvement in writing instruments since the Babyonians recorded their thoughts on clay tablets with a triangular pointed reed. John B. Atwell, Chadwick, N. C.

My Inkograph is the first and only writing utensil I ever owned that I can use with pleasure. To be without it for any time would upset my business day. It has always worked perfectly. I have never had any difficulty with it. Arthur L. Fox, Centerville, Mich.

I am a bank teller, have used all kinds of fountain pens but can honestly say for my work I never found a pen so easy and tireless to write. You can pick it up any time in any position and write immediately and all numbers and words will be the same. Try and do it with any other pen. My buddies all agree that it is best for our work. C. R. Morley, Allentown, Pa.

Delighted: It writes bully—you have invented a pen that is perfection. It is so much more rapid than my \$9.00 fountain pen. I wish you abundant success. S. L. Carlton, Aurora, Ill.

I am very well pleased with my Inkograph. It is

just what I have been looking for. I have had several ink pencils but nothing like the Inkograph; it writes like the point was greased and it makes no difference what kind of paper, it is fine for shipping tags. S. T. Jarrett, Harrisville, W. Va.

The Inkograph, I am thoroughly convinced, is the best writing instrument I have ever used. It is sure, sane and clean and always ready to use. I am very well pleased with it. J. E. Rampton, Pensacola, Fla.

Your Inkograph is every-thing you state. It is just wonderful. So send me two more. Arthur Olcott, Tucker, La.

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ANSWERS the purpose of both pen and pencil combined.
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Never blots, balks, dries up, scratches, leaks or soils hands!
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of both pen and pencil, minus the weak points of both, plus improvements not found in either.

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Not the tiniest drop of ink will spill, although one fill-

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hard as you like, without fear of bending at one time with original in ink. Bear down as spreading, injuring or distorting its 14-Kt. solid gold point. Ideal for Salesmen's Orders, Private Correspondence, Office, Sales and Billing Records or any work requiring exceptionally clear carbon copies.

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Ronald G. Evenson, Division Accountant, left July 14th for a two weeks' vacation trip through northern North Dakota and parts of Canada. He was accompanied by his mother and brother Verne.

Ed Doyle, the Office Sheik, has returned from his vacation. Two weeks of bliss. Where and how it was spent is unknown to us. Nevertheless he returned full of ambition and reports a good time.

"M. C. B. Office"

F. B. H.

JUNE 15th—pay day—we were told that a gentleman was in the waiting room and wished to see us. Naturally enough we thought it was someone for a check so we went out. Lo and behold, what did we see but a cocky young robin sitting on the table blinking his big eyes! The poor little fellow had fallen out of his nest and landed in the waiting room.

Irv Clouse, as usual, played the part of the noble hero and put the little squawker out on the roof where he could find his way home. Irv had saved his life a few days previous when he had fallen out on the ground.

Hush, everyone, and hold your breath—"Baby" has a new case! We don't know whether it will prove as hard or as fleeting as the last—but more later.

We understand Steve's haste one Saturday noon—they say he was on his way to buy a new car. Fine! We hope he will be real generous and give us each a chance to say how well we like it.

Here is a bit of news I am sure some of our readers will be glad to hear of two former "MCBites." We are told that Belle Bezor Franklin is the proud mother of a boy as is Loretta Bush Siddons. Of course, Loretta will call her young son Kenneth.

If any of you people were looking for Bill Gutbrod Friday evening, well, it's no wonder you couldn't locate him. He was joy-riding with six girls until way after midnight. Talk about your shieks!

Another big news item of the month—we've lost our Rose or rather she has lost her independence! On Tuesday, June 19th, at 6 o'clock, Miss Schultz and Mr. Marion Hykes were married at the First Methodist Church. It was a very simple but pretty ceremony, their only attendants were Miss Leona Schultz and Mr. Hawkins. After the ceremony the immediate family and a few friends were entertained at a dinner at the Stratford Arms, after which a reception was given at the Schultz home. They received many beautiful gifts, among them a dozen goblets and sherbets from the office. After a honeymoon at Yellowstone Park, the couple will be at home in Milwaukee to their many friends.

Our office was thrown into an uproar Tuesday when someone noticed the young chap collecting telegrams, walking beside Walt Marshall. I'm telling you he (meaning the boy, not Walt) can't be much over four feet tall, and he is such a youngster, makes us all feel rather ancient.

There is so much important news this month—Charles Kreil has just bought a new home over on Fifth Avenue. After vacations are over and Charlie is nicely settled, we're all going to a house warming. Tell the wife, Charlie, so she'll be prepared for the mob.

Steve Filut spent several days in the hospital this month, having another operation on his nose. We hope this time it will prove successful.

We are sorry to announce that Catherine McConville's mother is very sick and Catherine was unable to return to work after her

vacation. She is now on a leave of absence so she can care for her mother during her illness. Our best wishes are extended for Mrs. McConville's speedy recovery and we'll all be glad to see Kate back on the job. However, during her absence Miss Eveline D. Kerse will take over the work and we hope she will enjoy being with us.

Herman Klatte is motoring in Indiana during his vacation.



Marian Deppe and Her Prize Doll Buggy

Mr. Deppe's little daughter Marion entered her doll buggy in the Sane Fourth Doll Buggy Parade at Mitchell Park, and walked off with a prize again, having won a prize last year as well. Her buggy was decorated with yellow paper flowers, and she was a regular little flower herself in a dress and bonnet of the same color.

Trans Missouri Division

"OUT WHERE THE WEST BEGINS"

D. H. A.

SEVERAL changes have taken place since the last issue of the magazine. A consolidation of the Superintendent's office of the Trans Missouri and the Musselshell divisions was effected on July 1st, and Mr. H. M. Gillick who has been our superintendent for several years, has been promoted to the superintendency of the two divisions, with headquarters at Miles City, Montana. We are sorry to lose Mr. and Mrs. Gillick from Moberidge, but we have the assurance that they will spend a part of each month with us. Mrs. Gillick has been a faithful and conscientious worker in our Milwaukee Women's Club, and through her untiring efforts we now have the largest membership of any club on the entire Milwaukee system. She will continue to be our President at least until the first of the year. Mr. and Mrs. Gillick have made numerous friends during their stay here and will be greatly missed, but our loss is Miles City's gain.

Chief clerk Ben Shields and Mr. Gillick's private secretary Jack Charles have moved to Miles City with Mr. Gillick, the remainder of the force in the superintendent's office will remain here until September 1st when the new offices at Miles City will be completed.

The consolidation also meant the removal of the division engineer's office from Moberidge. Mr. R. H. Smith, our division engineer has been transferred to Tacoma, Wash. Instrument men Carl Nelson and Mr. Peterson will work out of Miles City.

Mr. E. L. Cleveland, formerly superintendent of the Northern Montana division, and trainmaster on our division in 1919 will be our assistant superintendent. His family arrived

this week from Lewistown, Montana, and they will occupy the Coutts residence. We are glad to welcome Mr. and Mrs. Cleveland back to Moberidge.

Miss Marie Conolle, clerk at the local roundhouse spent the Fourth visiting friends at Minneapolis.

Those fortunate enough to go through the Gallatin Gateway entrance to Yellowstone Park, will be met on their arrival by those two genial fellows, Miles and Kennedy, also Agent Byrne, brother of our old friend Doc Byrne of Bowman. These three will give you a good send-off in either direction.

Mrs. Bess Bunker of Minneapolis enjoyed our 4th of July celebration and is spending a few days here visiting relatives and friends.

Mrs. Wm. Caldwell, mother of James and Clyde Caldwell and Mrs. Emil Johnson passed away at Chippewa Falls, Wis., on June 21st, after a lingering illness. Mrs. Caldwell had visited at Moberidge several times and her sweet kindly ways endeared her to all. We extend sincere sympathy to the bereaved ones in their hour of sorrow.

Agent Joe Frunde of Lemmon is away on his vacation. He is being relieved by Pete Collins.

We are sorry to hear that Agent Delahunt of New England is ill and has gone to Rochester again. Our best wishes are with him and we hope for a speedy recovery.

Mr. and Mrs. R. S. Lewis, accompanied their daughter, Mrs. H. E. Cook to Bozeman, Montana, where they spent a very pleasant vacation. Our popular agent is back on the job, but Mrs. Lewis will remain for a longer visit.

We are glad to have Harry Johnson with us again. Harry looks fine and is much improved with health.

Mr. A. M. Phelps, traveling inspector of Aberdeen, spent a couple of days in Moberidge on official business.

The clerical forces in the superintendent's office and the freight office enjoyed a fine treat on June 17th, the occasion being the arrival of a new daughter at the home of Mr. and Mrs. John R. Price. The little miss has been named Patricia Jane.

Dr. Gerald Roderick Dowd, formerly a fireman on this division, spent a couple of days at Moberidge renewing old acquaintances. He is now located at Ithaca, New York, and was on his way to San Francisco to visit his mother. Gerry is the same happy go lucky fellow, and his many friends here were very glad to see him.

Engineer and Mrs. Elbert Taylor are enjoying a visit from their daughter, Mrs. H. E. Rietz of Irene, S. D.

Mrs. W. R. Odegard and young son of Minneapolis have been visiting at the home of her aunt, Mrs. J. J. Klein, Jr.

Mr. and Mrs. H. L. Steinstra are spending their vacation at the lakes in Northern Minnesota.

Trainmaster Whalen of Aberdeen is spending the day in Moberidge.

Mr. C. H. Buford, general manager of Seattle, spent Wednesday in Moberidge on business.

Agent Kail of Brisbane passed through here on his way to Mattoon, Ill., being called there by the illness of his father.

Switchman C. B. Dewey and family are spending their vacation at Detroit, Michigan.

Mrs. W. B. Donahue was a delegate to the State P. E. O. Sisterhood convention held at Madison, S. D.

Mrs. R. C. Herscleb is enjoying a visit from her brother, J. S. Brunet and family of Fond du Lac, Wis.

Mr. and Mrs. L. W. Scheffelbein and daughter, Joan, have returned from their

Big News for Railroad Workers

Your Success Your Future Your Happiness
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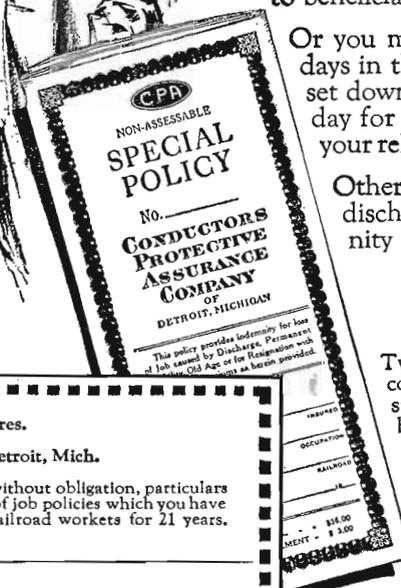
Then, too, if you are continually worried about whether you can hold your job, you cannot give the confident, aggressive service that brings promotion.

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ice unless your mind is free from the eternal worry of holding down your job, when you should be thinking of going ahead.

Free yourself of that worry—and you have brought yourself happiness; promotion will come your way; you will be surrounded by carefree, confident people.

Conductors, engineers, brakemen, firemen, flagmen, baggagemen and railroad officials who have at least 5 years' continuous service with their present employers are eligible.



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For \$3 a month you receive \$250 to \$4,000, depending on the time you have been insured, for loss of your job by discharge, or retirement on account of permanent disability or old age. If you resign, you may continue to pay the premium and you collect your insurance at 65. At death all premiums paid are returned to beneficiary.

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W. J. ROSS,
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Mr. W. J. ROSS, Pres.
C. P. A.
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vacation spent at Spokane, Portland and Medford, Ore. While at Spokane they visited Mrs. Schiefelbein's sister, Mrs. Fitzgerald. Mrs. Jackson accompanied them and she remained for a longer visit.

Mr. and Mrs. Fred A. Lentz are now touring the West in their lovely new Pontiac car.

James Carney, first trick operator at McLaughlin has been promoted to Agent at Dakota, Minn. Mr. Woodmier is now working first at McLaughlin.

Mrs. J. H. Mosteller of Jefferson, Iowa, is visiting at the home of her daughter, Mrs. A. G. Fuller.

Mr. and Mrs. Norman Anderson, Mr. and Mrs. L. G. Wells, Mr. and Mrs. Al Rich and Mr. and Mrs. John Hand spent Sunday at Lake Enemy Swim.

Herewith another contribution from our friend "SMOKE." After reading this you should all be able to guess who he is.

"MORE SMOKE"

Last Wednesday I met Dora and she said to me,

"Lots of folks have asked me who this 'Smoke' might be,

I really think they ought to know, but I promised not to tell,"

And she has kept her word, that's something I consider swell.

I have heard it was Jim Duvall, Charley Richards or Smokey Vail,

Yes, it might have been "Bill Mike," but he took the Westward trail.

I said when I wrote "A Memory," I would not write again,

But guess I'll let you know who I am, then throw away my pen.

I work on this Division, and you see me every day,

If you see me you will know me, as my hair is turning grey.

Ha! I have heard some criticism on "A Memory" by gosh,

Because I said all the rails had moved away from McIntosh.

There's Morrison, Phillips, Dowling living there happy as can be,

Waiting for the time they extend the H. & D. Things look good on this Division, we are having plenty of rain,

May have several crews this fall, on the branches hauling grain.

Long and Knott have been to the conventions of the Big O's and B. R. T.

Expect to hear a lot from the "orator" about the town of Miami.

Understand he went to Cuba just to hear the natives sing,

But while he was in Havana, got a hat and everything.

Lots of fellows on their vacations, in Minnesota and the Hills called Black,

Jacobs went up to Quebec, Oh Boy! when he gets back.

Heard that Bootz went a fishing in the lake at Enemy Swim,

Going good until the warden flashed a tape measure on him.

Charlie didn't know the law, thought that fishing was great sport,

But when the warden put away his measure, Bootz was twenty dollars short

McFarlane moved to Austin, his office is no more,

Hate to see you leave us Tom, It now says "Trainmaster" on the door.

But at that we find some happiness to overcome our great regret,

As we pass we now see Mildred, smiling at and with us yet.

J. P. R. is back again from Chi and Menominee, said he didn't catch so many fish, that isn't strange to me.

He said he made the "old swimmin hole" where he used to pull them in,

I guess he had been gone so long, the fish had forgotten him.

Mr. Bowen has a bulletin thanking all his men, and bidding them good-bye as he is leaving them.

We all know A. C. Bowen and we have watched him go, from chief dispatcher on this division, to "Super" at Miles you know.

Best wishes to you A. C. and we hope you do your bit,

Out there in the "Charmed Land" getting business, we sure need it.

Mr. Gillick is leaving Mobridge to take over the M. S.

But he will have both divisions, and plenty of help I guess.

Ben can drive that Marmon out to Fort Keogh,

When we go up we will get a ride, because Ben told us so.

And Joe it seems is going, now isn't that the "hips"?

Those M. S. boys will be surprised, when he finishes with their slips.

But we still have the dispatchers and W. P. Moran,

And that little lady at the desk, commonly known as Ann.

Lots of talk now about the terminals (mostly sand now I expect).

Some days it is at McLaughlin, others at Aberdeen, then at McIntosh.

Of course it remains to be seen, they can put it at McLaughlin, Aberdeen or Hackensack,

But we surely live in hopes of seeing Mar-marth get it back.

Mark Johnson has left Mobridge, said he was Montana bound,

You will notice on the rip track, A. Rognelson hanging around.

Steve is taking his vacation, Walt is working first just now,

Ding is working hard at second, Nummedor on on third. And how!

This is turning into fiction, really intended it as a joke,

You can guess now without friction, who the 'ell is this bird,

SMOKE.

Iowa (East) Division and Calmar Line

J. T. Raymond

AGENT A. J. GIBSON of Dixon was away several weeks on a vacation. A. E. Hanna relieved him.

Geo. G. Holcomb, Agent Donahue was off duty several weeks account of illness. T. J. Allen relieved him during his absence.

Chas. R. Youtzy of superintendents office spent a week of his vacation at Spirit Lake.

Harry J. Murphey has returned from a ten day trip to Seattle. He was called there to attend the funeral of a relative.

Dispatcher J. S. Keenan of Aberdeen spent a few days in Marion, renewing old acquaint-

ances. This is Jimmy's "old home town," and he is always given a warm reception when he returns to greet many old time friends.

Passenger Conductor and Mrs. John Coakley of Marion spent several days at Rochester, Minn.

Agent John Maloney of Sabula was away several days making a trip to an eastern point. Train Dispatcher A. J. Krohnke of Perry visited Marion friends for a day while on his vacation.

Train Dispatcher L. S. Dove, wife and daughter of Marion are enjoying a month's vacation in the north west, going via the Canadian Pacific, through the Canadian Rockies, stopping at places of interest, and will visit relatives at Salem and Sea Side, Oregon.

Mrs. Blanche Corwin of the superintendents office force, Marion was off duty on a week's vacation.

Mr. and Mrs. V. M. Reichert and their daughter, Vera Mae of Aberdeen, S. D., visited Marion the latter part of June, visiting Mr. and Mrs. Jack Bevauns.

Mr. and Mrs. Frank Higgins and their sons of Marion, visited Mrs. Higgin's mother who resides at Kansas City, Mo.

John Joyce, formerly a conductor for a number of years on this division passed away at his home in Cedar Rapids, recently.

Conductor and Mrs. F. S. Craig and their children of Marion went to Cincinnati to visit relatives. They were away about ten days.

Engineer L. K. Owen of Marion has resumed work after being off duty for a while on account of being ill.

Mrs. Kenneth Neblung and son of Marion started July 6th for a six weeks' visit with her parents at Los Angeles, Cal.

Mr. and Mrs. Walter Applegate of Marion have returned from a two weeks' trip, going to Seattle, Tacoma and Portland.

W. R. Barber has returned to his home in Marion after making an extensive tour of the system westward, going as far as the coast soliciting new members for the Pension Association. He expresses himself as being highly gratified at the interest manifested and the warm reception given him. He received a letter from headquarters expressing satisfaction with the fine results of his endeavors, which resulted in the addition of several hundred new members.

Zachariah Izer of Marion passed away at his residence in Marion June 1st, at the age of seventy years.

He suffered a stroke of apoplexy a few days previous to his death while at work in the car shops at Atkins, where he had been employed.

Mr. Izer had been in the service of the Milwaukee road for forty-nine years and was well known and highly respected by his fellow employees. His death is deeply regretted by many friends. The funeral services were held June 3rd. Rev. W. C. Perdew of the Methodist Episcopal Church conducted the services and the remains interred in the Marion cemetery.

Operator B. F. Haffner of Sabula was off duty for a week or ten days visiting at Sigourney and Ferguson. Operator E. F. Clausen relieved him.

Operator John B. McGuire has returned to work on the Iowa Division after being off duty for about two years on account of sickness. He has resumed work on second trick at Paralta. John's many friends are glad to see him back on the job again.

Mr. and Mrs. Donald Walter and son of Miami, Florida are visiting in Marion with Mrs. Walter's father, R. C. Merrill and family. Mrs. Walter spent her girlhood in Marion and was for some time in the service of the Company in the General offices at Chicago.

Rail Rumbblings from St. Paul

Allen

SAM ADAMS of the Cashier's Office met with an automobile accident and has been confined to the hospital and home for the past two months.

