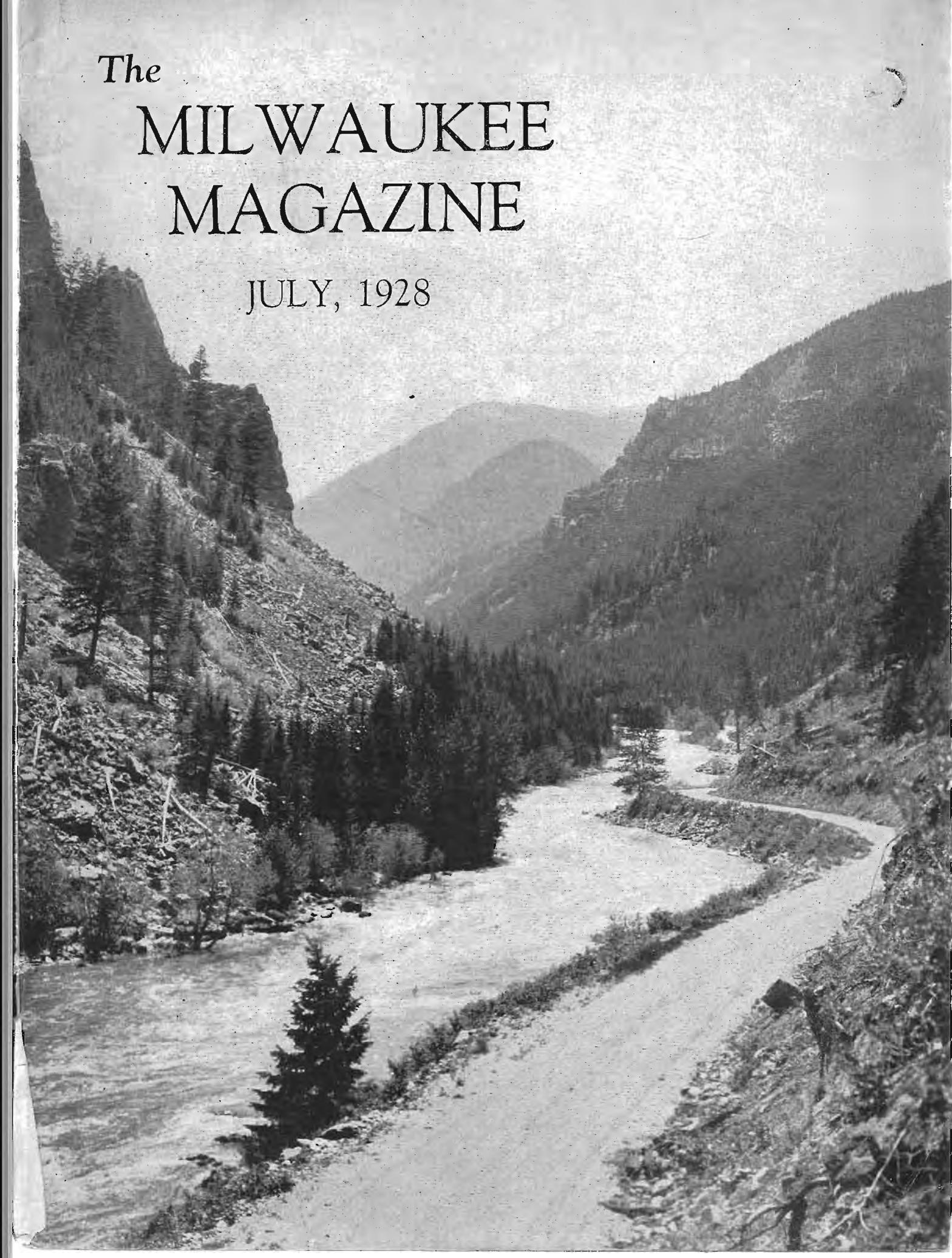


The

# MILWAUKEE MAGAZINE

JULY, 1928





# FREE

**"One" of These Homes Is Different From The Rest—IT'S FREE—Can You Find It?**

Here are 16 six-room homes,—each one numbered. At first glance they look alike but, only 15 of them ARE exactly alike and "one" and only one is different from all the rest. Can you find the different one? It will be given away ABSOLUTELY FREE. Someone who reads this offer can win it. Why not you?

**These Clues Will Help You**

If you will start at home number 1 and compare it with No. 2; then compare No. 2 with No. 3, etc., until you have compared them all, you will see that "one" and only one is different in some way from all the others. Can you find it. You may find this difference in the trees, shutters, windows, or even the design itself might be different. Be careful because it is not as easy as it looks. If you find the "one" home that is different from all the rest, write the number of it on the coupon below and rush it to me quick with your name and address—TODAY.

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The "one" beautiful home that is different from all the rest will be given away ABSOLUTELY FREE. It makes no difference where you live. It can be built anywhere in the U. S. A. We even offer to buy a \$1,000.00 lot for you and give you a two-car garage FREE. This spacious and beautiful, six-room home may be yours, if you rush the coupon with your solution, name, and address at once. This is your opportunity to get FREE a "HOME OF YOUR OWN." Be wise, don't delay.

**GIVEN AWAY** You can win a six-room home—a \$1,000 lot—and a 2-car garage

ALL THREE can be yours. This luxurious, colonial, six-room home, \$1,000.00 cash for a lot which you can choose in any location you like—and a two-car Lincoln size garage. The home is complete and of the finest quality materials and includes all the plumbing equipment, complete warm-air heating plant, electric wiring equipment and fixtures, etc. Don't lose any time. Duplicate prizes will be paid in case of ties. See if you can find the "one" home that is different and send the number of it to me on the coupon or a postcard quick—Don't delay

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I think the different home is number \_\_\_\_\_

NAME.....

ST. or R. F. D.....

CITY..... STATE.....



1



2



3



4



5



6



7



8

**Be Prompt  
You Can Win.**



9



10



11



12



13



14



15



16

**Act Quick!  
Rush This Coupon!**

ELECTRICITY IMPROVES SERVICE AND INCREASES REVENUE



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## The Northern Division

E. A. Lalk, Ass't. General Freight Agent

THE country traversed by the C.M. St.P. & P. Railroad's Northern Division is known as the backbone of Wisconsin. Interpreted figuratively it may be taken to mean the most prosperous section of Wisconsin, and taken physically, the contour of the country forms a ridge running north and south, the waters to the west flowing to the Mississippi through the Wisconsin River, and on the east to the St. Lawrence through the Great Lakes.

By reference to the map of our line you will notice that it shows many branches, eight, to be exact, and the branches could be likened to the ribs extending from a back bone. Probably no division of our Railroad is as interesting in history and folk lore as this Division, nor so largely interwoven with the history of the development of the country which it serves; in fact, it was, and is, the very life of the country.

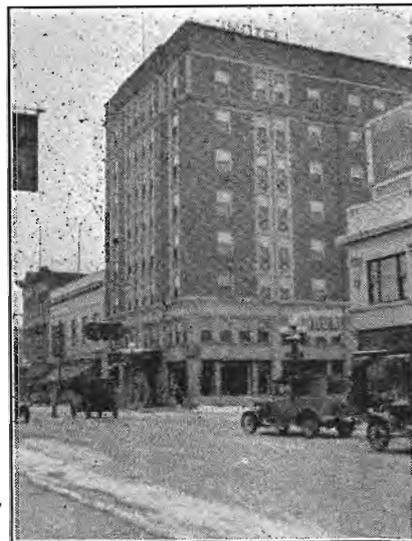
The southern terminus of the Northern Division is North Milwaukee, where the line leaves the Milwaukee Terminals to the northwest. The first few miles of right of way pass through the parked grounds of the Milwaukee County House of Correction, on and beyond across flat farming country dotted with many prosperous farms with their large barns and silos and herds of Holstein and Guernsey cattle grazing in heavy grass pastures. Fodder is plentiful throughout this section, and for that reason dairying is carried on in its highest state of development. Each farm house has its electric power and high power lines form a net work over the country side.

Arriving at Granville, the line passes through one of the largest railroad tie storage and tie treating plants in the country. Acres and acres of land are piled high with ties in the process of drying preparatory to being treated and shipped broadcast over the country. A person pauses to wonder that there is so much timber still in the country.

Granville is the junction with the North Lake Line, and here the train is met by a mixed train that carries the mail and baggage as well as freight up the branch. Passengers are few as the bus lines have long since taken the passenger business unto themselves. At North Lake are many beautiful summer homes. This place is primarily a vacationist's resort. The canning of peas, beets, and corn, is the principal industry on the branch. The raising of sugar beets in this section is a profitable industry for the farmers,



In the Retail District—Oshkosh



A Business Corner in Fond du Lac

and each station has its sugar beet loader parked along the tracks awaiting the few busy loading weeks in the fall.

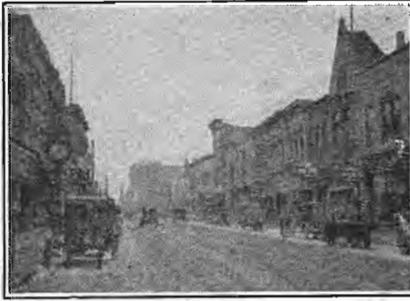
At Menominee Falls is located the sugar refinery of the Menominee River Sugar Company. This is a going concern and each year adds its large tonnage to the total of the branch. At Lannon are located quarries of the famous Lannon limestone. These quarries are very active at this time, producing stone for home construction,

and many of the avenues in our large cities of the middle west display any number of beautiful homes built with this flat stone; homes with delightful walls of the same material, while Lannon flag stones constitute the material for the walks, fountains, and garden pedestals and arbors. This is splendid tonnage for the railroad. The town of Lannon was so named from a family of the early settlers.

Returning to the main line we continue west through Germantown, so named because of the many Germans in the vicinity. Here is located the Badger Milk Products Company, manufacturers of various milk products, and a canning factory. At Richfield, the next station, most interesting of all is a good old German Hotel with its old style high windows filled with flowers, mostly geraniums, and its old style bar with its wood carvings, over which presides an old time German, round and rosy, with a beard, worn as beards were worn many years ago; his china pipe with its painting on the bowl, its long stem carrying it well down on his shirt bosom. He serves you near beer from a keg, while his wife looks on and gravely shakes her head and says: "Es giebt kein gutes beer maehr. Vas?"

Beyond Richfield many of the farms have field stones upon them, while long stone pile fences show the labor of years and years removal of the stones from the fields. Here and there are remains of saw buck fence, indicating that there was plenty of timber in this section at one time. Another interesting sight in this section are the rock culverts built under the railroad and highways for drainage and farm road crossings; I do not recall any other place on the railroad where there are so many of rock construction. They form very pretty pictures with a stream of water flowing through and the rocks covered with moss and other clinging growths. All that would be needed to fill the picture would be a boy fishing or a cow drinking.

Arriving at Rugby Junction we pass the Soo Line's connection. It is at this point that the Soo Line leaves its main line to operate over our rails under contract to Milwaukee. Rugby Junction has no industry, but it interests us because in the vicinity of this place the Earling family received their initiation in the Railroad field, in which sphere several of them were so successful. Richfield and Rugby Junction were their first stamping grounds.



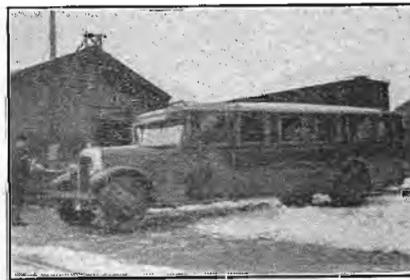
Main Street—Fond du Lac



The Milwaukee Passenger Station—Oshkosh



Old Trapping Days on Horicon Marsh



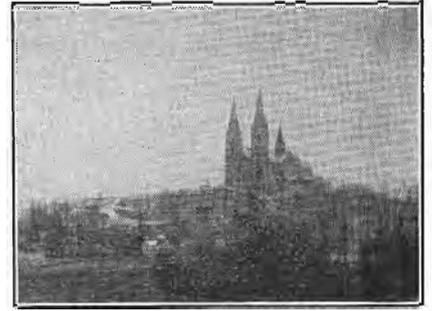
The Milwaukee's Bus at Iron Ridge

Leaving Rugby Junction our line runs parallel to the Soo Line until Slinger is reached. Slinger is known to most old timers as Schlesingerville, named from the Schlesinger family, prominent people in that vicinity. Slinger is a word coined from the original name. Slinger has several industries, but the Railroad boys know it best for its country sausages. No, the brewery is not running now, but the White House lunch counter is. On up the line is the Kissel Motor Car Company, builders of custom built cars; doing business and still making a car to your order, and one any one is proud to own. Hartford is a good town, a busy farm-trading center, in the middle of a very prosperous community. W. B. Place & Company

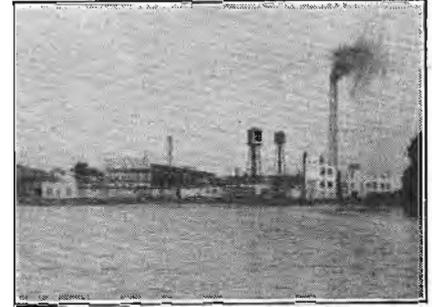
makers of gloves and mittens are located here. Rubicon and Woodland are farm trading centers.

Arriving at Iron Ridge, named from a ridge of iron ore running through the town, we decide upon a trip up the Fond du Lac Branch first. The line from Iron Ridge to Fond du Lac was originally a narrow gauge railroad, known as the Fond du Lac, Amboy & Peoria Railway Company. It was organized in 1876 and built from Fond du Lac to Iron Ridge in 1877. Judge Kinyon was President and Geo. P. Knowles was the Attorney. The town of Knowles is named for this gentleman. The line was originally laid with 30 lb. rail and ballasted with slag from Mayville. Farmers of the district financed it, and it was afterwards acquired by the C.M. & St.P. and the gauge widened. The gauge was widened in one day, a Sunday in June 1884, a remarkable engineering feat at the time.

The principal town on this branch is Mayville. At Mayville are large iron furnaces, and at Neda are the mines and fluxing stone quarries. When these two furnaces are blowing this is a busy place for the railroad. The town of Mayville was founded in 1845 and receives its name from the family of May. The town had its inception in a dam and saw mill site. The first furnace, a charcoal furnace, making six tons of iron in twenty-four hours was built at Mayville in 1847.



Holy Hill's Famous Shrine, Hartford, Wis.



The Kissel Motor Car Company's Plant, Hartford, Wisconsin

Brownsville and South Byron passed we arrive at Fond du Lac, meaning in French "End or foot of the Lake." Its location at the south end of Lake Winnebago suggests the name. Fond du Lac is an old city, its historical record dating back to 1787. It is located on the old French passage from the Great Lakes south to the Wisconsin River.

Industrial Fond du Lac is growing. Its area at present covers 6.1 square miles. Its principal industry is the manufacture of refrigerators. Here are located the Gurney Refrigerator Company and the Sanitary Refrigerator Company, both of which rank well up in the industry. The Latex Tire & Rubber Company, Northern Casket Company, and the Menzies Shoe Company are going concerns, while the Reuping Leather Company is one of the largest industries of its kind in the country. Fond du Lac is quite a cheese center as well. From a railway service standpoint our Company is well located at Fond du Lac, serving nearly all of the large industries direct with our rails.





Air Plane View of Berlin

On the return trip, to cover the most ground, Oshkosh should be our starting point. Oshkosh was named from a Menominee Indian Chief; the name in Indian means brave. The town was settled in 1827 and was first known as Saukeer, so called from the Sauk Indians. The south side was called Algoma, meaning in Indian "Big Water." In 1840 the name was changed to Oshkosh. Oshkosh has always been a saw mill town, and its real growth dates from the big fires of 1874 and 1875.

Oshkosh leads in the manufacture of sashes and doors. Here are located the Paine Lumber Company, the R. Mc-Millan Company, Gould Mfg. Company, Foster Lothman Mills, and other industries—Oshkosh trunks, Buckstaff

furniture, Dearborn Company furniture, Deltax rugs, and last but not least, Oshkosh Overalls B'Gosh!

From a traffic standpoint we are well located in Oshkosh and can give service directly to most of the largest industries. Oshkosh bids fair to be one of the largest towns in Wisconsin; it is growing fast and has a sound progress.

Just out of Oshkosh is Fisks, a cabbage center. Arriving at Ripon, we are again on what may be called the main line. Ripon has a fine college and boasts a large cannery and washing machine factory, run by the Barlow Seeling Company, who make the "Big Three" Electric Washer.

A run up the Berlin Branch is interesting. Alongside of the track at

different places are sand pits. Mining of moulding sand is a great business around Berlin. The natives pronounce the name Ber'lin, accent on the first syllable. The town was established in 1848. In the depot at Berlin hangs a picture of the officers and employees of the Milwaukee Road taken years ago. The picture looks like a Bolshevik Convention from the display of beards. I am told none are now living who were on this picture of a hundred or more. Father Time sure takes his toll.

Rush Lake, Winneconne, and Waukau on the Branch are canning and farming communities. Winneconne is from the Indian, and means "Muddy Water." Waukau is also from the Indian, meaning winding or crooked waters. The Railroad built this branch in 1857. The depot at Waukau was built the same year and is still doing duty as such. By the way, if you want a good day's fishing, Winneconne Station on Lake Poygan is the place.

Just to the south of Ripon is Brandon, where the Markesan Branch takes off. Fairwater, Utley, and Markesan are prosperous towns, doing a good dairy and canning business, and this branch is a good tonnage feeder for the division.

Leaving Brandon, we pass through Waupun, Atwater, and Burnett, to Horicon. The larger of these towns is Waupun, taken from the Indian, and meaning "Dawn of Day." Here is located the State Penitentiary, a hosiery factory and cannery.

Horicon, which is also taken from the Indian and means "Clear and Sparkling Water," is located on the famous Horicon Marsh, a natural game haven. Thousands of wild fowl make their home in these broad marshy wastes. The principal industry here is the Van Brunt Mfg. Company, manufacturers of seeders which find a sale all over the world. Marsh hay is handled in large volume, and is shipped for packing purposes. Coming into Horicon the railroad right of way is fringed at various places on the west side, particularly along cuts, with lines of pine trees. These were planted years ago by the Railroad Company to act as snow breaks, and generally speaking, have proved a success. In addition, they also act as posts upon which to string barbed wire.

The principal station on the line west of Horicon is Beaver Dam, a busy place, engaged in the manufacture, principally, of iron and steel castings and stoves. At Beaver Dam is located the home of the Monarch Range, a large institution doing a splendid business and shipping to all parts of the country.

Pages and pages of detail could be written on the industries and beauty of the country through which the Northern Division passes, but I have not the time nor space to enlarge further. Suffice it to say that the Northern Division challenges any other Division on the Railroad, outside of the coal divisions, to show a greater density of created traffic for the same mileage.

## Courtesy Always

ON May 21st, the Musselshell Division held its regular courtesy Meeting, called by Superintendent A. C. Bowen. There was a good turnout and some excellent talks were made by employees present. Mr. Bowen opened the meeting with a little address, extracts of which follow: He said, "The meaning of the word 'courtesy' as defined in the dictionary is 'an act of civility or respect, or an act of kindness performed with politeness.'

"What I have to say to you today I want to try to practice myself, as well as to preach it to you, and I am going to make as good an effort as I can to live up to what I talk about. In our daily lives as employees of the Railroad Company, it would be a very good thing if we instilled into our daily work a little bit more courtesy in dealing with one another. So many things come up on a railroad that need immediate action or attention and sometimes those who have a lot of responsibility, get a little bit worked up, and perhaps say something they shouldn't. Now, in order not to have so many of those things come up we have to learn the art of courtesy.

Conductors, engineers, agents and every person in the service has an opportunity to extend courtesy to the patrons of the railroad a good many times a day. We had on our division recently, two or three little incidents that might have been handled more courteously if those involved had thought of the definitions of courtesy, as given above. One was the case of a gentleman on one of our passenger trains, going to the Old Country who wanted to send two or three cablegrams. He had traveled about 200 miles before he reached our division and had tried to find someone who would take care of those cables for him. Stopping at Roundup, our conductor showed this passenger where to go and waited while the messages were sent.

A few days ago, a representative of a gravel company came to our company representative to get some machinery repaired that could not be properly done any other place nearby; and as we extended to him the courtesy of making the necessary repairs, he no doubt will do whatever he can to ship his business via our line."

Other speakers are briefly quoted below:

Conductor Wm. H. Bartley: It occurs to me that courtesy is nothing more than simple ritual, a form that becomes second nature if practiced. I notice a great improvement in the handling of the stockmen especially. I have not heard of an argument on the part of train and enginemen with a stockman for years. They used to complain of everything, but lately we have not heard it and most everyone seems to be trying to smooth things over. Courtesy is a matter of ritual which we should follow just as sincerely as we do any drafted form that is laid down for us.

Claim Adjuster A. W. Bigham: If we stop and take an inventory of the average traveling salesman, the man who must get results by his own effort, we will see the benefit of true courtesy. A traveling salesman comes in and if he is a genial sort of fellow you don't hesitate to talk to him and the first thing you know he has sold you a bill of goods. Being a Claim Agent I think I come in contact with more railway employees than anyone else connected with the railroad and have a good chance to find out just which ones are courteous and those who are not; a good many are reluctant about giving information and others tell you everything and are very courteous about it.

Agent Wm. E. Davies: Our branch of the service is one that requires more patience, courtesy and kindness than any other. My idea of courtesy is one where you must be as kind to a person and as civil as you would expect them to be to you under like circumstances. If a man comes to do business with me I do not feel if I quote him a rate and take his money that I have done anything special for him, but if I do those things kindly and send him away feeling good I believe I have done more for him than I do if I follow a written rule which is in some particular book of etiquette. Kindness after all I think is the root of courtesy; service goes with it. We have lots of occasions where it is necessary for us to make a great deal of explanation to avoid having people remain offended as some people do not understand conditions. In the railroad business we have certain rules that must be followed and often people do not understand this, but if we take the time to explain it usually works out right. It is a matter of treating the other fellow as you would like to be treated.

Car Foreman H. A. Grothe: There are a number of us working for the railroad who don't come in contact with patrons of the company, and it has occurred to me that we should not forget to be courteous with each other among ourselves and in this way be able to extend greater courtesy to our patrons.

Master Mechanic H. E. Riccius: I think we all find that when we practice courtesy we feel so much better. Our own peace of mind will justify practicing courtesy. It pays big dividends just practicing it between departments as we get so much more co-operation.

E. W. Hall, Agriculturist: The courteous treatment extended the Livestock Special last Fall from Chicago to Marengo certainly made a lot of friends for the company. I also recall an incident that happened before I was connected with the Milwaukee that made me strong for the railroad and that was when we came into Alliance, Nebraska one night with a shipment of hogs. The yard clerk treated us with so much courtesy and told us to go to the hotel and he would call us in time for our train; and a half hour before our train left he called us. Another time a conductor couldn't do enough

to see that we were handled as we should be and when we got to Alliance he even took me to the dispatcher's office and introduced me to the men in the office there. All of these things made me strong for the railroad that served me.

Machinist F. L. Reynolds: Courtesy should start at home. If we practice it among ourselves for a short time it would become a habit just like eating and it would be a good habit for each one of us.

### First Aid

FIRST Aid to the uninjured renders first aid to the injured unnecessary. Many of the lives lost and many of the cripples in our country could have been saved if people had stopped to think. The thoughtless man in most cases is the man who is having "hard luck" and getting hurt. He is a man thoughtless about his safety. He takes chances, gets hurt and people say he is always getting injured. He has such hard luck!

Regardless of all safety devices in the world, there is no practical guarantee against accidents unless men are trained and disciplined in the ways of safety and acknowledge their responsibility for the safety of the work they undertake. While we believe that the safety devices and equipment utilized by the railroads have contributed materially to greater safety, we think much credit should be given the railway officers and employees who have so scrupulously discharged their duties to the extent that a railroad journey, in consideration of the time involved, is much less dangerous than a visit to one of our city business centers or a motor excursion on the highway.

Hurried minds and bodies are not at their best. Nothing done hurriedly is ever done as well as it could have been. To hurry means to waste energy, physical and mental. Hurry is responsible for most of our accidents. Thought is the corner stone of efficiency. Used thought eliminated hurry, carelessness, and injury. Accidents do not happen, they are caused. What we have a habit of calling "accidents" cannot occur except through lack of forethought.

The automobile operator, the team driver, the motorman, and the locomotive engineer are too often blamed for injuries sustained by children when the blame properly rests upon the parent, guardian, teacher or the passer-by who failed to point out the danger.

It is possible by setting a good example, and by repeated words of caution, to succeed in training others to think "Safety First" and to realize that chance taking, even though it may not result in personal injury or death, is out of all proportion to the pleasure gained and the time saved.

It is encouraging to note the great emphasis being placed on public safety today and the commendable efforts made to promote safety in traffic.

# History of Milwaukee Electrification

Edmond S. McConnell

OUR Trans-Continental train service is unique among passenger trains, for it traverses the longest section of electrified railroad in the world. The Puget Sound Extension of the "Milwaukee"—familiarily known as "Lines West" is electrified for nearly 650 miles crossing five mountain ranges. The Rocky Mountain and Missoula Divisions, a continuous stretch of 440 miles extending more than half way across Montana and a short distance into Idaho, crosses the Big Belt, the Rocky, and the Bitter Root Mountains. The Coast Division, 208 miles in length, extends two thirds of the way across the state of Washington crossing the Saddle and Cascade Ranges.

The eastern terminal of the original electrification is Harlowton, Montana, and the Western terminal is Avery, Idaho. The second section begins at Othello, Washington, extending westward to journey's end at Seattle and Tacoma. The total electrified mileage is comparable with the distance from New York to Akron or New York to Detroit.

It takes more than fourteen hours to traverse the first section—from mid-afternoon until early the following morning. The second section is covered in eight hours—from noon until early evening. For more than twenty-two hours—more than thirty per cent of the journey—the fortunate traveler on the Milwaukee is transported by the smooth, smokeless, noiseless force of "White Coal," which transforms the mountain grades that were once the most difficult part of the transcontinental journey into what is now the most delightful part of the trip.

The "Milwaukee" is unique in another respect, for it is one of the very few steam railroads that have turned to electricity solely for the purpose of reducing operating expenses and expediting traffic over its lines. Other electrification projects have been undertaken as a necessity because of tunnel or terminal operation which made the use of steam locomotives extremely objectionable if not impossible, but after more than ten years of highly successful operation, the "Milwaukee" electrification remains the outstanding achievement of its kind anywhere in the world.

The electrified route mileage is several times that of any other trunk line in the United States operating electric locomotives, and it is one of the few electrifications where steam locomotives are not held in reserve for emergencies. On no other steam road in the country are electric locomotives used over more than one division. Hence, the full economy of electrical operation has not previously been demonstrated because of the necessary du-

plication of steam and electrical equipment and facilities.

Sixty-one electric locomotives have released 166 steam locomotives for service elsewhere on the system. Forty-two freight locomotives have demonstrated their ability to move a larger volume of traffic over the mountain grades with far greater economy, reliability and satisfaction than the steam locomotives which they replaced. In the passenger service the same things are true, but what is more, the increased comfort and cleanliness resulting from electrical operation are of greater significance to the traveling public.

The Rocky Mountain and Missoula Divisions are typical of mountain construction having numerous curves and many unavoidable long grades. There are also numerous tunnels on these divisions, the longest being St. Paul Pass Tunnel piercing the crest of the Bitter Roots. Steep grades, sharp curvature, and frequent tunnels combined with heavy snowfall and winter temperatures as low as forty degrees below zero created very difficult conditions for steam locomotive operations. In fact, our passenger trains headed with two steam locomotives often had difficulty in maintaining scheduled speed during cold weather because of their loss of power and decreased efficiency due to low temperatures. These circumstances coupled with intense faith in the possibilities of electrification and an abundance of partially developed water power made electrification the logical step.

There was no precedent as a guide, but with the boldness and vision which characterized the building of the Puget Sound Extension, plans were made for the complete electrification of 440 route miles comprising the two divisions. An exhaustive study of all possible electrification systems was made with special reference to the heavy traffic requirements of a trunk line railroad such as the "Milwaukee." The result was that the 3000-volt, direct current, overhead power supply system was selected. Although this was the first direct current electrification at this high voltage, and many difficult problems had to be solved, it has more than met expectations.

The unqualified success of the system is attested by M. Mauduit, Secretary of the important French Railway Commission which spent three months inspecting the various electrification projects in the United States. With respect to the choice of systems M. Mauduit made the following statement:

"On account of the remarkable results obtained by the Chicago, Milwaukee and St. Paul Railway with 3000 volts direct current, the writer does not hesitate to formally conclude

in favor of the adoption of this system, and he believes it to be actually the only system suitable for the electrification of heavy traction lines."

The contract for the initial electrification including forty-four electric locomotives was made in 1914, and on December 9, 1915, the first electric locomotives were placed in service between Three Forks and Deer Lodge, Montana. Electric service was gradually extended over both the Rocky Mountain and Missoula Divisions, steam locomotives being entirely superseded about a year later.

The results were even better than had been anticipated, and with the knowledge of assured success, plans were made for the electrification of the Coast Division where the long tunnels, steep grades, and heavy snows of the Cascade Range made steam operation especially difficult during a large portion of the year. As was natural the same system was chosen, and in the fall of 1919 electric locomotive helper service was inaugurated on several heavy grades. By March, 1920, the division was completely electrified except for the ten miles between Black River and Seattle, which was deferred because of existing legal contracts.

Between the two electrified sections is the comparatively level Idaho Division of 212 miles which is still a steam engine division, but which will presumably be electrified eventually. The short distance into Seattle was completed about a year ago.

The traveler on Milwaukee trains will be immediately attracted by the mighty electric locomotives, giving scarcely a thought to the power behind them. Although they are unquestionably the most interesting feature of the Electrification, the power generating and distributing systems and some of the other remarkable features of the Electrification are worthy of more than passing comment. So this chapter will be devoted to some of the less conspicuous features of the Electrification, reserving the next chapter for the electric locomotives themselves.

An absolutely reliable and uninterrupted power supply is of fundamental importance for an electrified railroad of the magnitude and extent of the "Milwaukee," and this is particularly true when the electrified line is entirely independent of steam operation.

Electric power for the Rocky Mountain and Missoula Divisions is purchased from the Montana Power Company which has an extensive network of power lines covering the western half of Montana. The power system is fed from a group of huge hydro-electric generating stations located at Great Falls on the Missouri River, another large plant at Thompson Falls on the Clark River near the Idaho border, and a number of other widely separated stations, all of which are supplied from such dependable reservoirs that the system operates without any steam plant reserve.

The Montana Power Company operates the second largest exclusively hydro-electric generating and distributing system in the United States.

The system supplies an unusually diversified load; mining, smelting, and electrified railroads, each with a connected load ranging from 70,000 to 100,000 horsepower, consume a large proportion of the power.