Al Soler of the bill desk is going to try his luck. He just purchased a gasoline consumer and is burning up the Rice Street road.

Mr. Graven, the originator of a filing system in use in this and many other offices, no doubt unknowingly boosts the idea every time he runs his car for he has a B file on both the front and back of the car.

I cannot recall Mr. Graven's auto license number, but it is prefix B number and we in the chief clerk's office call the system the B file.

I wonder if that B file is in the car book?

Another member of the office and Dennis O'Sullivan attended a hockey game played by Winnipeg and St. Paul late last spring. And as is customary the band opened up with God Save the King. Everybody stood up but Denny Me Boy. His partner wanted to know why he was not standing and Denny said: "Do you want my dad to clean house on me when I get home?"

We still have a chance to win the car for the Milwaukee Band picnic has been postponed to Labor Day.

I wish to express my sincere thanks to the employes of the Milwaukee and friends for their kindness shown me in the loss of my son. All were so kind to us.

River Division News

M. M.

APPOLOGIES to all the fair sex for the mistake that occurred in news items of last issue. It should have read, "And what is so rare as a DAY in June," and not "Lady in June." I am sure, Kind Editor, you will support me in this apology.

What a busy place Wabasha is? Almost impossible to describe the activities with all the work trains and gravel just flying in every direction. Roadmaster Carlson is accomplishing a tremendous amount of work. With the laying of steel and graveling the River Division everyone is kept busy. Mr. Wm. Ott has been appointed to assist Mr. Carlson with the work for the summer.

All the employees were greatly shocked when the sad news of the sudden death of Engr. Fred Wilson at Eau Claire reached Wabasha and the surrounding community. Mr. Wilson was engineer on Yard engine at Eau Claire and had gone to work apparently in the best of health. At about 10:00 A. M. he began to feel poorly and thought best to go home where he was taken and medical aid called and all possible was done to save his life but human efforts were futile.

Mr. Wilson was the third oldest engineer on the C. V. and Wabasha Divisions and after having resided at Wabasha for some time took the yard engine at Eau Claire where he has since lived. He was one of the old timers and had a host of staunch friends who paid their last tribute to him at his funeral that was held at Eau Claire. His wife is left to mourn his loss which is most keenly felt by her and heartfelt sympathy of all is extended to her.

The beautiful floral offerings and the large funeral cortege were evidences of the respect and esteem in which he was held.

Christ Reister and Pearl Roundy have been touching up on the culinary arts as their wives have been visiting in St. Louis, but upon their return found everything in good condition.

Mr. Lee Cater, baggageman at Wabasha, went to Chicago, where he spent a few days

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visiting. He was accompanied home by his father who will spend some time with Mr. Cater at his home here.

Yardmaster H. W. Peterson at Wabasha has been taking a couple weeks vacation and has been spending part of the time visiting relatives in Chicago.

The topic of the day—When are you going to take your vacation?

Mr. John Turney, District Master Mechanic, of Minneapolis, spent a short time at Wabasha and other points on the Division. Mr. Turney is always a welcome caller for his suggestions

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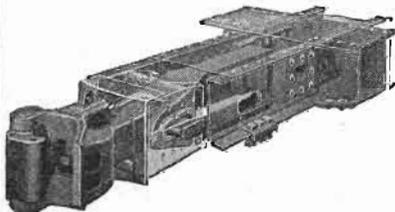
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Chief Carpenter John Ostrum and Roadmaster W. T. McNamara spent the Fourth of July on the Wabasha Division after the heavy rains the day previous.

R. & S. W. Division

Lillian L.

BRAKEMAN and Mrs. J. D. Artlip, Beloit, celebrated their golden wedding anniversary on June 23rd, by entertaining fifty guests at a dinner and family reunion. Six of their seven children are living and were present with their families.

Julia White and John D. Artlip were united in marriage at Beloit on June 23rd, 1878, at the Second Congregational parsonage, and went to live in the residence which is still their home.

A purse of gold, many beautiful flowers and other gifts were presented to them on their anniversary.

Among other guests present were Mr. and Mrs. Robert C. Loudenbach, who were married that morning in the city of Rochford. Mrs. Loudenbach is a granddaughter of Mr. and Mrs. Artlip.

Conductor Bill Muckerheide, who was injured May 10th, made us a call on June 26th. Sorry to see that he is still pretty lame and is unable to walk without the aid of a cane. Bill says he is hobnobbing with the "400" these days.

George Lane was on the sick list the latter part of June, being laid up with an attack of the mumps.

We hope John Cioni will have a better excuse to offer the next time he is arrested for speeding, viz., hurrying home with medicine for the baby. The Judge seemed a little skeptical, however, as he reminded John that he appeared to have time to take his foreman home, even though the baby was seriously ill.

Plans for a big division picnic to be held some time in July are under way.

On July 3rd at Belvidere, Ill., Miss Florence Ehrke became the bride of Leibert Littell and Miss Olga Starck was married to Denzil Moncrief. Reverend Mundell of the Belvidere Baptist Church read the service.

Following the ceremony the two couples left together for a two weeks' camping trip in Northern Wisconsin. Both bridegrooms are engineers on the B. & S. W. Division.

We extend congratulations and best wishes. Dispatcher Morrissey and family are spending a week at Lake Mills.

Better put some moth balls in that bathing suit, Babe, when you put it away this fall.

Don't forget the experience you had with your last year's suit.

Mrs. F. E. Devlin, daughter Jane and son Bobby, visited in Beloit during June. We surely were glad to see them and wished they might have spent a little more time here.

Operator Ray Harkness called on the Beloit office on June 27th.

John McLean, Boilermaker at Beloit Roundhouse, left July 2nd for a trip to Scotland, and Ross Corvaia, Hostler at Beloit Roundhouse, accompanied by his wife and two children, sailed from New York on July 5th for Italy.

Leo Sullivan and his friend, Mac, from Janesville, spent their vacation at Rice Lake, Wis., during the last two weeks in June. It rained about every day they were there, but they did not seem to mind a little thing like that, as they were both in need of the rest. They said there were a lot of good looking Janes up there, but they did not attempt to go out with them as they did not want to take the trouble to shave. They spent their evenings listening to the bedtime stories over the radio.

Understand we have a couple of matchmakers at the Beloit Roundhouse. Believe, however, if Messrs. Messer and Cioni would direct their efforts elsewhere, they might get better results.

A seven pound daughter, Alice Jean, born to Engineer and Mrs. Ray Dawes on June 28th.

No one would think to look at Conductor Charley Hayes that he was a gay deceiver—but you never can tell. He started out early one Sunday morning, telling his wife he was going to buy a paper, but instead of heading for a news stand he kept a date he had with two young ladies to go auto riding. However, by the time he reached Racine his courage failed him and he took a North Shore car for home. He called his wife on the phone before leaving Racine, but no one has been able to find out what excuse he had to offer for going to Racine to buy a Sunday paper. Do not think it could have been a very good one, as understand she is going to accompany him after this when he starts out on a Sunday morning jaunt.

West H. & D. Notes

N. M. R.

A. R. VIK spent some enjoyable days on his vacation visiting his mother at Strandquist, in Northern Minnesota. Vik says the fishing was great.

Mr. and Mrs. Wm. Tracy spent their vacation visiting relatives and friends in Washington and Oregon. Bill had to be very good 'cause Mamma-in-law was along. Bill went

trout fishing but did not have any luck, fell in the lake besides.

W. J. Beckel is a happy man again. His family finally arrived, moving here in June. Bill is putting on weight too, getting some good home cooking again.

Jack Sieler spent his vacation at Yankton, S. D., and vicinity. Wonder why Yankton? Hope you are not thinking of leaving us Jack.

It is hard to imagine anyone going south for their vacation in the summer time, but that is what Billie, clerk in the T. M. office is doing. Understand a pair of dark eyes of a certain Miss is the cause of it all.

F. E. Rice, District Engineer of Minneapolis was an Aberdeen visitor first part of July.

Jim Ryan, popular clerk at the Car Department is on his vacation, which will be spent in New York, and seeing Niagara Falls. We hope Jim is not seeing the Falls with any special purpose and that he comes home single. We hear that Jim will also go into Canada, we can guess the reason and kinda envy him, especially this hot weather.

The South Dakota American Legion State Convention was held at Aberdeen, July 12, 13 and 14. A number of prominent visitors were at the convention, among them were Mr. Davison, Ass't. Secy. of State; Judge Landis, Gov. Bulow. The giant plane "Stanolind" was here bringing Col. Robert Stewart, Mr. Allen Jackson and Mr. L. L. Stephens. These gentlemen are officers and directors of the Standard Oil Co. of Ind. Every train was crowded bringing in the many thousands that attended the convention. The new Air Port was dedicated the afternoon of July 12th. Aberdeen is coming more and more to the front and our new Airport is a great asset.

We are very proud of our station and grounds. Mr. Nee had flower beds made, and with the depot trimmed in green it is a wonderful improvement. During the Legion Convention the station was decorated with the colors of the Legion and with the colored lights on Main and the depot alight it was a sight worth seeing.

L. R. Lange, D. S. K. of Sioux City was an Aberdeen caller first part of July.

Our old friend Kenneth Heinzelman was back on the job for a while in June helping out. Kenneth has his "B.A." now and is going to teach in the High School at Ortonville this coming term.

During the Legion convention Max Hansen was in his glory playing his bugle. Kinda hard on the lip not being use to it Max, but there are several good remedies.

Chicago Terminals

Guy E. Sampson

FRIDAY, July 13th (that lucky day) was Milwaukee Day at Riverview Amusement Park in Chicago and the employees of our road sure enjoyed a wonderful day and HOW? This is an annual event to which the majority of the employees of the Chi Terminals look forward to with interest. Altho many of them visit Riverview many times during the season, this event where they attend in a body is when they have the best times.

Third trick operator Harold Sappington received the sad news June 17th that his mother had met death in an auto accident at Euphreta, Washington. He left that same night on the Olympian. As we send in our items, July 14th, he has not returned nor have any of the boys heard from him since he left. The sympathy of all employees is extended to him in his sorrow. Operator "Billy" Shallow is working third during Harold's absence.

Born Sunday, July 8th to Mr. and Mrs. Earl Atchison, a 11½ pound son. Some boy! Earl says they now have a pair of Kings and

a pair of Queens and when either the mother or he joins the children, that's a "full hand" and when the parents and children are altogether that's "a Full House." Congratulations and thanks for the choice cigars that were passed around.

Earling Klevan, another car department employee also passed around the cigars this month when a bright eyed youngster arrived at his home and asked for future board and room. More cigars and more congratulations.

Engineer Harvey Cregmile and wife accompanied by the Rev. Render and family spent a week at the Cregmile summer cottage at Lake Winnebago, Wisconsin. Harvey says that for solid comfort, and good fishing, it is the ideal spot.

Yard Master J. Capoot enjoyed his vacation the first half of July and How? Down at Excelsior Springs, the famous rest resort and right on the Milwaukee—easy to get to and the spot where many of our employees spend week ends and vacations. Mrs. Capoot spent the week end there also, returning home with Jess at the close of his stay.

Ferd Marquette visited his parents at Wausau, Wisconsin this month.

Yard master LaVern Smethurst vacationing in Crawford County, Wisconsin, among the hills and trout streams. His family also enjoyed the outing with him.

The sympathy of all employees is extended to car department employee Harry Miller and family for the loss of their daughter, Thelma. Deceased was 15 years of age, but had been a helpless invalid since a small child. The bereaved parents ask us to thank the employees for their kind sympathy and beautiful floral offerings at the time of their sorrow.

Mrs. Marion Rands, her mother and little niece, Lurell Ball journeyed to Sioux City the fore part of the month where grandma remained for an extended visit, the other two returning after the week end. And on July 13th Marion and Lurell went to Ottumwa, Iowa to spend the week end at the home of Superintendent Harry Gibson and wife.

If you think that the "Wedding Bells" are not kept busy around the Western Avenue end of the Terminals just glance over the following wherein contracts have been signed, sealed and delivered. Miss Virginia Wienard of Mr. Snell's office, became the bride of Mr. V. Tortorich, June 14th. Mr. L. F. Anderson, chief clerk in Mr. Lyons office, was married to Miss Anna Mae of Mason City, Iowa on June 19th. Miss Leitha Burton of Mr. Emmerson's office, married June 16th to Mr. Alex Werner. Miss Rose Curran, stenographer to Mr. Lyons, married July 14th to Mr. Galvin F. Costello. Now don't you agree with us that "Dan Cupid" had a busy season with his bow and arrow in that neck of the woods?

By the way have any of you noticed the Western Avenue operator playing tennis at Kelvyn Park recently? Helen Wills better keep up her batting average or we may have occasion to gaze on a world's champion right here in the terminals.

We would just have loved to have mentioned Earl King's name in the big list of newlyweds, but as his wedding is scheduled for July 31st, guess we better suffice by wishing him luck also, as the Bells will ring before this issue comes out.

Mr. Wm. Snell and wife have just returned from a very enjoyable trip to Atlantic City. They say the board walk down there is worn thread bare in places, all on account of Mr. Snell putting his approval on the one piece bathing suit, and How he approved he can tell you.

Miss Rae Earl of Mr. Snell's office, just returned from a vacation spent at Harlan, Iowa. We'll wager that all the "Bleeding Hearts" in

that town now don't grow in the flower garden, not by a jug full.

Vacation time in the Bensenville train directors office is here. Frank Reed enjoyed his, the first half of July. Sampson takes the first half of August and Burke the last half of August, and then all settle down for another year's hard work to earn another vacation. Kirby beat them all to it by taking his vacation early in the spring.

Did you ever see an elephant lie down to take a rest? Well if you did you can imagine how engine No. 8384 appeared recently when she was run over a piece of new track in the Bensenville yard just after a terrific rain storm. While the engine was slowly backing out onto the new track preparatory to crossing over onto her train, the track began to settle on one side and before she could be reversed and moved to safe territory the engine just leisurely laid over on her left side as nicely as you please. And it took the combined efforts of both the Galewood and Milwaukee steam derricks to induce her to stand up again. It all happened so easily that the crew were able to alight without injury.

Now the labor foreman at the Bensenville round house is asking us why Walter Jackson always gets to the Westwood station forty-five minutes before the coaches are due, on his way to work. How are we to know? Surely the fact that several hundred beautiful stenographers board the east bound trains there every morning would have nothing to do with the matter as they would not interest grandpa Jackson. We give it up, ask us another.

Mrs. Ohharber, wife of section foreman at Bensenville, underwent an operation at a Cbi hospital this month. Her many friends wish for her a speedy recovery.

Sidney Grazer of Mr. Cameron's office has purchased a home in Roselle and is now a suburban resident.

Engineer Ralph Dulan and family are enjoying a two months tour of the west. That's the boy Ralph, See America First is the idea.

Mrs. Lottie Shaw and sons, family of car inspector George Shaw of Bensenville, spent a two weeks' vacation in Rome, New York, visiting relatives.

The Milwaukee Women's Club gave their semi-annual dance in Koehbemens pavillion in Bensenville Saturday evening, July 14th, and the usual good time was enjoyed by all who attended.

Mr. and Mrs. Sutherland enjoyed a few weeks' visit in their old Canadian home town.

Mr. H. E. George, general yard master of Godfrey yards, accompanied by Mrs. George, spent his vacation at Excelsior Springs. Hurkley always has a good word for that rest resort as well as for the Milwaukee service getting there and back home. Wm. Walthers acting in his place during Mr. George's absence.

Mrs. Valentine of Green Bay visited a few days in the terminals this month.

HUGO, the messenger boy in Superintendent's office, is what you call a real fisherman. He goes fishing twice on Saturdays and every night of the week and we think by this time most of the bull heads have been caught out around Bartlett. Hugo is a commuter, you know; lives in Bartlett. Some kid. I'll tell you some time about his trip to the Cubs' ball game.

Miss Rush Rockenbach, stenographer to C. Moskovitz, just got back from her annual vacation. Don't know where she was but looks good and rosy and ready for another year's grind.

Mrs. Gillen, stenographer to Superintendent, just got back to her duties after spending a few days in Minneapolis and St. Paul. She's a bear for long trips and does not consider

Minneapolis much of a distance. So she will probably take herself away from us on her vacation.

Miss Bessie, I mean Betty Levine, File Clerk, Superintendent's Office, spent a whole week of her vacation in Crystal Falls, Mich. That may be her idea of a good time, but not for yours truly. Nothing up there to see much but I hear Betty was born up there in the snow and copper country and knows everyone there so that accounts for the visit. Says she had a good time and only one proposal of marriage. Well, that's natural, in that part of the woods the boys up there don't realize what they have missed until she had gone.

Dan Cranston, the Beau Brummel Roster Clerk in Superintendent's Office, is away on his vacation and I hear he is a frequenter of the dog races out Elgin way. Well, Dan, unless you know the dogs they will get your shekels. Hurry back.

Assistant Chief Clerk Charley Moskovitz, Superintendent's Office, has a flock of time cards around him all the time trying to figure out where he will go on his vacation this year. He's a bear for foreign countries and a trip to the old country would not surprise one much. He was in Cuba last year and I think he is figuring on Canada this likes to see the satisfied look on others' faces with their foot on the "Brass rail."

Al Thor, the Chief Clerk for Superintendent Whiting, goes on his vacation about the last week in July and think he and the Mrs. may go to the mountains of Colorado for an outing. Mrs. Thor, he says, never saw the Royal Gorge and he wants her to get a look at that wonder of the world.

Jerry Hansen, Trainmaster Galewood, is watching the passenger trains in the absence of E. E. Johnson, who is on vacation. Jerry is a pretty busy man, too, and is not picking up any flesh during Johnson's absence.

E. E. Johnson, Passenger Trainmaster, is on his vacation up in Washington and Idaho. He took the Mrs. and Jack with him and you can figure right now that Ed will have a good time wherever he goes, even if he has to make a trip over the border.

H. J. Meek, Train Director, Superintendent's Office, is going some these days. He says patrons nowadays require airplane service, and a car no sooner lights in the terminals than the industries want it. He says some of the T. M.'s and Y. M.'s get sort of peeved at the service required, but he has to do it to hold his job. He has a few dollars, but not enough to retire. Cheer up, H. J. M., we are with you to get and hold the business.

Miss Beatrice Wagner, steno to Chief Clerk Al Thor, has not had her vacation yet, but expects to leave soon on a motor trip down through New York State and Eastern Canada. Beatrice is not going to Canada for anything but to see the scenery. Hope she has a pleasant trip and a good rest as she is a hard worker.

Dubuque Division

E. L. S.

ON JUNE 28th, a special train carried 72 Rotarians from Dubuque to Guttenberg and return on a "Good Will" tour.

Conductor Wm. Cutting had the misfortune to be injured by an auto in La Crosse latter part of June, which has laid him up for several weeks. Hope to see him at his work real soon.

Superintendent and Mrs. E. A. Meyer departed for a vacation trip to Alaska, June 30th.

The Milwaukee Women's Club held a very successful picnic at Eagle Point Park, June 28.

In connection with this picnic, a Safety First Meeting was held, with Safety Inspector W. H. Cobb present. He gave a very interesting talk on safety first in general, and there were also several other interesting and instructive papers given on this subject. Some welcome out-of-town guests were Mrs. R. H. Kearney and daughters Mary and Elizabeth of La Crosse.