In addition to the power company's transmission lines, the railroad has a 100,000-volt transmission line connecting the fourteen substations on the original electrification. This high-line may be seen from time to time parallel with the right-of-way or swinging across a hillside in the near distance where the line eliminates some of the curves of the railroad grade. Power is fed into the "Milwaukee" transmission line at seven different substations, and under emergency conditions the railroad company's line may be used to transfer large blocks of power from one part of the system to another.

Power for the Coast Division is supplied by the Inter-Mountain Power Company which in turn purchases energy from the Washington Water Power Company and the Puget Sound Traction Light and Power Company. The Washington Water Power Company operates several hydro-electric plants on the Spokane River in eastern Washington, and the power system feeds into the railroad company's transmission line at Taunton Substation near the eastern end of the Coast Division. At the western end the Puget Sound Traction Light and Power Company feeds into the railroad company's line at Cedar Falls and Renton Substation. The two power systems are interconnected by the "Milwaukee's" 100,000-volt transmission line which parallels the right-of-way. Altogether there are eight substations in the second electrified zone,

It is apparent from the foregoing description that because of the widely separated locations of generating stations in both electrified zones, there is little probability of an interruption of the power supply. Except for the small steam station reserve of the Puget Sound Company, the "Milwaukee" Electrification is supplied entirely with hydro-electric energy, which fact is of national importance in connection with the conservation of coal and fuel oil.

Electrical energy in the form of 100,000-volt, three phase, alternating current is delivered to the railroad over the high tension transmission lines from the hydro-electric generating stations. Current at this voltage cannot be used directly for the traction motor on the electric locomotive. It is almost a thousand times as great as that used for house lighting so suitable means must be employed to reduce this voltage to a usable value. At intervals of about thirty miles conversion stations, or substations as they are called, are provided to reduce the voltage and at the same time convert it into direct current at 3000 volts.

At this voltage the energy is fed to a copper feeder cable which parallels the track throughout the electrified zones. At frequent intervals this feeder cable is connected to the trolley, the latter consisting of two copper wires about half an inch in diameter, which are supported over the

center of the track about twenty-four feet above the rail. It is from this trolley wire that the locomotives receive the current for their propulsion.

On the entire electrification there are twenty-two substations, each equipped with 100,000—2300-volt transformers, suitable switching and protective apparatus, and one or more synchronous motor-generator sets for converting the 100,000-volt alternating current into direct current at 3000 volts. The synchronous motors operate at 2300 volts alternating current, each driving two 1500-volt direct current generators mounted on the same shaft and permanently connected in series to give 3000-volts.

The following tabulation gives the name, location, and capacity of the several substations.

Name of Station	No. & Size of Units KW.	Station Capacity KW.	Location Miles from Chicago
x Two Dot	2—2000	4000	1318
Summit	2—2000	4000	1381
x Josephine	2—2000	4000	1412
Bustis	2—2000	4000	1442
x Piedmont	3—1500	4500	1485
x Janney	3—1500	4500	1512
x Morel	2—2000	4000	1546
x Gold Creek	2—2000	4000	1582
Ravenna	2—2000	4000	1615
Primrose	2—2000	4000	1652
Tarkio	2—2000	4000	1689
Drexel	2—2000	4000	1727
x East Portal	3—2000	6000	1751
Avery	3—1500	4500	1775
Total, R.M. & Missoula Div'n's.	32	59,500	
x Taunton	2—2000	4000	2010
Doris	2—2000	4000	2045
Kittitas	2—2000	4000	2068
Cle Elum	1—2000	2000	2100
Hyak	2—2000	4000	2129
x Cedar Falls	2—2000	4000	2151
x Renton	1—2000	2000	2178
Tacoma	2—2000	4000	2207
Total Coast Division	14	28,000	
Total Both Electric Zones	46	87,500	

x Indicates the stations where power is delivered to the "Milwaukee."

One of the first questions that will come to the traveler's mind is: "Why are the substations quite often located in such isolated places rather than in some near-by town or city?" The answer is that the location of each substation is carefully calculated with reference to distance, grade, and probable load. The stations are closer together on heavy grades, where the power requirements are greater.

One of the features of the substations are the attractive operators' bungalows, which together with the brick substation building and the well kept grounds, constitute a pleasing picture against a background of low rolling hills or towering mountains. As a rule three operators are required for each substation, one for each eight hour shift, although some stations are closed down during certain hours depending on traffic conditions and train schedules.

The trolley overhead which is known as the twin catenary type and was developed especially for the "Milwaukee" electrification, consists of two No. 0000 hard drawn copper wires flexibly suspended, side by side, from a single steel messenger cable by independent loop hangers alternately connected to the contact wires. Secondary tracks such as yard tracks and passing tracks have only one No. 0000

trolley wire suspended in the same manner as main line trolley. Bracket type construction is used for single track wherever the track alignment permits, while cross-span construction is employed in yards and wherever two or more tracks are to be used. The trolley wire is normally located at a height of twenty-four feet and two inches above the top of the rail, but tunnel and overhead bridge clearances in a few locations require the minimum trolley wire height of about 18 feet. All of the overhead construction is supported on wooden poles of 40 ft. or greater length, suitably spaced and guyed. Because of this substantial construction, and by reason of the four contacts secured with a double slider pantagraph on the twin trolley wire, current is collected under prac-

tically all conditions of load and speed without visible sparking at the collector.

On account of the large amount of power used at times, heavy copper feeder cables carried on the trolley poles are connected to the trolley wire at frequent intervals, usually every 1000 feet, to help carry the heavy current. The return circuit to the substation is through the rails and a supplementary negative feeder cable. In order to cut down the resistance of the circuit, the rail joints are bonded with heavy copper wire.

A question as to the amount of wear on the trolley wire is sometimes asked. Measurement taken after several years of service showed them to be so small as to be negligible, when total maintenance cost of the system is considered. The sliders are lubricated with heavy grease and flake graphite to insure good contact and a minimum of friction.

"The proof of the pudding is the eating thereof," and likewise the superior operating features and the economic benefits obtained as a result of the electrification are the ultimate measure of its worth.

The word "economy" covers many things in connection with the Electrification. Perhaps first of all is the economy of utilizing an inexhaustible supply of water power rather than our nat-

ural resources of coal and fuel oil. Conservation of fuel is of national importance and the Electrification is instrumental in saving some 180,000 tons of coal and 35,000,000 gallons of oil each year. And there is not only the direct saving in fuel to be considered, but also the saving in transportation and the release of fuel-hauling equipment for other service.

The inherent efficiency of the electric motor serves to make the electric locomotive far more economical than its steam contemporary, even when the losses in the electrical distribution system are included. The absence of firebox and boiler and the smooth, even power of the electric locomotive results in greatly reduced maintenance in both locomotive and car equipment. This advantage is very considerable for the electric locomotive requires only a fraction of attention at the terminal and about one-third the cost of maintenance that was required by the steam locomotives which were replaced.

The smooth, easy handling of trains made possible by electric power, and reduced brake shoe and wheel wear effected by regenerative braking result in a very appreciable saving in maintenance of both freight and passenger cars. Similarly, the absence of the oscillating, pounding effect of the unbalanced forces in the mechanism of a steam locomotive, and the splendid tracking qualities of the electric locomotives effect material savings in the maintenance of bridges and track work.

Practical minded people are always interested in questions of costs, savings, and operating expenses, but there are so many factors entering into the problem that it is difficult to make a direct comparison. The additional investment necessitated by electrical operation is considerable, but on the other hand, the various affected operating expenses are materially reduced except for a few minor items. Here the matter of volume of traffic enters to complicate the problem, for within certain limits additional traffic does not increase operating expenses by a proportionate amount. Thus, while the technical problems of railroad electrification have been fully solved, there yet remains the economic problem wherein operating savings from a fluctuating volume of traffic must be balanced against fixed interest and depreciation charges and a reasonable allowance for dividends on the additional investment.

Perhaps the most authentic and interesting figures on the question of electricity versus steam thus far available are included in a report issued by the president of the "Milwaukee" in February 1925. At the time the report was issued the original electrification had been in operation for eight and one half years and the Coast Division had been in operation for nearly five years. Briefly stated, the outstanding fact brought out in the report is that a comparison of the 1923 cost of electrical operation with the cost of the steam operation, which in 1915 was replaced by electrical operation, showed a net saving over and above interest and depreciation of \$1,152,500.

The superior operating features of the Electrification are even more interesting than the economic results. The principal advantages are abundant power, regenerative braking, and the clean, smooth, even movement which is characteristic of electric traction.

The smooth flight of the Milwaukee trains disguises the tremendous power that motivates them. In order to appreciate that power, one has to mount to the cab of the giant locomotive, watch the engineer notch out the master controller, feel the train glide into imperceptible motion and on into full flight, all without the slightest strain or jerk. The smoothness of motion born of great power accounts for reduced maintenance of locomotives, rolling stock, and roadway. The immense reserve of power available for the electric locomotive makes it especially valuable on steep mountain grades and for bucking heavy snow. During severe cold weather when the steam locomotive loses much of its energy through radiation, the electric locomotive is at its best, for then the low temperature that tends to cripple the steam engine makes the electric locomotive more efficient and capable of exerting more power than in warmer weather. The Electrification has insured the highest measure of dependable, on-time train performance all the year round.

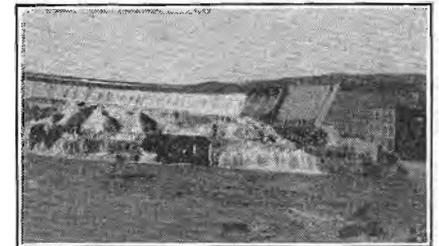
Regeneration, or the recovery of energy on descending grades by reversing the function of the electric motors, reduces the cost of operation and furnishes a ready solution of the difficult braking problem. On the long sustained grades encountered on crossing the mountain ranges, great skill and perfect equipment are required to control heavy freight trains and high speed passenger trains with air brakes. The entire energy of the descending train must be dissipated by the friction of the brake shoes against the wheels. This energy approximates 1600 kilowatts or 2150 horsepower for a thousand ton passenger train moving at twenty miles per hour down a two per cent grade, thus explaining why brake shoes occasionally become red hot and wheels become badly worn and sometimes cracked or broken.

With regenerative braking the traction motors become generators which absorb the energy of the descending train and convert it into electricity, thus restricting the train to a safe speed and at the same time returning electricity to the trolley for use by other trains. If there are no other trains between the substations to absorb the energy thus generated, the regenerated current flows back through the substation machinery into the general power system, and credit is given the railroad for power returned. The electric braking mechanism automatically controls the speed by regulating the amount of energy fed back into the line, and the strain on drawbars and couplers is reduced to a minimum since the train is bunched behind the locomotive and held to a uniform speed.

The smooth, noiseless descent made possible by regeneration is in marked contrast with the squealing and grinding that accompanies the periodical slowing down and speeding up of a train controlled by air brakes alone. Regenerative braking may be used down to comparatively slow speeds, and it is only necessary to apply the air brakes to bring the train to a complete stop. Thus one of the finest features of regeneration is the element of added safety, for the air brakes are always ready, fully charged, for the possible emergency. The power saving is also of considerable importance. From forty to sixty per cent of the power consumed in uphill work is recovered in running down grade, and an average of about twelve per cent of all power taken from the line is returned after being thus "borrowed" for a time.

The clean, smooth easy movement of electric traction is the combined result of abundant power and regenerative braking. The swift, sure flight of Milwaukee trains across the mountains is free from the grinding and jarring inseparable from successive applications of air brakes. In contrast, the entire run is as smooth and jerkless as that of a powerful ship on a summer sea. But the feature of electrical operation that most impresses the traveler as he crosses the mountain ranges is the complete absence of smoke and cinders. The scenic grandeur for two full days is a panorama unobstructed by smoke clouds, steam and cinders.

Traveling with the ease and speed and comfort made possible by the resistless force of fluid power, you feel as Edison felt when he said, "This is the last word in transportation." You enjoy not only the finest travel service of today but the "transportation of the future," and you realize the truth of what so many say, "The 'Milwaukee' is the most progressive railroad in the world."



The Volta Power Dam, Great Falls, Mont.

He was subject to fainting spells, and before starting out he wrote this note, which he pinned to his shirt:

To the Doctor: If I fall on the street and am taken to the hospital, do not operate. My appendix has been removed twice already.

"Rastus, who is dat solvent looking gentleman speculatin' up an' down de aisles wid de gold obstacles?"

"Don' yuh organize him?"

"No, ah don' organize him. Ah's never been induced by him."

'Pse franchized yuh don' organize him. He's de most confiscated man in our whole diaphragm. He's de new pasture at our church."

# THE MILWAUKEE MAGAZINE

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## Gallatin Gateway Going Strong

THE formal opening of the Yellowstone Park season took place on June 20th and a fine bunch of GALLAGATERS was on hand to take the initial trip via GALLATIN GATEWAY.

The INN, all shining and bright, offered its hospitality to ninety-two tourists who entered the Park via the Milwaukee gateway; and the reports and comments of the entire number indicate that a substantial addition has been made to the GALLAGATER BOOSTERS. President and Mrs. Scandrett, General Passenger Agent and Mrs. Dixon and Miss Dixon, constituted the official party at the opening. No one who has been over the sublime route through the Canyon of WEST GALLATIN River, could leave it with aught but pleasant remembrances of the trip; while the comfort of a luxurious hotel from which to make the start, or to end the Park Tour adds materially to the delights of Yellowstone memories.

There is no hotel in the whole State of Montana to compare in beauty with, or to equal in the luxury of its hospitality, GALLATIN GATEWAY INN, and the Milwaukee Railroad employees may dwell with pride on this feature, every time they find an opportunity to add to the Milwaukee's quota of Park travel.

## Save A Day's Wages Every Day

IN the following bulletin which was posted in the Yard Office at La Crosse, Wisconsin by General Yardmaster "Nick" Weber, appeal was made to the Yard forces that everyone make personal effort on every possible occasion to overcome rough handling; to adopt as his motto, "Save The Company in Time and Damage, a Day's Wages Every Day." This is "good medicine" for all who are in any way concerned in handling freight, and is handed on by The Magazine as a good thought and one by which to live and profit:

Office of the General Yardmaster  
All Switchmen—  
All Concerned—

We have reached the age where the old ox team, and the link and pin have been abolished. It is all speed

now. We have men out soliciting business and they promise the shipper speed, and it is our place to give them that speed, with SAFETY, SERVICE, AND COURTESY, and when we give them these things we have another problem to overcome in order to have a well satisfied, and boosting patron: This problem is ROUGH HANDLING of the goods. A few years ago it was an impossibility to check up and tell just where the rough handling occurred, but now with the product of mechanical minds, the Impact Register with time clock and tape which show every shock a car receives with its force and time, and also the present day car and train records we can tell who had the car in charge, and where it received its rough handling. The thing to do is to overcome this rough handling to satisfy the shipper and save money for this railroad, as this is the thing that causes the biggest claims. Every claim is a set back in earnings both in money paid out, and in loss of good will of the shippers. I realize that at times foremen have the pins pulled, and the engineer misses the first signal that the foreman gave, and it is impossible to drop the pin so the car is cut off and starts down a track at a speed which is going to cause rough handling. Right here is where a field man can make a days wages for the company and not spend a cent, climb up and set a brake and reduce the speed before the cars hit. This will not only save damage to the equipment but to the contents of the cars as well, and that will mean another satisfied patron, and that man who set the brake can say to himself I have made my days wages right there. Now in conclusion let every man in the yard make it his motto Save the Company in time and Damage a days wages every day. This will give us the good will of the shippers and increased business, and a better good will between all men on the railroad. Let every one do his part.

N. J. Weber.

## Veteran Employees Association

THE Annual Meeting of the Veterans will take place this year in Milwaukee, Wisconsin, on August 27th and 28th. The program has not yet been announced, but among the attractions will be the annual dinner, which will be held at the Eagles Club House. The headquarters and place of the annual meeting will probably be at the Schroeder Hotel. This will be more definitely announced, later; as well as the program of entertainment for August 28th. The dates, however, are definitely fixed, and this announcement is made so that the "Vets" may begin now to line up for their annual fiesta. A mention of the various Committee Chairmen and the fact that Vice President W. D. Carrick is in charge, is sufficient to assure the membership of the regulation royal good time; and every Veteran owes it to himself to take the steel trail that leads to Milwaukee in time to be there at the opening and to remain until the curtain is rung down and it's time to say Good-Bye until next year.

The Committee Chairmen are: W. D. Carrick, General Chairman; Transportation, D. W. Kelly; Banquet, E. E. Ross; Entertainment, J. C. Prien; Publicity, E. A. Lalk; Reception, W. J. Cavanagh and C. R. Dummler; Hotels, Martin Cramer; Printing, F. S. Peck; Hall, Chas. Lapham and Chas. Nourse.

## Puget Sound Pioneers--Attention

FOR the information of those not already notified by circular, the Committee of the Puget Sound Pioneers Club desire to announce that the eighteenth annual meeting will be held in Tacoma August 20th and 21st. The program as far as definitely arranged at the present time will consist of registry on arrival the 20th, at Headquarters. Business meeting at 2:00 p.m. Dinner and dance in the evening.

A picnic is being arranged for the 21st, to leave Tacoma in the morning for some Sound Beach, the exact location not being yet decided. The party will leave Tacoma at nine a.m. and spend the entire day at the beach, returning to Tacoma in the evening in time to leave on 18.

The annual ball game between conductors and engineers will take place as usual; and there will be a clam bake, with plenty to eat and a jolly good time for all.

All employees and their families are cordially invited to join us in this, our annual Get-Together on beautiful Puget Sound, the "Playground of the Northwest."

For further information, address J. E. Brady, No. 2908 22nd St., Tacoma, Wash. All who expect to attend are requested to notify Mr. Brady in advance, in order that he may make the necessary reservations for the dinner dance and the picnic dinner.

L. S. Cunningham,  
Secretary-Treasurer.

## In Grateful Appreciation

Mrs. Nora B. Decco and family desire to tender their thanks to the many friends on the Rocky Mountain Division who have been so kind and thoughtful during the illness of their father Mr. Breckenridge, and the illness and death of their mother, Mrs. Breckenridge. The memory of the many kindnesses received will help them to bear their sorrow.

## Card of Thanks

Through the Magazine, may I extend to my many friends of the Milwaukee Railroad, my sincere thanks for their kindness during the illness and death of my beloved wife; and for the beautiful flowers given in token of their love and respect for her.

David J. Hagerty,  
Trainmaster, R. M. Division.

## Card of Thanks

We wish to express our deep gratitude and appreciation to the officials, yardmasters, Order of Railway Conductors No. 46, fellow workmen and The Milwaukee Railroad Women's Club, for their loving kindness and beautiful floral offerings in our recent bereavement.

Mrs. Edith Mason and Family  
Milwaukee, Wis.

## Cutting Down the Coal Bill

Mr. Average Citizen, grudgingly transferring coal from basement bin to furnace does not use the black diamonds more sparingly than does the fireman of a railroad locomotive.

Locomotives hauling heavy freight trains will burn 15 to 20 tons or more in an ordinary run—more than enough to heat Mr. Citizen's six room dwelling all winter long.

Freight locomotives of the Milwaukee Road last year consumed \$6,400,000 worth of fuel and another \$4,200,000 worth was burned by passenger train and switching engines.

As the coal bill of a big railroad runs into such staggering figures, careful supervision of fuel consumption brings substantial returns.

The continuous fuel economy campaign of The Milwaukee Road has reduced the consumption of coal a few pounds per train mile each year through better firing methods.

As a result of this close attention to the stoker and scoop shovel the sum of \$275,000 was saved in freight service in 1927 as compared with 1926. In the last three years a total of \$866,000 was saved by thus cutting down the rations of the iron horse.

## From Generation to Generation

HERE are a few more for the Honor List—sons following their fathers in the service of the Company: J. F. Millard, flagman, entered service 1882; M. E. Millard, engineer service date, 1896.

Frank C. Bell, 1892-1918, brakeman and conductor, K. C. Division. To date clerk, Coast Division. Ward Y. Bell, service date, 1918. Solicitor, Coast Division. Mr. A. W. Bell, now deceased, father of Mr. F. C. Bell, was in K. C. Division service with dates 1887 to 1911 when his death occurred.

John August Carlson, section foreman, Cannon Falls, Minn. service date, 1902. Paul H. Carlson, Cashier, Manakato, Minn. Service date, 1917.

J. H. Jones, section foreman, Richland, Iowa, service date, 1906. Daryl C. Jones, assistant foreman, service date, 1927.

Frank L. Farnham, engineer, Elgin, Ill. service date, 1881. Two sons; Frank W. Farnham, engineer, date, 1907. Lester E. Farnham, engineer, date, 1912. All employed on the Illinois Division.

R. C. Merrill, Dispatcher, Marion, Iowa, with over fifty years of service. His son, R. L. Merrill, telegrapher, dispatcher's office, Marion; with over twenty-five years of service.

## What Every Railroad Woman Knows

By Mrs. J. M. Scott

Reprinted from *The Railway Age*

We knew it when we married him

Some twenty years ago—

That he would be away a lot,

In fact, he told us so.

But the real truth we didn't guess,

Not all—or even half

Sometimes we sigh, sometimes we cry,  
And now and then we laugh.

They have no hours, these railroad men,  
Their work is never done,  
They just remember that it's night  
When everyone goes home.  
We wives and mothers learn to smile,  
The young as well as old—  
And keep the meat from burning up,  
The beans from getting cold.

We go to church and club, alone,  
To pictures, lectures, too  
We rear the children, cook the meals  
And pay the bills when due.  
The youngsters get the whooping cough,  
And measles, mumps and 'grippe—  
We carry on both day and night,  
And don't give up the ship.

We bid our friends come in to dine,  
Perhaps eight or ten, some night;  
There's biscuit, turkey, frosted cake  
And candles burning bright.  
The hour draws nigh; all things are set—  
There goes the telephone!  
The message says: "I have to go,  
I simply can't get home."

We ask the neighbors in to play  
A bridge game, without fail  
The man back to the office goes  
To catch up with his mail.  
We plan a motor party out,  
Or a radio party in—  
'Tis all the same—he's down the state  
Nine chances out of ten.

When we've been married fifty years  
And celebrate the day,  
I fancy I'll receive a wire  
And this is what 'twill say:  
"Please tell the guests I'm tied up here  
With snow and rain and flood,  
Just go on with the party,  
I would be there if I could."

I envy those whose days are planned,  
And sometimes wish we'd stop  
Meeting committees, moving trains  
And start a barber shop!  
Yet, well I know if fortune came  
And a million we were left  
To tour the world and live at ease,  
One man would be bereft.

He'd think of Harry, Tom and Dick  
Of Bill and Fred and Joe,  
And say "Let's give away the coin

And stay with the B. & O."  
Sometimes I think when the Pale Horse comes  
With Death upon his back,  
The Head will moan, "I can't go now  
There are coal cars off the track."

## Postlude

If one should ask of me advice  
As to marrying railroad men,  
I'd say, "Look Out! Take care! Beware!"  
(But I'd do the same again.)

## A Traffic Man's Prayer

Teach me that 60 minutes make an hour; 16 ounces one pound, and one hundred cents one dollar.

Help me to live so that I can lie down at night with a clear conscience, without a gun under my pillow, and unhaunted by the faces of those to whom I have brought pain.

Grant that I may earn my meal ticket on the square, and that in earning it I may not stick the gaff where it does not belong.

Deafen me to the jingle of tainted money and rustle of unholy skirts.

Blind me to the faults of the other fellow, but reveal to me mine own.

Guide me so that each night when I look across the table at my wife, who has been a blessing to me, I will have nothing to conceal.

Keep me young enough to laugh with my children.

And when comes the smell of flowers, and the tread of soft steps, and the crunching of wheels out in front, make the ceremony short and the epitaph simple:

## "HERE LIES A MAN"

"Children," said the Sunday school teacher, "this picture illustrates today's lesson. Lot was warned to take his wife and daughter and flee out of Sodom. Here are Lot and his daughter with his wife just behind them, and there is Sodom in the background. Now, has any girl or boy a question before we take up the study of the lesson?"

"Pleathe, thir," lisped Susie, "where ith the flea?"

## Got a Mouthful

"My wife explored my pockets last night."

"What did she get?"

"About the same as any other explorer—enough material for a lecture."—*Judge.*



A Strasser Party Leaving Seattle For The Fatherland

# HELP WANTED!



ALTOGETHER-NOW!



## Maximum Car Loading

**B**ELOW are some extracts from a speech made by Mr. M. J. Gormley, Chairman, Car Service Division, American Railway Association, Washington, D. C., delivered at the Annual Meeting of the Transportation Division at St. Louis, last April:

"The active campaign carried on by the Car Service Division through the Shippers' Advisory Boards to increase the tons per car, together with the efforts of the individual railroads have met with success, and indicative of this, advice was received from one of the largest shippers in the country showing the improvement in their out-bound and inbound shipments.\*

"The improvement on the inbound shipments was brought about through their ordering in quantities that would provide for maximum loading and insisting that the shippers so load the cars.

"A number of investigations recently made disclosed some rather startling information as to the very great fluctuation in earnings per car on the same classes of commodities moving under the same rates. The following being a few examples:

**Potatoes.** Comparison 35 cars shipped to Washington, D. C. from Maine and Idaho: Maine shipments averaged 5652 pounds heavier. Had Idaho shipments been loaded to average of Maine shipments, carriers would have had additional revenue of \$69.61 per car.

**Flour.** Comparison 154 export cars from one station to New York via two different routes covering the same period, same consignee: One route averaged 3.4 tons per car heavier. The road hauling the heavier cars averaged \$12.12 higher revenue per car.

Comparison 153 export cars from one station to New York from two consignors, via the same road: One averaged 10.2 tons per car heavier, giving the carrier an average revenue of \$33.04 per car higher than the average revenue on the cars from the second consignor.

Comparison shipments export flour from one station to New York City, via one route showed variation in revenue per car from \$88.73 to \$176.40, a spread of \$87.67, all due to variation in weight of lading.

**Lumber and Products.** Comparison of lumber and lumber products shipments from the Puget Sound district shows some remarkable variation on this long-haul traffic, same rates applying in each group:

1. Tacoma, Wash. to New England points—sash, doors and columns: 13 cars 100-capacity 4600 cu. ft.—variation from \$523.99 to \$1176.38 per car—spread \$636.30.  
13 cars 80-capacity 2900 cu. ft.—variation from \$422.33 to \$532.43 per car—spread \$110.10.
2. Tacoma, Wash. and vicinity to Chicago and vicinity—Fir lumber. 93 cars 80 capacity 2700-2900 cu ft.—variation from \$255.74 to \$591.12 per car—spread \$335.38.
3. Bond, Ore. to New York and vicinity—Pine lumber. 11 cars 80 capacity 2990 cu. ft. variation from \$393.36 to \$533.81 per car—spread \$140.45.
4. Idaho points to New York and vicinity—Pine lumber. 15 cars 80 capacity 3675 cu ft. variation from \$419.34 to \$686.43 per car—spread \$267.09.  
27 cars 80 capacity 3000 cu. ft. variation from \$304.50 to \$500.25 per car—spread \$195.75.
5. Washington points to New York and vicinity—Cedar lumber and shingles. 17 cars 80 capacity 2500-3000 cu. ft. variation from \$332.03 to \$562.21 per car—spread \$230.18.
6. Bellingham, Wash., to Chicago; consignments of fir and cedar lumber from same shipper to same consignee: Feb. 4—80 capacity car, 2679 cu. ft. weight 55700 lbs. charges \$401.04. Feb 18—80 capacity car 2679 cu. ft. weight 40400 lbs. charges \$290.88—spread \$110.16.

**Wheat.** A review of the loading of cars of wheat last fall to Kansas City, Omaha and Minneapolis, as shown by our check, indicates a large amount of unused capacity on a commodity loading is possible and essential in providing proper car supply. The figures show that had the cars checked been loaded to their carrying capacity the earnings would have been increased from \$7.00 to \$36.00 per car.

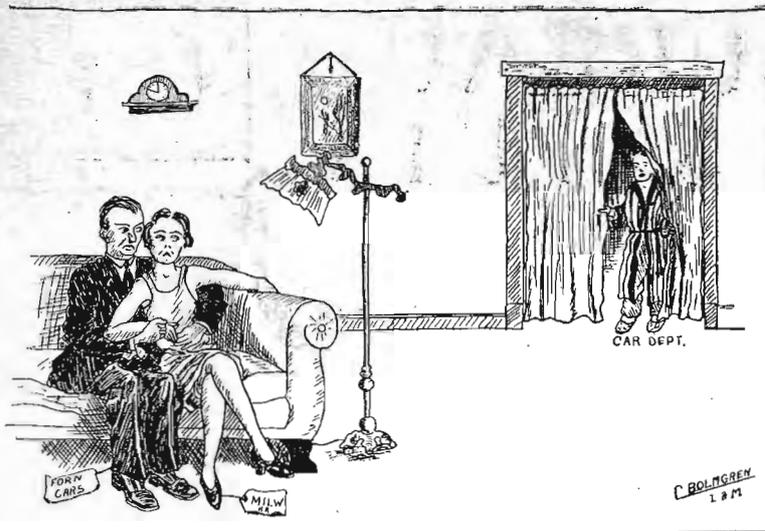
"We are often confronted with the statement on the part of the shippers that it is impossible for them to load cars heavier for the reason that consumers order minimum quantities and from a competitive standpoint they must furnish what the consumers order. Contradicting this, our investigations with the consumers show many cases of commodities on which they receive frequent shipments where they prefer to receive maximum carloads. This applies particularly to the eastern territory where there is restricted track room and with heavier loading receivers could very frequently avoid demurrage and reduce incidental expenses. In other words, the shipper by a lack of knowledge on his own part or by lack of solicitation on the part of the individual railroad agent, officers or traffic solicitors, is not taking advantage of his opportunities to sell larger consignments and incident-

ally load equipment to more nearly its carrying capacity, even where the control is entirely with the shipper.

"There seems to be some reluctance on the part of railroad officers and particularly traffic officers, to solicit shippers to load cars heavier and receivers to buy in carload quantities, and thereby increase earnings per car, for fear that it will result in offending their patrons and cause diversion of business to their competitors. Our own handling has proved there is no foundation for such opinions. Both shippers and receivers have shown a very great interest in the subject and in many cases have developed that they save considerable expense in many directions by cars being loaded heavier. It is a continuous job for the railroad representatives to point out to shippers and receivers specific instances where the loading might be increased with profit to all.

"The heavier loading applies with equal force to railroads in their own purchases. They ought to set the example when buying materials in carload quantities to specify maximum, and not minimum, carloads wherever practicable.

	Outbound	Miscellaneous	formerly	24.25	tons	now	30 tons.	
Inbound	Chinaware	"	24	to	26	"	"	29 to 34 tons
"	Cottonseed Meal	"	25	"	"	"	"	30 to 50 "
"	Alfalfa	"	20	"	"	"	"	30 to 35 "
"	Bone	"	20	to	25	"	"	35 "
"	Calcium Carbonate	"	25	to	30	"	"	33 to 40 "
"	Linseed Meal	"	25	"	"	"	"	30 to 35 "



CAR DEPT. "ETHEL! IT'S TIME THAT YOUNG MAN WENT HOME."