Mr. E. W. Webb of Des Moines was in Dubuque on business June 28th.

General Manager Harsta and General Supt. Lollis were on our division June 28th and 29th.

Mrs. W. F. Keefe is at Jacksonville, Ill., visiting relatives and friends.

John Arensflorf of the Superintendent's office is sporting a new Graham-Paige sedan, and F. Earl Eckstein is sporting a brand new set of "uppers."

Trainmaster Hotchkiss and Division Freight and Passenger Agent Keefe were called to Chicago on business July 5th.

We are sorry to learn that Agent Manly J. Thompson of Spring Grove has been very ill for the past several weeks, but we are glad to hear at this writing that he is feeling better. Engineer M. J. Brophy is also on the sick list.

John Arensdorf secured two passengers via our line Kansas City to Lyons, Kansas, July 2nd, and is working hard to get six or eight more lined up for Lake Okaboji. Keep up the good work, John!

Ed. Schwartz, night clerk at Dubuque freight house, had misfortune to sprain his ankle fore part of July.

The many friends on this Division were shocked and grieved by the death of Mrs. E. E. Duff, operator on this Division, who passed away at Finley hospital at Dubuque, on June 11th. Sympathy is extended to her son Dan of Cambridge, Ohio, and to her aged parents at Clayton, Iowa.

Twin City Terminals Happenings

N. A. H.

FORMER Roundhouse Clerk Lawrence McMakin made a pleasant call on the offices at South Minneapolis, chatting with his old fellow workers. Mr. McMakin was called to Minneapolis account of serious illness of his mother, who passed away.

Roundhouse Clerk Herb Allan makes frequent trips to the Black Hills. He says "NOT" very emphatically, but we are rather suspicious.

Clerk Al Down in the Master Mechanic's office at Minneapolis, spent a very enjoyable week's vacation in the northern part of Minnesota.

The Milwaukee Band went to Faribault, June 20th to play at the Peony Festival, which was a grand display of every specie of peonies.

Mr. D. B. Rivers is our new District Storekeeper with headquarters at Minneapolis vice Mr. G. T. Richards who resigned to take up other business.

Mr. Ed. Kerrot of the Store Department passed away after a stroke. He worked up to the time stricken and our sympathy is extended to the family in their bereavement.

River Division George W. Vore passed away May 22nd at his home in St. Paul and taken to Hastings for burial. Mr. Vore was on a leave of absence due to poor health and journeyed to California the first part of the year for his health but after being there a few weeks, his health failed fast and was brought back to St. Paul where he passed away. We take this means to extend our sympathy to his widow.

Traveling Engineer Blase is spending his vacation in the Northern part of Minnesota.

Congratulations to Al Norlin and his wife, who worked in the Master Mechanic's office previous to marriage, on the arrival of a little son. Mr. Norlin is one of our blacksmiths in the Back Shops.

Mrs. Chas. Lundburg, wife of our round-house foreman at Minneapolis, was compelled to return to the hospital and at this writing is doing well.

Mr. John Turney in company with Supt. E. H. Bannon made a business trip to Duluth July 10th.

Mr. Peter Everote, Engine Watchman at Farmington, made a very pleasant call at the Master Mechanic's office recently and showed the office with flowers from his own garden.

Squeaks from the C. & M.

H. E. W.

FIREMAN "SMOKE" WILLIAMS was painfully injured on No. 22, July 4th, while assisting the engineer.

Conductor Bono is about ready to resume work after several weeks' illness. Glad to see you back, Henry, and so are all the boys.

Conductor George Hennessey and crew are now qualified house movers. George says estimates will be cheerfully given and will send you the agent at Caledonia for any reference you require.

The population of Milwaukee is gradually increasing. Conductor Bill King has finally moved here, increasing the population by one.

Conductor R. Terwilliger and wife have just returned from an extended tour of the East and report a very pleasant trip.

Engineer L. Collins reported seeing a dead man beside the track at Morton Grove one morning recently. Oh, Yes! He was dead (dead drunk).

Conductor H. L. Jewell is now the boss on No. 91 and 92.

I. & D. Items

"Proxy"

MASON CITY celebrated its Seventy-fifth Anniversary June 19th, 20th and 21st. Among the plans for those days there was included a parade in which the railroads and industries took part. The Milwaukee, being a pioneer and the first railroad into Mason City, took an active part in the celebration. We were quite proud of our floats.

The new baseball suits for the "Milwaukee" team made their first appearance at a game in East Park, Mason City, Ia., June 23rd. The Women's Club gave a picnic and one of the features of the day was a baseball game between the C. M. St. P. & P. and the C. N. W. On account of the suits, perhaps, or the rooting, the boys won the game with a score 4-3.

Mrs. Ina Trewin is working in the Superintendent's office; Mason City, in place of Marie Randall who is on a leave of absence.

Rae Wallace is the new File Clerk in the Superintendent's office, Milton Olson, former File Clerk, having been appointed Traveling Car Secretary.

Understand Leo has had an offer from Hollywood to join the movies since his appearance as an Indian Chief in the Anniversary Parade.

If anyone wants to know any scandal, news, jokes, etc., ask Carl Donovan.

Why does Grace Moran meet No. 22 every night? It is a train to be proud of, Grace, but is that your reason?

Permanents may come and permanents may go but the one our Traveling Engineer has goes on forever. Just take a look at him the next hot day we have.

Frank Murphy, Clerk, Mason City Roundhouse, and wife, are spending a vacation visiting points in Iowa and South Dakota.

Chris Swarner, one of our cherished old employees is spending a well earned vacation visiting relatives in the East. We hope he returns in time to wield the broom and make a path for us when the snow flies.

Speaking of snow, Milton Olson wishes to advise that it is warm in South Dakota. Isn't that putting it rather mild?

Miss Carrie Bradbury, Expense Clerk in the Mason City Freight Office, spent the Fourth visiting friends at Cedar Falls.

Mr. and Mrs. Wm. Hogan and son Bobbie of Moberg spent the early part of July visiting at the home of Mrs. John Hogan, mother of William. Mr. Hogan is an operator for the C. M. & St. P. & P. and formerly worked in the local office.

Mr. Leo Gribben, assistant cashier in the Mason City Freight office, is enjoying a vacation at Clear Lake, Ia. Mr. Gribben will return to work July 23rd.

Mr. Harry Arnold, Abstract Clerk at the Mason City freight office, is enjoying the warm weather in his cottage at Ventura Heights.

Wanted: An old alarm clock for Jay W. Bailey.

F. J. McDonald relieved Mr. Meuwissen, Chief Dispatcher at Mason City, for two weeks while Mr. Meuwissen was on his vacation.

Arthur E. Johnson worked for Carl Donavan who has gone to Missouri to get caught up on wise cracks.

Roy Lyman returned from Kansas City after a few days' vacation.

Vern P. Sohn of New Hampton is acting as relief man in Mason City Dispatchers Office.

Understand Marion Schultz is collecting rhu-barb at the Yard Office.

Did you see the new bass baits that are just out? They are all the rage!

Clifford Smith had his car banged up, necessitating some more repairs. It isn't the original cost, etc.

Mr. and Mrs. A. Casey are spending two weeks' vacation at Colony, Kansas. Mr. Casey is Foreman of the Mason City roundhouse.

Miss Marie Fiala, timekeeper in the Master Mechanic's Office, Mason City, spent two weeks' vacation visiting in Chicago and points in Wisconsin.

We regret to advise that Mrs. Hannah Potter, mother of Chief Clerk Ruby Potter of the Master Mechanic's office is still confined to her bed. Mrs. Potter has been ill for about three months and doesn't seem to make much improvement.

Claude Faber has returned to his work in the Store Department after being off due to injuries he received in a motor car accident.

Understand Leo Montgomery is quite a reckless driver. That is too good a car to be risked like that, Leo.

Mr. A. L. Parker from Sanborn, Ia., has been appointed working supervisor, Calmar, Ia., during the leave of absence of Mr. Washburn.

Mrs. W. F. Ingraham has been confined to her home on account of an injury to her leg. We hope that she will soon be able to be out.

Herman Quandahl has returned to his work in the Yard Office after being off account of illness. Glad to see you back, Herman.

Irma Wilhelm and Mae Quinn, both of the Superintendent's office at Mason City, spent the Fourth with some friends in a cottage at Clear Lake.

Mary G. Braheny of the Superintendent's office spent the Fourth at Cedar Rapids, visiting friends.

We can always tell when the real warm weather is here to stay at last, by the appearance of Leo and Don with their ice cream cones. They will eat ice cream cones now until the middle of September.

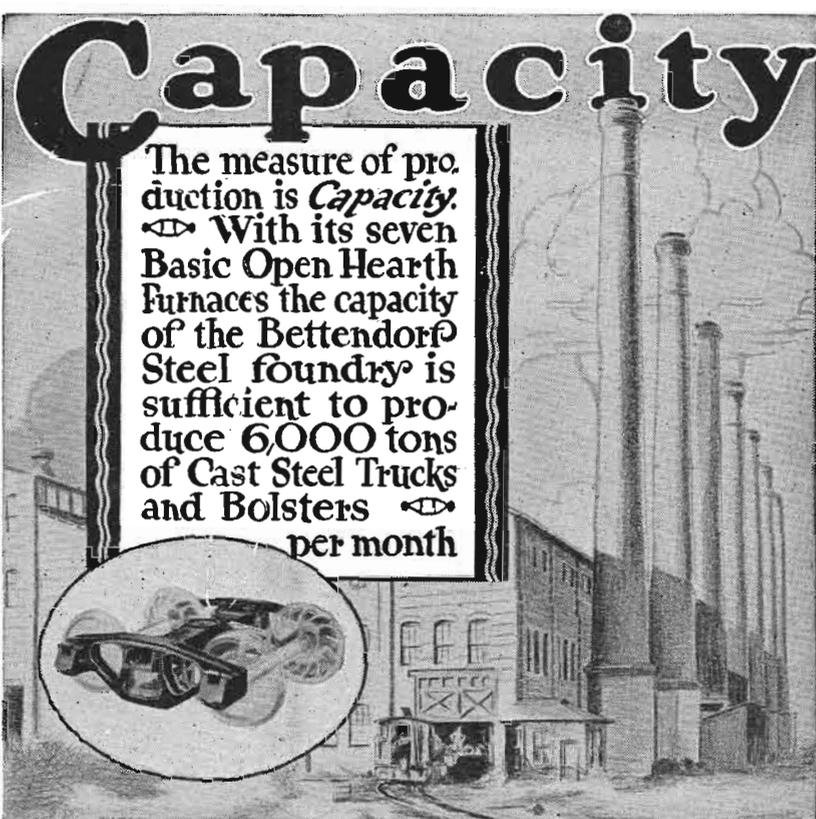
Miss Madonna McGee worked in the Superintendent's office at Mason City during the inventory.

Leonard Anderson, formerly Chief Clerk in the Store Department at Mason City, and now at Western Avenue, was married to Miss Anna Mae Mullen on June 19, 1928, at Mason City. Congratulations, "Andy."

Rae Wallace and Milton Olson of the Superintendent's Office, Mason City, made their initial trip to Chicago, June 8th. We were glad to see that they both got back safely. We understand from them that it is quite a large place, and there are tall buildings. We were glad to have this information.

Capacity

The measure of production is *Capacity*. With its seven Basic Open Hearth Furnaces the capacity of the Bettendorf Steel foundry is sufficient to produce 6,000 tons of Cast Steel Trucks and Bolsters per month



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Steel Lukens Locomotive Firebox and Boiler Champion Structural and Boiler Rivets

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A Unique and Successful Industry on the Milwaukee Road at Milwaukee

Sizes up to 5½ inches

GLOBE STEEL TUBES CO.

Iowa Middle and West

Ruby Eckman

THE Perry ticket agents did some nice passenger business during July, getting folks interested in the special tours operated to the Northwest, including three passengers for the Alaska tour. The agent at Melbourne also did some good work in the passenger business by securing passengers for the tours.

The depot at Potter and the water tank at Earling, two old landmarks for the Iowa division, were torn down during the last few weeks. Both were built when the road was built. Potter station was closed several years ago and the installation of a water tank at Persia eliminated the necessity of the tank at Earling.

Travelling Engineer S. Einerson took his family in their car to Northern Wisconsin to spend their vacation with his folks. They live near Sturgeon Bay.

Engineer L. K. Owens, one of the veterans of the East Iowa Division, was out to Perry to spend some time with his daughter, Mrs. O. G. Emerick. Mr. Owens was quite sick for a while with acute indigestion.

Ben Stapleton, son of Engineer Frank Stapleton had his collar bone broken when he was thrown from his bicycle after being struck by an automobile.

Mrs. S. G. Lund, widow of one of the old time passenger conductors, died in California the latter part of June. The daughter, with whom Mrs. Lund had made her home, brought the remains back to Owatonna, Minn., for burial.

Ambrose Cunningham, son of Engineer Dave Cunningham of Perry, was married in Chicago June 23rd to Evelyn Cone of that city. Ambrose is vice-president and manager of the Craig Agency and following a short wedding tour, the young people went to housekeeping in Chicago. Engineer Cunningham, wife and daughter were in attendance at the wedding.

Another wedding in the Milwaukee family occurred on June 30th when Miss Iola Fulhart daughter of Machinist Otis Fulhart, was married to Roy Zuck, a young farmer near Rippey, Iowa.

Engine Foreman Thomas and Jerry Cummings took in the Elks Convention in Miami in the fore part of July.

Homer Bennett and O. V. Robinson took a turn at batching for a couple weeks in July while the women folks went to Albuquerque, New Mexico, for a trip.

Engineer Earl Townley, wife and daughter, Ruth, had a nice vacation trip in June when they went to Colorado, Wyoming and Oklahoma and Arkansas to visit relatives and see the sights.

A. J. Kressen, S. Einerson and J. P. Lutze of Perry were all in attendance at the funeral of John Murphy, for many years round house foreman for the Des Moines Union at Des Moines. Mr. Murphy died the latter part of June following a long sickness.

J. A. Cherwinker of the West Iowa division was called upon to mourn the death of his mother which occurred the latter part of June. Death resulted from an operation. Burial was made at the old home at Washington, Iowa.

Brakeman Earnest Banyard has taken a leave of absence and has gone to Chicago to take a position with the Engineering Department during the track elevation work.

George Saucer and James Wagner, both of Perry Yard switch engine service, laid off the fore part of July to go to Excelsior Springs for an outing. Mr. Wagner took his wife along and George says he is still looking for one.

Engineer Jake Brown and wife have a new grandson, born to Mrs. Brown's daughter on July 6th.

Harry Balsbaugh, engine dispatcher, who was off duty for three months on account of an infection in his foot, was able to go back to work July 5th.

Engine Inspector Wm. Barker laid away the cares of the railroad and the locomotive department in particular and took his wife and son to Ohio and Pennsylvania for their vacation.

Engineer Lon Morgan was in Madison, Wisconsin, the fore part of July to attend the funeral services of his brother-in-law, an old time Milwaukee employee. The deceased, Frank Lamphere, commenced work as a fireman for the Milwaukee in 1877 and was in continuous service until his health failed about five years ago. He was one of the oldest engineers on the Madison division seniority list. He spent the last three years in California, having returned to Madison only a few months before his death.

Wm. Bollerman of the Perry car department spent his vacation on a motor trip to Davenport. Alice Bowman of the car department office force hied herself to the mountains in Colorado, having been joined on the trip by Engineer Charles Warner's daughter.

Brakeman George Hanner and family of Milwaukee were in Perry the fore part of July to visit George's parents, Engineer and Mrs. F. L. Hanner.

F. J. Yerke of the Sioux Line dispatcher's office force in Minneapolis was renewing old acquaintances on the Iowa division of the Milwaukee in July. Mr. Yerke and his wife were house guests of Chief Dispatcher J. J. Kindig and family. Frank formerly worked a trick in the Perry dispatcher's office, having left the Milwaukee about fifteen years ago.

The lakes in Minnesota have attracted quite a few of the Iowa division fishermen during the last few weeks, among them being J. J. Kindig, F. R. Hoes, J. P. Lutze, Wm. Cummings, Francis Cummings, Merwin Newport, George Pantier, Grover Wagner, Adolph and Fred Schloe. Several others are planning on trips up north later.

Engineer Clate Kerlin and daughter Elizabeth were in Chicago to see Mrs. Kerlin, who has been at St. Elizabeth hospital for treatment for some time.

Don Hansen and Harry Partner of the B. and B. department on the Iowa division took a couple weeks off in July and went to Star Lake, Wisconsin, to camp and fish. The boys had a wonderful time and plan on going there again.

Conductor Le Verne Roland and wife were called to Excelsior, Minn., the fore part of July by the death of Mrs. Roland's sister, whose remains they brought back to the family home at Perry for burial.

Machinist Helper Corwin Judd has a fine new son at his home in Perry. The young lad was born on July 10th and weighed nine and one-half pounds at birth. Corwin is going to make a railroad man out of him he says.

James Cartwright, Chief Caller, took the Mrs. and went to East Chicago, Indiana, to spend the 4th of July with their son, Dell and family. Jim's friends think the trip was made just because it would give him a chance to help his young grandson shoot his firecrackers.

All you could hear around Perry yard for several days after July 10th was about the "PX" cars. PX is the symbol Perry Yard uses in reporting cars under the new manifest car tracing system which was inaugurated on the Iowa division that date. With the new system properly working, patrons of the company are enabled to get very close record on the movement of any shipments.

The freight office force at Perry have had car numbers and billing reference given them on the backs of envelopes, letters and blanks of all descriptions but the fore part of July they had a new one. Three men with a Rodeo outfit which had exhibited at Perry, July 4th, loaded their stock at the Milwaukee stock yards. When the men went to the freight office to bill out their cars they found that none of them had a pencil or paper, so picked up a board and with a track spike, scratched the car numbers and initials thereon and took it with them to the office for reference.

Raymond Colburn, formerly of the Superintendent's office force at Marion, came out from Chicago to spend a part of his vacation with his parents. Raymond now has a nice position with a manufacturing concern in Chicago. Needless to say he stopped at Marion on his way back to the big city.

There has been an addition built to the reading room in connection with the engineer's bunk room in Council Bluffs. The room is now much more comfortable and more to the convenience of the engineers and firemen, while on their lay over at Council Bluffs.

Mrs. Ella Louise Cornell, who made her home with Boilermaker Otto Pohl and family for the last year, died July 5th. She was Mrs. Pohl's mother and had been ill for about a year.

Fred Schloe, who returned recently from San Antonio, Texas, where has been in a sanitarium for some time, accompanied his son, Adolph, a conductor, and his grandson on a fishing trip to Deep Water, Minn. The men all had a fine time.

Joe Frundel, agent at Lemon, took a regular vacation this summer. He and Mrs. Fundel packed their grips and came first to Perry to visit their niece and from here went east as far as Boston. Their route took them through some of the most interesting cities of the east and when they left Perry they were looking forward to having a real time.

Leonard Anderson, who is now Chief Clerk in the Store Department in Chicago, was married on June 19th to Anna Mae Mullen of Mason City. The ceremony took place at Mason City. Leonard worked in the store department at Perry before going to Mason City where he met the lady who later became Mrs. Anderson. A wedding breakfast at the Hanford Hotel followed the ceremony, and Mr. and Mrs. Anderson left soon for a wedding trip to New York and Washington, D. C. Engineer Ray Burns and family, accompanied Leonard's parents to Mason City for the event, Mrs. Burns being a sister of the groom.