"Is there any transportation man today who doubts that the earnings on every additional pound of freight put into a car over and above the average previously handled is clear net earnings? Certainly anything that it may cost to transport the additional tonnage is more than offset by the reduced transportation expense—switching, loaded and empty movement, car maintenance, etc.—by reason of the fewer units employed to handle the same tonnage.

"We believe the greatest opportunity today for the railroads to reduce their transportation ratio to revenues is by increasing the earnings per car through the means of heavier loading."

**Question No. 46**

Referring to your "Help Wanted" column in the April Magazine regarding Car Service Rule 5.

Since the rule does not apply to the individual car what disposition can be made of such cars that are refused by connecting line even though they were delivered to us in switching service? Could they refuse to accept such cars for the reason we had already delivered them an equal number of the same kind of equipment?

Are cars that are delivered to us in error figured in the average miles per car per day?

**An IF For Agents**  
(With apologies to Kipling)

If you can keep your head when biz is rushing,

Just fifteen minutes ere the trains are due,  
And load them on the truck the proper way,  
Then on the fone tell Jones the time of day—

If you can bill and load ten coops of chickens  
And be careful not to break their wings  
or legs,

And also bill out nine barrels of apples  
And seven cases of fresh hen'ry eggs—

If you can take your little old wheel barrow  
To get a load of mail for Uncle Sam,  
And find the P. M. has not got it ready,  
And waiting, still refrain from saying Damn—

**Answer to Sioux City**

When the connecting line refuses to accept their empty cars in interchange, alleging that they were delivered contrary to Rule 5, the fact should be immediately reported to this Office and the Car Accountant for handling direct with the General Offices of the connecting line.

There is no authority in Car Service Rule 5 to reject any cars in interchange. The railroad, however, that invoked the rule should call the attention of the connecting line to the fact that they are not observing Rule 5 at the junction point where invoked, if those are the facts and if they are unable to get the connecting line to properly observe the rule, their recourse is to then take up with the Car Service Division at Washington to enforce the observance of the rule.

In connection with the last paragraph of your letter, would say that all cars in our possession are figured in the average miles per car per day, regardless of whether these are cars in our possession due to errors or otherwise, and this cannot be changed for the reason that the ICC requirements provide that all cars on the railroad must be counted regardless of what peculiar conditions might surround the cars.

If you can hustle back with loaded mail sacks,

And hear your fone ringing loud and clear  
And answer and tell angry Mrs. Williams,  
Just why her Larkin order isn't here—

If you can skip out to the freight house platform

And check and bill out forty cans of cream,  
And when you have the way bill all completed,  
See Bobtail bringing six more on his team,

If you can sell each waiting one his ticket,  
And on the wire take down a thirty one . . .  
If you can do all this in fifteen minutes  
You'll be a Station Agent, then my son.

**Milwaukee Road**

J. A. Holdsworth, Brakeman, Northern Montana

M is for the Monarchs of the Mountains,  
I is for Immenseness of the line;  
L for the Luxury of travel,  
W for the Workmen all on time.  
A is for Alertness of the trainmen  
U is for the Unity of Interest,  
K is for the Keeness of the climate,  
E is for Electric rides unequalled,  
E is for the Earnestness combined.  
R is for the Right-of-way at crossings,  
O is for the Order of the trains  
A is for Arriving on time at stations,  
D is for the Distance of this great Milwaukee Line.

**Card of Thanks**

OWING to the fact that it is impossible for us to personally thank all the Milwaukee employees for their many acts of kindness shown during the sickness and death of Mr. Hodges, we are taking this method, in hopes that it will reach those it would be impossible to reach otherwise.

We are very grateful for the treatment that was accorded us during Mr. Hodges' illness at Mason City, and also for the hospitality and kindness extended to us by Milwaukee employees during his sickness and death at Sacred Heart Sanitarium, Milwaukee. Also for the consideration shown us by all concerned in the bringing of the remains to Mason City and later to Minneapolis. Your thoughtfulness that was shown in acts of kindness, flowers and sympathy is more than appreciated.

Mrs. G. P. Hodges and Daughters.



Otto Lambertsen

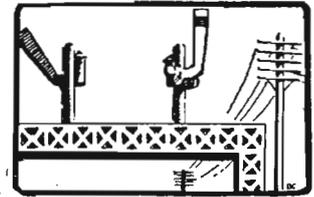
**Otto Lambertsen Promoted**

Friends of Otto Lambertsen, for many years chief clerk at the freight office in Cedar Rapids, will receive with pleasure the news of his promotion on June 1st to the position of assistant freight agent. Otto has lived in Cedar Rapids all his life, and entered the service of the Milwaukee Railroad in 1909 as messenger, working his own way up to his present "good job." Congratulations.

A doctor's little daughter, deeply interested in radio, glanced one morning into the office where her father was testing the heart and lungs of a patient. "Getting any news stations, daddy?" she asked.



# BUREAU OF SAFETY



## Be a Safety First Man

"SEE that it is safe before you try to do it, or before you ask anybody else to do it"; This refers in particular to a foreman or a man having charge of a gang of men doing a piece of work. He, the foreman, is supposed, and expected, to be in the midst of such a gang, and in an erect position, where he can oversee each man, and therefore should have a continual and minute observation of every man in the gang, and warn a man when he notices him doing anything in a careless or unsafe manner.

We could take this lesson from the birds of the air, or the beasts of the field; Notice a flock of wild geese; there is always one that holds his head erect while the balance feed. A herd of deer does likewise. Why do they do it? Ans., to protect their kind from harm.

In a gang of men there are generally a few that are clumsy and awkward, and again a number of new men that never did that kind of work before; These men need to be instructed from the start in the safe way; a good way to do this, is to have a green hand work with an old timer, or man that knows how.

Of course there are some men that are habitually getting hurt or injuring somebody else; such a man is a menace in a gang and should not be kept.

In a small gang like a section gang, there is no, or very little danger of a man getting injured, if the foreman is a careful, or "Safety First" man, and if the foreman is not such a man, he has no right to such a position, and the time is drawing near when such foremen and awkward and careless laborers will be weeded out. It is the only remedy to make the track department 100% "Safety First."

A foreman may say: "I am not to blame if a train hits my motor-car and injures or kills my men!" I say to such a foreman: "Yes you are, you had no business to get in the way of train." No more excuse for it than there is for the automobile driver who gets hit by a train; nor as much, for a foreman is in the way of a train all the time that he is on duty, while the automobile driver is in the way of a train a fraction of a minute only, and then he is before a Judge, who will assign him to a place of Safety, not "Safety First" but, safety at last.

An Old Rail,  
W. H.

## Safety First

We see them post the Bulletins advising "Safety First"

In our welfare they seem very much concerned.

And while they hope for better things, they seem to fear the worst.

If we judge from 'New Statistics' just returned.

They keep cases on the accidents, the number killed and maimed, The causes that we workers overlook. Our carelessness we realize and then we feel ashamed

When we think of all the chances that we took.

They say to us "Obey the rules, make this a Safety Road, Make sure you're right, and safe, then go ahead."

Now that all seems quite simple, and from us should lift a load,

If instead of just our feet, we'd use our head.

The Brotherhood insures our lives, that's fine we all agree,

It surely helps the ones we leave behind.

But if we'd think of "Safety First," I think we'd quickly see

In neglecting "Safety First" that we'd been blind.

If each of us would make one resolution, maybe two;

Unnecessary chances we would ban; The next time that these Bulletins are posted for our view,

I think we'll see we've added to life's span.

Trainmen's Journal.

Roadmaster S. L. Core, on the I & D Division, in the interests of Safety, held a meeting in the waiting room of the passenger station at Rapid City, Iowa, Sunday, March 11, 1928, at which there were 36 employees from his department present.

This meeting was conducted along the lines of Regular Monthly Safety First Meetings, and many interesting topics were discussed.

The meeting was opened by the question, "How many are in favor of holding meetings of this kind every 60 or 90 days?" A rising vote was made and was unanimously favored. There was a general discussion on the matter of the meetings as to when to be held, where, and how often. After some little comment on the matter, it was decided to have the meeting places, dates, and time, coincide with the date of the regular Business meeting of the Maintenance of Way Brotherhood, which was once each month at the discretion of the Roadmaster and the men.

Roadmaster Core is certainly showing the proper Safety Spirit, and it is the hope of the Safety Bureau that this will be an incentive for other meetings of this type to be held on our Railroad.

Bureau of Safety.

The following letter was written by A. E. Howe, Conductor, Dubuque Division, and was read at the Dubuque Division Safety First Meeting, May 2, 1928:

The railway accident problem is one that merits the most sincere and earnest consideration of every official and employee on the railroads of this country.

It is a problem that is fraught with many difficulties, yet the beneficial results achieved, due to the saving of life and limb by reason of the carrying out of a constructive safety program have been most gratifying, so much so, that we are encouraged to still greater efforts.

The railroads of the country are contributing so great a share of the toll of deaths and injuries from accidents, that they must not only do their part to relieve the distress and suffering which inevitably follows in the wake of accidents, but they must continue to assume the leadership in the elimination of that large percentage of preventable accidents from their toll of casualties.

The casualty field resulting from railroad operation is made up of the following classes: Employees, Travelers on the highway, Trespassers, Passengers and others.

Casualties to employees I believe constitute the greatest per cent of the total number of deaths and injuries occurring on railroad property.

It is therefore not only necessary but imperative that we devote a proportionate share of our efforts toward the reduction of that class of casualties.

I have read in the Trainmen's Journal where in one year, taking all the railroads into consideration, there was an average of one employee killed every six hours and one injured every four minutes.

This terrific slaughter of human life coupled with the knowledge that constructive safety efforts have passed the experimental stage and have proven their worth, ought to be sufficient to insure to our safety program the most loyal support of every employee on the railroads of this country, as they are the ones most vitally concerned.

It is they who are contributing of their flesh and blood a substantial portion of the entire number resulting from railroad operation.

While great improvement has been made in the factors that contribute to our casualty record as is evidenced by the large reduction in the number of employees killed and injured, yet we find not a small number who apparently do not have the spirit of safety imbued in their system.

We still have those who persist in indulging in unsafe practices; they take chances and do not exercise enough care in the performance of their duties.

Our Secretary of Labor, Mr. Davis, said: "The vital factor in industry is the human factor. There is no excuse for wasting it or neglecting it. I look forward to the day when American industry will be conducted without loss of life or limb beyond normal hazards of every day existence. I look forward to the day when the worker will be as safe at his work as he is in his home, when our prosperity will come to us without the payment of a vast price in flesh and blood."

Our remedy lies largely in a continuous process of education. No man wants to be maimed or killed; neither does he desire to do harm to his fellow worker. We must always be patient with the new man and be sure that he gets a fair start.

The Brotherhood of Railroad Trainmen is the father of Safety on our railroads and our members should be always willing to act in behalf of the Safety Movement.

Highway grade crossing safety constitutes one of the most important problems facing the railroads of this country, R. H. Aishton, president of the American Railway Association, recently told the Eighth Annual Convention of the Safety Section of that Association.

"The increasing importance," said Mr. Aishton, "of this question due to the constantly growing number of automobiles in operation is fully realized by the railroads and everything is being done by them to bring about the greatest measure of safety possible at such crossings.

"During the past five years, the railroads have expended nearly \$100,000,000 for the elimination of grade crossings, approximately one-third of which was spent in 1927 alone. In addition,

millions of dollars have been spent by the railroads for crossing signals and other devices designed to bring about increased protection for the public at highway crossings.

"Despite the large expenditures that have been made for the elimination of grade crossings by means of grade separation, the number of such crossings is increasing.

"The growing density of highway traffic makes the problem all the more serious, while the growing interstate nature of such traffic broadens the problem to one of nation-wide importance.

"The railroads are working energetically and persistently at the problem of highway crossing safety but there is a divided responsibility between railroad managements and the public that cannot be ignored. Because of the fact the entire elimination of highway grade crossings is impossible for both physical and financial reasons, public interest in safety should impel some method being devised that will bring about the elimination of many existing crossings as compared with grade separation. New grade crossings should be prohibited except where unavoidable. There are many existing grade crossings which are not manifestly necessary for the convenience or welfare of a community and which could be closed without difficulty. The diversion or re-location of highways to avoid grade crossings should also be considered as the cost of diversion is usually less than for grade separation while at the same time it will serve the purpose of elimination as well as grade separation. Because of the enormous cost, grade separation should be limited to situations which cannot be solved in any other way.

## Veteran Rail Men at Minneapolis

ON June 7th, occurred the annual meeting of the Minnesota Central, I. & M. and McGregor Western Railroad Veterans. This rail route, opened way back "in the sixties,"—in 1867, to be exact, was the first through line between the Twin Cities and Milwaukee, and was one of the beginnings of the Milwaukee Railroad, although all three of the pieces of track started out in life under the names as given above. The Veterans all became Milwaukee Railroad men when in 1867, the route passed under Milwaukee control.

The men composing the I. & M. Veterans, like the veterans of the Grand Army of the Republic, are a yearly diminishing number. Most of those who sat at the banquet board this year, were eighty years of age and over, and their meeting this year, was the eighteenth of their association. Sitting as guests with them were many veterans of the C. M. St. P. & P. from other divisions, but all there had seen service with this road prior to 1870. Reminiscences and stories of those great days of old, when railroading was in the infant class were passed around the table and "general good time was had by all."

Election of officers followed. All of last-year's officers were re-elected as follows: President, M. J. Gill; First Vice President, W. C. Horrobin; Second Vice President, Charles R. Langan; Secretary and Treasurer, S. S. Johnston; Assistant Secretary, George H. Hazzard.

It will be noted that the second Vice President is our own "Charlie" Langan, now of the River Division, who made his debut into railroad service on the old I. & M.

### Now Is the Time

Mrs. G. A. Rossback

When I have time so many things I'll do  
To make life happier and more fair  
For those whose lives are crowded now with  
care;  
I'll help to lift from them their low despair—  
When I have time.

When I have time, the ones I love so well  
Shall know no more the weary painful days,  
I'll lead their feet in pleasant paths always  
And cheer their hearts with words of sweetest  
praise—  
When I have time.

When you have time, the friends you hold  
so dear  
May be beyond the reach of all your sweet  
intent,  
May never know that you so kindly meant  
To fill their life with sweet content—  
When you have time.

Now is the time. Ah, friend, no longer wait  
To scatter loving smiles and words of cheer  
To those around whose lives are now so dear,  
That may not meet you in the coming year;  
Now is the time.

F	A	L	L
R	I	S	E

L	A	M	P
W	I	C	K

C	O	L	D
H	E	A	T

W	A	L	K
T	R	O	T

T	A	L	K
S	I	N	G

B	A	R	N
D	O	O	R

Word Change Puzzle: By W. D. Severance, Portland, Oregon  
Change the top word to the one on the bottom line, by changing one letter to make a different word on each line. No letters may be transposed.

# CLAIM PREVENTION

FRIGHT THIS UP HANDLE WITH CARE

## Claim Prevention a Task Requiring Co-operation

Edwin G. Hale, Chief Clerk, Galewood, Ill.

Claim Prevention! How many times in the course of a day do we hear this phrase? We hear it almost constantly and when not hearing it, the subject is brought to our attention by correspondence in the shape of claims, over, short and bad order reports, as well as charts showing comparison with corresponding periods, and yet the claims continue to pour into the Freight Claim Agent's office.

The amount paid out because of claims is enormous and is indeed a heavy drain on the Company's revenue, the total paid out in the year 1927 being \$1,009,538.16.

Claim Prevention is a task that requires the co-operation of everybody

connected with the railroad from the president down to the office boy, as well as consignor and consignee. In its last analysis, it means handling the Company's business the same as you would handle your own private affairs.

A large number of rules have been laid down for our guidance in the handling of the business and if they were all adhered to, the Freight Claim Agent's office would have a very easy time, as there would be very few claims filed. There are not so many rules to remember and watch, when they are divided up among the different departments, and if the individual employee will see to it that the work he is doing is done in accordance with the rules governing his particular line of work the claims will decrease materially.

Much can be done and is being done by the supervising forces in the way of

educating the employees under them in a thorough understanding of the rules and how best to perform the tasks assigned to them.

The subject of Claim Prevention is such a large one that to cover it in an article of this kind, fully and from all angles, would be almost impossible for any one employee, as each department has some things to contend with that are entirely foreign to the other departments.

There is no short or easy way to bring about the prevention of claims. It means continuous effort on the part of everybody. For example:—The agent's forces must see to it that the freight is received in first class condition, loaded properly and billing handled correctly, the Car Department to see that cars are in proper shape for loading, and the Mechanical Department to have locomotives in shape so that the Operating Department can handle according to schedules.

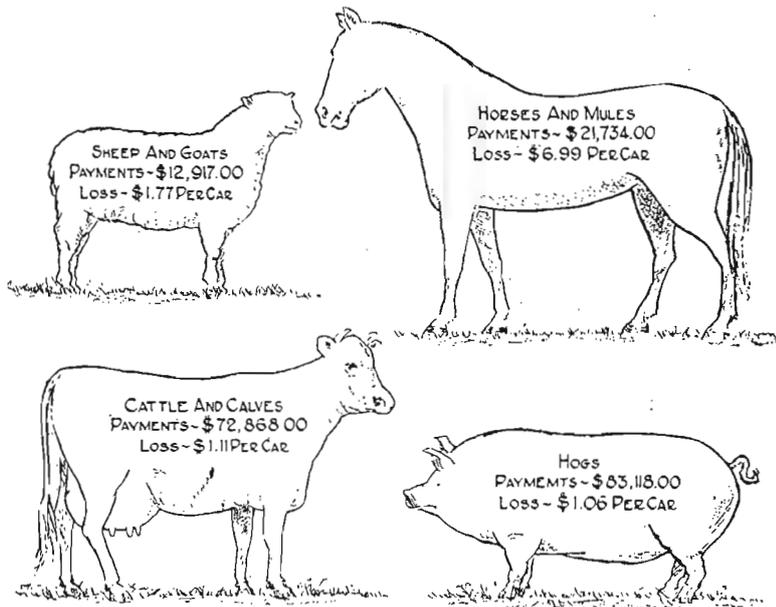
There is much more that could be said, but that would mean going into detail in regard to the many operations necessary in the handling of the freight from the consignor to the consignee.

The one thought that I would leave with you is to handle the Company's business as carefully as you would your own.

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD COMPANY  
OFFICE OF SUPERINTENDENT CLAIM PREVENTION BUREAU

## Help Reduce Live Stock Losses

Total Live Stock Claim Payments 1927-\$194,856.52



### THE REMEDY

- 1-A CAREFUL RECORD OF EXCEPTIONS AT TIME OF LOADING,
- 2-CLEAN CARS,
- 3-ON TIME, CAREFUL HANDLING IN TRANSIT
- 4-FREQUENT SHOWERING OF HOGS IN WARM WEATHER,
- 5-AVOID OVERLOADING CARS

THE PERSONAL INTEREST OF ALL EMPLOYEES WILL RESULT IN CUTTING OUR LOSS AND DAMAGE CLAIMS IN HALF

JUNE, 1928

*A. H. Hicke*  
SUPT. CLAIM PREVENTION BUREAU

### Claim Prevention

CLAIM prevention, at the present time, is being studied and discussed more than possibly any other particular item of railroad operation, not only on our railroad but all railroads and it is proper that it should be, for no greater waste can possibly exist in any department than the enormous amount our claim payments aggregate each year. It is gratifying that the attention this subject is receiving has brought about splendid reductions in our Claim Account but it is also disappointing when one sees the enormous amount of money that is still being paid in settlements of claims, in most cases needlessly, due to someone's carelessness. Prevention of claims in some form or other can be accomplished by every member of a railroad organization.

Claims are prevented largely by educating the men who are actually in charge of the handling of freight and I do not believe there is anyone connected with the railroad that is in a better position to carry on this educational program than is the trainmaster, as he comes in personal contact day after day with train and enginemen, yardmen and the forces at the various stations and anyone else that is in a position to prevent claims.

Way Freight crews are in a position to make or prevent claims in performing their duties and while accompanying way freights, I pay particular attention to the manner in which such crews perform their duties. First of all, to properly call package freight as it is being unloaded, to permit the receiving agent to secure a proper check of his freight and, secondly: the manner in which such freight is handled. It is very important that after unloading freight at stations, that the balance of the load be piled down to prevent any damage due to merchandise falling down with the damage that results. The proper handling of equipment in doing the necessary station switching is also a factor in claim prevention and whenever any rough handling is observed, I make it a point to immediately call the crew's attention to it. The proper loading of package freight by these crews is very essential and is discussed with them at every opportunity.

The claim payments on livestock continue to be excessive and for this reason I try to accompany stock pick-up trains as often as possible, aiming to be at our heaviest loading stations at the time stock is being loaded, particularly at such stations where our forces are unable to be present during the time that stock is being loaded. When it is observed that stock is not in good condition at time of loading, I make it a point to get this information to the agent before bill of lading is issued so that our interests are properly protected. This feature has also been explained to train crews in such a manner that many times in the absence of the agent these men give him the necessary information and when it cannot be given to the agent, proper notation is made on waybills by the conductors. I am positive that much has been accomplished along these lines to eliminate unjust claims. After the shipper has had called to his attention several times crippled stock loaded by him for which he expected to secure a clear bill of lading, he will eventually make mention of such stock on his own accord. After stock is assembled, the trainmaster must see to it that it is handled through terminals promptly and properly and delivered to the connecting division on time if that is possible. The handling of horses, without damage, is causing the railroads more concern than any other one item as the ratio of claim payments on horses is exceedingly high. I have had occasion to be present on a number of occasions where I have been in a position to assist our Claim Department in intelligently handling claims on such shipments. While accompanying trains that are handling horses, I inspect such cars as frequently as possible over the division, observing the condition of the horses and their behavior. It seems to be a settled fact that when a shipment of horses arrives at destination in bad condition that the damage has been caused by rough handling and as a matter of fact most of the damage is caused by the horses themselves.

Rough handling in Transportation Yards is another claim item that requires a lot of attention and it has become a habit with me to pay particular attention to the manner in which cars are being handled by switch crews and when any unusual handling is observed, it is immediately handled with the foreman in charge of that switch engine and I believe that a splendid improvement has been made in proper handling of cars through the yards on our division. It has been months since we have had any damaged equipment in one of our Transportation Yards. While this does not necessarily mean that there has been no damage to the lading in these cars, it does indicate to me that the handling is better than formerly when there was considerable damage done to cars due to improper handling. The switching of livestock and dairy products and other high-class freight has been discussed with switch foremen at every opportunity and with but one exception I have not observed any improper handling of these commodities in recent months.

I do not believe there is any one man employed by railroads that is in a better position to prevent claims than the Station Agent. It is also a matter of educating him to intelligently handle claim matters and here the Trainmaster again can do a great deal. At every opportunity possible claim matters are discussed with agents. First of all, the maintaining of a proper seal record of cars opened at his station and the proper application of seals to cars departing from his station, being positive that he is receiving the freight which he is receiving for, whether it be a ten pound box or a carload of freight and that it is in the same condition as indicated by the bill of lading.

In the case of a carload shipment, the first thing an agent must know is that a car suited for the lading is furnished and that the car is properly loaded so that with ordinary handling the shipment will move through to destination without damage. Extreme care must be taken in billing out the shipment, making sure that all notations carried on the bill of lading are transferred to the waybill so that any exceptions noted by Receiving Agent are carried on to Destination Agent where any claim, that might be presented, can be handled in an intelligent manner. This is also true in case a shipment is to receive any particular attention or special handling such as: Icing instructions, stop to part unload, etc. I always make it clear to an agent that it is up to him to see to it that shipments originating at his station are moved promptly after ready to go forward. The proper checking out of freight at the time of unloading and also at the time of delivery is continually being handled with our agents. In case a bad order shipment is received, an agent should be cautious as to the notation he gives covering the damaged freight. There are many agents who use the poorest kind of judgment in making such notations. They go into detail as to the cause of the damage when

they are in no position to definitely state how the damage occurred, involving the railroad to such an extent that there is nothing left for the Claim Department to do except paying the claims. I am continually cautioning our agents to give only such notations on freight bills to cover the damaged freight and then show on bad order reports any additional information which might be of value to the Claim Department in making proper and just settlement of such claims..

I was at one of our stations recently when a merchant, who received a shipment of fruit, called our agent's attention to the fact that several baskets of plums were over-ripe when they were unloaded. The merchant at the time made the remark that this fruit which had been loaded the day previous was undoubtedly in this same condition at the time of loading. He however, accepted the fruit and later returned to the Freight Office asking that our Agent give him a bad order notation stating that he had called up the Fruit Co. and they advised him to secure such a notation. Our agent explained to the merchant that this fruit had moved on schedule and was in the railroad's care less than twenty-four hours and he did not feel justified in assuming any responsibility on the part of the railroad company, but if he cared to bring the fruit salesman to the freight house when he again called on the merchant he would gladly explain the condition of the fruit at the time it was unloaded.

I was at another station a short time later and overheard a conversation between our agent and a Meat Market proprietor, the latter asking for a notation that the meat he had received in a particular Meat Peddler was tainted and not in good condition. Our agent told this man that it was strange that every shipment of meat received by him was in bad condition while three or four other markets were receiving meat from the same cars and from the same firm and their meat was always in first-class condition and stated furthermore that there was one of two things that might bring about a condition of this kind. Either the packing plant was sending him an inferior class of meat, which would have to be handled with the Packing Co. or the receiver was not giving the true facts as to the condition of the meat at the time of arrival and in either case the Agent was going to discontinue giving him any notations, unless the other meat in this car was also in bad condition.

At another station while walking through the Freight House, I noticed a large pile of green hides. In asking the Agent if these hides had been billed out, he replied that these had been delivered by a local drayman, but shipping instructions had not been furnished. While I was talking to him, the owner came in with a bill of lading all filled out calling for 88 bundles of hides and immediately our Agent replied that we received only 87 hides and the bill of lading was corrected to correspond with the Agent's count.

These are just a few instances indicating what an Agent can do to prevent claims and I am satisfied that at any of these three stations the Railroad's interests are being protected. The proper handling of O. S. & D. reports is continually being handled with the Agents.

There are two Claim Items, however, that we are unable to control. One of these is the shortage of coal in open-top cars and the other the shortage of grain at destination. We seem to be having an ever-increasing number of requests to reweigh coal on track scales nearest destination and it is very seldom that such cars contain the amount of coal originally

loaded into them. The variation is nearly always too great to assess the re-weighing charges, which means that we perform this service for nothing and in addition pay for the amount of coal shipped and lose the freight charges on the difference in these weights. Cars arriving at destination apparently loaded to capacity are often times short from three to four tons of coal. Most of this coal comes to us from foreign lines and a great deal of it is only on our lines but a very short time; nevertheless, the shortage exists.

Then there is the matter of Grain Claims. In looking over these claims, there are very few filed by independent elevators the great majority being

presented by the various line elevators and the claims vary from a few cents to several dollars and the same shortage exists, regardless of the kind of equipment furnished. Many of our Agents who pay particular attention to the kind of equipment furnished for grain loading, cannot understand why these claims should continue to come. The only advice that can be given to the Agents is to make sure that good equipment is furnished and that no grain is spilled while car is being loaded. There is no question but what the Claim Department is trying to find a way to handle the last two Claim Items.

O. A. Beerman

## Current Railroad Topics

### Comparison Made of Hauling by Rail and Truck

Federal and State Highway Departments Find That Use of Motor Truck Diminishes As Length of Haul Increases

IN order to determine what proportion of the total tonnage of commodities moving between cities is hauled by motor truck, and also to develop the factors influencing the choice of motor truck or railroad, a study has been made of the net tonnage transported between Columbus and 30 other Ohio cities by motor truck and rail lines. The survey was conducted by the United States Bureau of Public Roads and the Ohio Department of Highways.

The cities selected are located from seven to 134 highway miles from Columbus, and were chosen to permit an analysis of the effect of length of haul upon the proportion of tonnage transferred by motor truck and railroad respectively. Other cities were selected to determine the effect of indirect rail connections on motor-truck transportation, while others were chosen to ascertain the amount of tonnage hauled by truck between points having no railroad facilities.

The basis for the comparison was the data covering motor-truck net tonnage, and railroad carload and less-than-carload-lot tonnage for an average month of the year 1925.

#### A Clearly Indicated Tendency

Although other factors besides length of haul influenced the proportions of total tonnage hauled by motor truck and rail lines respectively, there is clearly indicated the tendency for the proportion of motor-truck tonnage to decrease with increase in distance.

For hauls of less than 20 miles, the analysis shows that 84½ per cent of the total tonnage was transported by motor truck. Between 20 and 39 miles, motor-truck tonnage was 54.7 per cent of total tonnage; from 40 to 59 miles, the motor trucks handled 32 per cent of the tonnage; from 60 to 99 miles, the truck hauled 24.2 per cent of the total, while over 100 miles, the motor truck handled only 2.3 per cent of the tonnage.

The survey also shows that as the percentage of motor-truck tonnage decreases with increase in distance, both rail carload and less-than-carload-lot tonnage increases.

No appreciable amount of rail less-than-carload-lot tonnage is noted under 40 miles. In hauls which amount from 40 to 59 miles, the less-than-carload-lot tonnage is 5.6 per cent of the total and this percentage increases to 20.3 per cent for distances of 100 miles or more.

The report emphasizes that among the factors which control the proportion of total tonnage hauled by the truck are the type of commodities handled.

The following table presents a summary of the relation between motor-truck and rail tonnage according to length of haul:

PROPORTION OF MOTOR-TRUCK AND RAILROAD NET TONNAGE ACCORDING TO LENGTH OF HAUL FOR AVERAGE MONTH, 1925\*

Length of haul (highway miles)	Motor Truck		Rail C.L.		Rail L.C.L.		Total	
	Tons	Per cent	Tons	Per cent	Tons	Per cent	Tons	Per cent
Less than 20	6,091	84.5	1,112	15.4	10	0.1	7,213	100.0
20-39	5,973	54.7	4,803	44.0	145	1.3	10,921	100.0
40-59	2,299	32.0	4,484	62.4	404	5.6	7,187	100.0
60-99	980	24.2	2,409	59.4	663	16.4	4,052	100.0
100 and over	157	2.3	5,280	77.4	1,383	20.3	6,820	100.0

\* Based upon tonnage between Columbus and 30 cities having rail connections.

### Railroads Preparing for Fall Crop Movement

Heavy Crop, Coupled with Increased Use of Combine Harvester-Thresher, Considered in Their Plans

PREPARATIONS are being made by the railroads of this country to meet an anticipated heavy crop movement late this summer and fall, according to a report just issued by the Car Service Division of the American Railway Association.

"Winter crop conditions this year," said the report, "are different from usual. The area of so-called soft winter wheat production, extending from Missouri east and north of the Ohio River, has suffered very heavy abandonment, and present prospects indicate only about half the crop of last year.