On June 21st a wedding occurred in Perry which was of interest in the railroad family, as it united the lives of Miss Ethel Lee, daughter of conductor Homer Lee, and Mr. Z. C. Shaw, a young business man of Wichita, Kan. The ceremony was performed at noon at the family home and was followed by a wedding dinner at the Pattee Hotel. Mr. and Mrs. Shaw left immediately in their car for Excelsior Springs where they spent their honeymoon before going to Wichita where they will make their home.

The closing of three operator's positions on the middle and west Iowa division has made a change of operators. Two tricks were abolished at Manning and one at Collins. Harold Dollarhide who was at Collins took a three months' vacancy at Weston, created when G. E. Madsen laid off for the summer, and will work there till he bids in some job on bulletin. H. C. Gustafson who was at Manning bid in a trick at Persia left open when E. T. Corbett took the agency at Bouton, and H. C. Van Dyke, the other operator at Manning, took a job at Earling. Several agents and operators have been taking their vaca-

tions so all the extra men have been busy. H. C. Krasche has been relieving Agent King at Manilla. Clyde Peasley relieved Agent Bliss at Persia. Clyde Ramsey relieved Agent Bowen at Van Horne, Robert Gilliland relieved Operator Storm and Operator Griswold at Tama, and Loyal Howlett relieved O. P. Byrd on third trick Perry yard.

Conductor Marvin Ellsworth and wife are the parents of a daughter born on June 17th. She has been named Eilain.

Wisconsin Valley Division

Lillian

MRS. A. H. MUNGER of Hollywood visited with friends and relatives.

Mr. and Mrs. William McEwen are rejoicing over the arrival of a baby boy on June 18.

A nice mess of trout was caught by Russell Crandall—seeing is believing—he carried one in his dinner bucket and the boys were convinced.

Mr. H. L. Connant has been laying off on account of illness.

Gladys Johnson has again resumed her former duties as clerk to Roundhouse Foreman. She was seen with a box of PEP on her desk recently, we presume that was to keep up the Pep with the rest of the office forces—we miss you, Gladys.

Margaret O'Brien has returned from Dubuque, Ia., to resume duties as Abstract Clerk in the freight department, and it seems quite natural to see her make her daily visits.

Mr. Frank Sheehan has returned from St. Mary's Hospital where he received treatments for pneumonia. He is convalescing slowly and hopes to be able to take up his duties before very long.

Mr. Andy McGinley caught a six-pound Northern Pike at Lake Nokomis, where he was spending a few days outing with his family. Other nice fish were also caught by members in the party.

Raymond Behring, a sixteen-year-old boy, while fishing alone in a boat on Rib River, Wausau, hooked and landed a 22-pound muskeloung. He was using a fifteen-pound test line. The fish has been on display at Joe's Sporting Goods Store, and has attracted much attention.

Mrs. H. O. Wheelock and family have been visiting at Chicago and Naperville, Ill., and Mr. Wheelock joined them at Prescott where they spent a week visiting with Mr. Wheelock's parents.

Mr. and Mrs. Jule Manhart spent a few days visiting at Chicago.

Mr. Erdmond Smith caught seven fair sized muskies while out on a fishing trip, they were seen by some of our office force. It is evident that the fish stories are reliable before being published.

Margaret Fox of Waukegan, Ill., is spending a few months at the home of Mr. and Mrs. A. W. Warner.

The picnic scheduled by the Railroad Woman's Club on June 20th was very much enjoyed in spite of the inclement weather. The supper was delicious and everyone present was amused in some way or other.

Mr. R. L. Whitney spent a few days with us, checking up.

A baby girl was born to Mr. and Mrs. E. B. Gehrke at Green Bay, June 6th. We are wondering if Eric will "set 'em up." Congratulations.

Mr. and Mrs. H. G. Giddings of South Dakota are visiting at the home of Mrs. Giddings' parents, Mr. and Mrs. B. F. Hoehn. Mr. Hoehn took them on a fishing trip to Newwood and Prairie River. The first day they went out they were not very successful, it was very hot and the fish refused to

bite. Mr. Hoehn being very persistent went out the following morning early, just after a rain and we have reports that he returned home with the full quota of trout he could legally carry.

Mr. H. Clyde Grout, General Superintendent of the Canadian Pacific Railroad, at Montreal, arrived in Wausau in his private car, June 10th, bringing the body of his mother, Mrs. A. H. Grout, who passed away at Long Beach, California, on June 30th. Funeral took place at Pine Grove Mausoleum. Mrs. Grout was a resident of Wausau for many years and her death is mourned by a host of friends.

Station Agent A. I. Lathrop has been off duty on account of illness. Both Mr. and Mrs. Lathrop have had their tonsils removed and it is expected their health will be greatly improved.

R. D. Schultz, Agent at Star Lake, caught nine pike recently. This is a common occurrence with Mr. Schultz as he is known to be an expert fisherman—and it is not just because he has a good line, but certainly uses the right kind of bait as well.

Mr. W. R. Billington called on the City Officials and was successful in getting two carloads of oil and a prospect of some eight or ten carloads of crushed stone to be used for city work. Mr. Billington was able to convince them that our payroll was large enough to warrant at least two-thirds of the city's business.

Mr. Charles Conklin, Jr., secured two passengers Wausau to Chicago and return, and this resulted in four or five passengers coming to Wausau over our line when arrangements had previously been made to travel via a competing line. Work of this kind is very much appreciated and increases our revenue to a marked extent.

Mr. H. J. Schaupp and Mr. E. Morin were out soliciting passenger business at Tomahawk. The last report was that they were quite successful.

Mr. Wm. Erickson who has been confined to the Memorial Hospital for several months was able to visit with relatives at Merrill recently.

A number of special trains have been operated over the Wisconsin Valley Division. The Dairymen's Special was handled from Chicago to Boulder Junction on June 16th, with ten cars; Dr. Monilaw's Special, Chicago to Plum Lake, on June 28th, with seven cars. There were also a number of movements of special parties, as follows: Mrs. Kahn's four sleepers of girls, Chicago to Minoqua; Red Arrow, with two sleepers of boys, Chicago to Trout Lake; Dr. Ehrenreich, four sleepers of boys, Chicago to Camp Kewaga; Mrs. Pinkus, party of girls, with 4 sleepers, Chicago to Camp Agawak; Helen James, party of girls, 4 sleepers, Chicago to Sayner; Camp Ohsoa, party of girls, Chicago to Trout Lake, 1 sleeper. This is an indication that our Northern Lakes are most popular summer resorts, and that the Milwaukee Road has the most direct, convenient and economical route to the great outdoors.

Sioux City and Dakota Division

H. B. Olsen

"ONE per cent inspiration and ninety-nine per cent perspiration these days."

Conductor "Buck" Jenkins, Sioux City, who had his limb amputated, is now using an artificial limb without the assistance of a cane or crutch and, incidentally, he and Mrs. Jenkins are visiting various points in Minnesota.

Trainmaster R. F. Doud has been more than busy the past month riding circus and carnival trains.

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.

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Company

(The Railroad Man's Company)

H. G. B. ALEXANDER, President

Chicago

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I am employed by the MILWAUKEE SYSTEM Division.

Please send me information in regard to your health and accident policies such as are carried by hundreds of my fellow employees.

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NO-OX-ID is universal in effective protection of iron and steel—from the smallest most delicate stores up to steel cars and bridges. Extend your use of NO-OX-ID. Extend it on the well proven basis that NO-OX-ID is 100% in effectiveness, easily applied and surprisingly inexpensive. Can we demonstrate new uses to you? See our service man or write us.

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310 S. Michigan Ave., Chicago

NO-OX-ID
IRON-TRADE MARK-RUST
The Original Rust Preventive

One June 21st, a Terminal Rough Handling Committee was formed by the various railroads in Sioux Falls. Supt. F. T. Buechler, who acted as chairman, called the meeting to order and with the assistance of officials from other lines and local employes from each department, the new Committee formed promises to be something well worth the while. Supt. Buechler in opening the meeting gave some very interesting facts on "rough handling" and means of eliminating the same, stressing the point that "Personal Interest" of employes in each department would net out the best success in this campaign. Fifty employes attended the meeting, which was held in the Women's Club Room.

Conductor John Dunham and family are motoring to Long Beach, Calif., through the Yellowstone Park and expect to be gone some time.

"Albert," the trained alligator belonging to Conductor Tim Calligan, Sioux City, recently strayed away from its comfortable lodging and started for the downtown district. Many pedestrians who noticed the mysterious reptile wondered what it could be, and the question came up, what and where did it come from? Someone, however, worked up courage enough to "muzzle" the creature and took it to the Journal office. Announcement was made over the radio of the discovery and after friends of the Calligan family heard this, "Albert" was returned to its owners.

Chester Smith, of the bill desk, Sioux Falls, is trying his hand at "pounding brass" and is relieving Agent Beck at Geddes for a few days. This is "Chet's" first attempt at taking on the responsibility of "running a station" and from all reports we would say he is "still right side up."

Switchman Quintin Hunter, Sioux Falls, spent his annual vacation in Chicago and Milwaukee.

Engineer and Mrs. A. B. Main were called to Madison, Wis., June 13th, where they attended the funeral of W. G. Post, brother of Mrs. Main. Some 22 or 23 years ago Mr. Post was a conductor on this division and was a member of the O. R. C. in Sioux City. No doubt many of the veteran employes on the division will remember Mr. Post. We extend our sympathy to family and relatives.

Agent R. T. Stivers, at Fairview, S. D., and who also predominates in the Fairview band, informs us that band now ranks as one of the best in the state for a town of the size. The band is composed of forty-three pieces, fifteen of which are ladies. Agent Stivers is first cornetist.

Prospects for a bumper crop are growing daily. Plenty of moisture and warm weather has brought all vegetation up to a standard which cannot be beat.

Telegrapher McGuire, West Yard, who has been confined to his home for several months with rheumatic trouble, reports that he will be able to resume work about the first of August. Glad to see you "Mac."

The West yard office has received new decorations in the way of new paint inside and out, an improvement which is and has been needed for some time.

Mrs. I. D. Kittoe, wife of Telegrapher Kittoe, Sioux City, has been appointed by the Governor of Iowa to the position of Special Agent for several of the State Institutions.

Miss Deva Hauser, daughter of Engineer Hauser, is visiting at Big Stone Lake, S. D.

Mr. and Mrs. L. R. Smemoe of Los Angeles, Calif., are visiting at the Stivers home in Colton, S. D. Mrs. Smemoe is a daughter of Agent Stivers at Fairview.

Two interested readers of "Andy" on this Division of Tacoma Shops verily believe that

anyone that can write the interesting column "Andy" does should be rewarded with a little enthusiasm from other Divisions and a clamor for more. By the way, "Andy," we think you're good and wonder if we took a correspondence course in "Wise Cracks," we could do as well. Anyway, we would like to have more of your nonsense. It's good and we enjoy every ounce of it to the 'nth degree. We are looking forward to your next issue—now make it a nice long one.

The picnic sponsored by the Sioux City Chapter of the Women's Club of Sioux City last week, proved to be one of the best and most active and entertaining ever held. The main attraction was the ball game between the "Old Timers" and the "Has-Beens." Condr. Calligan was captain of the "Old Timers" and Foreman Raebe, of the round house, directed the movements of the "Has-Beens." The game resulted in a score of 12 to 38 in favor of the "Old Timers." Incidentally, Supt. Buechler was on the winning team while Trainmaster F. R. Doud was with the losers.

Engineer Walter Hauser and family celebrated the Fourth of July by attending the eighty-third birthday party of Mr. Hauser's mother, Mrs. Anna Hauser, at Sioux City. "Grandpa" Hauser is 90 years of age and both he and Mrs. Hauser are hale and hearty and live alone at their home in Sioux City.

R. E. Hanson, Trucker, Sioux Falls, has gone to Platte, S. D., where he will work as telegrapher for a short time.

Agent Jay Manson, at Trent, S. D., states that one of the largest harvests is within reach of all the farmers in that locality and incidentally this commodity will be moved entirely by "rail." While no busses touch Trent, the trucks are taking all short haul business from us in the way of freight.

Agent Farnsworth at Chatsworth, Iowa, reports the elevators at that station are being repaired and placed in readiness for the new grain crop which is now being harvested.

Des Moines Division Items

Frenchy

MRS. Florence Ibsen spent a week of her vacation, July 8th to 14th, visiting her people at Rockwell City. From numerous cards received by her friends think she must have had a very exciting time.

Mrs. F. W. Price had the misfortune to fall and break some bones in her ankle the latter part of June and is still laid up but is getting along as well as could be expected. Mrs. Price has the sympathy of her many friends, particularly the members of the Women's Club of which she is President.

We wish to apologize to Mr. W. C. Moody for overlooking the announcement of his mother's death, it is therefore included below:

Mrs. Ella Moody, mother of W. C. Moody, brakeman, passed away at her home in Albia, Iowa, on May 19th. This was particularly sad as Mr. Moody lost his father but a year or two since. He has the sympathy of his many friends on the Milwaukee.

Roadmaster John Flanagan was called to Iowa City by the death of his brother-in-law, Mr. Geo. O'Malley, which occurred on July 11th. Funeral services were held at Perry on July 14th. Mr. and Mrs. Flanagan have the sympathy of their many friends.

Mr. L. L. McGovern and family were the guests of Mr. and Mrs. C. A. Phares at Perry during July and had so many good things to eat that they haven't wanted anything to eat for some time since, and are hoping they will get another invitation some day.

Auditor Walsh of Mr. Lodge's office and an

auditor from the Wabash made a check of the Des Moines Union during July.

Our old friend Mr. E. E. Clothier paid the Des Moines office a visit recently and as usual we were all glad to see him. Mr. Clothier has just as many funny stories as ever.

Mr. H. P. Funk passed through Des Moines one day during July on his way from St. Paul to Denver to attend a meeting of a mining company in which he is interested.

Agent T. D. Hakes took a vacation during July being relieved by Earl Waisner.

H. Calhoun was off two weeks vacationing during July.

Operator V. C. McGee and family spent Sunday of July 8th at his old stamping grounds, Osceola, Iowa. They report a fine time.

Miss Jean Dallas was very busy over the Fourth entertaining a friend from Chicago. We understand they took in all the points of interest around Des Moines, including Sycamore Park, Riverview Park, the Chop Suey, etc. Miss Dallas is just now getting caught up on sleep.

A. C. Jacobs took a little vacation over the Fourth visiting in Keokuk County. He was relieved by Otto Henderson of the I. & D. Division.

Traveling Freight and Passenger Agent Paul Van Maren and family just returned from a vacation trip to Cleveland and Niagara Falls, which they made by auto. Wonder if Van made a side trip into Canada? If so, why?

R. V. Dawson is on his vacation running up some mileage on the car.

We understand that Conductor D. C. Hollett, who has been seriously ill for some time, is improving. His many friends will be glad to hear this good news.

Milwaukee Shops

H. W. G.

MR. MICHAEL McGANN, blacksmith in the locomotive department for years, died July 1st after a lingering illness. He was the oldest employe in the shop, and in that craft on the Milwaukee Road.

Henry Scherer, another blacksmith, had the misfortune to have one of his legs amputated in the hospital not long ago, caused by some injury and infection.

Mr. Wm. H. Coughlin, machinist, in the Car department, died July 10th after a lay off for two or three years. Mr. Coughlin started in with the road in April, 1893.

Mr. Al Klumb, formerly Engineer, Asst. Dist. M. M. and Traveling Engineer, died at his home in Wauwatosa Sunday morning, July 9th, after an illness extending over a period of a few years, the last six months of which confined him to his bed. The funeral was held Tuesday, the 11th, under the auspices of the Masonic Lodge of which he was a member. A large number of friends and railway officials attended the services in a body.

Messrs. Frank Brock and Petran were at Terre Haute, Ind., this week. Mr. Nystrom is on lines west and his office is getting a fine new renovating in his absence. Mr. Mehan is down the line as usual and down other lines. Gee whiz, Jim, stay around here once in a while.

Our old time faithful friend Mr. C. R. Gilman, electrician, has been laid up sick at his home out in Elm Grove for over two weeks, but is now on the mend and we hope he will soon be with us again. If you want to see a beautiful forest villa, just take a run out to Gilman's some fine day.

The crowd that went down to the Atlantic City Convention are getting rested up and catching up. You should see the photo of JAA and HAS.

The Pioneer Limited is packed nights both sections as also is the Olympian.

We are getting some nice cement floors and roadways around the shops.

We don't seem to get any more depot terminal time cards, wonder why?

Surveys, estimates and condemnation proceedings seem to be under way for the new electric line west. This is liable to do away with some of the buildings across the tracks after a while.

The VEA annual meeting to be held in Milwaukee, August 27th and 28th, will, we hope, bring out a good big crowd same as at Minneapolis last September. A few of the Milwaukee Shop members are in arrears for dues which we expect to be cleared up before the meeting as Mrs. Grant Williams desires.

Someone was saying that the old machine shop and blacksmith shop car department shop is going to be turned into a garage and store room.

The following from the S. M. P. Office:

On July 7th, Verl McCoy, combustion engineer in the locomotive department, was married to Miss Dorothy Adelaide Langston at Havre, Mont.

We understand this is a school day romance, and are glad that it has the same happy ending as all good sellers. It is considered poor taste to congratulate the bride, but knowing Mae so well we feel that this case is a legitimate exception. We welcome the lady to the "Milwaukee" Family, and surely and sincerely wish them a long and happy married life.

Tacoma District Accountant's Office

K. K. K.

MISS ROSE LINDQUIST and Miss Hall have returned from a vacation trip to Skagway, Alaska.

The following appeared in our local paper which is sure a good boost for "OUR" road. "Mrs. Frank Toby Jones, accompanied by her sister, left Thursday for Lake Saranac, N. Y. This is the 88th cross-country journey of Mrs. Jones, who is going via the Milwaukee road for the 82nd time."

Claude Petersen spent a week of his vacation in sunny California during the early part of June.

Ann Johnson is on the honor roll, several tourists having gone "by way of Milwaukee" through her efforts. Who's next?

Louis Bay is on leave of absence for 90 days and Cal Snyder is now the A. F. E. Hound, as the saying goes. Cal's single, too.

Saturday evening, the 30th of June, the Milwaukee Women's Club sponsored a dinner at Yewhurst, the country home of Mr. and Mrs. Hatch, which was well attended, and all reported a most enjoyable time.

Claude Petersen's mother passed away July 9th and we all extend to him our deepest sympathy.

Clarence Turner spent his two weeks' vacation at the State Training Camp and returned full of vim and vigor.

We understand Mr. Boyd was a recent airplane passenger, but lack the details. Mr. Baughn is also planning to soar above the clouds.

Howard Reynolds recently purchased a car, we hope you and your family will greatly enjoy it, Howard.

So many have asked who wrote "The Belles" so we'll 'fess up, it was our own Forest C. Mason.

August Cultum and the six little Cultums are quite busy these days, Mrs. Cultum is visiting in Wisconsin for a short time.

We extend to Mr. and Mrs. Frank Opie our heartfelt sympathy in the death of Mrs. Opie's father.

Ann has done gone bobbed her hair again, and believe me, it's a classy bob, too.

We are all getting pepped up for the Clerks' picnic to be held July 15th at Redondo Beach.

I. & M. Division

E. H. K.

C. E. OESHGER, chief clerk in the store department, has returned from Atlantic City where he attended the annual convention of the American Railway Association, June 20-22. Mr. Oeshger was awarded this trip by the Association after presenting one of the winning essays in a contest entitled "Psychology Applied to Economical Storekeeping" in competition throughout the United States and Canada.

Dr. and Mrs. R. J. McInerney of Kiel, Wisconsin, are guests at the home of the doctor's parents, Mr. and Mrs. M. McInerney.

Mr. and Mrs. Dan Davenberg have returned from Aurora, Illinois, where they spent several days visiting relatives.

Mr. and Mrs. Carl Voelker have returned from a visit with Mr. Voelker's brother at Long Lake, near Kimberly.

Mrs. Emily C. Deily, age 74 years, passed away at the home of her daughter, Mrs. Edward Veverka. The body was taken to Calmar, Iowa, and laid to rest beside her husband, the late Henry Deily, who for many years was engineer on the Decorah Line.

Our genial General Foreman, H. J. Keck, made a trip to Detroit recently and drove back a Dodge Victory Six. Harry says it runs like a Rolls-Royce.

Conductor W. R. Smith purchased a new Graham-Paige and broke it in taking a trip to Superior, Wisconsin. He was accompanied by his wife and daughter. While there he motored to Brule to spend a day fishing with "Cal."

Engineer W. J. Murphy, wife and son, Billie, have left for an extended visit to Portland, Oregon, and Los Angeles, Calif.

Engineer Walter Whiteside and Miss Mary Poshuster of Calmar were quietly married in June, and spent their honeymoon in the northern part of Minnesota. Congratulations, Walt.

Mr. and Mrs. Earl Chestnut and two children of Sioux Falls, S. D., are visiting at the home of Mr. Chestnut's parents.

Master Mechanic Thomas McFarlane, wife and daughter, Gladys, drove to Mason City, Sunday, to help celebrate his father's eightieth birthday.

Sparks from the East End of the Electrification

A. C. K.

IF OUR readers will remember, we predicted in the April number that Storehelper, Y. E. Miyoshi and son Toru, who were then visiting in Japan, would return to the U. S. A. very much married. We came out right on part of this prediction. They are home again. Y. E. M. married a nice rich Japanese widow and Toru is engaged to her daughter. They had one big, grand party all the time they were away.

It is queer the way some folks have to leave town to celebrate. There is Mr. and Mrs. J. C. Cathey and Mr. and Mrs. J. R. Beatson, for instance, they were with the crowd that attended the Shrine ceremonial at Billings the latter part of June.

Conductor and Mrs. Ira M. Caine and family of Roundup, spent a week visiting relatives and friends here shortly after school closed.

Engineer and Mrs. E. A. Patterson, spent several weeks visiting at Minneapolis and Chicago.

Carforeman and Mrs. Ed. Haugan spent a week motoring in the southern part of the state. Of course they stopped at Gallatin Gateway.

Mr. and Mrs. Lew Gallagher had as visitors during the latter part of June, Mrs. Daisy McGee and children of Council Bluffs, Iowa.

Mr. S. A. Murphy, whose home is at Marquette, Mich., spent the last two weeks of June visiting at the home of his son, Conductor S. W. Murphy and family.

Billings was the journey's end for Mr. and Mrs. Scott Lewis, the latter part of June, they spending several days there.

Mrs. N. R. Nodson spent a week visiting the old home town, Miles City.

Perhaps to see how much of the burg Scott Lewis left behind him, Mr. and Mrs. Lew Gallaher traveled all the way to Billings, where they spent several days.

Mr. and Mrs. Dom. Grevitte had as their guest for several days Mrs. J. L. Lindblom of Lewistown.

Everett Nelson is spending his summer vacation with relatives at Helena.

Conductor William James of Miles City was here one day recently shaking hands with old friends.

Cal Derringer left June 16, for a summer's visit at points on the West coast. J. R. Reagan, former agent here, now with the traffic department with headquarters at Butte, spent several days here.

Conductor John S. Waters didn't think it would be possible for him to attend the National convention of the Spanish War Veterans, when he left Harlowton to attend the state convention at Butte. The convention said, "John, you campaigned well under General Shafter in '98, you be one of the fellows to represent us at Havana in October. It is thought that his daughter, Elizabeth, will accompany him on the trip to Cuba.

The old home at St. Cloud, Minnesota, received a visit from Mrs. A. I. Christensen, the latter part of June. She was accompanied on the return trip by her sister, Mrs. G. Palmer, who will spend some time here.

Car Repairer Thomas Zerza spent several weeks in New York City, where he met his wife and small daughter, who have been visiting in Germany the past year. They returned to Harlowton June 24, stopping off at Milwaukee for a visit with relatives enroute home. Is it any wonder Tom is wearing that happy smile these days.

Gosh-all-hemlock, how some of these Roundhouse men do strut. There is Machinist "Jack" Cathey, for instance. He is so proud of his new car you would almost think it was a new Ford instead of a Studebaker Dietator.

We wonder what Lukes' B. & B. crew is doing at Martindale all this time. They must have some sweethearts, or some other great attraction to hold them there about three months.

As this is written, Car Inspector Ralph Carpenter is what might be termed a traveling car inspector. Anyhow he is traveling around in Wisconsin and Florida and, several other states. He is accompanied by his family.

Night Roundhouse Foreman and Mrs. P. J. Leahy, left on No. 18, the morning of July 1st to spend a well earned vacation at Flint and other Michigan points. H. P. Schultz is acting night foreman during his absence.

M. P. Notske arrived July 1, to assume his duties as Agent at this point. He comes to us from Seattle. Welcome to our city.

Right up and stepping among the folks that celebrated the Fourth at Ryegate, were Mr.

and Mrs. Harry Wheaton and family, Mr. and Mrs. Ezra Aicher, Mr. and Mrs. Joe Mooney, Mr. and Mrs. Howard Ahrens, Mr. and Mrs. S. W. Murphy and family, Helen Jones, E. S. Bacon and son, Rex Grivetti, Orvil Christenson and Mrs. Earl Hogan. All Milwaukee folks tried and true.

Having left the morning of July 2, Mrs. A. E. Hoops and daughters, Betty and Mrs. S. S. Lewis are enjoying a visit to coast points.

We are happy to record that W. A. Cavanaugh, boilermaker, who had a serious operation performed at the Miles City hospital several months ago is back home and will soon be back on the job.

Machinist Jack Walton and family returned from Denver July 9, where Mrs. Walton had planned to submit to a serious operation. He was relieved by Machinist Al Gilbert.

Mrs. F. L. Shadley and two children returned July 2 from a six weeks' visit at Fort Scott, Kansas.

A delightful social event of the past month was the farewell party given in honor of Mrs. J. R. Beatson, by the Milwaukee Women's Club June 25. Five hundred was the diversion of the evening. Mrs. Beatson, who has been a very active club worker, was presented a hand painted cake plate.

Second Shift Hostler H. P. Alvorsen returned July 1 from Boise City, Idaho. He was relieved by Geo. Malinoff.

The J. R. Beatson family left for their new home at Three Forks, Monday July 2nd, where Jim has been transferred in service. Farewell folks, and good luck to you.

La Crosse and Northern Division Items

Eileen

THE June 7th issue of the Waupun Leader carries the following item:

"An old switchman's lantern, originally belonging to the almost forgotten Milwaukee & Horicon railroad, was found beneath an old stairway in the Hoard building Thursday.

"Harry Hoard, who now has the lantern, thinks some railroad man probably stuck it under the stairs in an old saloon that used to occupy the building. This space was later sealed in and the lantern did not come to light until the wrecking of the building started.

"The lantern has the letters 'M. & H. R. R.' ground in the ruby glass chimney. The old Milwaukee & Horicon railroad, formerly ran from Milwaukee to Horicon. Later it was extended to Portage and became the Milwaukee and Portage road. Afterwards it became part of the Milwaukee and St. Paul system."

We understand that Albert Schiefelbein, Car Clerk, and Paul Isberner have been selected to pick the All-American team for the New York Times next fall.

Paul Roekder and Les Bolgrin catch monstrous fish, weighing 65 lbs., and measuring 5 ft. 4 inches. When they came back to work they still felt the jolt. Mr. Roeker said he would guarantee anyone a fast ride if he got on this monster's back, for it gave them a merry ride up the river which flows at the rate of five miles an hour. It took lots of patience and time to bring the fish to shore although Roeker and Bolgrin are experts with the rod.

Hot box Louie Wieland recently raised a crop of whiskers between terminals. Wonder how long Louie was in service this trip, or is he using Serpentine shaving cream?

Mike Tracy at Doylestown says that these days of fast dispatching by telephone are seriously handicapping his nerves. Mike feels he should have more time to hang up his hat and is going to confer with "Fillup" on the

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wave length so as to ease the strain on his ears.

One of our oldest baggagemen, L. S. Taft, who has been in service since 1880, dropped dead at Camp Douglas on July 6th. He was well liked by employes and officers and we are sorry to hear of his sudden death.

Frank Van Epps is back on the job as relief operator after having reported both the Republican and Democratic conventions for the Associated Press.

Jack Brady, veteran Northern Division conductor is very ill in the hospital as the result of an attack of the flu. We hope he'll be feeling just fine and be back on his run soon.

Vacationers who have returned to Portage and taken up their duties again are, Mr. Frick, who traveled to Yellowstone and on to the Coast; Marjorie Sutton, who was on a motor trip to points in Illinois, Indiana and Iowa, and Eileen Story, who made a trip to Seattle.

Overcome by curiosity to know something of my former fellow workers whom I had not seen for fifteen years, or since 1928, I ceased my wanderings up and down Kewpie Doll Ave., at the Portage fair grounds and entered a tent wherein it was promised that the past, present and future would be faithfully revealed. Explaining my curiosity regarding them I was instructed to gaze into a large crystal. This is what I saw:

Esther and Marjorie were struggling under the obligations imposed upon the town social set of which they had now become leaders and were otherwise leading the gay life of society. Hazel was a designer of note and was writing articles on "The Well Dressed Woman of Today," for a leading fashion magazine.

Clair was riding around in his Rolls-Royce, having made a fortune when he capitalized on his invention—a device to supersede the Yale lock on the above named car. Eric had become General Manager of a prominent Eastern Railway and Bud was Auditor of Expenditure for the same company. Donnie, having tired of the hills in Wisconsin, had returned to the West, as Superintendent of a Western railway, so that he could be on the plains and flat country that he loved so well.

Upon asking the whereabouts of the rest of my former associates, the crystal reflected a man concentrating on a deep problem, while another stood by him, apparently trying to aid in solving the difficulty. I was amazed to find it was Clarence, who was Chief Operating Officer of a Southern Railroad, and Paul, now Assistant to the Chief Operating Officer. Mick was associated with the same Company, having charge of the Labor Bureau.

Agnes was comfortably settled in a mansion of her own and I learned she was contemplating her second trip abroad. Lueille had become prominent as a pioneer in the field of Railroad auditing for women, but at the present time was on her way to the Orient.

Katherine, having retired from the commercial world, was now dividing her time between her New York home and her summer home in the Adirondacks, occasionally making a trip abroad, while Ethel was very conscientiously performing the duties of Private Secretary to the

Bill was living on the fortune he reaped when his investments in the Black Cat oil stock finally materialized, and I saw him driving around in his new French car, imported, if you please.

Rumors are afloat that a big event is to take place next week (Week of July 16) and I 'spects we'll be hearing the merry peal of the wedding bells when one of the popular young ladies in the Superintendent's office promises to love, honor and cherish. Well, I think she'll tell us all about it later.

Miss Julia Karl of St. Paul, Minn., is now employed as comptometer operator in the Superintendent's office. She is a sister-in-law of Ben Shields.

Electric Flashes from Deer Lodge and the West Rocky Mountain Division

Offered by "Willie"

CONDUCTOR H. C. Bennett visited in Milwaukee the last week in June.

A. B. Wahl, wrecker foreman at Deer Lodge, and his family are visiting the old home in Wisconsin. A. B. wants to see if the folks back home have forgotten how to make those extra fine sausages and that superfine kraut and the only way to make sure is to go and see.

Mrs. J. A. Dunn and daughter Kathleen are visiting their son and brother, Gordon, in Chicago. They will visit other points in Wisconsin before returning.

Mrs. J. J. Flynn visited relatives in and around Milwaukee the first part of July.

Alex Campbell, our genial section foreman in the Deer Lodge Yard, left June 21st for New York to sail for his old home in Ireland. Alex anticipates a very wet passage, although he says the service is always fine.

Mrs. Chas. Horning and Mrs. Leo Kemp visited friends and relatives in Superior for a few days.

Mrs. Guest, wife of Machinist Guest, is spending some weeks in Minneapolis.

Mrs. J. J. McCullough is visiting in Portland for some weeks. And now J. J. can do just as he pleases.

Conductor E. M. McConkey is in the Tacoma hospital recovering from an operation for gall stones and other troubles.

Mrs. Charles Hoffman submitted to an operation in the Deer Lodge hospital and is getting along nicely.

Grover Embry and Dave Ehrlick took a whirl through Yellowstone Park. Guess it was too early for the spring crop of school teachers as they did not stay long. Have a hunch that they will go back later.

Clark Smith, son of Station Agent Smith, at Drummond, is in a Missoula hospital, account of an auto accident in which he lost a foot.

Why that unusual (?) extra smile of Jimmie O'Dore? A girl, of course.

Beatrice Dunlap, eldest daughter of Engineer Dunlap of the West Rocky Mountain Division, died at the home of her parents in Missoula, June 20th. The young lady was 22 years old, a graduate of the Powell County High school and had been teaching for several years. She contracted spotted fever and was ill for about ten days. The funeral was at Missoula, June 24th. The sympathy of the Division is extended to the bereaved family.

Captain French, Milwaukee Station Agent at Westby, Wisconsin, visited with George Davenport at Alberton the last week in June. While here renewing the times of '98, Davy tried to convince Mr. French that all the Big Fish Stories are not what lots of folks think. They made the trip to Fish Creek, The Paradise of Sportsmen of Western Montana, and luck never fails up there.

Wish Nora B. would ask Jack Flynn and Geo. Smith if they know anything about a coal burner steam engine, but be prepared to get a long ways away or behind something when she asks them.

Miss Laura Critzer visited relatives in Seattle and Spokane on her vacation. Miss Mae Cunningham went over to Spokane and spent the week end and escorted her home.

Happy Wright spent his vacation visiting relatives in Valley City, N. D.

Connie Evans has recovered enough from his operation and vacation (?) in the hospital to take a trip to California in hopes of gaining his strength a little faster.

Mrs. L. J. McCormick and two children are visiting relatives in Ripon, Wis., and other points in the vicinity.

Mrs. P. L. Kerwin and daughter Marguerite have returned from a two months' visit in Iowa and Minnesota. Mrs. K. accompanied Mr. Melvin to the Conductors' convention at Jacksonville, Fla., and stopped on the way home.

Mr. and Mrs. C. A. Olsen spent part of Mr. Olsen's vacation on a trip through Yellowstone Park.

Mr. Chas. Hawley, Yard Clerk at Deer Lodge, accompanied by his wife, left for Superior, Wis., and other points east for a vacation of several weeks.

Paul Zulke, boardman at Alberton, went to Miles City to accompany his aged parents to Alberton for a visit. This is the first time they have been this far west and Paul wants to tell them that the mountains that they see from the train are only the small ones and the really big ones we keep out in the back pasture.

J. V. Miller, general storekeeper at Milwaukee, made a business and friendly call in Deer Lodge the first part of the month. He had his family with him and it was almost too much to believe, but I don't think he can handle both of those boys at once any more.

Now, who said that the women can't keep a secret. It has just been announced that two Milwaukee employes of this railroad at Deer Lodge stole a march on their friends on December 30th. Floyd McGuire and Miss Lois Pugh are the young people. The announcement came as a surprise to all their friends and even Pa and Ma. Mrs. McGuire is employed in the Superintendent's office and Floyd is employed at the Mil. Shops. Congratulations from everybody.

Twin City Terminals

Mac

MRS. JOHN DOUGHERTY, wife of Assistant General Superintendent of Police, took a trip to Los Angeles to visit her son.

Sergeant McLaren is sporting a new straw kelly. He says he got it from the Canal Zone. We think it came from a pawn shop on Washington avenue. How about it Mac?

W. H. O'Neal, Lieutenant of Police, is contemplating a trip to Winnipeg. We understand he is very appreciative of good scenery. Likes to be out in the vast alone.

Officer Golden went fishing and had very good luck with his can opener.

Jimnie Jackubec made a trip to Winnipeg last month. Now that he is back Willie Kane is thinking seriously of chartering an observation car for the rest of his contemporaries.

Mr. John Skarolid, Wire Chief's son, took a trip through the East. This was a graduation gift from his father.

Elmer Christinson, we do not mean the one that plays ball with the New York Yankees, but the one who is Chief Clerk in the Train Master's, office is now smoking cigarettes with his own name on them.

Shorty Auman is sporting a new Chrysler.

Tom Ward, Lieutenant of Police, is back from his vacation. He went to the Black Hills and Lake Shetek, Minn.

Red Kvenberg, instrument man in the District Engineer's office, surprised the boys with a box of cigars. The occasion being his marriage on June 25th to Miss Ella Rachel Eide.

Mrs. Woerner, formerly Marie Quinn, called on the family in the depot recently with her husband and four months' old baby. Both

Marie and Connie are as much kids as their baby. They will never grow up.

District Engineer's office have been rearranging their room in order to provide space for the new Division Engineer in the Twin City Terminals, Mr. Norman F. Podas.

Crew men from the telephone company have been testing out the new automatic phones in preparation for starting automatic service about August 1st.

Miss Georgia Perry, Accounting department, was elected president of the Railway Business Women's association of the Twin Cities at the annual dinner of the organization given Tuesday evening, July 3rd, in the Great Northern Club Rooms, St. Paul. We are all pleased that Georgia was chosen and wish her success in her new office.

Other officers chosen were: Gertrude Wallraff, Northern Pacific Road, St. Paul, vice president; Vivian Cameron, Omaha Road, Minneapolis, second vice president; Beatrice Mooney, Great Northern Road, Minneapolis, secretary; Gertrude Gunderson, Soo Line, Minneapolis, treasurer and Katherine Jaax, Minneapolis & St. Paul Road, Minneapolis, publicity secretary.

Officers for Milwaukee division of the Railway Business Women's association are Mattie Chewing, store department chairman; May McAndrews, local freight vice chairman; Martha Benson, accounting department, secretary and Florence McCauley, local freight office treasurer.

Mr. Charles Crouse, agent local freight took a trip to Niagara Falls last month and while there attended the Agent's convention at Buffalo, N. Y.

Harvey Lobdell, assistant cashier local freight office and Mrs. Lobdell spent the vacation visiting friends in the vicinity of Dubuque.

Alfred Wareham and Pat Flaharty spent their vacations on the Minneapolis golf links. Charles McLain was ambitious and spent his vacation doing odd jobs around home. Harry Nee and family spent his vacation with friends at Kansas City. Hilda Swanson, comptometer operator, took a two weeks' leave of absence and went to Miles City to help out on inventory. Hazel McMahan operated the comptometer and Belle Bloomberg operated the Elliott Fisher during Miss Swanson's absence.