#### Heavy Crop in a Limited Area

"In the so-called hard winter wheat area, which includes the belt from

Texas north to Montana, west of the Missouri River, there is a mixed situation. From the middle of Kansas south, which is the area of heaviest production, conditions are good and indicate an increase over last year of about thirty-five per cent. North and west of the middle of Kansas the prospects are less favorable, Nebraska and Colorado showing an estimated decrease of from twenty-five to thirty-five per cent under last year, with Montana about the same. These conditions will necessarily concentrate the heavy crop movement within a limited area.

#### Best Efforts of Roads Required

"The probable combination this year of another heavy crop with a further marked increase in combine harvester-threshers in operation, and the possible conjunction of a favorable market

price (owing to reductions in production elsewhere) will produce a situation that will require the best efforts of the roads serving this territory to meet successfully.

"The attention of all railroads throughout the country has been called to this impending crop movement and the necessary action is being taken to build up the box car supply of the southwestern lines accordingly.

"The Shippers' Advisory Boards in the wheat territory are preparing to co-operate closely with the railroads as in the past in every way that will contribute to the prompt handling of cars engaged in this traffic."

In respect to the open top car situation, the Car Service Division reported that the supply of this type of equipment will be adequate to protect promptly all requirements of such cars.

The car supply continues to be adequate and the condition of equipment is good.

# The Milwaukee R. R. Women's Club

## Tomah Chapter

*Mrs. Henry Thom, Historian*

ON Wednesday evening, May second, Tomah Chapter held a regular meeting at the community rooms of the Tomah Public Library. The President, Mrs. A. Harris, presided.

Reports of the Secretary and the Treasurer were read and approved.

The program, which consisted of piano and cornet solos, and also the poem "Forget" by Lucille Erdman, was greatly enjoyed by all the members present.

The annual supper has been postponed at present because of sickness.

The next meeting will be held Wednesday, June sixth.

## Deer Lodge Chapter

*Gertrude W. Zur Muehlen, Historian*

THE regular business meeting of the Milwaukee Railroad Women's Club was held May 7th in the Club House with our able president, Mrs. Sorenson, presiding.

The principal report of the evening was made by Mrs. Frank McAvoy, chairman of the Ways and Means committee on the Gallatin Gateway card party and dance given Friday, April 27th. The party was pronounced a huge success and netted our treasury a neat sum. The committee used the round Gallatin Gateway stickers as score cards—on the back was printed the regulation score and a red cord was tied through the top. Smaller stickers were placed in the corner of each napkin—these were colorful and very appropriate. About 300 tickets were sold—many coming early for cards. Whist and auction bridge were played; others came for lunch and the dance afterwards. The door prizes were a ham donated by the Milwaukee Market and a 50 lb. sack of flour from Skaggs United Stores. The ice cream served with the refreshments was all donated by the Deer Lodge Creamery.

The Ways and Means committee are certainly to be congratulated on the success of their party and considerable credit is due Mrs. Lovely, an untiring worker on this committee.

Our meetings are held at our Club House on the first Monday of every month.

## Tacoma Chapter

*Mrs. J. N. Strassman, Historian*

ON Friday, April 6th, our Chapter was honored by a visit of two of our General Governing Board, Mrs. Carpenter Kendall and Miss Etta Lindskog. After a busy business day, escorted by Mrs. Devlin and Mrs. Pyette, they were taken to the beautiful lakeside home of Mrs. Pyette where she, assisted by Mrs. Lee, entertained our visitors and all of the elected officers of the Club at a bountiful dinner. After the dinner and the beautiful ride back to town a special meeting was held at the Club House.

A resume of the work of the year was sketched in the reports of the various committee heads including a general report of last year's work given by Mrs. C. F. Negley. We were then privileged to listen to very instructive talks by Mrs. Kendall and Miss Lindskog, stressing the value of Club membership and giving us an idea of some of the worth-while things that have been ac-

complished by other clubs. Informal questions and answers brought out points of added interest and altogether made our small part of a very great and worth-while work seem very real to us. A delightful group of spring songs was sung by Mrs. Spencer Eccles accompanied by Miss Eccles. Informal talks were given by Messrs. Devlin, Aileman, Hatch and Pyette pledging their support and influence and complimenting the organization. Beautiful corsages were charmingly presented to our guests by our President, after which adjournment was taken to the reception rooms where tea, coffee and cakes were served and a pleasant social hour with our guests was a fitting end to a busy day. We hope they can come again. The inspiration we derive from such contacts is more than valuable and we thank the Governing Board for sending us representatives who so thoroughly embody the best for which our organization stands.

On April 21, the second of the series of card parties was held at the home of Mrs. Chas. Schulta. A very happy evening was reported and \$21.00 netted for our treasury.

On April 30 the regular monthly business meeting was held at the Club House following the 12:30 luncheon. The minutes of the previous regular meeting and of the special meeting were read and approved. Mrs. Beechwood was complimented on the decorations and arrangements she, as special chairman, had made for the special meeting.

Our Benevolent and Sunshine Committees reported 46 hospital calls, 7 phone calls, 7 house calls, and 18 cards sent out. Mrs. Hugh McMillan, Chairman of the Sunshine Committee is leaving for an extended vacation and Miss Morrison was appointed to fill her place.

Communications were read and filed. Copies of revised by-laws received and changes voted. That a more than surface interest in the work is felt in our Chapter was indicated by the numbers who flocked to the desk with their nickels for a personal copy.

A new supply of membership cards was voted to be sent for and more sympathy cards ordered. Treasurer reported \$201.05 on hand. A rising vote of thanks was tendered Mrs. Schulta and her committee for the success of the April party.

We were happy to welcome Mrs. Schmidt back to our ranks after her long illness.

It was suggested that each member make up some piece of fancy work during the summer vacation period to be used at a sale in the fall for the benefit of the Educational Fund.

Plans were made for a Gallatin Gateway Dance to be held Saturday May 26, at Lincoln Hall. Mrs. G. A. Loomis was appointed general chairman and a committee representing each department was appointed to work with her.

Members were reminded to bring quilt pieces to the next meeting, May 28.

Adjournment taken.

## Dubuque Chapter

*Olve Romig, Historian*

ON Thursday evening, April 19th, Dubuque Chapter held its regular business meeting at the Eagles Hall, Mrs. Meyer presiding. Roll call of officers showed all present with the exception of two committee chairmen who were absent account of sickness.

The Sunshine Committee reported two hundred and three personal calls made, fourteen cards sent to the sick or bereaved and a total of \$70.50 spent on welfare work, assistance having been rendered four families.

Letters of appreciation for the work they have done in securing new members have been sent by the Chapter to Mr. J. P. Whalen, Div'n. Frt. Agt., and Mr. T. P. Jones, Roundhouse Foreman, as it is through their efforts that our membership has been increased to 367.

The program for the evening consisted of three vocal solos by Miss Mayme Flynn, accompanied by Miss Doris McCaffrey, a song and dance sketch by the Misses McGough and Smith, accompanied by Miss Mulligan, solos by Dr. Mielke, accompaniment played by Miss McCaffrey, and readings by Miss Louise Hempstead. Miss Flynn's solos were exceptionally fine and the members showed their appreciation by applauding loud and long. Misses McGough and Smith entertained by dancing and singing, both in pairs and separately, showing considerable talent. Dr. Mielke rendered his solos with such feeling that they brought tears to several of the club members, and then the program was brought to a close by readings by Miss Hempstead who had the hall in an uproar of laughter.

At the conclusion of the program the penny march was held, after which light refreshments were served.

Our meetings are held the third Thursday of the month at 8:00 p. m. at Eagles Hall, 6th & Locust St. All visiting members are cordially invited to attend.

## Portage Chapter

*Mrs. Urban Budzien, Historian*

PORTAGE Chapter held its regular meeting Saturday May 5 in the form of a "Mothers and Daughters" meeting. About eighty-five were present. A toast was given to the Mothers by Miss Dorothy Milner and a toast was given to the Daughters by Mrs. McFarland. A delightful vocal solo was sung by Mrs. Harry Parker accompanied by Mrs. David Bogue. A delicious luncheon was served by the committee.

The May Luncheon given May first was indeed a pretty affair. The club house was beautifully decorated in the form of an "Old Fashioned Garden" with vari-colored Spring flowers and paper streamers. Twenty tables of bridge were played after a delicious three course luncheon served at one o'clock.

Another bridge luncheon will be given the last of May.

A May Dance will also be given for the members of the Club and friends.

A Club picnic will be given the first week in June.

## Twin City Chapter

*Pearl V. Morken, Historian*

TWIN City Chapter held its regular monthly meeting Monday Eve May 7th. During the business session the plans for our June 2nd banquet were discussed. Our Chapter plans to entertain for members of the surrounding chapters on June 2nd.

The Milwaukee men under the chairmanship of Frank Rogers took over the entertainment and social part of the evening. The following program was rendered: Saxophone solo, Melvin Burlingame, accompanist, Ted

Marquis; Scotch character songs, J. A. Hendry, accompanist, C. Crowther; Five Little Fiddlers, Marvin Kurzejka, Raymond Kurzejka, Harold Ferry, Lester Schlink and Richard Whalen; Timely Topics of the Day by E. J. Toppins; Lumber Jack Quartette, A. A. Kurzejka, Fred George, John Schinzel, and Wm. Andrusko; Old Time Fiddler, August Siegel; Harmonica Selections, Geo. W. Miller; Railroad Mystery Drama, Al Kurzejka and cast.

The program was splendid and the refreshments great. We had another record attendance.

### Austin Chapter

*Mrs. Arnold Johnson, Historian*

AUSTIN Chapter's club rooms were temporarily out of commission, owing to a fire in the depot hotel in immediate proximity to the club rooms. The May meeting was, therefore, held at the Y. W. C. A. home. Mrs. S. D. Smith had charge of a very interesting program furnished largely by the men of the shops. There were musical numbers by Mr. Chris Hegland, on the accordion, with Donald Deneen on the violin, which were both novel and entertaining.

Mr. Carl Voelker sang three solos. Margaret Byers gave a sword dance. Three small girls, Pearl Ringdahl, Anita Nelson and Marian Baudler danced a Norwegian folk dance. Mrs. C. A. Hegge sang two beautiful solos. Mrs. Guy Williams won a box of candy in a story-telling contest.

Mrs. Charles Billington and her committee served refreshments.

### Aberdeen Chapter

*Mrs. A. J. Anderson, Historian*

ABERDEEN chapter held its regular meeting on Thursday June 9th in the club rooms. Mrs. Nee, President, taking charge.

After the general reports were given we discussed plans for a Milwaukee family picnic to be held sometime toward the end of the summer, the date to be settled later. We are looking forward to this gathering of friends and families of the old Milwaukee.

Among the guests at the Women's R. R. Club banquet held in Minneapolis were the following of our members, who report a very fine time. Mr. and Mrs. Nee, Mrs. Burdick, Mr. and Mrs. Adams and Mr. Whalen.

We are glad and pleased to announce the winners of the Aberdeen Chapter of Milwaukee Women's Club prize, given to the two best high school students to give the most help to the school along musical lines during their school years. These prizes were \$5.00 each and were given to Miss Mary Sipple and Mr. Allan Regan both very worthy recipients.

This was the last meeting of our chapter until October when we hope to renew our work with double interest for the promotion of the club. We all wish our fellow workers in other chapters a pleasant and profitable summer.

### Sanborn Chapter

THE regular monthly meeting of Sanborn Chapter was held in the club rooms on Friday evening, May 18th, with twenty-two members present.

After a short business session, progressive rook was played. The meeting was in the form of a farewell to Roundhouse Foreman H. H. Green and wife, who leave soon for their new home in Mason City.

Mrs. M. M. Burns, ex-President of Sanborn Chapter, on behalf of the members

presented Mr. and Mrs. Green with a set of beautiful goblets.

The party was then conducted to the Omer Hotel where a fine luncheon was enjoyed.

The Safety, First and Courtesy meeting of the I. & D. Division was held in the Women's Club rooms on Monday evening, May 21st, with Superintendent W. F. Ingraham presiding. About forty-five were in attendance. After the meeting adjourned, the ladies of the Chapter served a light lunch. A donation amounting to \$13.85 was made to us by those present, which was much appreciated.

### St. Maries Chapter

*Mrs. Charles Conley, Historian*

ST. MARIES Chapter had the pleasure of entertaining Mrs. Carpenter Kendall of Chicago, 1st Vice Pres. General and Miss Etta Lindskog, General Corresponding Secretary of Chicago on April 9th.

A one o'clock luncheon was given at the Kootenai Inn in honor of the ladies. Covers were laid for 39, including a number of men.

The honored guests were welcomed by our President Mrs. C. J. Leonard who also presented the ladies souvenir spoons, the name "St. Maries" engraved on the bowls and the Idaho state emblem on the handles. The guests responded and congratulated the St. Maries chapter with having made so large a growth in such a short time. After luncheon a business meeting was held in the lobby of the hotel. Reports were given from the various committees. We were delighted to report a membership of 127.

Very fine talks and helpful suggestions were given by Mrs. Kendall and Miss Lindskog. Miss Lindskog reported furnishings were to be sent from Seattle for our club house.

Mrs. W. O'Brien of the Spokane chapter also spent the day with us. Mrs. Kendall, Miss Lindskog and Mrs. O'Brien left on the evening train for Spokane. We all enjoyed the visit from the visiting ladies and hope we have the pleasure of having them visit us very soon again.

### Green Bay Chapter

*Mrs. W. E. Bartlett, Historian*

GREEN BAY Chapter has been very busy the last month making money. We held a very nice card party, evening of April 27th in club rooms which was a great success. Mrs. Jas. J. Kocha, chairman, with the following committee was in charge. Mrs. Ed. Leninger, Mrs. Harry Held, Mrs. Thos. Boint, Mrs. M. E. Hastings, Mrs. T. F. McLean, Mrs. C. B. Cheaney, Mrs. A. C. Gotto, Mrs. Anna L. Edwards, Mrs. Harry Moser and Mrs. H. E. Derouin. We were honored by having with us Mrs. W. H. Buchan an officer of Deer Lodge Chapter. Our regular meeting was held Wednesday evening May 2nd in club rooms and a good lot of business transacted. Mrs. W. H. Tierney chairman Sunshine committee voted to sell another gross vanilla, which will swell our club treasury. Our Ways and Means chairman Mrs. W. H. Hart sponsored a Gallatin Gateway Dancing Party in Allouez Community House evening of May 3rd and was very well attended. Hall was prettily decorated with pretty posters and flowers. We all know what a success Mrs. Hart's parties are and many thanks to her and her committee for their efforts. Our social afternoon which is looked forward to by all members will be held next week May 16th and Mrs. Jas. J. Kocha Program Chairman who is leaving our chapter will be honored guest. Mrs. Kocha will move to

Kimberly where Mr. Kocha will be employed by Kimberly, Clark Paper Mills.

Green Bay Chapter held a very pleasant social afternoon March 21 in club rooms with following committee in charge: Mrs. Matt Kennedy chairman; Mrs. Peter Rogers, Mrs. Jean Cramer, Mrs. Chas. Tedford, Mrs. Frank Santamour, Mrs. Robt. W. Held. Bridge and 500 were played and delightful refreshments served. Also held big public card party in Pass Depot Mar. 12th which brought a nice sum into our treasury. Green Bay chapter extends heartfelt sympathy to Mr. James Hart and family in the loss of the wife and mother. Mrs. Hart was a charter member of our chapter and resided at Ontonagon, Mich; also our sympathy is extended to Mr. Ed. T. Redline and family in the loss of Mrs. Redline who was an officer and charter member of our chapter. As chairman of the Welfare committee during 1926 and 1927 Mrs. Redline brought much cheer and comfort to the needy of our Railroad family. Much can be said of her fine character and sterling qualities.

Our April meeting was very largely attended and held in club rooms. Supt. J. H. Valentine spoke to members on unity and co-operation in all branches of the railroad family. He touched upon the lesson of Safety First and complimented the women on their club. Mrs. John F. Martin a member of the State Board of control and a prominent club woman spoke on club work of women from a general standpoint. Both speakers were very much enjoyed. Mrs. Myrtle Bersie Herman, Desire Macs and John Whitney accompanied by Mrs. Whitney sang groups of songs and the program closed with a comedy playlet by Mrs. Thos. F. McLean and Mrs. Jas. J. Kocha, which was humorous and greatly appreciated.

Mr. W. E. Bartlett and Mr. Axel Anderson who have both been confined to hospitals here are now able to be about and we are happy to say they are much improved.

### Montevideo Chapter

*Maude Hamlin, Historian*

MEETING in April was held on April 19th with a good attendance. Owing to serious illness, our President, Mrs. Sizer, was unable to preside at the meeting, but our First Vice President, Mrs. Towner, filled her chair very ably.

It was voted on at this time and decided not to let our club house out to the public but to keep it for our own use, and that of individual members.

Mrs. Towner read a card announcing the birth of a daughter to our Chairman of Constitution and By Laws, Mrs. E. E. Young. The little Miss' name is Barbara Ann and she is the newest and by far the youngest member of Montevideo Chapter, her dues for 1928 accompanying the card announcing her arrival. Congratulations to Mr. and Mrs. Young.

We were sorry to learn of the death of one of our contributing members, Mrs. Vol Hartung, father of another of our members, Mrs. Baseman. Funeral was held at the home on April 21st. Flowers were sent by the club as a token of our respect and sympathy.

Our Chairman of Sunshine work reported thirty calls made in the month of April, two gifts of flowers sent and one card of sympathy sent. Gave wood and clothing to four families. Our sewing department received a goodly donation of clothing from a family who have heard of our activities along that line. Good use will be made of these clothes.

Our membership now shows a total of 84—with the promise of several more by next meeting.

Meeting was turned over to Mrs. Lofdah, who had the following to present: Two vocal solos by Mildred Botten. Several duets and solos on the harmonica by Marvin Standahl and John Pray.

Hostesses for the evening were Mesdames Mace, Ellis, Schmitz and Rasdall, who served a delicious lunch.

On May 8th we served our regular luncheon for the Kiwanis Club at the Odd Fellow's hall, and netted \$32.48.

At the entertainment given by Mr. Hazel and his two daughters, we were somewhat disappointed by the crowd, but no doubt it was owing to the epidemic of flu here and at other towns along the line from which we had expected to draw a goodly crowd. However, it was a decided success after all and we certainly vote Mr. Hazel and his daughters capable and interesting entertainers. An orchestra of stringed instruments, under the direction of Mrs. Lofdah, furnished several very enjoyable numbers and Mrs. D. R. Davis rendered two vocal solos which were well received. We netted about \$20.00 on the entertainment.

On May 11th we served a banquet for the graduate nurses of the Montevideo hospital, given by the Hospital Alumni. We seated about thirty people. The Club Rooms were prettily decorated in blue and white, the effect of a bower being carried out, over the entire table, which was set diagonally across the room. It made a very pretty and novel setting.

No doubt we will meet some of the other club members of the Northern District in Minneapolis on June 2nd, as we are planning big on attending this affair.

### Bensenville Chapter

*Freda Knowles, Historian*

ON Wednesday evening May 16th the losers of the membership drive entertained the winners to a banquet given in our club house. About seventy people were present. Many of our contributing members were also included by invitation. The hostesses deserve much credit for the delicious supper which included home made pies as desert. After the supper a social hour was spent in playing cards and visiting.

Thursday evening May 24 brought the series of 500 parties to an end. The grand prizes were won by Mr. and Mrs. W. F. Franzen, who turned them back to the committee to be raffled and in turn were won by Mrs. Oakes and Mrs. Edith Bartholmey. The prizes were—Ladies, a Silver Pitcher—Gents, a silver cigarette case.

Wednesday June 3rd the regular meeting was held in the club house. Past Presidents Day. The program committee prepared a lovely program for the day. Mrs. Bodenberger and Mrs. Valentine, of Green Bay, were the guests of honor. We were very sorry indeed that our first president Mrs. Ingraham could not attend.

Plans for our annual picnic are now under way. With this meeting our club has adjourned until the September meeting.

### Ottumwa Chapter

*Mrs. J. V. Tuomey*

THE regular social meeting for May was held at the club house with the following committee in charge: Mesdames J. V. Tuomey, Robt. Ruckman, E. J. Klahn, Clarence Barber, W. J. Wilson, W. R. Wilson, Millard Fromm and Joe Palmer. Delicious refresh-

ments were served after prizes were awarded to Mesdames Fred Ornis and Sheridan for high and second high score in bridge.

The grounds around our club house are surely lovely and with the new walk and pergola our superintendent, Mr. Gibson, has promised, we feel justly proud.

At the June business meeting reports were read for the month past. Several dollars were turned over to the Ways and Means chairman, Mrs. Thos. Kemp, from the sale of extract. Several new members were also given cards among them little Peter J. Wylan who hastened to join our chapter at the age of a few weeks. It was decided we would postpone our meetings until after warm weather and a picnic is being planned for July. Miss Mary Coughlin gave a clever reading which was well received, Maxine Greer also gave a delightful reading with Louise Oventurf furnishing piano accompaniment. Tables were then placed for cards, with a tea following.

### Mason City Chapter

*Mrs. H. G. Crow, Historian*

THE Mason City chapter held the last meeting before the summer vacation in their club room on June seventh. The usual business, program and refreshments formed the evenings entertainment.

Plans for a picnic to be held June 23rd were completed.

The Sunshine committee reported 45 calls were made the past month.

The Ways and Means committee conducted a baked food sale and added over thirty dollars to the treasury.

A drive for contributing members is being made which is proving very successful.

There will be no meetings in the club room during July and August, but plans were made at a Board meeting June sixth whereby the welfare work will be taken care of as before.

### Cedar Rapids Chapter

*Ann Hayner, Historian*

ON Monday, April 30th, the Cedar Rapids Chapter of the Milwaukee Women's Club gave a Gallatin Gateway Chicken Dinner and Card Party. Supper was served to a large number of persons from 6:30 to 7:30. Following, bridge and five hundred at about twenty-five tables. Beautiful prizes, donated by leading merchants of the city, were awarded. The entrance to the dining room was built to represent the Gallatin Gateway.

On Thursday, May 3rd, at 2 p.m., a meeting was held in the club rooms above the Milwaukee station. At 8 p.m. in the club rooms a card party was given.

During the year a series of benefit card parties were given, at which bridge and five hundred were played and refreshments served each Friday night.

The ladies are giving benefit bridge teas every Tuesday afternoon, to which the Milwaukee members and their families are invited. These are proving a great success.

Wednesday evening, June 6th, the Milwaukee Men's Athletic Club combined with the Milwaukee Women's Club for a social evening. A delightful program was arranged under the direction of Mrs. Chas. Hayner and Mr. McNabb. The program included selections by a popular dance orchestra, "Jack and His Crackerjacks"; Harold Reeves, tenor, sang a group of songs, accompanied by Marjorie Hungerford; Hazel Spangler Stark, soprano, sang a few selections; Margaret Dvorak, concert pianist, played several classical numbers; little Dorothy Day Jones en-

tertained with a dance and a recitation; Anne Dimmock played a medley of popular airs; concluding, everyone joined in for a community sing. Refreshments were served under the supervision of Mrs. Anna May Dimmock. The Midwest Refrigeration Company furnished the frozen dessert, which was made in the General Electric Refrigerator on display in the club room. The Mesdames Vandercook, Brown, and Smith, of the Marion Chapter were guests.

We now have our club rooms completely furnished, and would be pleased to welcome members of out-of-town chapters as our guests.

### Janesville Chapter

JANESVILLE Chapter held its May meeting in the new meeting place, Eagles Building, with an attendance of one hundred and fifty. Supper was served and a program in charge of Frank Sullivan was enjoyed.

City Manager Henry Frazier gave a very fine talk. Musical numbers were rendered by employees and a charming reading by Miss Snively one of our little daughters.

A short business meeting was held and dancing followed.

On Memorial Day, Company M held a reunion and a civic parade in the afternoon. Janesville Chapter was represented in the parade, by a decorated car in charge of our president, Mrs. George Ryan. Mrs. Paul Seibert gave the use of her car.

### Mobridge Chapter

*Mildred Richardson, Historian*

THE Milwaukee Women's Club met in regular session on Monday evening, April 30th, in the Club Room with 110 members in attendance. This was the first meeting our President, Mrs. Gillick, had presided over since her return from a two months' vacation. The regular business of the club was disposed of, reports read and approved and plans were made for a membership drive. Two captains were appointed, one for the East and one for the West side, with a group of helpers. The losers of the drive will entertain the winners at a party of their own choosing.

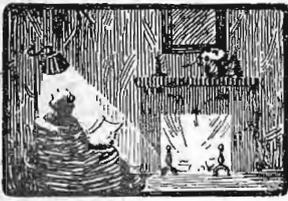
After the business meeting, Rev. Fr. O'Connor gave a most interesting and impressive talk in which he stated that even though the Club was banded together for the purpose of Charity, which is its main object in existing, it would still have a reason for existing, as it not only brought the employees of the system together as one big family, but made the families of the employees a part of the great system also.

Preceding Rev. O'Connor's talk, Miss Florence Beusch and Miss Mazie Ahrens, high school students who entered the district music contest at Aberdeen, entertained the club with musical numbers.

At the close of the program, refreshments were served and a pleasant social time was enjoyed.

Our club has been taking care of several families the past month, furnishing food and clothing. There has been a great deal of sickness and sorrow in our midst and we have sent flowers and given our services wherever possible.

The Club House lawn has been filled in with several loads of nice black dirt and grass seed sown. Window boxes have been made and flowers and vines have been planted which lend beauty to the club house.



# AT HOME



## Mid-Summer Fashion News

**T**HE Vogue of the Velveteen Coat and likewise the Lay of the Linen Ensemble are on the air these July days; and quite smart is each one. The fashion articles have for quite some time been touting the velveteen coat, but this correspondent was not able to see much of promise in anything that was said about them. But they are here, now, and for this, so far, very cool summer, they do look to be very much the proper thing. They come in all the colors. I have seen red velveteen, short, double breasted coats that I know are wonderful with the sports frock,—say a skirt of pleated, white shantung, sleeveless blouse of the same material or of crepe de chine and the scarlet velveteen coat with a scarlet felt close little toque to top off with. White or red shoes and white hose. Chic, what.

The long velveteen coats in hunters green, royal blue, British blue, violet and pale grey are very good and make out, with a smart little frock underneath, a really attractive ensemble. The coats are adorned with scarf drapery flung about the neck and left to float out at the back and front.

Linen ensembles are being brought forward for the very latest in sports costumes. The linen is heavy and said to be non-mussable, which, if true is a consummation devoutly to be desired. The coats may be of hand-blocked linen in stylish all-over pattern, in which case the sleeveless frock is plain color to harmonize with the coloring in the pattern of the coat. And the other way round, if the coat is plain, the frock is printed and the colors and patterns in these printed linens are as the sands of the sea, or the stars in the firmament. These linen outfits are charming for afternoon porch parties, summer bridge teas, and that like, as well as for the sports field, whether you play or are identified with the "Gallery." A Paris fashion item distinctly asserts that rich and expensive materials are entirely out of place in the sports frock or the sports ensemble. But if anyone thinks these hand-blocked linens are in the cheap or inexpensive class, let her try to get one on a slender purse.

## The Summer Sales

**T**HIS is the month for the summer sales, and it surely is a bargain period. The summer frocks are hung out for inspection by the hundreds. And the display is tempting to be sure. Beautiful printed chiffons that with a dip into a jar of gasoline and a judicious handling of the pressing iron come out as fresh as new. These will do wonderfully for the little extra party frock all winter. And the prices go



Doris Marie: 3 Months. Little daughter of Ticket Agent L. J. Lightfield, Beloit



Marie Charlotte: 3 years. Little daughter of Martin Biller, Office of Superintendent, Car Department, Milwaukee Shops

down all the way from twenty dollars to five. I encountered a woman buying some of these dresses, and she was apparently doing it "by the dozen." She said she had three daughters to dress, and she always bought their party frocks at the summer sales, when she "got by" at less than half the money they would mean in the height of the season. One of the daughters or perhaps she was one of the shop's models, was strutting her stuff for the purchaser, in a lovely pale ecru chiffon—honey beige, I think she called it. The skirt was pleated all the way round, in fine side pleats; the hemline was deeply scalloped so that the pleats, at the bottom, looked like open fans. The bodice was all-over silk lace in the same shade. The hip line was very tight and the neck line was V-shaped with a row of little rhinestone buttons part way down the front. The bottom of the blouse was brought around very tight to the front and gathered into a rhinestone buckle. That lovely "confection" was going at twenty dollars.

Another chiffon in a very pale grey had tiny tucks all over the bodice in pointed effects like half diamonds run-

ning up from the hip line onto the bodice front and back. The same effect on shoulders and around the pointed neck. The sleeves were tucked in cluster-rounds the entire length. A tight handkerchief scarf was drawn around the hips and knotted in front, the ends dropping down below the hemline a bit. The skirt was pleated. That was marked eighteen dollars.

## The Latest in Colors

The new colors for summer wear feature a lovely "French lilac," which is that particular shade of lavender that combines in perfect harmony with purple. I saw, while on a window shopping tour, an outfit in this shade, or I should say, these shades. There was a sports gown of the lighter tone, a velveteen short coat of purple, a smart little felt hat in lilac, banded with purple ribbon, a stunning handkerchief scarf, in block pattern of the two shades, the pattern being outlined with gilt thread. There was an umbrella in the two shades and a smart little leather bag in the lilac shade.

Other displays in the boulevard windows, featured the new British blue, and some very smart "togs" in Oxford grey. This last named seems to be a coming color. Its note creeps in, in the very forward Fall things that are being shown sparingly, already.

## Evening Wraps

Chiffon velvet is the newest fad for evening wraps, and here in Chicago, where Ravinia Park attracts the evening crowds, these wraps, if they are very warmly lined, will be quite the thing up at that unique and altogether fascinating musical center on the shores of Lake Michigan. By way of putting a point on that observation in regard to a warm lining, I shall tell the story of two women devotees of Ravinia—one, just returned from Paris, remarked to her stay-at-home neighbor, "I've the loveliest new chiffon gown and wrap for Ravinia, this summer." Said the wise stay-at-home lady, "My new outfit for Ravinia, consists of a stunning new fur coat." It certainly does get cold of an evening up at Ravinia. If I had been taking part in that dialogue, I should have added, a fine new heavy auto rug for my knees, as part of my outfit.

## Household Helps

Toilet bottles or crystal vases that are discolored can be cleaned by shaking with hot water into which some fresh tea leaves are thrown.

Colored umbrellas can be kept clear colored if one scrubs the dirty streaks off with a soft brush dipped into sweetened hot black tea.

If a chair loses one rung or some other part works loose, mend it yourself by inserting furniture glue and letting it stand two whole days before using.

## The Patterns

Send 15c in silver or stamps for our UP-TO-DATE SPRING AND SUMMER 1928 BOOK OF FASHIONS. Address The Milwaukee Magazine, care Beauty Pattern Company, 11-13 Sterling Place, Brooklyn, New York.

6177. Girls' Dress—Cut in 4 Sizes: 4, 6, 8 and 10 years. A 6 year size requires 1½ yard of 39 inch material. To finish with bias binding as illustrated will require 2¼ yards. Price 12c.