At the Cross Roads of the World

Roberta Bair

MISS Eleanor Faris of the Master Mechanic's office spent her vacation visiting at Indianapolis and Trinity springs

Mr. J. E. Bjorkholm, superintendent of M. P. was on the division during the month.

Mr. O. G. Richards of the Master Mechanic's office spent his vacation fishing at Bruce Lake, Indiana.

Howard Stewart and Fred Mancourt of the Superintendent's office are vacationing in Los Angeles, Cal.

Misses Edna and Catherine Pfeiffer are spending their two weeks at Ste. Anne de Beaupe, Quebec.

Mr. A. L. Burt and family are vacationing in the West. They made the trip out over our lines and will return via Canadian Pacific from Vancouver. Mr. Burt is assistant Division Engineer on this division.

Superintendent A. J. Elder and wife have as their guest Mr. Grant Dahl, yardmaster at Savanna, Illinois. Mr. Dahl is Mrs. Elder's brother.

It is understood that our Chief Train Dispatcher H. A. Smith will soon own a large interest in the Terre Haute Municipal Pool, owing to the regular fee he pays there.

Roadmaster J. Gilkison, who has been quite ill, is reported improving.

The B. F. Goodrich Rubber Co.

1925 South Michigan Ave.,
Chicago, Ill.

FACTORIES: AKRON, OHIO

The high standard of quality and workmanship established fifty years ago, is why

Goodrich Car Heat Steam Hose
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400 Newly Furnished Rooms,
\$2.50 a day and up. Sample
Rooms \$4.00, \$5.00, \$6.00, \$7.00
and \$8.00.

Walter Craighead, Manager

DEARBORN STREET FROM JACKSON
TO QUINCY
New Garage One-Half Block

We are glad to state we have an extra steel gang on the north end of the division now. They are to lay about 12 miles of rail near Webster and 5 miles on Bradshaw Hill.

Superintendent A. J. Elder has purchased a new Willys-Knight automobile.

Mr. H. C. Bragdon and little daughter are visiting relatives in Portland, Oregon. Mr. Bragdon is roadmaster's clerk.

F. G. Pearce and family have returned from a pleasant vacation spent in the Ozarks.

Maud: "I went home with tonsillitis yesterday."

Ethel: "Why, Maud, does Jack know you go with that Greek?"

East H. & D. Division

Maude Hamlin

WELL, to begin with, the reason we were not "among those present" in the last issue of the Magazine, was because yours truly was on vacation. Yes, had a splendid time out in the Wild and Woolly West, and certainly wished a vacation was two months long instead of only two weeks.

Mr. Hills and wife were still on their vacation when I returned, having made a trip to Alaska by boat and upon their return, reported a most enjoyable trip. Lots of water between Seattle and Alaska, says Mr. Hills.

And now RES is on his annual two-weeks pleasure jaunt in Chicago. Mrs. Sizer was in Chicago, and RES joined her there July 1st.

We were very glad to see the smiling countenance of our former clerk, Rudy Lundquist, who walked in on us the other day, having drawn a week's vacation from his duties in Minneapolis. Rudy says it was good to be back again, altho he is well satisfied with his position with the Quinn-Shepardson Co.

Our veteran section foreman at Milbank Yard, Thomas Sullivan, completed fifty years of service with the C. M. St. P. & P. June 12, 1928, and is quite proud of this record. June 12th 1878 is a long ways back, but Tom says he can remember those days almost as well as yesterday, and is still in the harness hale and hearty, boosting for the "best railroad in the world."

During the hot spell in June, some of our division "shieks" reported seeing several Mermaids basking in the sun on Bradley's Beach, on the Shore of Meyer's Lake, at Bristol. When this report reached Montevideo, M. L. Drown started for Bristol immediately. Said he was going up to fire the hill job, but we are advised he tried to procure a large sized dip-net before he left Monte. Better look out Marshall, for "Crabbie" says that anyone who takes anything larger than a perch out of this lake, will be signing their own death warrant by doing so.

Lu Manzer and "Hi" Johnson were fishing in Mille Lac lake awhile back, and got their limit of pike, and Lu might have landed a monster musky, but his mind was on anything but fishing at that particular moment, and he let the "big one" get away. Yes, you're right, one of the fair sex had something to do with it, Lu just couldn't fish and talk to a lady at the same time—you all know Lu.

We regret to state that our old friend Emil, who resided near the crossing at Groton, and greeted us all with his friendly salutations when passing thru town, has decided to enter the train service on some other railroad and therefore has disposed of his Groton property. Previous experience acquired in Montana should make him a first class train-man.

Well, seems that everyone is on the little old vacation these days—among those who have been indulging are the following: Julian Sauvageau went to Fargo for several days over the Fourth; W. C. Westfall is just being sort of laxidaizical around the house; D. C. Wolff is hunting the "big ones" up at Turtle Lake—no not hunting, I meant fishing them; J. J. Brown and wife just got back from their vacation; D. R. Davis was absent for some time, and just stayed at home and rested up; Jimmie Fisher, switchman, and his wife, recently returned from Detroit where they visited their daughter and O. P. Ronning took a few days off to go to Maple Lake and do a little angling.

Ben Bishop and wife made a most delightful trip to Jacksonville, Florida, attending the Grand Division of the Order of Railway Conductors. They stopped at Chicago, Cincinnati, Atlanta, Albany and Jacksonville on the going

trip, and at Richmond, Va., New York, Buffalo and Chicago on the return trip. Ben informed us that Mrs. Bishop, while visiting the radio station WJAX at Jacksonville, had the honor to be asked to sing over the air, but was forced to decline owing to the condition of her voice. The director was quite insistent, however, and Ben says when he went over to press the point, as husbands have a way of doing, he was surprised to note that his wife was very much embarrassed and he knew better than to add any words of his own, 'cause when they look that way, says Ben, it's best to leave 'em alone. So friends back in Montevideo didn't have the pleasure of hearing Mrs. B. sing.

Oh yes, Arthur Lowe, local storekeeper, and wife, expect to go to Bloomington, Ill. for their vacation, visiting Mrs. Lowe's mother and other relatives.

Mrs. R. D. Fowler was quite ill with neuritis a few weeks ago, and spent some time at Excelsior Springs, Mo., but returned feeling just heaps better she says.

The steel gang is now expected on our division about July 24th. We have several miles of 100 pound rail to lay East of Appleton.

Theodore Bagaus was appointed section foreman on section 29, at Watson, vice Magnus Nelson who took section 31 at Appleton, following the death of Mr. Harstad of Appleton.

The depot at Hopkins is all completed now—and it is certainly a great improvement over the old box car accommodations, and "Smitty" is all smiles now, like a kid with a new red wagon.

Also wish to say that the new over-head high-way bridge at Twin Brooks was opened to traffic on July 7th. Foreman A. M. Glander and crew have been the builders of this bridge.

Mrs. F. E. Devlin and son of Tacoma, visited friends at Montevideo the first part of July. Superintendent Devlin and family formerly lived at Montevideo.

Chuck Adams is the day yardmaster now, during the absence of WCW. Chuck says it is all right, but he would like it better if Willie had picked out a cooler time to leave things to him.

Yours truly met with a little accident some time ago, and came down to the office one day with her nose wrapped up and a black eye—just one, mind you, the other didn't get black for some reason. Numerous conjectures have been advanced as to the cause of the aforesaid injuries, but to date I have been a little reticent about the affair, the only one being on the inside, is RES, and he won't tell, 'cause he never does. However, we are getting along fine now, and have promised not to go over 25 miles an hour, especially when in the Twin Cities.

Stewart Fisher, son of our agent, was operated on for appendicitis July 2nd, and recovered very nicely, being at home at this writing.

Engineer Gerald Ostrander's mother, who has been making her home with her son here, passed away at the home on July 8th, after a short illness. She had reached the age of 82 years, and had lived quite a number of years at Montevideo. Our sympathy is extended to the Ostrander family—it's mighty hard to lose one's mother.

Safety First meeting at Montevideo scheduled for the 16th of this month.

Switchman Bert Daniels has gone to Detroit to drive home a handsome new Studebaker sedan. That's all right Bert, we'd all like to see how she rides, so don't forget us.

Julian S. now has a Ford roadster, and when asked about how he likes it, he informed us that he never knew what it was to be broke

until he bought an S. H. car. And now Margaret A. reports a flat tire, so she had to walk to work the other morning—so I am glad I really have to walk—none of the little old car worries for yours truly—got enough others.

Thru these columns Mrs. L. H. McFarlane wishes to thank each and every railroad man for helping dispose of tickets on her Dodge automobile, which was raffled at Milbank June 8th, the lucky number, No. 981, being held by Mr. Robt. Berndt of Huron, S. Dak. Mrs. McFarlane says "A friend in need, is a friend indeed."

Splinters from the Wooden Shoe

JUNE 29th we had two sections of No. 3 Milwaukee to Iron Mountain account extra passenger business. Had six extra sleepers. These were passengers going to the lakes in Northern Wisconsin and Michigan. Two of them were occupied by girls for their summer camp at Michigamme and on July 5th we operated a Special train, dynamo baggage car, dining car and four sleepers with another group of girls for Michigamme.

We also have been pretty busy handling Circus and Carnival trains, which always causes some little excitement when they enter a station. July 8th we handled the Rubin and Cherry Shows from Champion to Iron Mountain, consisting of 30 cars and are also going to handle them from Iron Mountain to Menasha on July 15th. Then on July 22nd we are to handle the Hagenbeck-Wallace Circus from Champion to Iron Mountain, consisting also of 30 cars.

Ed. Allard is making a number of trips to Chicago lately and it is beginning to look quite serious. The last time he reports having a wonderful time.

J. H. Valentine and family are spending the summer at a cottage at Edgewater Beach. Mr. Valentine is evidently becoming quite a fisherman as he reports catching many fish, although he hasn't shown us any evidence yet.

Well another one of our young men has taken the final vow and June 20th was the day. Irwin Thiesfeldt is the man and we were all invited to the dance in the evening and those going reported having a good time.

We are glad to see Mr. Tierney back on the job again after spending some time in the hospital account of an operation. He doesn't look any worse for his experience.

Frank Hildebrand of the Engineering department also took the final step and was married on June 23rd, 1928. Congratulations Frank.

Congratulations are also in order to Eric Gehrke and wife on the arrival of a 7 pound girl and Peter Jenny, division engineer, on the arrival of an 8 pound girl.

Roy Schramm is still making his weekly trips to Oconto. Better get her to move down here, Roy.

Louis Gotto, dispatcher's clerk, was around the office the other day and looking pretty good. Louie has been sick for about two months, but seems to be on the gain now and we are all glad to see him around again.

Paul Wilson has returned from his vacation which was spent in the West and reports having a wonderful time.

We have a new man in our midst, Mr. H. A. Grothe, who is taking the place of H. R. Jones, car foreman, who was transferred to Dubuque, Iowa. We welcome you to our midst Mr. Grothe.

J. T. Dinwoodie, chief dispatcher, is now on his vacation and I suppose when he gets back we will all hear some wonderful fish stories, as John always catches the largest fish in the Lakes.

Catherine and Magdalene Browning, in company with two other young ladies drove

to Milwaukee for a week end and report having a lovely time.

The other day, July 12th, we had a trial shipment of automobile tires into Green Bay. These tires were brought in here by boat and loaded into cars by our forces and forwarded to Minneapolis. There were three carloads of them and everyone was on their toes so as to give this shipment expedited service as we would like to handle future shipments of this kind into Green Bay.

August 5th we are to run a Popular excursion from Milwaukee to Green Bay, leaving Milwaukee 8:00 A. M. and arriving Green Bay 11:20 A. M. We hope there will be a good crowd on this excursion as there are many things of interest to see around the city of Green Bay and we are sure everyone coming up will have a good time.

Northern Montana Division

Max

THE Silver Jubilee celebration of the advent of the railroad into Lewistown, held July 3rd and 4th was a great success. The Milwaukee contributed to the program by sending an electric motor, an L-2 locomotive and one of its latest Pullman sleeping cars. This equipment was inspected by over 5,000 people. The committee in charge of the entertainment sent a letter of appreciation to General Manager Buford for our co-operation in making the affair a success.

If any of the employees of our line, in Montana, are not convinced that we have the finest climate in the country your correspondent would recommend that they take a trip to Washington, D. C. and the Atlantic coast during the month of June. When Mrs. Maxeiner and I left for the east we thought that the crop outlook was rather poor on account of the absence of rain, but upon arriving at Minneapolis we were advised that Montana had been having heavy rains. The rain seemed general from the west to the east as we only experienced two clear days on our trip. In the eastern states the humidity was severe and we were glad to get back to Montana where the mountain air is so refreshing and the nights cool after the hottest of days. On our trip we attended the Rotary International Convention at Minneapolis. While in Chicago we visited with Col. Whiting, now Superintendent of Terminals, who wished to be remembered to all of the employees of the Northern Montana division. We talked with General Manager Rummell who also asked about the employees in the west. Mr. H. A. Wicke, Superintendent of Claim Prevention, said he was well pleased with the interest that the employees of this

territory were taking in keeping down the claim items.

Since the building of the Northern Montana division we have had five changes in superintendents. Col. Whiting was our first superintendent, he was succeeded by Mr. Bowen, who was followed by Mr. H. M. Gillick and then Mr. Cleveland took charge. Due to the consolidation of the Trans-Missouri and the Mussellshell divisions another change was made, Mr. Bowen coming here from Miles City and Mr. Cleveland being sent to Mobridge as assistant to Mr. H. M. Gillick.

A farewell party was given at the club house for Mr. and Mrs. Cleveland on the ninth of July by the employees who thanked them for the interest they had taken in making the womens club such a grand success. Mr. Cleveland expressed regret at leaving the many friends that they had made on this division and introduced Mr. Bowen, who talked about the changes in the location of those engaged in the railroad business and said that in the recent transfer he was happy to come into a community where he already had enjoyed a large acquaintance. Mr. Cornwell presented Mr. Cleveland a beautiful onyx desk set on behalf of the employees of the superintendents office. Cards were played and a fine lunch was served, the party breaking up at midnight.

There were three representatives from the Northern Montana division in attendance at the General superintendents' Claim Prevention meeting at Deer Lodge on July 12th. The meeting was addressed by Mr. Rossiter, Superintendents Fuller, Sorenson, Bowen and Wicke. There were employees present from points Mobridge to Seattle. In the discussions that followed Mr. C. G. Hulbut, Assistant Freight Claim Agent, of Seattle, told of the improvement in the handling of local freight and called attention to the matter of exercising greater diligence in the matter of the delivery of stray freight by agents.

We welcome C. J. Swane, our new Division Engineer, and will miss W. E. Ring, who has been transferred to the consolidated division.

The coming to Lewistown of the family of Superintendent Bowen is being delayed account of the slow recovery of their son Edwin who was stricken with pneumonia about three months ago. It was only a few days ago that he was able to leave the hospital.

Otto J. Blatter left on the 16th of July for Minneapolis where he will attend the convention of the Maintenance of Way employees.

Miss Esther Humphrey, who has been attending a school of dancing at Chicago is home for the summer.

The railroads of the country are stressing the subject of courtesy to their patrons. In our travels we did not find where other roads could

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boast of anything better than "The Milwaukee spirit," which prevails right on our own line. Even the News Agents have caught it as they present their wares to the passengers in a very business-like way which is often commented on.

J. A. Rawls is visiting his parents at Plattsmouth, Neb.

Mr. and Mrs. John Petro left for Seattle, Wash., where they will remain for two weeks.

Mrs. George Rhone, of Grass Range, left for Des Moines, Iowa.

Mrs. R. C. Hodgson, of Great Falls left for Kimberly, North Dakota.

Mrs. D. V. Phare, of Danvers is visiting her mother in Green Bay, Wis.

Mr. and Mrs. W. J. Shugrowe left for Kansas City where they will visit with relatives.

Mrs. J. A. Rawls returned from Banning, Calif., where she was called account of the serious illness of her sister.

Mrs. Elvia Fillett and daughter, of Winnett, departed for Seattle, Wash.

"Archie" is wondering why a certain young lady from the superintendent's office did not tell him she had "business" in Helena during the recent encampment of the Montana Regiment.

Mrs. C. H. Koch is visiting relatives at Waubay, Wis.

Mrs. H. Bertrum and family, of Great Falls, is visiting with friends at Stanford, Mont.

Miss Nell Vivian will spend her vacation with her parents at Great Falls.

S. E. Robinson and family left for Duluth, Minn. They will be absent for about a month.

Mrs. James Barta departed for Portland, Ore., where she will look after some business interests.

L. S. Wandell, of Great Falls spent the week-end in Billings.

Mrs. H. E. Graham left for Spokane, Wash. for a two weeks visit with her parents.

General Office

Vila

THE nuptials of Miss Ruth Evelyn Domer of Marion, Iowa, and Mr. Harry C. Munson of the Engineering department were solemnized in a double ring ceremony on Saturday evening, July 14th. The bride was given in marriage by her father and was attended by Miss Dorothy Drew, maid of honor. The bridesmaids were Betty Fernow and Gladys Dahms. Mr. Knute Munson was the best man and the ushers were Joseph Campbell and Lloyd Hirsch of the Milwaukee engineering department. Mr. and Mrs. Munson will make their home in Chicago. Congratulations and best wishes are herein extended to them.

Passenger Department Gossip

Our hearty congratulations are extended to Mr. and Mrs. Fab. Cogdell on the arrival at their Oak Park home of a bouncing baby boy. We don't know for sure, but from what we have heard Mrs. Cogdell told the nurse that she was going to name the baby John Philip Sousa.

We are very glad to be able to report that Mrs. Wallace is now home from the hospital after a rather long period of illness, and she is getting along very nicely. Bill seems to be looking better himself now, since he is again getting three square meals every day.

Reports from the Gallatin Gateway twins, Myles & Kennedy, seem to indicate that Frank is not finding much time in which to use his fishing tackle. We knew he wouldn't.

Bob Johnston is batching it for the summer. His wife is stationed at the Gallatin Gateway Inn for the season and from what we hear, she likes it very much. Don't blame her—who wouldn't like it?

The "House Party on Wheels" tours that are being operated out of Chicago every Sunday as a second section of the COLUMBIAN, carrying passengers to Yellowstone, the Pacific Northwest and Alaska, are a huge success and the MILWAUKEE SYNCO-PATORS, an orchestra composed of Bob Johnston, Bill Sunter, George Harder, Wilford McPherson, Pat Gallicchio, Olin Newman and Ray Kocher, are rendering some pretty hot music in the recreation cars on these Specials that have been especially fitted out for these tours. If you want to hear them, come down to the Union Station some Sunday at about 11:30 A. M., just before the train pulls out. You won't be disappointed.

A dear baby girl arrived June 20th to grace the home of Mr. and Mrs. Elmer Osher. Mrs. Osher was formerly Bessie Peterson of the Pass Bureau.

Below is a good topic for the Inquiring Reporter:

There have been a few marriages of employes in the building, but not as many as usually occur during this season of the year. Whether the high cost of living or the eligible ones are going outside the railroad circle has not been brought to light yet. We'll have to look into this and see that our railroad folks work together more closely. There isn't anything better to make a home happy than when the other member of the family talks "railroad language." If you know what I mean! It's a different topic than the ordinary weather gossip. When a loving couple are employes or ex-employes, that is one or the other assumes the latter position, after the day's work is done the most enjoyable event in the evening is chinning about the doings of the company. The old timers are no doubt well aware of this, but it is for the benefit of the younger generation who contemplate the big step this little bit of gossip is written.

Coast Division

C. C. C.

IT IS with considerable pleasure that I report the promotion of Mr. J. F. Pinson from Division Engineer of the Coast division to Assistant Engineer Maintenance of Way, Lines West, effective July 1st.

Mr. Pinson is a graduate of the University of Texas. He started with this company as a rodman in 1902, and worked up through the different engineering positions.

It is certainly pleasing to all of us to see "J. F." get this well deserved promotion and we all wish him well, though we will miss his friendly smile, and it is with a distinct sense of loss that we see him go. Fortunately his new work will permit him to drop in on us occasionally and he knows he will always find a hearty welcome when he comes to the Coast.

The strawberry crop harvested in the vicinity of Rochester, on the Grays Harbor branch, was the first crop of any size since the farmers put in this acreage. The growers received approximately \$100,000 for their crop this year, most of which was packed in sugar in barrels and put into cold storage, later to be shipped to Eastern markets. There are approximately 7,346 barrels. The strawberry industry in this vicinity promises to reach much larger proportions next year as the soil is especially adapted to berry growing.

Traveling Engineer Frank Buchanan, and Mrs. Buchanan are spending their vacation at Harrison Hot Springs, B. C.

Sympathy is being extended to Stanley Holm of Everett, in the sudden death of his mother, Mrs. Catherine Goodwin, on June 25th, while on a visit with relatives at New Westminster, B. C.

Mr. Francis Kirkland of the superintendent's force, with his family, spent his vacation early in July, camping at one of the nearby lakes.

Mr. Paul Wilson, division freight and passenger agent, at Green Bay, Wis., was on the Coast early in July, calling on his many friends. "Paul" is always a welcome visitor.

Mr. and Mrs. George Loomis and son have returned from an Eastern visit with relatives in Nebraska and Minnesota. Mr. Loomis is chief clerk to the division engineer.

Mr. R. H. Smith, formerly division engineer, located at Mobridge, S. D., has been appointed division engineer of the Coast division at Tacoma. Mr. Smith has many friends on the Coast division, where he formerly was employed, who are glad to welcome him back.

Mrs. Clara Carrotte and daughter, Katherine, left July 21st on the steamship "Emma Alexander" for a vacation trip to San Francisco and nearby cities.

Everett Line

SNOHOMISH reports new gasoline storage tank erected on our property by Snohomish Auto Truck Co., which means one car gasoline per month.

Duvall reports work on new logging spur being built by Stephen Bird Co., should be completed by Fall. Will give our line about ten cars logs per day for some time. Also exceptionally large cherry crop this year, practically all of which is going to waste account no unified action among growers to find market and arrange packing and shipping facilities.

Carnation—Swan and McKay Lbr. Co., have purchased a mill, which has been idle for past two years, at Stillwater, and shipped thirty cars month of June.

Everett, Wash.—The Walton Lumber Co., are now operating their new plant, (the former plant having been entirely destroyed by fire.) The new plant is modern in every way with a cutting capacity of 160,000 feet of lumber per shift of eight hours. Plant is now operating two shifts employing 300 men. Shipping approximately ten cars per day. They are served exclusively by our line.

The Jamison Lumber and Shingle Co., have rebuilt their shingle dry kilns, which were recently destroyed by fire, at a cost of approximately \$40,000, and will be shipping soon. They operate the largest shingle mill in Everett, having a cutting capacity of seven cars per day.

S. A. Bourke, agent, Duvall on vacation relieved by L. G. Pravit.

Mrs. K. M. Gill, wife of Agent Snohomish, is spending a few weeks at Hot Springs, near Missoula, Mont.

Robert B. Jose, operator, Everett, off duty thirty days account automobile accident, resumed work June 18th. Says will travel train hereafter; more safe and sure.

Seattle Yard

CHIEF YARD CLERK M. P. NOTSKE has been appointed Agent at Harlowton, Mont. Mr. Notske well deserves the promotion and his many associates wish him success in his new position.

Fred A. Muelhausen is batching now that his wife and daughters are visiting relatives in Chicago and Kansas City.

Miss Peggy Hannan, steno at the yard office, has recently taken up golf, and can be seen most every morning dashing out to the golf course before work.

Cedric Moyer has acquired a motorcycle and from the fact that he makes frequent trips to Tacoma we are wondering what the attraction is.

Mr. M. J. Axelson, wife and daughter are spending their vacation at their summer home at Redondo Beach.

Mr. Bert Roberts, our genial P. F. I. Inspector, is back with us after a long visit in Montana and Iowa. He states there is no climate like that of Montana. Am afraid we will have to disagree with "Bert."

Howard Fosberg has us all wondering. We have made frequent trips to Meves Cafeteria and Howard is always there ahead of us. They say Howard "Prefers Blondes."

Mike Mullally, Yard Clerk De Luxe, Seattle, is seen often this season, trying to lure the speckled beauties from Cedar River. As a fisherman Mike is a good baseball coach.

Mrs. F. E. Devlin and children, Jane and Bobby, have returned from a visit with friends and relatives in Wisconsin. They also attended graduation exercises at Beloit College. Carl Devlin being one of the graduating class.

Mr. and Mrs. E. F. Hoye and daughter, Gladys, of Beloit, Wis., were visitors on the coast in June, visiting in Seattle, Tacoma and North Puyallup. Mr. Hoye is chief dispatcher at Beloit.

THE Hooker Chemical Company, with parent office at Niagara Falls, N. Y., has started construction of a large chemical plant on the Tacoma tideflats. The plant now under construction is the first unit of their proposed plant here, which it is estimated will cost in excess of \$1,000,000 when completed. This unit will be of brick, concrete and steel construction and will occupy a 21 acre site on the Hylebos waterway, which has a 1,000 ft. frontage on deep water, with an equal frontage on Alexander Avenue, which is served by the Municipal Belt Line.

The main products of this plant will be liquid chlorine and chemical salts. The deciding factor in the location of this industry on the Tacoma tideflats was the exceedingly cheap electric power rates; the deep sea frontage on what is recognized by shipping men to be the best harbor on the Pacific Coast and Belt Line serving four transcontinental railroads were also important points.

The first unit will employ about 150 men, and is expected to be in operation by January, 1929.

Bethlehem Commandery, Knight Templars of Seattle, numbering about 150 traveled by Special train over our line in July enroute to their convention in Detroit, Michigan. Mr. E. M. Guibransen, city passenger agent, Seattle, accompanied the train and reports many complimentary remarks on the fine service and equipment.

The Art Crafts Travel Guild House, which conducts world tours, have booked ten special parties, all traveling by special train, over our line. They travel West to the Yellowstone via the Gallatin Gateway, then on to the Coast where they visit the Rainier National Park, and return East via the Canadian Pacific R. R.

On July 6th a special train was run to Ashford and return, composed of a Raymond & Whitcomb Land Cruise party. The travelers took special stages from Ashford to Paradise Valley, where they spent a very enjoyable day.

Mr. Sawyer of the Anglo Chilean Railway was on the Coast division in June inspecting our electrical operations. He was accompanied over the division by Assistant Superintendent T. J. Hamilton.

Dispatcher H. E. Peterson is confined in St. Joseph's hospital, and while Mr. Peterson is recovering, yet it will be some time before he will be able to resume work.

Kansas City Division

K. M. G.

GEORGE FALL, Trav. Inspector, Davenport, C. V. Hammer, Trav. Accountant, Cedar Rapids, and H. W. Warren, D. F. & P. A. of Des Moines, were in Ottumwa on July 11th, account business.

John C. Welch was promoted to assistant yardmaster at West Yards, Ottumwa, effective July 9th, succeeding Ola Kenney.

Got a flash from the great Metropolis of Fairfield that our boy friend, Harold, jumped over the broom stick and as he passed out the gum drops and clippings it must be so. His favorite song has always been "My Irene Is the Village Queen," but now she rules the ranch.

Dispatcher J. V. Tuomay and family spent several days vacationing in Chicago.

At the present writing Dispatcher Jno. A. Sanford is in the wilds of Wisconsin enjoying his vacation. No doubt he will have some real fish stories to relate when he returns.

Jno. McEwen, Agent at Farson, on July 11th, celebrated his 25th year as an employe of the Milwaukee Railroad. He started work on July 11th, 1903, at Washington. Was hired by Mr. Laas, Superintendent, and Chris. Romcs, Trainmaster, and was the first telegraph operator in service on the East Division. He was sent to Washington to work in a box car at the coal chute and worked ahead of the sand trains to Farson. Account of

no building at Rubio for a telegraph office the instruments were placed on a small box under an oak tree which served as a temporary office for Mr. McEwen.

Mrs. Barnoske, wife of Roadmaster, has been confined to St. Joseph's Hospital for five weeks, where she underwent an operation. She is improving nicely and returns to her home about July 14th.

Mrs. W. Morrison of Los Angeles, Calif., is visiting with her sister in Ottumwa. She informs us that Mr. Morrison, better known as "Wiggle," is now an employe of the City of Los Angeles and that his health is much improved.

Mr. and Mrs. G. C. Sheridan spent a week's vacation visiting with relatives and friends in Minneapolis, Minn.

Roadmaster Pete J. Weiland and Instrumentman Bob Dove gathered up their fishing rods and paraphernalia and hied to Martinsburg on July 4th. They were truthful about the fishing expedition and frankly admitted they caught no fish. When the fish refused to bite they again gathered up their equipment and journeyed to Sigourney, where Bob displayed his ability as a keen golf player and Pete learned quite a few tricks about the game.

Jno. Melcher, steel bridge erection foreman, has been on the Kansas City division changing out the main spans in bridge over Big Medicine Creek at Powersville, and also at Gault, Mo.

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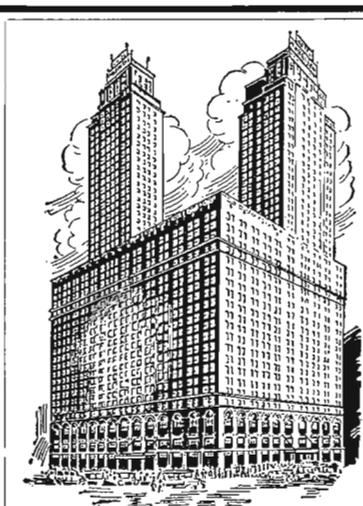
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The New Morrison, when completed will be the world's largest and tallest hotel—46 stories high, with 3,400 rooms.

A. C. Tubaug has received and laid new 100 pound rail on bridge over Missouri River.

Chief Dispatcher L. H. Wilson is confined to the Ottumwa Hospital and during his absence John Niman is acting Day Chief. We understand Mr. Wilson is much improved and expects to resume his duties within a few days.

Raymond Evans, son of Chief Carpenter Evans, was married at Ft. Worth, Texas, on June 23rd, to Ima Gene Taylor of Austin, Texas. The news of his marriage came as a great surprise to his many friends. Mr. Evans is connected with the Midwest Exploration Company of Amarillo, Texas, and will make his home in that city.

Miss Mildred Kissinger and the Correspondent of this division spent several days during the month of June in Havana, Cuba. They were much impressed by the kind treatment shown to them by the American residents of Havana and the many courtesies extended to them by the Commercial Agent of the Havana United Railways and the District Passenger Agent of the P. & O. Steamship Co. They found Havana a most beautiful city and the Cuban scenery most unusual and interesting.

Roberta Sidebottom is holding the position of stenographer to the Chief Clerk in the Superintendent's Office.

Nell Bowen, Stenographer to the Superintendent, is on an indefinite leave of absence account of illness. We hope that she will soon be able to return to her duties. During her absence Harold Henson is assigned to her position.

To Mr. Baker, the timekeeper, from Hot-town. We heard you wuz to a elks convention. Didn't no you had any wild game in Ottumwa. I've ketch'd dear, spect you hav, too, but I never tackled elk. How'd you ever get 'em karrelled fur a perade? It must uf ben a specktackle tu sea all of 'em old bucks together. Nex time yu and Stickler take John & Harold to a big hunt rite me in care of Uncle Sam and I'll get sum amunision and be ther. Hobo Sam Hopkins.

Musselshell Minutes

By Helen Kirwan

POWDER RIVER!!! Let 'er buck!!! Boom! Boom! Boom! When the guns are roaring, bands playing, flags flying, Indians in full-feathered regalia shouting their war whoops, cowboys yelling, horses prancing and the floats in all their glory of color forming the grand parade down Main Street for the big roundup celebration, it's mighty hard to concentrate on little news germs for the magazine, so please don't expect much of us this time.

Plenty of rain now, a veritable deluge last Saturday morning. Enough and to spare, for all the thirsty ones. Nearly two weeks of rain should help us predict a bumper crop for this season. It came a little late, but will do a lot of good for the late crops.

A. H. Olson's wife and children are visiting relatives in Aberdeen, S. D., for a few weeks. Al came home over the week end and found the folks gone.

Mrs. P. J. Burns is vacationing in the Charmed Land—Seattle, you know—for at least thirty days. Certainly envy you the trip, Mrs. B., just two years ago since I visited out there myself. Long time no see 'um roses, etc.

Mr. Frank Wolfe (the man who had so much space in last mag.) is out of the hospital now and walking around taking the air. Seems to be recovering nicely and we're certainly glad to hear it.

Mr. Harry Grothe, riptrack foreman, was

transferred to the same position in Green Bay, Wis. We are sorry indeed to lose your smiling face, Harry G. If that old smile of yours doesn't put you across big in Green Bay—come on back where we know its worth. Harry was certainly held in high esteem by his fellows in Milestown, which was manifested by the nice gifts he received on parting, namely, a fine watch, traveling bag and brief case.

Lots of changes on the Musselshell this month: Mr. Bowen, our superintendent, transferred to the N. M. Division; Mr. Gillick taking over the combined duties of superintendent of the T. M. and Musselshell Divisions. Mr. Swane, our Division Engineer, transferred to the N. M., also, and Mr. Ring from the latter division is our new Division Engineer.

We are always glad to welcome new folks, but regret to see the old friends leave. Mr. Bowen leaves a host of friends on the Musselshell who wish him well in the new location. While Mr. Swane was not with us very long, yet he too made a lot of friends here in his short acquaintance who wish him every success on the job on the N. M. These gentlemen were the recipients of some very fine gifts from the Musselshell folks also.

We have with us from the T. M. Division some additions to our office force, namely, Mr. Shields, Assistant Chief Clerk, Mr. Charles, Secretary to the Superintendent, and Mr. Hauser, Chief Carpenter's and Roadmaster's Clerk. If all the other clerks down there on the T. M. are as easy to look at as these three—well, we don't care if they all come up. I hope I won't be in town when this edition comes off the press—this is the season for bad eggs.

Quite a lot of improvements made on the division this spring: New stock yards built at Baker, Mont., will greatly facilitate shipping from that point, as will also the new woolhouse built at Ingomar, Mont. The latter was opened with a big celebration which ended in a dance and a large crowd attended the affair from other points on the divisions adjoining.

J. F. Pinson, Assistant Engineer of Maintenance of Way, making an inspection trip over our division this week.

Three extra gangs now working on the Musselshell Division, laying new steel and applying ballast.

The Roundup brought us a lot of business this year as a record-breaking crowd was in attendance. It is estimated that this year's event claims the honors from any former celebration, both in the excellency of the entertainment offered and the number of spectators witnessing the performances. Those who didn't come missed the time of their lives, and no mistake.

Certainly enjoyed the fine music furnished by the band accompanying the Knight Templars Special yesterday morning. The train was held here about half an hour while the Knights, in full uniform, paraded in perfect formation through the main street of our city, accompanied by their ladies and a large number of local citizens in cars, who expressed their appreciation of the fine music and the entertainment with a great deal of applause. We hope you come again, folks—that was real music.

Miss Ruth Dunnigan expects to spend her vacation in Denver and Chicago, starting next week.

Mrs. Edith Petterson is taking a month off to visit the western coast.

Mr. Geo. Knowles, Division Accountant, just returned from a pleasant visit to the old home down in Kansas.

Illinois Division

M. J. S.

SUPERINTENDENT W. M. Thurber, Trainmaster H. E. Sittler, Master Mechanic P. L. Mullen, Division Engineer R. G. Heck, Chief Carpenter Charles Gradt, Roadmaster R. J. O'Connor and Chief Clerk James Tigerman attended the Safety First Meeting held at Davenport this month. There were about 65 employes of the Tri-Cities present. Talks were given by District Safety First Inspector W. H. Cobb, and Superintendent W. M. Thurber, and the meeting proved an interesting and helpful one.

Congratulations are extended to Conductor Arthur Gradt and new bride, who was formerly Miss Luella Brettman, daughter of Mr. and Mrs. Herman Brettman of Bensenville. The couple were attended by Walter Gradt of Savanna, brother of the groom, and Miss Esther Brettman, cousin of the bride. Immediately after the wedding ceremony the bridal party repaired to the home of the bride where a luncheon was served to a number of relatives and friends. Mr. and Mrs. Gradt came to Savanna for a visit with Mr. Gradt's parents, Chief Carpenter Charles Gradt and wife. They have taken up their residence in an apartment furnished by the groom at Bensenville.

Deepest sympathy is extended to Mrs. J. A. Monahan and immediate family account the sudden death of Conductor Monahan which occurred at his home at Savanna the early part of July. He had been in ill health for some time, but two days previous to his death, had a serious attack from which he never rallied. His death was due to diabetes and heart trouble. Funeral services were military, with Rev. William McGuire, chaplain of Savanna Post No. 148 American Legion, in charge. The last sad rites were largely attended. He was a member of the Knights of Columbus, Brotherhood of Railway Trainmen, and was a World War Veteran. He is survived by his wife, three small children, a father, Edw. Monahan of Clinton, Iowa, four sisters, three brothers and other relatives.

Friends and co-workers of Conductor Geo. Deards of Elgin regret to learn of his continued illness and hope for a speedy recovery.

Engineer Wm. Richardson has gone on an extended trip to Niagara Falls, points in Canada and Quebec.

Dispatcher Fred Cole, wife and daughter, Helen are enjoying a vacation to Kansas City, Denver, Colo., and Ogden, Utah.

Engineer and Mrs. Frank Davis and Engineer and Mrs. Clarence Parker of Savanna, are the new grandparents of a little daughter "Janice Caroline Parker" born recently at Charleston, S. C. The mother of the little miss, is a daughter of Engineer and Mrs. Frank Davis, and the father, a son of Engineer Clarence Parker. Engineer and Mrs. Davis are at present visiting at Charleston, S. C.

Machinist Wm. Long, wife and daughter, Mary of Savanna, accompanied by Mr. Long's son, Rex Long and wife of Sabula, have gone on a two weeks' outing to Cumberland, Wis., where they will fish and enjoy a vacation.

Assistant Yardmaster Ray Kentner, Savanna yard, was recently honored by being elected Commander of Long Commandery No. 60, at a meeting held at the Masonic Temple at Mt. Carroll. A sumptuous banquet followed the business session and election of officers for the ensuing year.