6159. Ladies' Dress—Cut in 5 Sizes: 34, 36, 38, 40 and 42 inches bust measure. A 38 inch size with sleeves requires 4½ yards of 39 inch material 1 yard of 32 inch lining for the underbody and ¼ yard of 10 inch lace for the vestee. If made without sleeves 3¾ yards of material will be required. The width of the Dress at the lower edge is about 2¾ yards. Price 12c.

6161. Ladies' Dress—Cut in 6 Sizes: 34, 36, 38, 40, 42 and 44 inches bust measure. A 38 inch size requires 3¾ yards of 39 inch material. To face cuffs and belt and make trimming bands of contrasting material will require ¾ yard. The width of the Dress at the lower edge with plaits extended is about 1¾ yard. Price 12c.

6175. Girls' Cape—Cut in 4 Sizes: 8, 10, 12 and 14 years. It requires 2¾ yards of 44 inch material cut crosswise or lengthwise, or 2¼ yards of 54 inch material cut lengthwise for a 14 year size. Price 12c.

5867. Ladies' Undergarment—Cut in 4 Sizes: Small, 34-36; Medium, 38-40; Large, 42-44; Extra Large, 46-48 inches bust measure. A medium size requires 2½ yards of 32 inch material. Shoulder straps of ribbon require 1 yard. Price 12c.

6184. Girls' Dress—Cut in 4 Sizes: 1, 2, 3 and 4 years. A 3 year size requires 1½ yard of 39 inch material. 2¼ yards of narrow ribbon for a finish on yoke and sleeves as illustrated will be required. Price 12c.

6169. Ladies' Morning Frock—Cut in 9 Sizes: 38, 40, 42, 44, 46, 48, 50, 52 and 54 inches bust measure. A 46 inch size requires 4 yards of 36 inch material. To trim with bias binding as illustrated will require 5¾ yards. The width of the Frock at the lower edge is 2¾ yards. Price 12c.

5774. Boys' Suit—Cut in 4 Sizes: 2, 4, 6 and 8 years. A 6 year size requires 1½ yard for the Blazer, and 1 yard for the Trousers in material 36 inches wide, if Blazer is made with long sleeves. If made with short sleeves 1¼ yard is required. Price 12c.

6167. Misses' Dress—Cut in 3 Sizes: 16, 18 and 20 years. An 18 year size requires 4¾ yards of 35 inch or wider material if Dress and Collar are made of one material. The Collar of contrasting material will require 1½ yard. Without the Collar 2¾ yards is required. The width of the Dress at the lower edge is 2¼ yards. Price 12c.

## Good Things to Eat

**Chicken Souffle.** Melt one eighth cup of butter, into which stir one eighth cup of flour, one teaspoon of salt and pinch of black pepper. Add two cups of scalded milk and one half cup of soft bread crumbs and cook two minutes. Remove from fire and add two cups of cold cooked chicken, yolks of three eggs, well beaten. Then fold in the whites of the eggs beaten until stiff. Turn into a casserole and bake thirty-five minutes in a slow oven. Serve with mushroom sauce. Veal may be used in place of the chicken.

**White Mushroom Sauce.** Melt one tablespoon of butter in a saucepan, add one tablespoon of flour, one fourth teaspoon of salt and dash of black pepper. Stir until well blended and add, stirring constantly, one cup of milk. Bring to the boiling point and let boil two minutes. Add one fourth pound of mushroom caps, or one can of French mushrooms and let simmer five minutes.

**Stuffed Peppers.** Cut slices from the stem end of six green peppers. Remove the seeds and parboil three minutes in one quart of boiling water, to which has been added one eighth teaspoon of soda. Let one half can of tomatoes simmer for twenty minutes, then rub through sieve. Return to stove and let simmer again until there is one half cup of the tomato puree. Season with salt and pepper and add one half cup of hot boiled rice.

Let stand until the rice has absorbed the tomato, then add one sweetbread which has been parboiled and chopped. Season with salt and paprika to taste. Fill the peppers with the mixture, and place in baking pan. Sprinkle tops with buttered crumbs and bake until brown. Serve on rounds of sauted bread and pour around the following sauce:

**Littleton Sauce.** One teaspoon of flour and one teaspoon of dry mustard thoroughly blended. Add one tablespoon of melted butter, one tablespoon of mild vinegar, one half cup boiling water and the beaten yolks of three eggs. Cook in double boiler, stirring constantly until the mixture thickens. Add one fourth teaspoon of salt and dash of black pepper and cayenne, each. Before serving, add one tablespoon of currant jelly separated in small pieces.

**Kentucky Salad.** Pare, chop and drain sufficient cucumber to make one half cup. To this add one half cup of canned, sliced pineapple, chopped and drained. Soak one and one fourth tablespoons of granulated gelatine in one fourth cup of water and dissolve in one fourth cup of boiling water. Add to the first mixture, with one fourth cup each of sugar and vinegar; two thirds cup of pineapple juice, one tablespoon of tarragon vinegar and one tablespoon of lemon juice. Salt to taste. Mould, chill and when serving, arrange

on lettuce leaves and top with mayonnaise dressing.

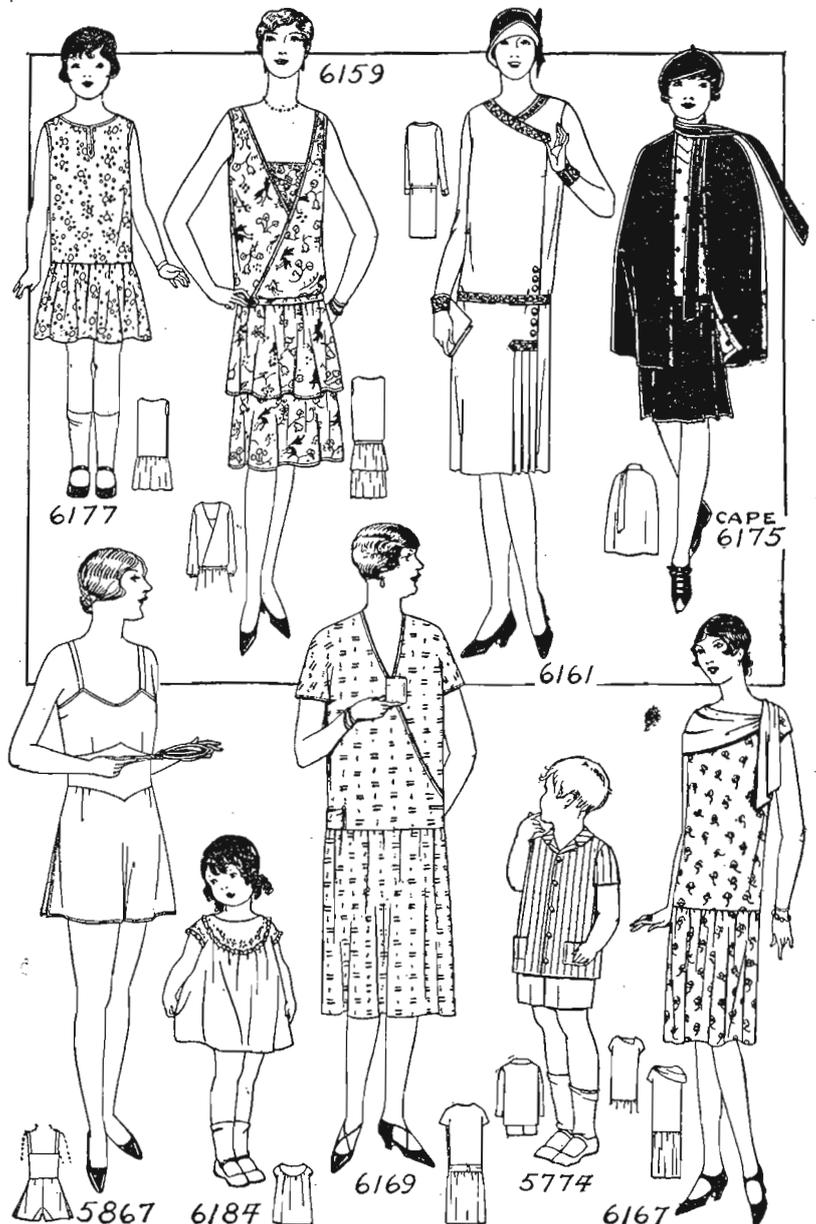
**Icebergs.** Melt two cups of sugar in three cups of boiling water. Cool, add three fourths cup lemon juice, color with green fruit coloring and freeze. Serve in glasses into which has been put, each one teaspoon Creme de Menthe. Sprinkle with finely chopped nut meats.

Left-over mashed potatoes can be made most appetizing by adding a tablespoonful of grated American cheese to each pat and frying in butter.

Sprouts of onions can be soaked in cold water until crisp and then served like spring onions on the side of a vegetable salad.

A living room magazine table can be made by fastening a foot-wide board over the top of the radiator. Enamel the board to match the room's woodwork.

If you grease the aluminum pan in which you poach eggs or boil other food that may stick you will find the tendency decreased.



# SPECIAL COMMENDATION

## Those Of Us Who Do G. P. F.

WE have a lady of some prominence employed with the Superintendent at Wausau, Mrs. Lillian Atkinson—who is also President of the Ladies' Auxiliary to the United Commercial Travelers' Association. This organization is holding a convention at Wausau June 7th to 9th, and through information furnished by Mrs. Atkinson, our Passenger Department secured a considerable portion of the travel. Mrs. Atkinson, Superintendent Hoehn reports, is active generally in the solicitation of business for the Milwaukee Railroad.

We have another live wire in Superintendent Hoehn's office at Wausau, Assistant Accountant, Niles McGinley, who on May 2nd secured eight passengers from Wausau to Milwaukee. The McGinley family settled in the valley country in the early days, and with the large acquaintance that Niles has, his activities bring a lot of revenue to our railroad.

General Passenger Agent W. B. Dixon and General Agent J. C. Prien want us to commend in the Magazine, Miss Norma Kenney, employed in the office of Agent Dunmler at Milwaukee. Miss Kenney brought to our line 26 passengers from Milwaukee to La Crosse and return; and in addition has furnished information which Mr. Prien thinks will result in securing a lot of business going to New Orleans. Glad to hear from you Miss Kenney, and hope to again.

G. F. Lake, Assistant District Storekeeper at Dubuque, has been commended by the Traffic Department account special service performed, which resulted in the routing of five carloads long haul business our way, that had originally been routed via a competing line.

Engineer Robert Starbeck on the H&D Division learned that one of his friends was going to Seattle over a competing line. Mr. Starbeck wouldn't stand for that, and prevailed upon the gentleman to take the Milwaukee. A good job.

Mr. O. F. Waller, Division Freight and Passenger Agent writes under date of June 7th, as follows: "Mr. Albert Anderson, H&D Division Roadmaster, located at Aberdeen, S. D., during the first part of June secured one round trip ticket, Yankton, S. D. to Seattle, Wash., one round trip ticket, Aberdeen, S. D. to Seattle, Wash. Mr. Anderson has many friends throughout the state, being always anxious to lend his influence in the building up of the prosperity of the railroad."

Miss Pauline Wilson, in the Cashier's Department at Kansas City Freight Station, secured the routing on a carload of high-class freight, Chicago to Kansas City. Agent Fessler tells us that Miss Wilson is going to do more.

The following from Mr. John Turney, District Master Mechanic at Minneapolis: "Eugene W. Hiddleston who worked three summer vacations at South Minneapolis Roundhouse and now stationed at the United States Military Academy at West Point, New York, was instrumental in securing one of the West

Point Cadets, who is on furlough enroute to Alaska, to take the CMSTP & PRR from Chicago to Seattle, Wash."

L. F. West, Passenger and Ticket Agent at Sioux Falls writes under date of June 2nd, as follows:

"Mr. Oliver Berg, Cashier Sioux Falls Freight Office secured a lady and three children to use our line from Sioux Falls to Chicago en route to New York."

"William Lagan, Demurrage Clerk, Sioux Falls Freight Office, secured one passenger to Kansas City and one round trip to Seattle via our line."

"C. S. Kemp, Crossing Officer, secured one passenger for round trip to Mexico City, Mex."

Ethel Jacobs, Assistant Cashier Sioux Falls Freight Office secured a passenger for Tulsa, Okla."

"Z. D. Jenkins, Train Baggage man secured two passengers for round trip Sioux Falls to Chicago."

Quinten Hunter, Switchman at Sioux Falls, secured a passenger for our line from Sioux Falls to Chicago. This is the first time we have heard from Mr. Hunter, and we hope to again.

Baggage Agent E. J. Griller at Sioux Falls, while purchasing some tires for his car, solicited and secured a Drawing Room party from Sioux Falls to Chicago over our line.

Chief Clerk Fred G. Myers in the Agent's office at Sioux Falls secured routing on a carload with freight charges of \$235.80. The consignee in placing his orders with the shipper had specified routing via a competing line, but Mr. Myers having personal contact with the shipper was able to induce him to give us the business.

Superintendent Johnston on the River Division reports that Mr. F. G. Maloney, Operator at Winona, secured two round trip tickets to Los Angeles; and that Mr. Maloney is now working on two prospects for the Galatin Gateway. Mr. Johnston also reports that William Parks, a switchman at Winona was instrumental in securing theatrical business from that point; in addition, recently promoted the sale of two Chicago and three Minneapolis tickets.

G. F. Richmond, one of our Traveling Auditors with headquarters at Dubuque, was instrumental in securing passenger to the coast and return, using the Olympian in both directions.

J. P. Dickey, Rate Clerk at Galewood, in the month of May secured diversions on 22 long haul merchandise shipments. Mr. Dickey is always on the job.

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

- A. Keenley—1 consignment to Spokane
- A. Browder—1 consignment to St. Paul
- F. Wendland—1 consignment to Omaha  
1 consignment to Oshkosh
- J. Harvatt—1 consignment to Spokane
- R. Reimer—1 consignment to Seattle
- F. Smith—1 consignment to Fargo
- L. Murphy—1 consignment to Portland  
1 consignment to Minneapolis

- R. Detuno—1 consignment to Madison, Wis.  
1 consignment to Rock Island  
1 consignment to Fond du Lac  
1 consignment to Moline  
1 consignment to Milwaukee
- R. Norcross—1 consignment to Elgin  
1 consignment to Kanawha, Ia.  
1 consignment to St. Cloud  
1 consignment to Kansas City  
2 consignments to Minneapolis  
1 consignment via Terre Haute Division  
1 consignment to Fond du Lac  
1 consignment to Moline  
1 consignment to Iowa City  
3 consignments to Cedar Rapids  
1 consignment to Winona  
1 consignment to Colorado  
1 consignment to Beloit  
1 consignment to Wichita  
1 consignment to Mitchell  
1 consignment to Shelby, Mont.  
1 consignment to Los Angeles  
1 consignment to Sioux City.

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

Machinist Fred Wilford, Ottumwa, Iowa, on May 28th, while going to work discovered train 93, at Sherman Street, had a car of tractors not properly blocked. The car was inspected at West Yards and set out of train for reblocking, account of not safe to move.

R. & S. W. Division conductor W. H. Smite, Beloit, found a broken wheel under IC car 210492, which no doubt prevented a derailment.

Madison Division conductor Wm. Warren discovered a broken rail in main line east of Janesville.

Switchman John Reimer, Beloit, Wis. discovered a broken wheel under St.P car 303131, at Beloit, which no doubt prevented a bad derailment.

Duluth Division conductor A. T. Bishop, on May 7th, during a careful inspection of train No. 625 out of Duluth May 7th, discovered a broken arch bar on car loaded with billets from Steelton, Indiana.

Roadmaster's clerk Frank J. Bauer, Dubuque, Iowa, was able to secure three round trip passengers to Los Angeles, via our line. Splendid work. Keep it up, Frank.

Section foreman Charles Ginther, Lewistown, Montana, while train 2nd 63, was passing him, April 19th, noted that some ties had worked loose from the end of a car in the train and were banging over the end in such a position as might cause a serious accident. He signaled the conductor on the rear of the train, who stopped and the defective condition was remedied.

Dubuque Division conductor V. K. Clark, train No. 67, May 16th, noticed a car not running properly, about two miles east of Lansing. After stopping the train a car loaded with coal was found with a broken arch bar in one side of the truck and a bent bar on the other side. He succeeded in getting the car into Lansing without further damage.

Terre Haute Division engineer, G. W. Gose, handling Ditcher J-1, while going out to work, felt something wrong under his derrick and whistled the engineer down on the road engine, when it was found that

forty inches of flange was gone under the ditcher.

On May 7th, agent F. W. Fruetel, Correll, Minn. while watching Extra 8105, East, pass his station, observed a hot bearing on one

of the cars. On account of the weather conditions this hot bearing could not be seen by the train crew, and Mr. Fruetel's interest in the safety of trains passing his station probably prevented an accident.

# ON THE STEEL TRAIL



Senior Iowa Division Passenger Conductor, J. F. Higgins. His Son, Frank, Company Electrician and Three Grandsons, Jack, Edward and Harold

## Iowa (Middle and West) Division

Ruby Eckman

**E**NGINEER Milo Dillon and wife are spending the latter half of June with relatives and friends in Missouri. Engineer Oscar Woods has been on Milo's passenger run during his absence.

The station grounds at Platte, South Dakota will soon have some shade as a bunch of fine healthy elm trees were dug up near Perry and sent out there in June. If the Platte folks are as careful in caring for them as Road Master Cherwinker's force was in selecting and preparing them for shipment, they should do fine.

Several of the Milwaukee family at Perry were in the Perry hospital in June. Miss Mildred Ivey, daughter of signal supervisor Walter Ivey; Brakeman John Cross' wife; Brakeman Roy Brokaw's wife, and Engineer Robert De Groate's wife, were all there for operations. Conductor Frank Burnham's wife fell and broke her leg and was also a patient at the hospital until she recovered sufficiently to be able to return home. Conductor A. C. Hann who has been a patient at the Perry hospital for some time for treatment is able to be out for a walk each day now.

L. M. Swartz, father of agent E. E. Swartz of Atkins station died at the family home in Perry, June 5th. He had been confined to his bed for about a month following a stroke of paralysis.

Miss Janette Schmitz daughter of assistant superintendent L. Schmitz of Perry, who graduated from the Perry High School with the 1928 class, enrolled the following Monday in the University of Commerce in Des Moines.

Engineer H. Colburn's wife was in the hospital at Iowa City during June for an operation on her knee.

W. H. Robinson, agent at Collins was off duty a couple weeks in June doing some work for the ORT, he being the local chairman on the Iowa division. H. C. Krasche worked as agent at Collins during his absence.

Engineer Clate Kerlin's folks took a real interest in the 1928 commencement exercises as their eldest son William received his Bachelor of Science Degree at the George Washington University completing a two years post graduate course from the school where he graduated three years ago. Their youngest son Donald and their youngest daughter Elizabeth were graduates from the St. Patrick's high school in Perry. William is with the Inter State Commerce Commission in valuation work.

Car Foreman Charles Trask will have very few idle moments now unless he makes his wife take care of the chickens, as he has rented an acreage near Perry and expects to do some farming on the side during his off duty hours. Charles has a couple employees in his department who are also on acreages, so he must have gotten the fever from them.

Engineer E. E. Clothier went to San Francisco the fore part of June as delegate to the Grand Lodge of the firemen. Frank Morgan spent several weeks at Cleveland as a delegate to the Train Men's grand lodge and J. M. Reel made the trip to Jacksonville in the interests of the conductors.

The annual inventory of the store department was taken on June first at Perry in record breaking time. With the new system which local storekeeper Steil adopted several months ago, his stock is in such fine condition that the taking of the inventory was a small task to what it has been in previous years.

Conductor A. J. Gregg was off duty the latter part of May on account of the death of his little grandson. The baby who was but two years old spilled a bottle of poison and then crawled into it, burning himself so badly that he died a couple weeks later from the burns.

Mrs. Wesley Miller, mother of yard clerk Marlow Stotts of the Perry yard force, died at the family home June 7th. She had been sick for several months. Burial was made in Violet Hill Cemetery at Perry.

George Mullen, son of engineer Edward Mullen and a nephew of P. L. Mullen, Master Mechanic of Savanna was married on June 10th to Miss Catherine Swallow of Perry. The young people were attended by the groom's

uncle and aunt, Mr. and Mrs. Frank Mullen. P. L. M. came out from Savanna for the wedding.

Brakeman, Robert Peterson who is enrolled as a student at Purdue University at Lafayette, Indiana and Switchman Lawrence Hindert who is taking an engineering course at Ames College, are both home for the summer and ready for work in the train and yard service.

Stephen Smith who worked as a brakeman and conductor on the Iowa division for a number of years died in a hospital in Logansport, Ind., June 3rd following a long illness. Mr. Smith had been on leave of absence for several years account the condition of his health. The remains were brought back to the old home in Marion, Iowa for burial. Conductors from Division No. 84 at Perry had charge of the services.

Brakeman Raymond Reel left the first of June for New York City where he spent a couple weeks. He made the trip with his younger brother, Harold, who graduated from high school this year and was given a watch and the trip east as a commencement present from his parents. The boys have a brother Bernard who is overseer of an apartment building and they visited with him while in the big city.

Engine foreman Scott Carhill is back to work after having been off duty for several weeks on account of sickness.

Conductor Ben Gable who recently returned to work after a long leave of absence on account of sickness, has moved his family from Plattville, Wis., where they made their home for some time. They have again taken up their residence in Perry.

Marie and Lawrence Stotts, children of yard clerk Marlow Stotts have gone to Ada, Ohio to spend the summer with their grandparents.

Traveling auditor J. B. Wallis was in Philadelphia the first few days of June making check of the Milwaukee offices there.

Margaret and Hugo Hullerman, children of engineer Hullerman are both spending the summer in Glacier National Park, working during the summer vacation from their school work.

Fireman Fred Schloe who has been at El Paso, Texas for a number of months on account of his health has returned to Perry, having felt that he had improved so much that he could come back to Iowa and stand the changes in climate.

Perry friends received word the fore part of June of the birth of Dorothy Jean, an eight and one half pound daughter, to Mr. and Mrs. Fred Dollarhide at Bedford, Indiana. Fred was formerly a foreman in the Perry roundhouse.

Mr. and Mrs. James Rooney are the parents of a fine new son born to them on May 31st. Conductor Rooney figures he will make a brakeman out of the lad.

Russell Tarr who was appointed to a trick at Coon Rapids has already taken charge of the work and has moved to Coon Rapids. H. C. Van Dyke who has been agent at Bouton for some time took the vacancy at Manning created when O. J. Atkins transferred to the agency at Delaware and E. T. Corbett bid in the job as agent at Bouton.

N. E. Westover, perishable freight inspector at Perry took a three weeks vacation in May and June and visited relatives in Oshkosh, Wisconsin. B. A. Crosley the relief man from Ottumwa was in charge of the work at Perry during his absence.

Engineer Earl White of the Perry yard switch engine force was off duty the latter part of May on account of the death of a relative at Marion.

## "Out Where the West Begins" Trans Missouri Division

D. H. A.

A number of Milwaukee officials including general manager C. H. Buford, chief engineer R. J. Middleton, assistant superintendent of transportation N. A. Meyer, general superintendent D. E. Rossiter and Supt. H. M. Gillick made a tour of inspection on the North line last week.

Mrs. Horace E. Cook and children of Bozeman, Montana are spending their vacation at Moberge, visiting Mrs. Cook's parents, Agent and Mrs. R. S. Lewis.

A sweet little miss came to gladden the hearts of Mr. and Mrs. Clyde Caldwell on May 10th. The little lady has been named Mary Ann.

Mr. H. O. Everson of Chicago, a representative of the refrigeration department, paid us a visit on May 17th.

The Master Mechanic's office at Moberge was abolished June 1st and our worthy master mechanic Thos. McFarlane has been transferred to Austin, Minn. their former home. We are sorry indeed, to lose this estimable family from our midst, our best wishes go with them. Their beautiful new home just completed last year has been sold to Mrs. L. B. Carl.

Roadmaster Moxness of Marmarth recently took part in the annual "bunion derby" conducted by the division engineer's office, in counting the ties on his territory. Some of the judges of the contest claim that he did not cover the entire course, but stole a few buggy rides on account of sore "dogs."

Instrumentman Morris won the prize in the "bunion derby" for it is reported he counted twenty miles of ties the last day so that he could be in Moberge to gaze in a pair of Irish blue eyes.

Traveling car agent M. H. Murtha of Seattle spent a few days in Moberge on business.

We regret the passing of Nels A. Holmes another one of the "old timers" who passed away April 24th from pneumonia. Mr. Holmes was 78 years old and had been in the employ of the Milwaukee railway since 1908 as bridge watchman at the Missouri river bridge. His faithful service and his kindly ways endeared him to all. The sympathy of the entire Milwaukee family goes out to the bereaved ones in their hour of sorrow.

Mr. and Mrs. Oscar Ries are the proud parents of a fine baby boy, born May 11th.

Ann Anderson spent two weeks visiting her parents at Miles City. She was accompanied by her sister Mrs. E. H. Pearson.

Miss Frances Williams celebrated her 12th birthday inviting a number of her friends

in and a most pleasant afternoon was spent. She was the recipient of many lovely gifts in honor of the occasion.

Now that schools are closed we may expect annual rush of vacationists taking advantage of the liberal special passenger rates offered by the Milwaukee. Last year the trains were filled to overflowing for a few weeks; and the traffic this year may be even greater, with added facilities for comfort.

Agent O'Hern of Wapakala has broken the record for continuous miles between Wapakala and McLaughlin, the attraction being operator O'Hern at McLaughlin. We understand this is the continuation of an old romance.

General chairman Van Inwegen of the O.R.C. passed eastward thru here last week bound for the conductors convention.

Dora Anderson spent Mothers Day at the home of her parents at New Effington, S. D.

We are glad to have Grace Hourigan back with us after a stay of several months at Phoenix, Ariz. Grace looks fine and is much improved in health.

Mr. and Mrs. H. F. Love of Tacoma and Mr. and Mrs. George Gaub of Spokane spent a day at Moberge visiting at the home of Mr. and Mrs. Frank Williams.

Samuel Cooley, engineman at Faith passed away June 3d at the Milwaukee hospital, after an illness of several months. Mr. Cooley came to Moberge in 1911 as roundhouse foreman, which position he held until 1916 when he was transferred to Faith. Interment was made at Greenwood cemetery.

Our popular roundhouse foreman Roy Kidd and family are enjoying their vacation; they will visit in Canada and also points in the East.

Lorraine Hand of the relay office accompanied her husband to Vermillion, S. D. where they attended the annual fire chiefs convention.

Mrs. Emil Johnson and Jim and Clyde Caldwell are enjoying a visit from their sister Mrs. Homer Martineau of Yakima, Wash.

Trainmaster and Mrs. J. P. Rothman are spending their vacation in Wisconsin and Michigan.

"Snus" Carlson made a trip to Minneapolis and drove back a beautiful new Hupmobile car for Supt. and Mrs. H. M. Gillick.

Poor Abe is living on soup and milk these days. Cheer up Abe you will have the new ones soon.

Did you ever see:

FULLER when he wasn't whistling?

DICK when he wasn't helping someone?

"TOPPY" when he wasn't crabbing?

BEN when he wasn't working?

"SNUS" when he wasn't late?

FRANK when he wasn't making money?

PRICE when he wasn't "hitting the ball?"

LEO when he wasn't sporting the new Ford?

JACK CHARLES when he wasn't rushing up to the Bank?

LUDY when he wasn't growling?

JOE when he wasn't smoking his pipe?

LARRY when he wasn't boosting his Hourigan Derbys?

CECIL when he wasn't chewing tobacco?

BAUM when he wasn't dreaming?

LESLIE when he wasn't "mooning" around?

ED when he wasn't smiling?

JAKE when he wasn't taking his time?

HAROLD when he didn't have a perfect marcel?

"SHORTY" when he wasn't worrying?

HERMAN when he wasn't collecting dues?

"RED" when he wasn't "cracking the old apple?"

OSCAR when he wasn't accommodating?  
GEORGE when he wasn't golfing?  
BILL when he wasn't trying to make good?

## Chicago Terminals

Guy E. Sampson

ANOTHER month has gone by and here we are again racking our brain for news items that will interest our readers. Shut up in one little corner of the terminal where we see or hear so little we often wish some one would send us a line or two from the other parts of our district. We often envy Ruby, Nora B., and others who get so much inside dope over the wire but we can't all be born lucky. So we just plod along and do our best to make our column interesting and if we miss a lot of the best news stuff, don't blame us, for no one lets us in on the dope.

On Saturday eve June 9th about 38 friends and neighbors of Mr. and Mrs. W. J. Walters gathered at the new Walters home in Westwood and had a glorious time. It was a real house warming and the jolly crowd departed early Sunday morning wishing their host and hostess many happy years in their magnificent home in Westwood.

Running water has been put in the train directors office at the North Hump and no longer does the janitor, Mr. Potter, have to keep the ice cooler filled in that office.

Mr. and Mrs. H. Potter accompanied by their daughter Ariel and her husband recently enjoyed a two weeks auto trip through Illinois and down to the Ozark mountains. They visited relatives en route and at their destination. They report having had a very enjoyable trip. Seemed kind of lonesome around the North Hump with Harry gone, but we all knew he was having a fine vacation, which we all knew he had earned.

We are informed that our genial ticket agent at Western Ave., Mr. Horatius Bigelow is giving golfing lessons free of charge each day during his lunch hour (Joe Burke please note) along the C.N.W. right of way fence. Any aspirant to one of Julin's classes kindly bring pick handles and stove poker as he will furnish the necessary sticks as soon as Dave Schiller gets his new green and white knickers.

Train master Kervin has rented a house in Bensenville and will soon bring the family here. Meanwhile he has been stopping at the Fox Hotel when on the spot.

Yard master John Melvin is taking his vacation while Wm. Rands is taking John's place at the west end of Bensenville yard.

Mr. and Mrs. O'Donnell have taken their departure for the summer and have gone to their ranch in Wyoming as they do every summer. Mr. O'D. is an Ill. Div. conductor, and they reside in Bensenville during the winter.

It is reported that general yard master H. E. George almost purchased a home in Westwood but after second thought he could not leave that beloved Chicago where he had spent something over 60 summers and many hard falls. No place like the old home after all.

Mrs. Ed Bartholmey who underwent an operation at a Chi hospital is again able to attend her home and social affairs. All glad to see her back in the ranks again.

Mrs. Tompkins, wife of switchman Albert Tompkins, was operated on at the West Lake hospital during the month of May and is now recuperating at her home in Bensenville. Her many friends wish for her a speedy recovery to perfect health.

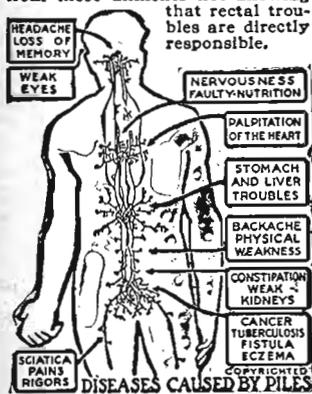


The McCleary Sanitarium, Largest Institution in the World Devoted Exclusively to the Treatment of Rectal and Colonic Diseases.