Floyd Dyer, who has been employed as machinist at Savanna roundhouse, has been given promotion to assistant roundhouse foreman at Bensenville. Mr. Dyer entered the Milwaukee shops at Savanna about five years ago as machinist helper and then took ad-

vanced work in machinery, returning to the shops to complete his trade. His friends are pleased to learn of "Ikey's" promotion.

Mrs. Anna Bahne, enginemen's timekeeper at Savanna, recently went to Chicago, where she attended the marriage of her son, Arthur Kinder to Miss Lolita Hallgren of Chicago. The wedding ceremony was solemnized at the home of the bride's mother, at 2722 Leland Avenue, in the presence of 35 relatives and friends. Congratulations are extended to "Art" who was a former employe at the Savanna roundhouse.

Dispatcher Geo. Lanning, wife and daughter, Joyce, motored to Morrison Sunday and visited with relatives. They were accompanied home by their son, George, Jr., who spent a week with the William Richards family of Morrison.

Heartiest congratulations are extended to Mr. and Mrs. Harold Homedew on their marriage, which occurred June 27th at the home of the bride's parents, Mr. and Mrs. Edward Fox, at Mt. Carroll, Ill., at 5:00 P. M. Following the ceremony, a luncheon was served to a few friends and the immediate relatives, and the happy couple departed for a wedding trip to Detroit, Mich. Mrs. Homedew is secretary at the Frances Shimer Academy of Mt. Carroll, being a graduate of that school, and Mr. Homedew is clerk for the C. M. & G. division at the Savanna superintendent's office. A beautiful bridge lamp was presented to the new bride and groom from the employes of the superintendent's office. Best wishes for a long and happy wedded life Harold and Thelma.

Dispatcher Harry Brown and Mrs. Brown, who have been spending the past few weeks at Elgin and West Chicago, returned to their home at Savanna, accompanied by Mrs. Brown's sister and son, who will make a visit at the Brown home.

R.H.F. A. A. Foster of Savanna roundhouse, wife and son, Alfred, Jr., and daughter, Corrine, motored to Moline over the week end, where they attended the Foster family reunion held at the Louis Paradise home. There were 100 relatives present, from six different states: Wisconsin, Missouri, Nevada, Colorado and California. Mr. and Mrs. Foster and children were accompanied to Savanna by Mr. and Mrs. E. E. Foster of La Crosse, who are visiting at the home of their son.

Mr. and Mrs. Arthur Kinder, and mother of Mrs. Kinder, Mrs. Julia Hallgren, who have been visiting at the home of Mrs. Anna Bahne, enginemen's timekeeper superintendent's office, returned to Chicago.

Engineer and Mrs. J. P. Castle and daughter, Miss Helefer, have gone to Niagara Falls and Quebec. They will also visit with Mrs. Castle's sister and husband, Mr. and Mrs. Herbert M. Carruthers at Toronto, Canada.

Boiler Maker Ed Linglebaugh and wife have returned from Sioux City, where they attended the funeral services of Mrs. Cecelia Welter, mother of Mrs. Linglebaugh, who died June 21st. Sympathy is extended.

Miss Marie Sorenson, daughter of wrecker engineer Hans Sorenson, who has been teaching in the High School at Urbana, Ill., has returned to her home at Savanna to spend the summer vacation.

Mrs. Wm. Brose and son, Billie, wife and son of Yard Foreman Wm. Brose of Savanna have returned from a month's visit at Denver and Colorado Springs, where they visited with Mrs. Brose's brothers, Grant and Ben Klinger on their 1,400 acre ranch, which is located about 18 miles from Pikes Peak.

Mrs. O. C. Schmidt and daughter, Hazel, wife and daughter of Drill Pressman O. C. Schmidt, Savanna roundhouse, and Mrs. B. W. Schmidt, wife of Conductor Bernie Schmidt,

have returned from Chicago, where they accompanied Miss Hazel to the Washington Boulevard hospital, who has been taking treatments at that place for some time.

James Hansen of Oakland, Cal., nephew of Lewis Gydeson of Savanna, is occupying a desk in the superintendent's office as track timekeeper.

Congratulations are extended on the arrival of a daughter to the home of Mr. and Mrs. Wm. Goldinn of Chicago, June 26th. The little girl will answer to the name of Audrey Cecelia. Mr. Goldinn was former rodman of the Illinois division engineering department, in Division Engineer R. G. Heck's office at Savanna.

On Sunday, June 15th, 1928, the Milwaukee employes of the Tri-Cities sponsored a picnic for the C. M. St. P. & P. employes at Credit Island, Davenport. A Special train was run on the Illinois division, departing Savanna station at 9:00 A. M., with 185 Milwaukee employes and their families. Stops were made all along the line and Thomson deserves creditable mention for having the largest group attending from the South Line—about 37. Everyone enjoyed the ride to West Davenport and when we arrived there with our 285 people, we rather surprised the committee on hand to meet the gang from the Illinois division. The Tri-Cities reception committee had busses and private cars chartered to take everyone to the picnic grounds—three-fourths of a mile from West Davenport. Our train arrived at Davenport about 11:40 A. M., and of course, it was nearly time to eat. After dinner the fun started—with a "soft" ball team, but the Savanna gang didn't have their "real team" with them, so of course, the Tri-City bunch didn't have a hard time winning. Next time we will bring our "hard" ball team. There were races and a horse-shoe pitching contest, also a great number of the folks enjoyed the bathing beach. To say we had a good time is not half of it—we just enjoyed it a lot—and the Tri-City employes are to be complimented on the efficient manner of handling the picnic and the manner in which this large group were so royally entertained. Our Special left West Davenport at 7:00 P. M., and arrived at Savanna about 8:30 P. M. Roadmaster O'Connor and Conductor Gale Tomlinson took wings and flew over the Tri-Cities in a big seaplane. They distributed a few hundred Milwaukee advertising leaflets. The thanks and appreciation of the Illinois division is extended to the crew that so willingly offered to man our Special train—Otis Croghan, engineer; Wm. Hardcastle, fireman; Geo. Andrews, conductor and Wm. Schmieg and Paul Turner, brakemen, and to Switch Foreman Carrol Richardson and his committee, who so efficiently and pleasantly handled the details of preparing and made a success of this outing.

Fay King called on us the other day. We are always glad to see you Fay and hope you will always drop in to see us when in this territory.

At least one of the men admitted he sure missed his wife when she was away, specially when it was meal time. Too bad Bill she didn't stay away a little longer and you sure would realize how lucky you are.

Don has gone to the wilds of Wisconsin and Michigan on a camping trip. We warned him about the bears, lions, etc.

Ilene has returned from her vacation and reports a visit to the House of David. We are not passing on to you what she told us that she tried to teach one of their favorite parrots, but we were certainly surprised to say the least.

Federal Machinist Wm. C. Hubbell has returned to service after being off on account of sickness.

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Pine—Chestnut—Mixed Hardwoods

NASHVILLE TIE CO.
NASHVILLE, TENNESSEE

Sales Office, Storage Yard
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Capital, Surplus & Profits \$2,000,000
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17

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We appreciate the good service
the
Chicago, Milwaukee & St. Paul
and its employes are giving
our industry

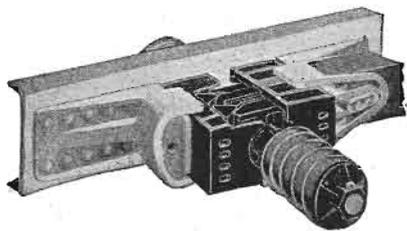
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CARDWELL FRICTION DRAFT GEAR



**UNION DRAFT
GEAR COMPANY**
CHICAGO OFFICE M'CORMICK BLDG.
CANADIAN OFFICE TRANSPORTATION
BUILDING MONTREAL

It looks like Machinist Bulte has a passenger for his coupe. I believe this bears watching.

Engineer J. L. Thompson was certainly a disappointment to one of the girls in the office (we won't say which one) because he didn't win the eup at the golf tournament at Excelsior Springs. We at least think he might have sent some kind of a eup as a peace offering, especially after she had a spot all marked off on her desk to place the trophy.

Engineer Walsky treated the office force to cigars and gum the other day. Many thanks.

Machinist H. C. Hoffman and wife leave for a business trip to Houston, Texas. Hope they won't find it so hot there.

When the old thermometer was about ready to melt the other day LeRoy Cronin developed a chill and was seen parading through the office rooms with an overcoat on, collar turned up and the coat buttoned up tight. One just can't understand such things as this.

It was with regret that we learned of the passing of George Whitmore, veteran employe at Savanna roundhouse, who died at his home in Sabula, Iowa, after a short illness.

Well, "It won't be long now." We can hear them ringing, ringing—but wait and look us up in September magazine and we shall tell you all about it. Its still a secret around here and we never tell secrets.

Chin Music from the Freight Office

Our sympathy is extended to Lillian's mother due to her illness. We hope she has a speedy recovery.

Mr. Gray and family are spending their vacation on a motor trip through Wisconsin and Canada.

We were so upset about Merle's misfortune that tears came to our eyes. With the aid of

a cane he is able to hobble around fairly well. You've got to give him lots of time tho. Take warning and don't play so rough next time, Merle.

Oscar and wife have just returned from a very pleasant visit at Elryia, Ohio. We missed you, Os.

Nell wants to know if "Argo" starch is made at Argo Fay, Ill. Perhaps, some of our readers can enlighten her on this subject. She also wants to know who said, "Yes, we have no Bananas."

Did we ever tell you a fish story? Perhaps we did at one time, but we don't recall it now. But this is a real honest-to-goodness fish story and we are sending along the picture for proof. We have here Apprentice Arthur



Arthur Knowles and Two Big Ones

Knowles, from Savanna roundhouse, with two catches, which only tell of a very small number of the many fish he has caught this summer in the Mississippi. He is not only the champion fisherman of the Savanna roundhouse, but he is also the champion muskrat catcher, as he trapped over 400 last winter. Any one desiring a lovely fur coat should get in touch with him before November 1st, 1928.

Dubuque Shop Jingles "Oosie"

ROBERT BECKLER, a VETERAN, and for many years Wheel Shop Foreman at Dubuque Shops, passed away on July 1st. We can only say—

One by one the "old timers" are passing,

One by one they bid us good-bye;

While they leave behind their record—

We cannot say they die.

Bob's work down here is finished—

We must labor yet a while;

But again we'll surely meet him

With his old familiar smile.

Sympathy is extended to his family by the entire Shops.

Mr. H. R. Jones has come to us from Green Bay, Wis., to be our new Car Foreman—

We give you hearty welcome, Mr. Jones, And sure do feel it right within our bones—

That you'll find our city FINE,

And our people just DIVINE—

Oh, we bid you hearty welcome, Mr. Jones.

Gus and Chas. Wiedmeyer are touring the Golden West—Washington, Oregon and California. They are giving all the test. But methinks when their journey is ended—after thousands of miles they roam, they'll sing the song all travelers sing—There's no place, no, none, like HOME.

Miss Rosemary Estelle Frick—

On June twenty-third, this year, Came "Smilin' Thru" the open door

Without a bit of fear;

She whispered in her Daddy's

And her darling Mother's ear—

"I've come to stay, this very day,

I know you'll find me dear."

The second verse of this sweet rhyme

We really must relate—

For Daddy Frick, his daughter dear,

Has placed in a weary state;

At THREE O'CLOCK IN THE MORNING

Every A. M. sure as Fate—

She WHISPERS to her fond Papa,

"Get up! You're sleeping late."

(Chas. K., the fond papa of five, cheers Frank considerable by quoting—"You ain't seen anything yet.")

Mason City Chapter S. K. H.

SATURDAY Afternoon, June 23rd, about 125 Fun Enthusiasts gathered at East Park, Mason City, at 4 o'clock, to attend the Annual Employes Picnic sponsored by the C. M. St. P. & P. Womens Club.

The program was headed by a ball game between our Milwaukee team and the C. & N. W. team—in which game our team initiated their new suits. Following this, the Picnic Supper, then the sports under the able supervision of Mr. C. E. Mutschler, which consisted of various races and contests for men and women, boys and girls. The party lasted until too dark to detect the winners of the stunts and all lamented the fact that Mason City did not enjoy "Daylight Saving."

Guests at the picnic were Mr. G. E. Bonner, Supt. of the C. & N. W. Ry. headquarters, Mason City and Otto Secory of Oakdale, Ia. formerly employed in the Supt's. Office, Mason City.

Out of town members attending were Section Foreman and Mrs. Geo. Hoof and two grandchildren of Garner, Section Foreman and Mrs. Herman Schrader of Rudd and Section Foreman and Mrs. Clarence Schrader of Charles City.

Thus ended one more annual get-together of our employes.

NOTES

Cover the cut sides of a piece of cheese with melted paraffin to keep from drying out or getting mouldy.

To remove water stains from glass vases and flower bowls, fill with a weak solution of vinegar and water and let stand two or three hours. If this does not entirely remove the stain when rubbed, repeat the operation.

Soak the vacuum bottle cork in hot paraffin to prevent it from absorbing odors of hot drinks or soups. This also lengthens the life of the cork by closing all the little pores.

Keep a half yard of table oilcloth to spread on floor or table when the children want to paste paper dolls or other pictures.

A man telephoned to the Superintendent of an Insane Asylum and the following conversation took place:

"Give me the name of the man who escaped last night."

"No one escaped that I know of."

"Better check up again, some one ran away with my wife."

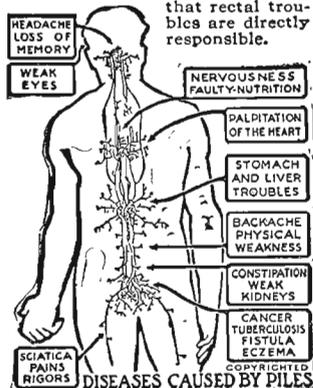


The McCleary Sanitarium, Largest Institution in the World Devoted Exclusively to the Treatment of Rectal and Colonic Diseases.

A Treacherous Affliction Healed Without Surgery

PILES and other rectal troubles are directly responsible for many diseases and indirectly responsible for many more. Thousands suffer needlessly due to incorrect diagnosis. Men and women who have suffered for years and did not know what was wrong with them have found joyous new health when their rectal troubles were cured. You can never expect to be well, strong and hearty until the CAUSE of your often indescribable suffering has been removed.

The diagram below clearly shows how piles can be the cause of numerous diseases, unsuspected by the sufferer or by his physician. Due to faulty diagnosis, thousands suffer from these ailments not knowing that rectal troubles are directly responsible.



Let Us Heal You With Our Mild Non-Surgical Treatments

The McCleary mild, non-surgical treatments for piles have brought new hope, new joys and happiness to thousands who had forgotten the blessings of perfect health. Entirely discarding the old, harsh surgical methods, these treatments do away with the horror and pain of cutting away pile tumors with the knife, burning with a red hot iron,

or searing with electric needle. The McCleary treatments also avoid the dangerous effects of chloroform and ether and have proved a boon to many thousands who have availed themselves of our services. Over 75% of the people we treat are referred to us by some of the thousands we have cured.

Mail This Coupon NOW!

Over 14,000 Healed! The number of persons who have been healed of piles or other rectal troubles under the McCleary treatments now exceeds 14,000 and includes the names of people from every section of this country, from Canada, Cuba, Hawaii, Alaska and foreign lands. Among these are scores of prominent business men, bankers, farmers, mechanics, railroad men, ministers, lawyers, housewives, teachers, society leaders, etc.

Let us send you our reference list containing the names and addresses of many, many thousands we have cured and numerous letters from grateful patients telling what they think of our treatments. This list has grown to such mammoth proportions that it now equals a 12-page newspaper in size. We will gladly send it free postpaid.

If you are one of the hundreds in every community who suffer from piles or some trouble, you should give a matter so important as your health immediate attention. Mail the coupon today and get the facts, or if you prefer write a personal letter describing your trouble as accurately as you can. Your letter or your request for a free copy of our book and reference list will receive immediate attention, but do this now.

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Please send me without cost or obligation of any kind a free copy of your book on "Curing Piles Without Surgery" which I understand is fully illustrated, copyrighted at Washington and printed in colors. Also include your mammoth reference and testimonial list.

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Street Address.....

Town or City.....State.....



BULLDOG FURNACE

Heats Home for 25¢ a Week!

"I can run my Bulldog furnace for fourteen days in normal weather conditions on the actual cost of fifty cents." So writes F. R. Redetzke, of Cleveland, North Dakota, and he adds: "Hard to believe is it? That's what some of my neighbors thought until I showed them! We have an unlimited amount of grain screenings in this country. That's the fuel I am using."

That's what the Bulldog does with about the lowest grade fuel you can think of! Here's what it does with coal:

"Does the Work of 3 Stoves"

"This is my third winter with the Bulldog. It does the work of 3 coal stoves that I used, which only warmed up part of the house and not very well at that. My Bulldog not only does that, but 3 rooms upstairs, with great satisfaction. My house is located in a very cold place, with no protection at all. It is the easiest furnace to handle I have yet seen." E. C. Diplock, 105 Elm St., Camden, Me.

Heats 8 Rooms Instead of One

"My 8 room house has 7 windows on the northwest side downstairs, so it takes SOME heat. The Bulldog doesn't burn very much more coal than my old stove used to, and it heats the whole house, where my stove would heat only the one room it was in." E. H. Marzoli, 72 South St., Milford, N. H.

After 6 Years—"Heats as Good as Ever"

"Our furnace has been in use 6 years and heats as good as ever."—Arthur Cloepfil, R. F. D. No. 1, Rockport, Mo.

Cuts Coal Bills in Half

"I had a hot air furnace in our 7-room house before I got the Bulldog and our house was always cold. With the Bulldog it only takes half as much coal and we had weather below zero, and the house was nice and warm in the morning when we got up. We never have the draft on more than half an hour at a time, and it has the place red hot. It is easy to regulate and keeps the fire all day in mild weather."—Jess T. Conrad, 1211 W. Arch St., Shamokin, Pa.

No Money Down!

Small Monthly Payments—Installed Almost as Easily as a Cook Stove!

The Bulldog is sent to you for *free inspection*. Then, if satisfied, you make only small monthly payments at our remarkably low price. Write today. *Don't* miss this chance to cut down your fuel bills! *Install a Bulldog furnace*. It comes to you completely erected—goes through any door—fits any height of basement—and you install it yourself in less than two hours! In fact, you can install the Bulldog just about as

easily as you would a kitchen stove. *Don't* put up with the old fashioned stove heat or some outworn furnace—when you can so easily get the greatest advance in scientific heating at an astonishingly low price. The Bulldog burns almost any kind of fuel, from hard coal to cheap screenings. Keeps a wood fire over night. We have factory connections in both East and West and ship from nearest point.

Send for Free Book

Learn how to have all the heat you want—where you want it—and save money! Remember the Bulldog is *different*—and *better*! Complete combustion of gases saves 25% of your fuel bill. Exclusive Gable-Top Radiator receives all the direct rays of the fire. Exclusive oblong fire-pot is not only ideal for coal, but enables you to keep a wood fire over night. Remember—the Bulldog is sent for *free inspection*—then small monthly payments at an amazingly low price! Send for Free Book TODAY!

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Without obligating me in any way, please send me your free catalog and special offer on the Bulldog Furnace.

(Print name and address plainly) Have you a basement? Yes No

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