# A Treacherous Affliction Healed Without Surgery

**P**ILES 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!

**Dr. McCleary**  
**The McCleary Sanitarium**  
151 Elms Blvd., Excelsior Springs, Mo.

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.

Name.....

Street Address.....

Town or City.....State.....

**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.

**The McCleary Sanitarium**  
151 Elms Boulevard, .. Excelsior Springs, Mo.

Miss Louise Bocker, stenographer in the Dist. Master Car Builder's office, spent the week end in Detroit, the guest of relatives.

Mrs. Flossie Waggoner, who recently underwent an operation for appendicitis, has returned to work. We are very glad to have her back with us again and hope she continues to improve in health.

We are pleased to announce the following new arrivals in the car department.

Mr. and Mrs. A. H. Austin, twins, Bobby James and Betty Jane, May 20th. Mr. and Mrs. C. E. Schwartz, Robert Derrell, May 29th. Mr. and Mrs. G. F. Verdeyen, George Frank, Jr., June 12th.

Mr. and Mrs. Rollie Blackwell and family are enjoying their vacation visiting relatives in Ohio.

Mr. A. H. Austin and brother are leaving soon to visit relatives in Charleston, West Virginia.

Mr. Joe Haas and Mr. A. Schroeder, of Mr. Nystrom's office, spent June 13th in

Mr. Dick's office. We were glad to have you. Come again.

Mrs. Corrine McWilliams is enjoying a week of her vacation at home.

Miss Martha Swanson, of the Store Department and Miss Alice Church, of the Master Mechanic's office, spent the week end of May 26th in the "Windy City" Chicago. Alice says she went to see her brother and Martha says she visited relatives. How about it girls?

Miss Eleanor Faris, of the Master Mechanic's office entertained with a picnic supper at her home on So. 17th Street recently. After a delicious picnic supper was served, the guests all attended the Hippodrome to see "Way Down East." Those present were Misses Ethel and Jessie Dick, Catherine and Edna Pfeiffer, Mmes. Flossie Waggoner, Agnes Dede, Velma Bailey Bair and Margaret Procter, of Sanford, Florida. We are all hoping Eleanor will soon entertain again for such "EATS" as we did have.

Miss Catherine Pfeiffer, payroll maker, in the Dist. Master Car Builder's office, spent the week end June 9th in Effingham, Illinois, the guest of friends (or rather friend). What's so attractive in Illinois, Catherine? Don't you like Indiana state highways or were you just inspecting Illinois state highways? We acknowledge they are quite interesting when you have someone interesting to explain them to you. Isn't that true, Catherine?

Mr. and Mrs. R. M. Burns are enjoying a visit from their daughter Mrs. Margaret Procter and children of Sanford, Florida.

A new menace has hit us, not in the form of old age or disease necessarily, but a small bug called BASE BALL.

We have two casualties to report at this time in our catching staff. L. S. Amout, our Division Accountant, got reckless and while showing some fast plays, strained the strings in his right shoulder and is at this time carrying it in a sling. Howard Stewart met with a painful accident while receiving Leo Hubert's fast deliveries in our last game. In trying to grab a foul ball, he got the wrong hand in the way and in return drew back a broken thumb and a bad laceration thereon. These injuries are quite hard on the rest of the team.

## Announcement—By the Baldwin Locomotive Works

ON Thursday morning, June 28, at 11 o'clock, Daylight Saving Time, several thousand executives and officials of nearly all the American railways and representatives of the leading railway systems of Canada, Mexico, Chili, Cuba and several European countries, together with representatives of National Government, headed by the Honorable James J. Davis; Members of Congress, Army and Navy officials; the Governors and leading officials of Pennsylvania, New Jersey and Delaware; the Mayors and officials of Philadelphia, New York, Chester, Wilmington and other cities; members of the Philadelphia Chamber of Commerce, leading manufacturing and business officials of Philadelphia and Eastern Pennsylvania, and representatives of the country's leading financial institutions will participate in the ceremonies at Eddystone marking the complete transfer of the business departments of The Baldwin Locomotive Works from Philadelphia to the recently built Administration Building located in the heart of the 600-acre plant at Eddystone.

On the morning of June 28, special trains will leave Atlantic City over the Pennsylvania railroad for Eddystone, bearing the delegates who will have attended the four Conventions of the American Railway Association which this month meets in Atlantic City. These delegates will be accompanied by their wives. On that morning, a special train will leave 33rd Street Station, New York City, bearing the invited guests from New York, and special trains will leave Broad Street Station carrying the Philadelphia guests.

At Eddystone, the new Administration Building of the Works is within a few hundred feet of Baldwin Station. A huge Grand Stand, seating close upon five thousand guests is now being erected on the broad plaza directly in front of the main entrance to the new eight-story Administration Building. In the center of this plaza there will be erected a replica of the bronze statue of Matthias W. Baldwin, the Founder which now stands on the north plaza of the City Hall, Philadelphia.

The Committee in charge of the transfer ceremonies is composed of Mr. Samuel M. Vauclain, President of the Works, the Board of Directors of The Baldwin Locomotive Works, and the Company's officers.

Promptly at 11 o'clock, the introductory remarks will be made by President Vauclain,

who will present as the principal speaker for the occasion Secretary of Labor Davis, and also the Hon. Albert Dutton MacDade, Judge of the Delaware County Courts. Following the ceremonies, the invited guests will be shown through the new building, and also taken on inspection tours of the extensive plant.

The Administration Building, which is one of the most unique, and at the same time one of the most complete office buildings of its kind built in the United States, is in the form of a Greek Cross, affording daylight in every part of the building. It is eight stories in height from the top floor of which a magnificent view of all that part of Delaware County is to be had, together with a magnificent view of western New Jersey and the Delaware river.

The building will house all the operating departments of the Works, including the Domestic and Foreign Sales Departments, the Purchasing Department, and the Works Accounting and Business staffs. On the top floor will be office rooms for Mr. Vauclain and the Vice Presidents and Directors.

While all the operating departments of The Baldwin Locomotive Works will be transferred to the new building at Eddystone, the Works will forever remain a Philadelphia institution, as it has been for the past ninety-seven years. Matthias W. Baldwin's first Philadelphia shop where he built "Old Ironsides" in 1832, for the Germantown and Norristown Railroad Company, was located on Minor street, below sixth. Within two years, his business of building locomotives grew to such an extent that he selected the location of Broad and Hamilton streets, the site of the present Philadelphia Works, where a three-story L-shaped building was erected. From that time on until the present, the Works remained in the neighborhood of Broad and Spring Garden Streets, covering an area of nearly twenty acres.

To continue The Baldwin Locomotive Works as a distinctly Philadelphia institution, as it is known in every part of the world, the principal executive offices will be maintained at Broad and Walnut streets, in the new Philadelphia-Fidelity Building. In the Philadelphia headquarters will be the offices of President Vauclain, the Vice Presidents and the Directors Conference and Board Rooms.

## Twin City Terminals

Mac

THE engineering office is supporting several hospitals. Mrs. Blake, wife of Asst. Engr. Blake, is in the hospital for the past two weeks.

Mrs. Vost, wife of Div. Engr. Vost, is in the Deaconess hospital.

Mrs. Barland mother of Francis Barland has just returned from the hospital.

Mrs. Pasko is still convalescing.

Workmen from the Western Electric have been rebuilding the telephone board for nearly two months preparing the automatic phone system installed July 28th.

Lars Larson signal maintainer, St. Louis Park is taking an extended trip west, and being asked who the girl was, he said "Only a sister." In addition to being an expert maintainer and wireman, Mr. Larson is a bachelor. His many friends in the signal fraternity are wondering about this sister business and hope he won't get his wire crossed.

Mr. Skews, chief dispatcher, and the claim dept. have exchanged offices. Trick dispatchers have an office by themselves and it is harder to get in to see one of these fellows than it is for a newspaper man to interview Mayor Leach on his reasons for discharging Chief Brunskill.

We were all shocked when we learned of the tragedy which resulted in the loss to Mr. and Mrs. Lyle W. King, chief clerk in the general supt's. office, of their daughter Betty, in an automobile accident June 8th. In Mr. King's short time with us he has made many real friends who would like if possible to lighten his load. They extend their sympathy to him and Mrs. King in their bereavement.

Martin Marin, chief clerk, Twin City Transfer, is sporting a brand-new Packard. Stop signals and speed limit will mean nothing to Marty with this classy car as we understand he has "Police Protection."

Well, Bob Noot accounting dept. won his case against the Navy Cab Co. for busting up his flivver. Now he's got another flivver with a new shiny coat of paint on it and is looking for more taxi-cabs to conquer.

One of the noteworthy events of the season was the marriage on June 5th of Saul J. Farley, our genial traveling time inspector, to Miss Laura Kelly, the wedding service being held in Minneapolis. A large number of friends attended and joined in wishing the newly-weds a long, happy and prosperous life of connubial bliss. "Saul" starts his vacation right, taking a wife and a trip to California on the same day and carries with him the sincere good wishes of his many friends among the CMSTP & P employees of this district, as well as other parts of the System where he is well and favorably known.

The annual visitation of fair damsels with twinkling fingers, otherwise known as "Comp-ers" is in full force now, the accounting department having added a gang of five to extend and foot the annual inventory sheets.

Wm. Coates, Assistant Joint Facility Inspector, from Mr. Lodge's office, and a representative of the Soo Line, have just completed several weeks work auditing the joint facility bills prepared in the accounting department office here.

Walter Hagen, miscellaneous clerk in the accounting department, has been promoted to a place in the Terminal Division Superintendent's office. This caused several promotions among the accounting office force, with Art. Gerber, formerly of the shop superintendents office, filling the vacant place.

Mike Ahern, assistant chief clerk in the accounting office, was a recent business visitor at Hastings, called there by a lawsuit against this company.

Violet Loffert of the Accounting office, who recently sustained severe injuries in an automobile accident, has recovered to such an extent that her sunny smile is again radiating its customary cheer around the office.

A credit union, operating along the lines of a co-operative savings and loan bank, has been started among the clerical and station employees of the CMSTP & PRR those eligible for membership being such employees of our company as are employed in Minneapolis. The institution is chartered by the State Banking Commissioner and is under the supervision of that officer.

Chief Clerk Hartz of the accounting bureau, accompanied by his most estimable better-half, enjoyed a week end trip to Duluth the 3rd. Ted says the only thing he saw that could outspeed his new Nash was a three motored air plane that passed him. It didn't hit him though, passing about 6000 feet over head.

Charley Rogers went fishing Memorial Day. He got "back," also a fine coat of sunburn, got both feet wet, fell in the lake and in general had a most enjoyable trip. But the old "Shoveitorleaveit" did admirably and brought the whole d--- family home in good shape.

Elizabeth Hessburg, cashier's office, local freight office ended her vacation by going to the hospital and having her tonsils removed.

Hila Cheney spent her vacation doing the necessities at home.

Charles McClusky local freight office is sporting a new Ford sedan on the strength

of the three cent raise which he recently received. Lets hope he sends his wife to the country soon and we'll all be riding.

### Drippings From the Ice Bunkers

Sonia

We'll tell the world!

THERE'S rejoicing over to Rose Cano's home. The *bestest* little boy (isn't that right Rosie?) was born on the twenty-third day of May to Mr. and Mrs. Arthur Sleuth, nee Bernice Caro, not long ago "the crack stenographer of the Refrigerator Service Department."

Well Bernice, "brunette edition of Marion Davies," here's our toast to that fine little boy of yours: Health and happiness to Jules Burton Sleuth, the future King of Financiers."

### INDEPENDENCE—?—

Among the big things---

We must obey

Amendments; income tax and such.

Among the little things---

We must lend our soap,

Toothpaste, handkerchiefs and worse,

Be the last to read

Our newspapers and magazines.

We must take

Advice freely given

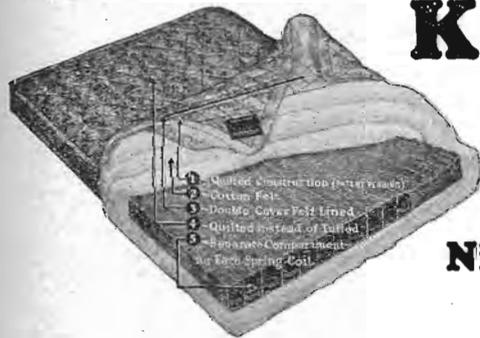
And unsolicited criticism.

We must rise

To the alarm clock,

Let cook set the dinner hour

And the radio the retiring hour.

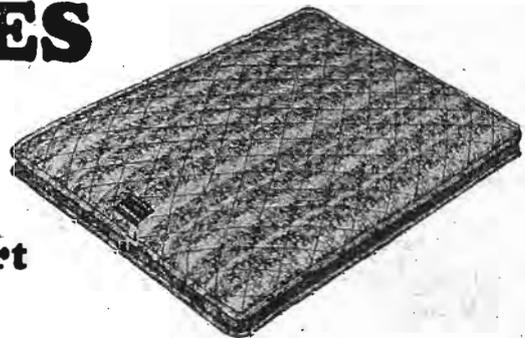


THE MATTRESS WITHOUT A TUFT

# KWIL-TES

Assures a

Night of Comfort and Restful Relaxation



QUILTED—NOT TUFTED

MAKING the traveling guest comfortable is the paramount principle of The Chicago Milwaukee, St. Paul & Pacific R. R. A good night's rest on one of their own sleeping cars equipped with *Brandwein* Mattresses insures more *Good will for the railroad*. A quarter century of experience has guided the inventor of *Kwil-tes* Mattresses.

BEST FOR REST BEDDING



Invest in Rest

KWIL-TES is the *quilted inner spring* mattress innovation of the decade. There are no tufts to pull out or catch dust. Can be cleaned with a vacuum cleaner. They are non-stretchable, have even sleeping surfaces, are soft and sanitary and conform to the body of the sleeper. *They are best for rest.*

YOUR DEALER CAN SUPPLY YOU

## A. BRANDWEIN & Co.

2335-43 SOUTH STATE STREET

CHICAGO, ILLINOIS



Bud and Mac seemed to be having a little difficulty convincing the rest of the bunch of their catch at Pardeeville the other night—now, how many were there? Three. No, five, no, I guess it was seven, and how big? Ejaculation from Clair—"Oh, that's easy. The fellow with the longest arms gets the biggest fish." Well, anyway, Bud and Mac enjoyed a good fish dinner that day.

Conductors Ray Long and Frank Lawton are attending the O. R. C. convention at Jacksonville, Florida, Long representing Division 61 and Lawton Div. 158. Bet they're having a good time, and really we would like to be down there too.

Dispatcher W. J. Hayes contemplates a trip eastward some time in August and rumor has it that he is double tracking the honeymoon trip. By way of explanation, Babe says that they were over this territory during the honeymoon but for some reason did not contemplate so they missed the high buildings.

On May 6th, when he discovered a broken rail about three-quarters of a mile east of Richwood, Louis Weiland, conductor, immediately notified the Operator of the condition existing, and the rail was removed and replaced within an hour after it had been reported that there was a broken rail. Mr. Weiland deserves special commendation for his prompt action, and also the section forces for their part in remedying a dangerous condition.

Mr. J. F. Voltz has returned to Portage after vacationing with friends in various parts of the country and says he is very glad to get back—that this is the greatest little city on earth. He has not yet reported for work but it "won't be long now."

Mr. J. J. Cassin has been spending a few days on the division observing the inventory that is now going on.

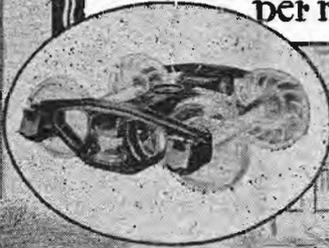
The depot at McCoy has been moved to the new location and everything is being put in readiness for the arrival of the troops.

On June 7th the Commercial Club from Milwaukee, which included Portage in their good will tour, arrived at Portage in their special cars which had been handled to Portage by the Soo Line. At Portage they were switched onto our tracks and brought up to the Milwaukee depot where they detrained and were given a royal welcome by the City Officials. After spending the night here they left for points on the Northern Division which are included in their itinerary.

On June 9th the big steel gang started work at Doylestown laying steel. They are being handled by Extra Gang Foreman Moberly.

# 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



## THE BETTENDORF COMPANY

OFFICES AND WORKS

BETTENDORF, IOWA

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We appreciate the good service the Chicago, Milwaukee & St. Paul and its employees are giving our industry

VON PLATEN-FOX CO.

IRON MOUNTAIN, MICH.

LUMBER

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Incorporated For Fuel Service

MINING and DISTRIBUTING BITUMINOUS COAL

HYMERA-PREMIER

Telephone Wabash 0076 743 McCormick Bldg.

CHICAGO

## LaCrosse and Northern Division Items

Eileen

IT happened at Portage. The operator was a new one. The old line conductor, having checked up and rarin' to go on No. 72 applied for orders and a clearance card. "How am I to know you are the conductor going on No. 72?" bellowed the operator in a hard boiled tone of voice. "How are you to know? Why you suspenderless four eyed son of a boomer operator if you feel my pilot bar bumping against your blizzard lights you will know I've been doing more than sitting on a chair and pounding brass all my life and you'll couple up on that jaw tackle of yours and come across with them orders." The

yardmaster, standing by, overheard the conversation and turning to the operator said, "Give him his orders, he's an old Line Conductor all right."

Conductor Dan Smith is back on the Viroqua Line job after being laid up with an injured knee.

Frank R. Hartwell passed away at his residence at 919-30th Ave. So., Seattle; Washington, April 6, 1928, from heart trouble at the age of 81 years. Mr. Hartwell was ticket agent and passenger representative at La Crosse for 29 years and was widely known as one of the most thorough ticket men in the Northwest. His office was always a model of neatness and systematic arrangement. He was born at Oconomowoc, Wisconsin, and entered the Railroad service early in life following active service with the Union Army in the Civil war. Prior to his agency at La Crosse, he was for twelve years Chief Clerk of "Hub" Atkins, Superintendent of the La Crosse Division. Mr. Hartwell was a past Exalted Ruler of the Elks at La Crosse and a prominent Mason. He is survived by his widow, Mrs. Cora B. Hartwell. Funeral services were held at Seattle. Some of our older employees will no doubt remember Mr. Hartwell and regret to learn of his passing.

Operator Bergeron from Kilbourn who has been very ill in a hospital at La Crosse for several weeks is recovering very nicely and expects to be back at work shortly.

Some of the employees on the La Crosse Division take great pride in their gardens and lawns, especially at Portage. Among these Roundhouse Foreman Sheeley and Engineer Cadman rank first. Mr. Sheeley has a very pretty lawn, decorated with about 53 peonies. These flowers are now in full bloom and are a great attraction for motorists who often stop to view them. It must take the majority of Mr. Sheeley's leisure hours to keep them in such good condition, and we must compliment him on the very good job he is doing. On account of his large lawn, he says it has been necessary for him to purchase a motor driven lawn mower.

Engineer Cadman has long envied the appearance of Bill's lawn, and it is a frequent occurrence to see Mr. Cadman out laboring on his lawn. He has planted a bed of verbenas to represent the American flag which will be a very pretty sight when the flowers are in blossom. He has planted ninety-seven bleeding hearts as a hedge on each side of the house, which is very attractive.

When gentle Ponce De Leon in his search for the Water of Life turned his footsteps to the South, and in his balmy Southern Florida discovered what he thought was the Fountain of Eternal Youth, he gave gentle praise to his Maker, and in graceful motion sprinkled some of the water upon the bosom of Mother Nature and chanted strange incantations of ever wondering awe.

When Sam and Henry in their search for the Waters of Life set out, they directed their footsteps toward La Crosse and coming to the place where such could be procured, demanded in a firm and vigorous voice, "Gimme a gallon of Eau de Vie (Water of Life)"; and after a time feeling the urge to partake of food upon them proceeded to a nearby restaurant accompanied of course by Mr. Jug, who proved to be on his mettle while at the restaurant and at intervals rolled out to the middle of the floor, quietly it is true, nevertheless, in a sort of carefree manner.

Henry at length becoming exhausted after many rescues of the roistering Mr. Jug imposed the care of same upon Sam, who, we are sorry to say, came out second best in a

terrific struggle with Mr. Jug in the middle of the restaurant floor and the result was that Eau de Vie was scattered indiscriminately around the restaurant.

In due course of time the battered remains of Mr. Jug were gathered together and cast into the furnace where he gave up the ghost with a loud explosion and while citizens were wending their peaceful way upon their various missions, the chimney of the restaurant spewed forth soot and smoke—incidentally the incense of Mr. Jug, and far down the railroad track were two figures going away from there—and how!—and anon and anon floated back the melody in dust "When the Moon Shines Over the Cowshed We'll be Mopping up the Restaurant Floor."

We were very sorry to learn of the death of Roy Young, "Circus," the result of injuries received in an auto accident near Oconomowoc. He was formerly employed as a brakeman and conductor for the Milwaukee road but the loss of a limb several years ago necessitated his giving up that work, and for the past few years he has been employed as a clerk in the Superintendent's office Portage. His many friends in the office and on the road will miss him greatly.

Talk about fish—Engineer L. Hamel says he is the champion fisherman of Portage and thereby has started an argument. Hank Zamzow says he can catch more fish at Rocky Run than Louie ever saw. Louis Ditt, the old Vet, says he has them both skinned a mile and tells of catching the biggest trout caught anywhere in the season of 1922—weight 6 pounds 4 ounces and received the medal that year. Some argument they put up when they get together. Fight it out, boys.

### Tacoma District Accounting Office K. K. K.

ANN Johnson is on a vacation. I understand she is playing golf most of the time. She likely intends to compete in the Mudflats handicap and is getting a head start on the rest of us, but then Ann has a head start in almost everything on most of us.

"Mort" Eshelman painted his kitchen while his wife was away. From the amount of paint he reported using he must have painted all the kitchens in the neighborhood, or else he is a dauber and not a painter.

Edna Marie is so very petite. She is quite a favorite, you'll see. She watches and waits at the store on the street, for the boy from the office coming for milk and coffee, Now who do you think this boy is—Nobody but Pete. (But Edna Marie is only 3.)

Louie Bay is still having a rattling good time with his old "Overland." Louie is about 25, good looking, tall and rather slender and last but not least he is single. If it wasn't for his car, he could never get home, or to work either, because every girl that sees him tries to kidnap him. Every few mornings he comes to work with his face all scratched up from fighting to protect himself from the women.

Burt Trout is fixing his roof (on his house I mean). You know Burt is peculiar, he doesn't like to live in water.

Harry has built a lagoon at his home on Lake Steilacoom for the "Timid Souls" or people that go swimming and just get their feet wet. There will be not over six inches of water in this lagoon so there is not much danger of drowning. Harry has also completed his dock, and from the size timbers he used, he will be able to dock the largest ocean liners in front of his house. Next year he intends to put in an airport.

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Free Trial of Method That Anyone Can Use Without Discomfort or Loss of Time

We have a method for the control of Asthma, and we want you to try it at our expense. No matter whether your case is of long standing or recent development, whether it is present as Chronic Asthma or Hay Fever, you should send for a free Trial of our method. No matter in what climate you live, no matter what your age or occupation, if you are troubled with Asthma or Hay Fever, our method should relieve you promptly.

We especially want to send it to those apparently hopeless cases, where all forms of inhalers, douches, opium preparations, fumes, "patent smokes," etc., have failed. We want to show everyone at our expense, that our method is designed to end all difficult breathing, all wheezing, and all those terrible paroxysms.

This free offer is too important to neglect a single day. Write now and begin the method at once. Send no money. Simply mail coupon below. Do it Today.

**FREE TRIAL COUPON**  
FRONTIER ASTHMA CO.,  
Frontier Bldg., 402 Niagara St.,  
Buffalo, N. Y.  
Send free trial of your method to:

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## PATENTS

Send drawing or model for examination and advice  
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WATSON E. COLEMAN, Patent Lawyer  
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We need men of good character and standing, with a knowledge of railroading, to represent us in their spare hours. This work is with a responsible company, does not entail any investment by you and it will bring you an attractive extra monthly income the year round. Write:

C. E. Shaffer, 1932 Ford Bldg.,  
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General Commission Merchants  
**SPECIALTIES**  
Butter, Eggs, Poultry, Game,  
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# Castings

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### WEHR STEEL COMPANY

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### THE SERVICE SUPREME

A

### "CONTINENTAL"

Policy Means

PEACE OF MIND AND A PAY CHECK WHEN EARNINGS FROM YOUR OCCUPATION IS STOPPED.

Continental representatives may be found on every railroad division in the United States and Canada.

**Continental Casualty**

**Company**

(The Railroad Man's Company)

H. G. B. ALEXANDER, President

**Chicago**

CUT OUT AND MAIL TODAY

Continental Casualty Company  
910 Michigan Ave., Chicago, Ill.

I am employed by the MILWAUKEE SYSTEM \_\_\_\_\_ Division.

Please send me information in regard to your health and accident policies such as are carried by hundreds of my fellow employees.

My age is \_\_\_\_\_

Name \_\_\_\_\_

ADDRESS \_\_\_\_\_

Helen and Ann Harris are taking up roller skating. We can't find out if it is reducing exercise or just for fun, as they are both pleasingly plump, but we like 'em that way, so don't go too strong girls as your a nice armful.

Some of the girls have gone riding at noon and have returned with armfuls of "wild poppies." Surprised, but they were only pretty yellow flowers.

Saturday May 26th the Women's Club held a Gallatin Gateway Ball which was very well attended. There were lots of girls there and of course Archie Long was very busy. Although he did not dance he was able to get them to sit out with him. This popularity with the ladies sure must be great. Frank Opie was also there. Frank never missed a dance or anything. Turner let his wife do the dancing for their family. Pyette danced with all the girls, also his wife. I know that don't sound right, but married men dance with their wives, sometimes. Olga and Millie sure were on the job, both of them had sore feet Sunday and Monday. I think Joe Strassman is equipped with "Timkens" too, he starts out dancing so smoothly. Of course it may be a gift but I don't know. If I would have been one of the judges Joe would have received first prize. The girls were dressed according to Dick Wende's specifications and you should have seen him gallop the girls at the "Gallop-in" Gateway Ball." Claude was so dressed up that some of the girls thought he was the new leading man of the Maylon Players now playing at the Heilig. More power to the Women's Club, they gave us a fine time. Let's have more.

Frank Opie the champion gum chewer is an "Orchardist" too. He has about 25 fruit trees and his spare time is used spraying said trees. You see he can spray trees and chew gum at the same time, otherwise he wouldn't spray the trees.

Howard Reynolds spends his spare time with a trusty spade preparing the ground in his back yard for a large crop of spuds and so forth. More power to you Howard.

August Cultum one of our farmer clerks has just put in his spring crop. August says he will ship his surplus over the Milwaukee. Lee Boyd another good farmer has been getting up at 5 a.m. and to bed about 9 p.m., real farmer's life for him.

As I said before if you can't find what you want, look on Eshelman's desk. Eshelman looked all over the office for the woodstock typewriter but no luck so one of the girls had to show him where it was on his own desk. Take a picture of that "Mort."

Geo. Pyette, the Assistant President of

the Milwaukee Women's Club won the prize for selling the most tickets to the dance. The reason G.P. is Assistant President is because his wife is President and when there is hard work to be done the Assistant has to help do it. This is just an "Onery" position and anyone willing to work can acquire the title. Don't all speak at once.

Guy Bell is some golf bug. Any Sunday you can see him roaming around at Meadow Park chasing the little white ball. I can't see much sense in hitting the ball, then finding it and hitting it again, so on, all day long. If I were mad at a ball I'd take it where it couldn't get away from me then beat it up instead of picking a big field and chasing it all around, but then some people never use much judgment.

### Squeaks from the C. & M.

H. E. W.

CONDUCTOR Russ and wife have returned from an extended trip through the south and report a very enjoyable trip.

Saw quite a commotion and a big cloud of dust on 31st Ave. the other day. After making several inquiries was informed that it was only Condr. L. Jensen driving off in his new Ford.

Condr. Kneec is performing on No. 91 and No. 92 place of H. J. Calligan who is laid up with a badly sprained ankle caused by stepping in a hole while getting off caboose. Harold says the only bad feature is in not being able to drive his Rolls Royce.

If anyone has an extra copy of the laws relative to parking please send it to Mr. Frank Klima for future reference.

Condr. C. E. Mattison was confined to Washington Blvd. Hospital for several days recently with injuries sustained by being knocked down in caboose.

Brakeman Geo. Meiss got quite a string of fish up at Port Washington one day recently. Oh! Yes! He said he bought them.

Condr. "Tiny" Drews has joined the procession headed towards the poor house by purchasing an automobile.

Those wishing to order their winter potato supply can get in touch with Al Rhemer. He has nineteen hills planted and expects heavy returns.

The many friends of Condr. E. B. Salisbury were deeply shocked to hear of his death which occurred on June 4th. We all unite in extending our deepest sympathy to his family and relatives in their bereavement.

Condr. C. E. Flannigan has resumed work after being laid up for some time with blood poison in his arm.

FOR EVERY BOILER REQUIREMENT

**STAYBOLTS**

TELL-TALE AND SOLID FLEXIBLE STAYBOLTS CROWN STAYS RIGID BOLTS

**FLANNERY BOLT CO.**  
FLANNERY BLDG. PITTSBURGH, PA.



There seems to be a mystery of some kind attached to a certain Chevrolet coupe and the girls seem to think that Miss Quinette could tell them a whole lot about it if she only would.

The boys are all glad to see business picking up on the C. & M. We now have two more crews assigned to gravel service on the Janesville Line.

Seems pretty early or else somewhat late to be paying election bets, but anyway Brake-man Geo. Harris is sporting a mustache.

Brakeman C. E. Rholes reports excellent fishing at Nagawicka. Get your fishing tackle ready.

### Madison Division News

**W**HO said the Madison Division was dead? We're all busy up here, is why nothing's been said.

Who said Bill Kenney has a favorite fruit? All he cares for is beefsteak with plenty of juice;

Willie Kline is too busy to write But just go and see his garden some night;

Who said Clyde Iotte has a new car? Why should he get one, when his Overland will beat any by far

Our Freddy Liegeois is some sheik He bought a house to keep him busy last week.

Bessie Hickey is busy driving a new Whippet car

She ran out of gas and so missed a Church Bazaar.

You couldn't expect Berdella Niebuhr to write, She's too busy with Frank Lamanski every night.

We admit Margaret Roach is very quiet But we will suggest she try it.

We haven't heard from Mr. Macdonald for so long,

We are going to have him write a Scotch song.

Tom Kelly met a new blonde at a dance To get him to write would be a matter of chance.

Mr. Fagg has a wonderful flower bed, But will make him take time and write a little instead.

For Myrtle Grey's news you will have to wait

She has hard time getting to work without being late.

Oriole Starck hasn't time to write any news He's out with the girls after cleaning the flues.

If we waited for Frank Tarpley there would be plenty delays

He's always working on those Chevrolets. I asked "Benny" Thyse what she had to say, She says these boys come nights and she has to chase them away.

Charley Payne says that "Junior" keeps him up all night,

So to ask him to write news would never be right.

Our Walter Freebein also has a Chevrolet When he's not busy with it, he is checking requisition delays.

When it comes to Class, Vic Cox is a whirl But he spends his evenings at Beloit with some girl.

Eddie Kingston, our fat ticket clerk sheik, Has hardly time to see his girl one night a week.

Then there is Roland Busch, Mr. Kenney's plump clerk,

Why should we ask him, he's too fat to work.

Now, kind readers, in the future we hope you'll not look in vain

Although we are busy as I have tried to explain

We are going to try with might and main To have some news in the future just the same.

### Des Moines Division

#### Frenchy

**O**KOBOJI station opened June 11th for the summer months, H. B. Dyson having been appointed agent.

Conductor W. H. Hayden is back on the job after being off account illness.

Conductor Bert Sipes is at work again after several days illness.

Mr. and Mrs. M. C. Corbett are rejoicing over the arrival of a new son named John Marcus who arrived on May 19th. Little Billy will now have some competition.

Agent M. L. Fitzpatrick was a Des Moines visitor recently.

Agent D. A. Myers at Jolley was off a few days recently attending the graduation exercises at Ames at which time his daughter finished her course there.

Conductor and Mrs. J. L. Tidball visited their son in Wisconsin recently.

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Mr. and Mrs. C. L. Pound are enjoying an extended western trip visiting Kansas City, San Francisco, Los Angeles, Salt Lake City and Denver.



**Dearborn**  
U.S. PAT. OFFICE

The reduction in fuel, in maintenance, and in operating difficulties resulting from the use of Dearborn Treatment so far out-distance its own small cost that a large percentage of the leading railroads of the world employ Dearborn methods.

□

**Dearborn Chemical Company**  
299 BROADWAY  
NEW YORK  
310 S. MICHIGAN AVE.  
CHICAGO  
Serving Steam Users Since 1887

## Globe Boiler Tubes

### Seamless Steel

A Unique and Successful Industry on the Milwaukee Road at Milwaukee

Sizes up to 5½ inches

**GLOBE STEEL TUBES CO.**



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*Seamless Steel*

A Unique and Successful Industry on the Milwaukee Road at Milwaukee

Sizes up to 5½ inches

**GLOBE STEEL TUBES CO.**

The ditcher, mowing machine and chemical weed killer operated on this division at the same time during June.

Conductor and Mrs. F. W. Price returned the middle of June from a trip through the south, part of their time being spent in attending the O.R.C. Convention held at Savanna, Ga. They report a fine trip but are glad to get home again.

## Seattle General Offices

D. H. B.

**H**ARRY A. Nelson, Chief Clerk in Superintendent's office of the Missoula Division in the early days and prior to that Material Clerk in the Superintendent's office at Tacoma, died recently in Seattle. He will be recalled by the old-timers of the service. During the past ten years Mr. Nelson had been engaged in the transfer business in Seattle.

The many friends of Mr. E. O. Reeder will be glad to learn that he is recovering nicely from the recent operation on his eyes and it is hoped that the operation is going to prove highly successful.

Johnnie Fero Stipp, who recently called to Chicago on account of the illness of her sister, has returned to Seattle. And Johnnie is wearing a most attractive diamond ring these days.

Ruth Walla recently had her tonsils removed and has been away from the office for the past couple of weeks recuperating. Everyone is hoping for her speedy recovery and return.

Leslie E. Neuman, District Claim Agent at Butte, who is in Seattle recuperating from a goitre operation, has been in the general office several times.

It is reported that the Traffic Department Beau Brummel, V. E. Straus, has taken the fatal step into matrimony. It is further reported that he says he spent his honeymoon at Harrison Hot Springs, B. C., but at this writing we have no confirmation of this report.

W. A. McLeod spent Mother's Day in Vancouver, B. C., where his parents live.

A daughter, to be known as Claire Doreen, was born to Mr. and Mrs. Clarence Mac Millian on March 14th.

Basil Inslee, who has been in the Engineering Department for the past several years, recently left the company to go with the Pacific Northwest Freight Bureau, in the Union Station.

## Sioux City and Dakota Division

H. B. Olsen

**O**N June 1st, Police Captain S. B. McCaully returned to Sioux City. Police Captain N. T. Rider transferred to Deer Lodge, Mont. We understand "Mac" prefers this district to that of the west and are very glad to have him with us again. We regret losing Mr. Rider, but wish him every success in the new district.

"Salsify" that satisfies—when it comes to quick germination Henry Flasky of the Sioux Falls roundhouse has the world cheated. In this case he planted the seed "salsify" one day, the second day the tiny sprouts came forth and have been growing ever since. Will other gardeners kindly page Mr. Flasky?

Switchman Fred Brown and wife of Sioux Falls are visiting in St. Louis for two weeks.

Leonard Mostrom, freight house foreman, Sioux Falls has temporarily taken over the claim desk in the freight office and "Jack" Consor is directing the movements entitled

"Foreman." We believe Leonard just wanted to rest up a bit.

Edward Gorman, Opr. at Parkston is seriously planning a vacation, at the same time his thoughts are directed to a certain young lady. Now we can at least imagine what is liable to take place.

Wm. Vander Voort, clerk at Parkston is sporting a new Chevrolet coupe—looks like a motor trip soon as the eight hundred miles at twenty per, has been completed and he feels that he can "step on her."

Mrs. William Dougherty and daughter Rita, family of section foreman at Manilla, are visiting relatives at Ann Arbor, Mich.

Albert Wagner, member of the section crew at Menno, S. D. has decided an Oldsmobile car cannot climb a tree, therefore has his arm in a sling. Remember that old, old slogan Albert.

After weeks and weeks of dry windy weather, we have been blessed with copious showers well distributed over the division, thanks to the Powers that be.

On May 31st there appeared on the bulletin board at West Yard the exact likeness of a gun, made of slippery elm with a card attached bearing the following—"1st prize which was awarded brakeman "Bill" Beaver for sharp shooting"—This prize remained on the board for several days, we understand. The question is, who made the award?



The little city of Running Water was all excited the other day when brakeman J. J. Riefenbark drove down Main street with his rag-top car, family and all. Folks were debating on whether or not the family would return without an accident; but along toward evening the brakeman and family quietly drove into town in a brand-new "Hupp" sedan—John says, "Eventually, why not now?"

Opr. Paul Gorman, Parkston is relieving Opr. Art. Sanborn at Tripp, S. D. Understand "Art" is going to take a trip to the Black Hills and "there's another thing," this is June you know.

The ever increasing volume of business at Sioux Falls is forcing track extensions and this improvement is very much in evidence at present with contractors making fills and Roadmaster Jerry Murphy has material to complete the work as soon as the fills are made. The improvement will eliminate "doubling over" as has been the case and is going to save a lot of unnecessary switching for switch and train crews. The Sioux Falls organization of employees is ever on the alert for business and facilities for handling the same will have to be enlarged from time to time at the present rate of speed.

Conductor Robert Schenck has traded the old Chevrolet in on a new Pontiac. "Bob"

wishes everyone to know he is highly pleased with the performance of the new "bus."

F. G. Myers, chief clerk and Clyde Myers, truckers, Sioux Falls, together with their families are spending their annual vacation at Iowa's most popular summer resort, Arnold's Park.

Chief Dispatcher Harry L. Hoskin held the lucky dance ticket at the Women's Club dance Sioux City when on June 7th he was awarded an all-expense trip to Yellowstone Park through the Gallatin Gateway. The dance was one of the most successful dances of the season with a large attendance which every one enjoyed. Those from Sioux Falls who attended were, Agent and Mrs. W. D. Griffiths, Mr. and Mrs. P. V. Larson, Mrs. J. R. Bankson, Mrs. M. Murphy, Miss Laura Seivert and Chester Smith.

Shortly after having attended a "Fuel conservation" meeting an official said to one of our firemen, "What would you do if you saw that your train was heading into an unavoidable collision that promised to be an utterly destructive wreck?" "Why," the fireman said, "I'd grab a lump of coal in each hand, and yell to the engineer to jump."

Condr. Charles Alexander does not know as yet whether or not he will attend any political conventions this season.

The B. & B. dept. with "Bill" Heintz at the helm, are renewing all old bridge piling between Madison, S. D. and Sioux City.

Condr. Charley Belknap went on a forced vacation for a couple of trips.

Switchman Quinton Hunter took a trip to the Black Hills and incidentally assisted in taking some pictures for various publications distributed by the Associated Press.

Humphrey Griffiths, delivery clerk, Sioux Falls freight house, has just resumed work after an illness of several weeks.

George Francis, coal heaver, Sioux Falls, while on a visit at Omaha had a bad case of blood poisoning in his hand which was injured before leaving. It was necessary for him to be taken to a hospital at the latter place for medical attention.

A very successful SAFETY FIRST meeting was held at Sioux City on June 11th which a large and enthusiastic crowd attended. A delightful lunch was served by the Sioux City Chapter of the Women's Club.

Plans for the July Safety First meeting which will be held in Sioux Falls are under way and promises to be one of the biggest ever held as an entertainment together with a lunch will close the meeting. Watch for the date and have your suggestions ready.

## Milwaukee Shops

H. W. G.

**M**R. H. E. Brownell, foundry superintendent is not so very well at this time. Mr. J. C. Marshall is sup't. protom.

Mr. W. W. Collins our old time superintendent went west on the Columbian May 18th; we saw him a trains length away. Call out here some time, W.W.

The chemical laboratory are in their new quarters upstairs east end of Loco machine shop, where we were chief draftsman over 40 years ago.

A good big heap of rain May 16th to 20th. Messrs. Byram, Scandrett, Gillick et al were at the shops the 18th. If these fellers don't watch out they are going to have their pictures taken.

Our sympathies are with Mr. Semlow of the advertising dept. Chicago in the death of his father May 20th.

# THE NATIONAL LUMBER & CREOSOTING CO.

## Sales Offices

Texarkana, Texas      Kansas City, Mo.      Houston, Texas      St. Louis, Mo.

Treated Cross Ties, Switch Ties, Bridge Timbers Piling and Poles.

Large stocks at our treating plants enable us to make prompt shipments.

National Creosoted Pine Poles have full sapwood penetration, clean surface and do not bleed.

## TREATING PLANTS AT

Texarkana

Houston

Kansas City

Finney, Ohio

Mr. F. Mason, yard master at Merrill Park Depot died May 22nd, after a short illness. He had been in failing health for some time, Mr. Mason at one time was a Superior Division Conductor. This item was sent to the magazine May 25th as also was that of the death notice of Grove Warner the Veteran Engineer, who died May 20th.

Our Veteran friend Paul Sladky of the Sty shop who died last January was not mentioned to the items until just recently. Send these in boys so we can get them in at first shift.

Veteran Michael Thomas of the accounting office died May 27th after a long illness. Mr. Thomas started with the road in 1888, a good and faithful servant at all times.

If you want to see a nice country villa, go out west of Elm Grove and call on our Electrician Mr. C. R. Gilman. We hope to picture it up in good shape.

The car dept. staff meet June 4-5-6th was well attended. Mr. Gillick and Mr. Harstad were there the first day, also Mr. Walter Alexander and of course our venerable J. J. Hennessey.

The SMP staff meet was held June 14th-15th on rather short notice, this too was well attended, some old timers were absent notably Mr. Hodges a faithful attendant for years, who passed away a month ago.

The new car shop lawn with the sloping flag setting shows up good, the flower urn being perhaps a little too massive.

It seems that Miss Kufalk recently in her California trip went up in an airplane, gee whiz what next?

Boiler Inspector Wandburg it seems had his pockets picked getting off a street car in Kansas City in May.

Joe Koch of the SMP office was off sick with the flu for two weeks.

Our Veteran Jno. M. Horan gave a good round up at the SMP staff meet close.

Mr. Fred Austerman of the store dept. and wife start for the Yellowstone Park June 30th and will visit Los Angeles and San Diego and maybe take a flying trip to Hawaii.

Some of the boys seem to be going to quite an expense getting some language professor to translate the foreign tongue in last months items. Not necessary boys, come over where seven languages are spoken and get it straightened out. Frank Brock and Jimmy Mehan are going to translate the French into Latin and relieve the worry over in the SMP office.

## Tacoma Shop Notes

"Andy"

WE have just received information to the effect that pipe fitter Paul Lundemo, has given up the idea of living all alone, and has embarked upon the sea of matrimony. This we understand all happened about May 29th. We all offer our congratulations and extend to Mr. and Mrs. Lundemo our best wishes.

R. A. Nofke, and family, recently motored to Seabeck, just to get a good look at the rhododendrons, and he reports that the sight was just wonderful. We sure have no reason to doubt his word.

Chas. Reynolds, the other day, received a telegram which we have every reason to believe was from way down in Kansas, we were judging from the way it affected his actions, and they were certainly very erratic to say the least. In fact he just went wild, so that we threatened to put in a call for the riot squad but he finally calmed down and his breath came in short pants with golf hose, and his pulse was normal—me thinks it wont be long now.

It is with deep regret that we report the death of Harvey Snyder's daughter, Mary, on June 4th, following an illness which has extended over quite a period. Our heartfelt sympathies are extended to Harvey and those who mourn her loss.

Geo. Felzer's mother passed away recently, and to those left to mourn her loss we wish to offer our sympathies.

Bill Strinsky spent his vacation pretty much in the air—taking a trip via aeroplane from Tacoma to Wallace, Idaho. The trip was made in company with Messrs.—P. W. Davis, Tacoma, W. G. Bovee and P. J. Manley of Seattle, and Pilot Lt. William Williams. Bill said that it was a dandy trip and in the following paragraph he has given us a brief writeup of the trip.

We left the airport at Tacoma at 11 a.m. on May 23rd for Wallace, Idaho. We flew over the Cascade Mts. at an elevation of 7000 feet above the Snoqualmie pass. The scenery was very beautiful. We passed just north of Easton, then over Cle Elum and the Columbia river, which looked like a small creek from that height, then we passed Medical Lake, the hotels looked like small boxes—the Columbia river basin looked like a huge checker board, and we obtained a good view of this prairie, and if the irrigation project is put through, it will surely be the garden spot of America. When we arrived at Spokane, we circled the city and landed at 1:58 p.m.—we took on gas and

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oil and at 2:45 p.m. took the air and flew over Coeur d' Alene city and lake—believe this is one of the prettiest sights in America when viewed from the air. We then passed Kellogg, then Wallace, and landed there at 3:30 p.m.—stayed in Wallace that night and left for the Spokane airport at 10 a.m. I came home from Spokane by train. They say that high flying will improve one's hearing, but there is nothing to that stuff as far as I am concerned.

Mr. J. A. Wright and Al. Pentecost have left for Milwaukee to attend a meeting.

Mr. Wilbur Jennings Lauckhart, motored to Portland recently, evidently for the purpose of giving the denizens of that Oregon City an optional treat, or, he may have tried to enter his mustache in the nose festival, but we think he would have a better show by taking it to Bellingham, and entering it as Onelip in the Tulip show.

Ann Goldie, of Deer Lodge, Montana, is working in the store department office, relieving Ethel Jennings, who is working in District Accountant's office during the inventory.

Our President Mr. Scandrett and Vice President Mr. Gillick, and party paid us a visit on June 11th, prior to going to Rainier National Park.

We have heard that machinist helper, Claude Freeman, was married recently. Congratulations.

Charlie Schneider, has just returned from a three weeks trip to Minneapolis, he says he had a dandy time, and we will just bet he did too. He also spent some time visiting around in his old stamping grounds around Willow Lake, South Dakota.

## River Division

Margaret Maher

AND what is so rare as a lady in June  
Then Heaven tries the earth and if it  
be in tune—let's stop right there. There  
certainly are some discords somewhere for  
the earth can't be in tune. We just have  
cold weather all the time. Maybe we are  
having Eskimo winter.

Machinist Will Shephard of the Wabasha Roundhouse has been confined to a hospital in Chicago for the past month and word comes to his many friends that he is getting along nicely. All are anxious to see him back home well and that he may soon return to work. During his absence Mr. Alfred Dvorak from Minneapolis has been taking his place.

Mr. Harts from the store department was at Wabasha taking inventory of stock in mechanical and car departments. The work was completed without much delay but for some reason, I am unable to understand why, Mr. Harts rushed—nay even—dashed back to Minneapolis. Granted—Minneapolis has many lures but it must have someone in particular. Mr. T. O'Connell took inventory in the B. & B. and track departments.

Brakeman Harry Hayes has invested in an Overland sedan and Harry is surely going to break all records for careful driving. Why if Harry sees a chicken in the road he just applies all brakes and waits until he has a clear road. Rather imagine he will induce Engr. Wheeler to take the trip with him to Canada that they so anxiously are looking forward to.

Mr. Tal Hughes, MCB inspector, was at Wabasha and other points on the division in the interests of the car department.

Brakeman Chas. Leaser made a trip to Montana and while there he visited his brother who is very seriously ill. Mr. Leaser reports very little hopes for recovery for his brother.

Word was received the latter part of May telling of the death of Maurice Wheeler, Sr. Condr. Jim Wheeler and Engr. M. M. Wheeler departed for Chicago where the funeral was held. Sympathy is extended the relatives.

The death of engineer John Hilger's father, one of the oldest and most respected citizens of Mazeppa, occurred in May. Mr. Hilger was stricken with paralysis several weeks ago and had since been in a critical condition. He began to fail rapidly and it was seen that the end could not be far away. Beside Engr. John Hilger, William Hilger who is employed for the company at Chippewa Falls and Mr. A. P. Hilger, agent at Mazeppa, also survive. Sympathy is extended to the relatives.

The installing of the telephones on the River division has been completed and will add greatly to efficient service that is given on the division. It is very convenient to talk to the dispatchers or the home office. It has proved very satisfactory and helpful. In addition to this lineman W. W. Dinnels was instrumental in acquiring a very fine table for the operators at Wabasha and with the assistance of operator H. D. Witte it was placed in service. Dinny is surely progressive and this table not only is serviceable but adds to the appearance of the ticket office. The interpretation that someone gave of "C.O.D." as Call on Dinny is not far from being true.

The work of installing the telephones on the Division was in charge of R. C. Blaksely, telephone inspector.

Wonder if the folks heard about the experiences of Jim and Maurice Wheeler while they were in Chicago? Of course can't relate all that happened, but one often hears of folks missin' trains but not so with old time heads like Jimmie and Maurice. They must have had some motive for doing it as I understand that it was more than one train they missed. Perhaps they were checking up on the police force that night as I notice that Maurice is very partial to that occupation since he returned home.

Mr. J. O. Jones, shop superintendent at Minneapolis and wife stopped at Wabasha a few minutes to greet railroad friends while en route home from a visit to Mr. Jones' mother. Always glad to have Mr. Jones and wife call and some day the fish will really and truly greet these folks and I don't mean maybe.

Mr. John Fleming has been deliberating for some time whether to invest in a Lincoln car or a Hup, but the memory of that Lincoln still lingers, and no doubt some fine day Mr. Fleming will just step out in the Lincoln and pass everyone on the road.

## S. C. D. Gossip

S. E. R.

NOW that Wm. Gutbrod has his new Ford, we are hearing many stories of his adventures with the fair sex, chief among them being the one where he takes out two sisters, one not being enough, I suppose. We wonder why he doesn't give some of the girls in the office a treat. Oh dear, I just got in on a secret—Billie did take a girl from our office for a ride; she works in the billing department.

Francis Anzia bought a new set of horse shoes and has them here at the office where they receive a lot of punishment during noon hour. Even though Francis owns the shoes F. Skola and I. Clouse persist in beating him and his partner C. Jaeger in this old fashioned game quite regularly. J. Rosar said it isn't

fair because Francis hurt his hand playing ball. Ask Jerry about it.

Last month we told you about I. Clouse's baby walking; now this month we must tell you that he has received his first hair cut—just like daddy's. He also has 14 teeth. Irv wants to hear about other S. C. D. babies.

Straw hat season is here and we are all waiting patiently to see if Al. Barndt is going to wear that little hat of his. You all surely remember Al's little hat.

J. Rosar is getting old. He played ball one Sunday and came to work all tired out with a sore back and weak knees. Jerry also had quite a tussle with dandelions on his spacious estate in Wauwatosa. Maybe he is growing them so he can make wine.

Well Bernice Kruse started her vacation—she left for California Sunday. Los Angeles is her goal and she has decided to bring back Ronald Colman for herself and John Gilbert for Lillian Skobas. If anyone else desires a souvenir, just let Bernice know and she will accommodate you.

Catherine McConville is spending the first few days of her vacation in Chicago and the balance at home.

Ed. Geis went to Powers, Wis., Gertrude Haas to Chicago and Bill Tschantz to Chicago.

One afternoon John Kozlowski served the most wonderful strawberry shortcake (short the cake) to the whole gang. Those berries tasted especially good. Don't know why, but maybe it was the dirt. Thanks John.

I understand that Mr. W. C. Marshall and Mr. R. Anderson are still holding the golf championship. The games are very strenuous and the men are in it heart and soul to retain that wonderful medal.

Oh! Leona Schultz has learned to swear; she has been serving on the jury for three weeks and knows the proper way to swear now.

## I & D Items

M. E. R.

A NUMBER of Milwaukee employees from Mason City, attended the District Milwaukee Women's Club meeting in Minneapolis on Saturday afternoon and evening of June 2nd and all reported a delightful day.

The District Claim Prevention meeting was held at Minneapolis on Saturday morning, June 2nd, at which time a number of the I&D Division supervisors went to Minneapolis, attended this meeting and also attended the Women's Club banquet in the evening at the Radisson Hotel.

The superintendent's office lends a very pleasing atmosphere, redecorated in tan and buff.

Mrs. Marie E. Randall, superintendent's stenographer, has been granted a three month's leave of absence, effective July 2nd.

We wish to extend sympathy to Mr. W. J. Johnston, traveling engineer, whose youngest sister passed away the early part of June.

Mr. A. M. Martinson, formerly of the I&M Division, has been appointed Division Master Mechanic of the I&D Division, with headquarters at Mason City. We all welcome Mr. Martinson and his family to the I&D Division.

Engineer C. R. Wallis, capably filled the position of traveling engineer for five months and has now resumed his duties as engineer on the West I & D Division. We were very sorry to have Mr. Wallis leave.

Mr. W. J. Johnston has resumed his duties as traveling engineer on the I&D Division, having looked after the duties of the master mechanic during the illness and death of our Mr. Hodges. Mr. Johnston is an old stand-by and we take our hats off to him for the very nice manner he handled the work during the time he acted as master mechanic.

Engineer Fred Schweer suffered a broken arm recently. We were very sorry to hear of this and hope he will recover rapidly.

We wish to extend our best wishes to Ole Larson, Box Packer at Mason City Shops, who is suffering with rheumatism and at this time, taking treatments at a sanitarium, Prairie du Chien, Wis.

Mr. Joe Fiala, machinist at Mason City has accepted a position in the Government Ship Yards, Washington, D. C. Congratulations Joe.

H. H. Green, formerly roundhouse foreman at Sanborn, has been transferred to Mason City as assistant foreman. The position of roundhouse foreman was taken off at Sanborn and we all welcome the Greens to Mason City.

Lloyd McDonald, formerly employed as a machinist in the Mason City roundhouse has been appointed working supervisor at Sanborn roundhouse.

John McGraw, machinist, accompanied by his family are enjoying a month's visit in Northern California.

Mr. J. H. Harding, painter, Mason City, is on a 60 days' leave of absence, suffering from a bad case of eczema. We hope Mr. Harding will soon be with us again.

Everyone was sorry to learn of the death of Frank McGuire, who succumbed to pneumonia in St. Mary's hospital at Detroit, Mich. June 6th and was buried at Mason City, June 9th. Frank was a brother to James W. and Pete E. McGuire, conductors on this division, and the son of John McGuire, employed at Mason City roundhouse. We wish to extend sympathy.

Martin Churchill, section foreman, Mason City, is to be congratulated as the father of a very successful family. On Sunday June 2nd, Francis Churchill, the youngest son of this man was ordained a Priest in the Catholic Church, upon the completion of an eight year's college course and is the third son to enter the Priesthood within the past five years from that family. Father Mark Churchill is a Missionary in China—Father Urban Churchill is teaching at Columbia College and Father Francis has not as yet been appointed to his duties.

Has everybody seen Leo Montgomery's new Cheve?

If enthusiasm helps, the Milwaukee at Mason City, ought to have a first class ball team. The first meeting was called by Chief Clerk Mutschler and 25 candidates were out and at least 18 have shown up for each practice held since, under the able manager of Ben King. The team is being financed by voluntary contributors from Milwaukee employees and the response has been gratifying to say the least. The first game of the City Twilight League will be played June 14th and there is hope of putting the name *Milwaukee* where it belongs, at the head of the list.

### Wisconsin Valley Division Notes *Lillian*

MR. and Mrs. Edward Moran have returned from Chicago with their baby who received treatments in a hospital there.

Mrs. J. W. Held entertained at the club house, at a one o'clock luncheon last Satur-

day, in honor of two bride elects. The club room was decorated with flowers and boughs, and the long table at which 20 guests were seated was very attractively decorated with cut flowers.

Mrs. Nile McGinley was at St. Mary's hospital for a week under observation.

Mr. John Brown, chief clerk in the freight department spent a few days at Manitowish River. He was successful in catching a fair sized "Muskie" and eight or nine pike—some of our fishermen here decided to start right up north, the next day to get their quota.

Mr. J. Singer, bill clerk, has resigned to take the position as operator at Necedah. The vacancy was filled by Arthur Hundhauser.

Mrs. J. Horn spent two weeks visiting with relatives at Detroit, Mich.

Mrs. Margaret McCann visited with relatives at Tomah, Decoration day.

A few of our dear friends and former co-workers paid us a visit recently, among them being Alcide Lemay, Eric B. Gehrke, Mr. Whitney and Mr. Skacel. We are always glad to see them come back to the good old home town.

The usual summer run of the fish train was resumed on June 9th, between Chicago and Star Lake and the fishermen are taking advantage of every opportunity to spend their vacations up in the beautiful country of our northern lakes.

Mr. F. L. Hudson secured five passengers who are taking a trip to California and also are to travel thru the new Gallatin Gateway to Yellowstone Park.

Mr. A. J. Fries and conductor Geo. Jensen went to Bear Skin Lake fishing on Memorial day and Adam tells he caught the limit, ten pike and they weighed from one and one-half to three and one-half pounds. Adam was never known to tell a lie.

Business has been very good in the Wausau freight house during the month of May, the tonnage more than doubling last year. The boys are surely hoping that there will be no delay in getting the extension to the freight house.

Roadmaster E. Callahan and R. Cunningham are working around the office with a smile as a result of a 50 man gang on the east division to lay 17½ miles of track and do surfacing and on the west division a 50 man gang to surface track from Tomahawk to Brokaw.

Hollow logs have always been interesting to Ralph Drews of Gleason and when he discovered one in the woods he crawled inside to see what he could see. What he saw by the aid of a match flare brought him out in a hurry in search of a gun. He sold the carcass for \$75.00.

The special train occupied by the Chamber of Commerce scheduled from Heafford Junction to Wisconsin Rapids June 6th stopped over at Wausau for about two hours, they carried their own band and entertained the public with splendid music and distributed souvenirs of all kinds. Old acquaintances were renewed, and the party left Wausau with a feeling that it is one of the most progressive cities in Wisconsin.

Mr. Dennis Kennedy was instrumental in getting the Brown Construction Company to locate on our track at Lindsey to take care of five and one-half miles of paving on highway No. 10. This will mean a great deal of revenue as all the sand and gravel and cement will move by rail.

Everyone at Minocqua is passing favorable comment on our passenger station now that it has been given a new coat of paint and the surroundings been improved.

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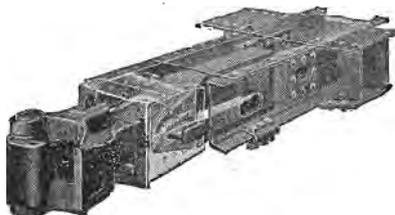
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The Safety First meeting at Wisconsin Rapids, which was held Tuesday June 5th, was very well attended, everyone present was interested in the different discussions, and meetings of this kind create a feeling that each individual has an important part in the interests of the company.

No. 103 on Memorial day handled the United States Fish car, a good supply was unloaded at Wausau and at stations all along the division to be distributed to lakes and streams. This is necessary for the catches that are being made.

Harrison McNown, custodian at Harshaw was married on Saturday June 2nd. We have not been able to get the particulars but we extend both Mr. and Mrs. McNown, hearty congratulations.

Two of our Wausau men were fishing in the town of Reid, recently. While preparing to start on their days outing they discovered a large black bear, which came into the yard and was making way with a chicken it had killed. Securing a gun the animal was killed and found to weigh 268 pounds. The bear was brought to Wausau and has attracted much attention as it was hung in front of Joe's Sporting Goods house.

On June 5th Miss Inez Guyette and Leslie Miles were united in marriage. The wedding breakfast was served in the club house to about 50 guests. Congratulations to the young couple from the Milwaukee railway friends.

Charles Conklin, our chief clerk together with the family of Charles Conklin Jr., went up to Manson Lake to try their luck at fishing. Many splendid catches have been made in this lake and the party came home with several nice bass and pike, but we still have that fish dinner coming.

**R. & SW Division**

Lillian L.

**FIREMAN** Russell Zengle and Miss Nora Larson of Greenwood, Wis., took a trip to Waukegan on May 18th and returned as Mr. and Mrs. Russell Zengle. Congratulations and best wishes from the R&SW.

We are glad to see Larry Lyons back on the job after an absence of several weeks, due to being injured by an automobile in Milwaukee.

Conductor and Mrs. Terry Kinney spent the month of May in the Southland. They attended the O.R.C. Convention at Jacksonville, Fla. during their absence.

Marvin Brickl invested in a new pair of glasses with bows on them, to prevent their blowing off while he is riding in the rumble seat with his sweetie.

Brakeman M. L. Murphy went on a fishing trip up in the northern part of the state during the fore part of June.

Mark is a bachelor, you know, as he could never make up his mind to settle down and give up his fishing and hunting trips. Understand a well meaning friend, who is interested in his welfare, asked a young lady why some of the girls did not set their cap for Mark, saying he was a good fellow, etc., etc. The young lady replied, "yes, but if somebody asked him to go on a fishing trip the morning of the wedding, he would go, and forget it was the day he was to be married." Another one when approached on the same subject remarked—"When he went for the marriage license he would go to the wrong Bureau and come back with a hunting license."

Congratulations to Fireman and Mrs. Floyd Babcock on the birth of a son.

**SOME HUNTRESS. SHE CAUGHT A BEAR.** On May 17th, Miss Lola Lundberg,

charming young stenô in the Rockford office, despairing of single loneliness and deciding on double blessedness, betook herself to the little city of Oregon, Ill., where she changed her name to Mrs. Grant Baer. Understand the other young ladies are now corresponding with matrimonial agencies. We wish the young couple great happiness and the other girls success.

Understand Superintendent Thurber is making a collection of fence staples, at least he picked up a few choice specimens while on a motor trip to Wausau.

He is ready to serve you, always at hand. Of course, I mean R. H. Dandurand. He's steward on the limited down the old South-west, and when they picked him they got one of the best. There's nothing escapes his watchful eye, to please his patrons he sure does try. And the way to do it's through the stomach they say, so he has everything right that "goes that way."

Some class to our boys around Beloit—Jim Chambers is driving a new Marmon, Chief Elder a new Paige and Felix Raue has taken unto himself a new Whippet. In a short time he will take unto himself a — not another Whippet. We will tell you about it later.

Mrs. William Zimmerman left for Portland, Ore. June 9th, to visit her daughter, Mrs. Jay Gould. Mrs. Gould was formerly Roadmaster's clerk on the R&SW Division.

**Sparks from the East End of the  
Electrification**

Adolph C. Knudson

**FOLKS**, the fellow that you see working around Harlow roundhouse, with that happy smile, is none other than our old friend John Todd. "Jack" is back to complete serving his time as an apprentice machinist. He and the family moved over from Miles City May 30, and they are nicely settled in the Harry Ballard home on East Sixth Street. We are glad to have the Todds with us once more.

Word reaches the ears of the correspondent that Hugh McNally, a former machinist helper here, but of late a special apprentice at Miles City, has been transferred to Milwaukee Shops, where he will receive further instructions in his chosen profession.

Hugh, it is a long, long way from Harlowton's "Mill Hill" to Milwaukee. Good luck to you, Hugh.

Harry Ballard, formerly a boilermaker helper here, but now of Great Falls, spent several days shaking hands with old friends around the shops and transacting business over town.

H. F. Love, general chairman of the railway clerks, Seattle, and Geo. F. Gaub, secretary-treasurer of their system board, Spokane, stopped off between trains May 8th. They were the principal figures at a peppy "clerks" meeting held that evening.

Engineer, Chas. R. Rader, of Three Forks, was a visitor at the home of his brother and sister-in-law, Mr. and Mrs. T. W. Hicks, Sr., the latter part of May.

The members of the Great Milwaukee Family in a way are like the road itself, they are hard to beat in any event they enter. Proof, you ask for, the ticket sale contest held by Company D, 163 infantry, for its dance May 26th. Won by Mrs. Paul Hollister with 1200 votes.

Machinist and Mrs. Lawton Burrows accompanied by several of their grandchildren, left the latter part of May for a five months visit at their old home at Marion, Iowa.

Mr. Burrows first entered the services of the Milwaukee as a machinist at Marion, 41 years ago. Today, in his 77th year, he is still in active service and hale and hearty. It is hoped the change in climate will benefit Mrs. Burrows, who has been in poor health for some time.

Four young, handsome, kindhearted and true wives, it is sad to relate, are in the depths of gloom and lonesomeness as this is written. They have all been deserted by their husbands. Furthermore, all of these men are employed in the same department, too.

However, though the clouds may look dark, there is a silver lining especially for these military camp widows—for such they are. It just happens that Dale, Harlan, Alvin and Paul were given a parting word of advice and blessing by (the Rev.) Orval Bartlett, ordained pastor of the yard office several years ago by A. E. Hoops, Bishop of Harlowton. (Rev.) Bartlett has also pledged the Bishop of Helena to keep an eye on these young men and, if possible, keep them in the straight and narrow.

The boys are encamped with Company D, 163 infantry at Fort Harrison, near Helena, as are also George Hanzlik, Don Gravette and W. C. Almquist. We can not figure, for the life of us, how come George hasn't acquired a widow to leave behind him.

Nora B. Decco, the correspondent at Three Forks, passed through our little city May 29 en route to Lewistown where she was called by the death of her mother. In order to be near her father, who is very low at this writing, she has taken an apartment at Lewistown. She was accompanied to Lewistown by Mrs. Charles Rader. Mrs. Decco's many Harlowtown friends extend to her their sincere sympathy in her hour of loss.

N. B. D., the "Steel Trail," for June, was not the same with your items missing.

Machinist S. G. Fraser, whose avocation is raising prize winning Boston bull dogs, again gathered in a number of prizes with his entries at the Miles City Dog Show. Miss Montana and Lady Blink winning the Epstein and State Theatre trophies; Miss Montana was the Reserve winner and Lady Blink was adjudged the best novice.

Billy Harrington, small son of switchman and Mrs. Roy Harrington had the misfortune to suffer an infection with blood poisoning, resulting in several weeks stay for him at the hospital in Lewistown.

DEAR READERS—At last, the Pinkerton operatives having made a complete and voluminous report, we can inform you as to the "New Dope" Tom Richie has on Spike. Spike has written a love song and, in order that Tom would not divulge his secret he had him write the musical score. We hope to have the publication rights, of this song, for this column at an early date.

Boilermaker W. A. Cavanaugh is on the sick list having submitted to an operation at a hospital in Miles City the fore part of June. We are glad to report that he is greatly improved in health.

Mrs. C. Knudson, mother of the correspondent, left the morning of June 12 for a short visit with relatives at Clinton, Iowa.

USELESS EFFORT: Margaret McGuire, roundhouse clerk, playing tennis in order to reduce and, as a result thereof, gaining three pounds.

F. E. Carlson, came up from Miles City June 4 to assume his duties as blacksmith helper here.

C. E. Lennon, agent here for the past

year, has been transferred in a like capacity to Raymond, Washington, effective June 15th. As yet no permanent appointment has been made to fill the local vacancy. C. E. Steinhouser, cashier at the freight office, has been appointed temporary agent.

### Kansas City Division

K. M. G.

TRAIN timekeeper, Lola D. Smith attended the convention of the Supreme White Shrine, held in Milwaukee from April 30th to May 4th. Mr. Smith accompanied her and from Milwaukee they journeyed to Detroit, Mich. where they visited for a short time.

T. M. Sowders, father of Chief Clerk J. W. Sowders died on May 22nd at Harris, Mo. For some time Mr. Sowders had been confined to St. Joseph's hospital, Ottumwa, account illness and several weeks before his death requested to return to Harris, Mo., where he had lived from 1886 until nine years ago when he came to Ottumwa to make his home with his son. The funeral services were held at the Christian Church, Harris, Mo.

Marie Wilson Davis is temporarily working in the office of the Superintendent, as stenographer to the Chief clerk.

Perishable freight inspector C. Mahaffey and Mrs. Mahaffey spent a vacation of two weeks in Illinois and Wisconsin sight seeing and visiting with relatives.

Thursday, June 7th was the first wedding anniversary of Mr. and Mrs. Kenneth Wittenmyer. The young ladies of the Superintendent's office surprised Mrs. Wittenmyer with a cotton shower to celebrate the occasion.

Mr. Ed. Dornsife:—

Dear Ed.—We're a writin this letter to you thru the magazine cuz we dont no just how to reach you. We thot you wuz in Chicago but sins we seen you in Cedar Rapids the uther week we aint so sure where you are at as we mentined above. We knowed it wuz you we seen in Cedar Rapids cuz we knowed you by your moustache. It aint growed eny sins you left, has it Ed? It shows it had a trimmin by a Chicago barber tho cause it aint got that Ottumwa slant to it enymore. Course, we knowed you wouldn't see us in Cedar Rapids cuz you wasnt seen nobody only the dame you was a dancin wid. Kinda nice aint it Ed to have a pert lookin dame was teachin skool to think You're a WOW. S'long Ed. Tom & Jerry.

Harold Hansen has been appointed to fill the position of stenographer to trainmaster. Rumor has it that Harold has taken a serious step during the last few days. We have nothing authentic on this, however, we do know that when a young man buys household furniture that 'there's a reason.'

The first run made by Edward P. Hackett as substitute engineer on train No. 31 and 32, gasoline electric train between Mystic, Iowa and Kansas City, Mo., on Friday, May 19th proved fatal. The train was entering Excelsior Springs, at about ten miles per hour, when the dipper of a steam shovel crane, being operated near the station was swung directly out over the tracks, and collided with the train, crushing in the front of the cab and injuring Engineer Hackett. He was taken to a hospital at Excelsior Springs but died within half an hour after arriving at the hospital. Funeral services were held Tuesday morning May 22nd in Kansas City and his body taken to Chillicothe, Mo., for burial. Mr. Hackett is survived by his mother

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and sister of Kansas City, and a brother living in California, all of whom have the sympathy of the entire Kansas City Division.

Mrs. John Evans, wife of Chief Carpenter, is indeed a good 'business getter.' Recently she secured a passenger from Ottumwa to San Francisco, California from one of our competitive lines, who had even offered to furnish this prospective passenger her lunch en route from Ottumwa to destination. We realize that Mrs. Evans had to do some 'hard talking' to induce a woman to travel over our railroad and miss out on several free lunches.

On May 14th we received the sad news of the death of Oscar Westberg, which occurred in Minneapolis. Mr. Westberg had been car foreman at West Yard for several years and had many friends in Ottumwa. His burial took place at Albinson Chapel, Minneapolis on May 17th. We wish to express our sympathy to Mrs. Westberg.

Dispatcher H. G. Barnard secured seven passengers, who occupied seven lower berths, from Ottumwa to Davenport on May 23rd.

Miss Marguerite Kissinger, of Chicago, spent several days during the early part of June visiting at the home of her parents. Marguerite is now wearing a good looking diamond ring on that certain finger which has a special significance. 'Hugh' know who.

Roadmaster Peter J. Weiland was all smiles when he passed the candy and cigars among the employees in the Superintendent's office recently. The occasion for the treat was the arrival of Peter J. Weiland the 4th, who arrived at the Weiland home on May 23rd.

The Construction Company at Titus, Iowa started the road construction about April 15th and completed it on June 9th, paved five and one-half miles, using 400 cars of sand and gravel, and 90 cars of cement. Freight charges amounted to \$25,000.00 all of which has been collected and forwarded to the Treasurer of the Milwaukee R. R. Co. During the entire time of this construction work there was not a five minutes delay due to want of material or switching service.

Dispatcher H. G. Barnard and family are spending two weeks vacation visiting with relatives in Lamar and Kansas City and seeing other points of interest in Missouri.

I. K. Carey, agent at Gault has been granted an indefinite leave of absence on account of the ill health of Mrs. Carey.

We have handled three strawberry specials and one cucumber special, also the Republican Convention Special during the last few weeks. As well as a number of cars of berries are being handled on No. 26 daily.

During the period of vacations in the dispatcher's office M. L. Fromm is working as extra dispatcher, L. Callaway has been assigned to work first trick operator temporarily, Neil McCulloch to second trick and V. H. Campbell to third trick. Durward Wright, who has been attending Drake University, Des Moines, has resumed work as an operator.

Agent W. G. Davis, Cranston, Iowa is off on account of illness, also T. O. Beistle, third trick operator at Liberty. M. F. Polard, Agent at Dawn, is on his vacation and is being relieved by S. T. Brown.

Merlin A. Freeman, conductor, died at the University Hospital at Iowa City, Monday morning, June 11th., following an illness of several weeks. His body was brought to Ottumwa and was taken to the Lester Jay undertaking parlors where the funeral services were conducted on Wednesday afternoon, June 13th. The body was taken to Chillicothe, Missouri for burial. Mr. Freeman is

survived by his wife and six children. Mr. Freeman was in the employ of the Milwaukee Railroad for thirty-six years.

## I. & M. Items

E. H. K.

**FIREMAN** E. J. Reichow and wife are in California for a months visit with Mrs. Reichow's sister.

Condr. Alec Murphy passed away at his home in St. Paul recently and was buried at Northfield. Our sympathy goes to the bereaved family.

Engr. Smith Davison passed away at his home on High St., after a lingering illness of three years. We extend our sympathy to the family of this veteran engineer.

Last week at Chester the agent captured and killed a good sized black diamond rattler, which had crawled into the waiting room.

Engr. and Mrs. Emil Olson and son have returned from a few days outing at French Lake near Faribault. They brought back the limit. Leave it to Emil to get the fish.

Mr. and Mrs. A. M. Le May and children have gone to Tomahawk, Wis., where they will spend the summer.

Mr. and Mrs. Earl Beers, have gone to St. Joe, Mo., to visit her sister, Mrs. Theresa Ellingson.

Div. Master Mechanic A. M. Martinson has been transferred to Mason City to fill the vacancy made by the death of Mr. Hodges. We wish Mr. and Mrs. Martinson success in their new home.

Mr. Thos. McFarlane of Moberge, S. D. is our new Master Mechanic at Austin. Tom is an S. M. Div. boy, having started his railroad career on that Div. and left here when the extension was built. We are all glad to welcome him back as our Master Mechanic.

A group of ladies gave Mrs. A. M. Martinson a farewell party before leaving for her new home in Mason City. She was presented with a chipped ice jar as a token of remembrance. A delicious luncheon was served at 1 o'clock and Bridge was played during the afternoon.

Mr. and Mrs. E. H. Kough and Mr. and Mrs. Garnet Kough went to Milton Junction, Wis., recently to meet their daughter and sister Mrs. P. B. Jones and little daughter Vera of Flint, Mich. They visited Mrs. E. H. Kough's sister, Mrs. Ed De Long also sisters in Edgerton and Johnston Centre. On the return trip home they took a sight seeing trip through the Dells.

Mr. Bernard Kough, his sister Mrs. P. B. Jones and little niece of Flint, Mich., are spending a few days at the home of Engineer Fred Peck at Madison, S. D.

Mrs. Joe Laufle left Monday for a visit with her brother at Long Beach, Cal.

## West Rocky Mountain Division Willie

**T**HE entire Division was deeply grieved to hear of the sudden death of Mrs. D. J. Hagerty, wife of Trainmaster Hagerty, at Avery. Death following a few weeks of sickness of the flu which was not thought serious until the day before, when she was taken to the hospital at Missoula, where she passed away next morning at 10 o'clock, May 21st. The body was taken to the old home in Missouri for burial. The Division extends sympathy to Mr. Hagerty, in his bereavement.

Condr. E. G. Slater is a delegate to Jacksonville, Fla., to the O.R.C. convention the past month.

C. S. Averill is a delegate to the Trainmen's convention at Cleveland, Ohio the past month.

Mr. and Mrs. Geo. Brown are enjoying a visit from Mr. B's brother and his wife from Seattle. The two families drove to Ronan to visit a sister. Of course George had to do it right so he traded in his old car and blossomed out with a new Chevy sedan. Don't know, maybe Mrs. B. had a say in that too.

Condr. C. W. Healy and Mrs. Healy and Patsy are visiting in Minnesota for a month or six weeks.

Paul Dorsey and family have moved from Deer Lodge to Alberton, as Paul is now working on the west end.

It must be so, that our railroad is going to get some of the sugar beet business around Missoula as the sugar beet dump at Primrose is rapidly nearing completion. Hope we get lots of it, as lots of biz makes everyone happy.

Vacations are now in order. Mrs. Mary Schnittger for many years steno in the supt. office is spending her vacation in Batavia, Ill. Dame Rumor has it that she intends to take up cooking on a little farm in New York. Well you never can tell.

Mr. J. A. Jones and wife of Avery have gone to San Francisco, Cal. where Mr. Jones will attend the Convention of the B. of L. F. & E. They will spend some time visiting relatives after the convention.

Harry E. Arnold is attending the Fireman's Convention in San Francisco.

Mrs. E. O. Waldron and two children have gone to San Diego to visit a brother and also a sister of Mr. Waldron's. Now Dell can have anything he wants to eat.

The first of the Summer Excursion Specials passed over this Division June 10th. Lets have lots of them for the more we advertise the more business we get.

## THANK YOU FOR THIS TIME.

"You' ain't got no brains, man."

"Aint got no brains? Why, Ah got some brains what ain't nevah been used."

A small girl who had done unusually well in the second grade was promoted to the third. Upon meeting her teacher, whom she loved dearly, her first words were: "Gee, but I wish you knew enough to teach me next year!"—*Exchange.*

The Vulgar Way: Don't count your chickens before they're hatched.

The Collegiate Way: Refrain from calculating upon the quantity of juvenile poultry prior to the completion of the entire process of incubation.

—*Tawney Kat.*

A wealthy motorist, while touring through Georgia, drove up to a gasoline station and found the tender a lazy country boy.

"Here, boy," said the motorist, "I want some gasoline. Get a move on you. You'll never get anywhere unless you push. Push is essential. When I was young, I pushed and that got me where I am."

"Well, boss," said the boy, "I reckon as how you'll have to push again, 'cause we haven't a drop of gas in the place."

—*Columns.*

"Johnny," said the minister, reprovingly, as he met an urchin, carrying a string of fish one Sunday afternoon, "did you catch those today?"

"Ye-es, sir," answered Johnny. "That's what they get for chasin' worms on Sunday."

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### Northern Montana Division

*Max.*

**SUPERINTENDENT E. L. Cleveland** was operated on at the Attix Clinic for hemorrhoids. His many friends hope to see him at his post real soon.

**A. A. Wilson**, Assistant General Freight Agent, looked over conditions on the division the first week in June.

**M. E. Randall**, division freight and passenger agent, was in Lewistown for a consultation with Dr. Attix. Mr. Randall is getting around about the same as usual after a prolonged illness.

**Mrs. H. W. Barnard** and daughter, of Highwood, left for Tacoma, Wash. to visit friends.

**Mrs. Otto Blotter** and family are spending the month at Portland, Ore.

**H. C. Brisbine**, cashier at the local freight station at Great Falls is vacationing at St. Paul.

**J. H. Bixler**, ticket agent at Great Falls made a trip to Kalispell, Mont.

**John F. Carson** went to Helena on business.

**Mrs. R. D. Crowder** and family, of Judith Gap spent several days in Helena.

**Mrs. J. E. Daniels** and son are visiting at her old home in Fairview, Ill.

**Mr. and Mrs. James Dunbar** left for Green Bay, Wis.

**Mrs. O. M. Edsill** and daughter Lillian are visiting in San Francisco, Cal.

**Mr. and Mrs. John England** expect to leave for Los Angeles, Calif. shortly.

**Mrs. Wm. Foshag** and daughter are visiting in Mexico, Mo. Mr. and Mrs. B. J. Foshag and daughter left for Milwaukee, Wis.

**Miss Hazel Fritzen** is spending her vacation in Kansas City, Mo.

**Mr. and Mrs. W. R. Goldbrand** will spend their vacation at the Masonic Camp, near Kalispell, Mont.

**Mr. and Mrs. George L. Wood** and family left for Baraboo, Wis.

**Mrs. C. I. Burt** and two boys are at South Bend, Ind. visiting Mrs. Burt's mother.

The regular monthly meeting of the Women's Club was followed by a card party which was well attended.

**Mrs. E. B. Cornwell** is visiting her daughter at Bozeman, Mont.

**Mrs. John Kier**, of Chicago, is visiting her son Dick in Lewistown.

**R. W. Chambers** is confined to his home with rheumatism.

**Mrs. S. G. Spring** and Neil Lupton are not having any luck with their soft drinks that they have been experimenting with.

The Milwaukee will have an electric motor, a roller bearing sleeper, one of our largest engines and one of the earlier types of engines at Lewistown for the silver jubilee celebration of the advent of the railroad into Lewistown, which will be held July 2nd and 4th.

Now that the firemen have been granted their increase in wages they all say they will donate liberally to the Milwaukee Women's club.

**Mr. and Mrs. William Bratz** are going to Seattle for their vacation.

**Tom Erickson** and family are in attendance at the firemen's convention at San Francisco.

**Mr. and Mrs. Max Obst**, of Butte, were Lewistown visitors.

**Mrs. C. M. Brown** and **Mrs. Elmer Irwin** drove to Miles City for a weeks visit with friends.

**Cadet Robert F. Hagerty**, son of the agent at Square Butte is expected home from West Point this week.

**Mr. and Mrs. J. A. Holdsworth** returned from Kansas City where they were visiting relatives.

**Joe Kline** left for Chicago.  
**Mr. and Mrs. H. McCarthy**, of Great Falls left for New York City.

**Mr. O. B. O'Dell**, father of V. F. O'Dell came out from Kansas City to spend part of the summer in Great Falls.

**D. D. Spayde** and family left for Mason City, Iowa. Dave says it is a long time between lay-offs.

**Mrs. Ida Soper**, mother of brakeman Soper of Great Falls is a Seattle visitor.

**Mrs. O. S. Porter** and children departed for Chicago where they will be present at the graduation of her brother at the Concordia University.

**Miss May Temple**, of Minneapolis, is visiting her sister Mrs. John Petro, of Lewistown.

**L. F. Short** is stepping rather high these days celebrating the arrival of a ten pound boy at their home.

**Mrs. F. C. Tadewald** and son Charles left for Chippawa Falls, Wis.

### Aromas From the Cereal City

*Ray*

**ON** April 17th a number of employees met at the passenger station and organized the "Milwaukee Athletic Club." The purposes of the organization are to promote baseball, basketball and various other sports and entertainment among Milwaukee men and their sons at Cedar Rapids and to encourage a more friendly spirit of cooperation among

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employees. The following officers were elected for one year: President, M. H. Nickell; Vice-President, John Hanlin, Secretary-Treasurer, Otto Lambertsen.

Any employee who has not availed himself of the opportunity of securing a membership card should do so at once. "Boost the Club."

Engr. C. E. Street was absent for several days while visiting around Chicago and Milwaukee.

GYM Dimock layed off a day last week and came back driving a Chrysler Sedan. We should now be able to keep a good check of the cars at Kenwood Park.

Switch foreman H. B. Klersey is now in the junk car business. Anyone having used cars of any description for sale make arrangements with him. Location no object.

Engineer C. E. Phillips has again resumed his duties after several weeks absence with an injured foot.

## Iowa East Divn. and Calmar Line

*J. T. Raymond*

A district meeting of representatives from the Rock Island, C. & NW, Ill. Cent. and Milwaukee railroads was held in Cedar Rapids June 12th. Elimination of damage to freight through rough handling was the question discussed. Supt. M. J. Flanigan was elected General Chairman. The committee will meet monthly at Cedar Rapids and the employees of the above named roads in Cedar Rapids and Marion will participate.

Agent J. Maloney, Sabula was away several days visiting in Baltimore, Md. Relief agent T. J. Allen relieved him.

E. T. Brookins visited in Marion June 11th, he has been appointed adjuster in this territory succeeding E. W. Webb who has been appointed district adjuster.

The large steel laying gang finished on this division June 8th going to La Crosse Divn. from here. They laid new steel on Eastward track from 2 miles east of Spragueville to Delmar and part of both tracks between Sabula and Savanna.

The extra gang putting in ties and gravel completed work on Eastward track between Paralta and Marion Yard and went to Spragueville to work between there and Delmar. It then returns to Marion to complete work on both tracks between Paralta and Atkins Yard. L. W. Winfrey is General Foreman in charge of this gang.

Three new bridges have been put in just west of Paralta.

Condr. and Mrs. Amos Floyd of Marion spent several weeks visiting relatives at Davenport, Galesburg and Cleveland.

Dispr. L. S. Dove handled the Calmar Line for two weeks and acted as relief dispatcher during Chief Van Wormer's absence. H. E. Ramsey of Arlington worked second trick.

Chief Dispatcher and Mrs. H. C. Wormer left Marion June 18th for Pequot Lake, Minn., where they have a summer home. Dispatcher W. Jordan acting Chief Dispr. during Mr. Van Wormer's absence.

Opr. P. S. Mozeney acted as operator at West Marion and Brown's during the operation of the extra gang. One track is closed up during the day between points where the gang is working.

Mr. and Mrs. Geo. Halsey of Marion and their daughter Maurine left Marion June 12th for a couple weeks trip, visiting in Des Moines, Hawarden, and Canton.

Electrician Donald Dewald of the Atkins force was off duty several days with an injured eye.

Mr. and Mrs. Mac Stewart of Oxford Jct. were away several weeks visiting at Excel-

sior Springs and points in Oklahoma. W. D. Schesser acting as relief operator during Mr. Stewart's absence.

Agent L. M. Halsted of Preston was away on a brief vacation. T. J. Allen relieving.

Dispatcher R. C. Merrill of Marion spent part of his vacation at home and the balance of the time, accompanied by Mrs. Merrill and the home children, visiting relatives in Illinois.

Engineer E. E. Brokaw was off several days visiting a daughter at Madrid.

Miss Alice McGuire clerk in chief carpenters office Marion left June 14th for a two weeks vacation trip, she will visit points of interest in Canada.

O. J. Atkins, Sr., third trick operator at Manning has been appointed agent at Delaware.

As these items are being sent in word comes to us of the serious illness of veteran car man Zack Izer, no particulars as to the nature of his illness are available at this time. We hope for Mr. Izer's recovery.

A son, Robert Ray, was born to Mr. and Mrs. Ray Perrin at St. Lukes hospital, Cedar Rapids, May 20th. The magazine extends congratulations.

R. P. McGovern time inspector of Chicago spent several weeks in Marion checking station and trainmens time.

## Musselshell Minutes

*By Helen-Kirwan*

ON Sunday afternoon, June 2nd, Lineman

Frank Wolfe was very seriously injured when the bank along which he was walking near Lock Bluffs west of Miles City caved off beneath his feet. Mr. Wolfe had been called out on duty on account of line trouble and had just finished his work preparatory to starting back to town when he thought he would walk over to the river to see what damage was being done by the high waters. When he realized the bank was caving, he threw his weight on a large boulder nearby, hoping to save himself. The boulder, already loosened by the tearing away of the dirt around it, gave way and came tumbling down on top of him at the foot of the bank. It is thought he was knocked unconscious in the fall as the first thing he remembers was the lapping of the waters of the Yellowstone River on his face. His body was lying in the river, his head partially out of the water and the boulder on his shoulder and chest pinning him down. With a supreme physical effort he managed to drag himself free from the weight of the boulder inch by inch and later crawled up the bank where he made a connection on the line and phoned to the dispatcher at Miles City to send for him. The dispatcher called section foreman Bob Fields at Thurlow who arrived on the scene shortly with his gas car and brought the injured man to Miles City to the Holy Rosary hospital. Mr. Wolfe asked for blankets, but failed to impress his listeners with the fact that he was wet and as a result when he arrived at Miles City he was in grave danger from two sources: pneumonia from the exposure of his cold ride and internal injuries from his fall. Mr. Wolfe is said to be slowly recovering and his friends hope he will soon be back at work none the worse for his accident.

Mrs. V. J. Peterson and son Jack are vacationing in Denver, Colorado.

Miss Swanson from Minneapolis is out here again this year helping with the inventory in the superintendent's office. I stand corrected, I should have said: "One

of the Miss Swansons." Anyhow, she's a comp. expert.

Mrs. Gladys Meehan is back at work in the freight office after an absence of several years time.

Mrs. Snubbs Parker and Miss Ann Butcher returned from a pleasant vacation spent in Colorado and the Grand Canyon of Arizona and are loud in their praises of the latter spectacle, as being well worth the long trip.

Mr. Herman Smith is acting as relief foreman on the Plevna section.

Miss Marg. Wagner, daughter of Mr. Felix Wagner, won the nice diamond ring given away by the Woodcraft Ladies in the Mardi Gras event last week to the most popular young lady.

Operator Kennedy from Kinsey spent the week end with his friend W. J. Dougherty. Friends who saw them breakfasting Sunday morning (after) at the Palace Cafe say they nearly had a good old-fashioned Irish Row over deciding who would pay for the breakfast. I should have said: "As to which would have the er—privilege of paying for it."

Our new chief dispatcher Bleichner is hopping around these days pretty lively—right on the job.

The 13-year old daughter of section foreman Dave Hedvall is very seriously ill as a result of complications following an attack of the flu.

Mr. A. H. Olson spent a week end with home folks recently. A. H. has a stylish coat of tan and looks fine.

Well, our old friend D. B. Rivers deserted us at last. Left the wild and woolly ways for the pleasures of Metropolitan life (Question mark after pleasures). Hope you didn't really have to go to a sanitarium after that siege with those little "tractor bugs," did you now? Everyone was mighty sorry to see you leave the Musselshell Division and you have left a host of friends behind you. I bet you doubted that, though, when that office bunch of yours presented you with that dandy wrist watch, knowing that you'd sworn you'd never wear one of the things. Just one of their little jokes. I bet you've changed your mind about wrist watches now. Whenever you can come, we'll be glad to see you, "Out West Where Men are Men—." Here's to you!!!! Good luck!

Mr. J. V. Anderson from Milwaukee is our new district storkeeper, relieving Mr. Rivers.

Glad to see Mr. Ross out again, even though he has to hobble around on crutches. He seems to be recovering slowly from injuries received in his fall.

Ye Scribe spent the week in the country south of Miles City with her father, D. J. Kirwan who is visiting relatives near Ashland, Montana. Wonderful country out there—where the North and South Limited was on its way to. Hope it gets finished some day so we can all enjoy the wonderful scenery in the pine-clad hills out that way.

## Notes From the Local Office, Tacoma

*R. R. T.*

IF any station on the line has a good reliable cat to spare it might be advisable to communicate with Mr. F. J. Alleman, who is waging grim and determined, but so far unsuccessful, war against the rat (or rats) which is infesting the desk of Miss Frieda Marty, and has her nerves reduced to a ragged edge. The rat must be of the pack-rat variety, as it insists on dragging in a

curious assortment of plunder and hiding it among the stationery in the desk. Please send on your cats, charges prepaid. Mr. Alleman guarantees kind treatment and a good home and Miss Marty will be your friend for life.

Mr. R. V. Bement recently took a Sunday off and went over to Cle Elum on Saturday evening's train, returning Monday morning. From Cle Elum he was taken by friends by auto to Ellensburg on Sunday. The outing was a pleasant break in the daily grind, but it was quite a shock to one accustomed to the balmy climate west of the Cascades to run into snow on the other side of the mountains.

While Al Goldsborough is handling the claim desk and acquiring a sound first-hand knowledge of the hog business at six o'clock in the morning, inspecting hog unloading at the Carstens packing plant, and while Emmett Maloney is doing Al's usual work on the revising desk, Mr. Ira B. Sonedecker, formerly of the Seattle Yard Office, is acting as Chief Bill Clerk. We welcome him to the office, where he is making friends by his quiet and courteous demeanor and strict attention to business. The hours have been changed so that Wednesday is his day off, and on that day he has to work harder than ever around the house—"landscape gardening" he calls it.

Bob Shipley, who acted as Assistant Cashier for a while of late, has gone back to the peace and quiet of the yard office (being again Chief Yard Clerk on the grave yard shift) as he was losing weight too fast amid the excitement and worry of the Freight Office. In the more peaceable and harmonious surroundings of the Yard Office he hopes to have no trouble in retaining his slim and graceful figure around a mere hundred and ninety pounds. His place at the Cashier's office has been taken by Ralph Moyles of the Yard Office, who is running a close race with Ray Powels for the honor of being the tallest member of our staff; it is no trouble at all for him to converse on a level with the Motive Power Department force upstairs while standing on the sidewalk before the freight office.

Mrs. Burroughs registers a complaint with your correspondent because in a recent note concerning her husband, Mr. W. S. Burroughs, our long-time cashier but now for the time being Assistant Chief Clerk in Superintendent Deylin's office, we failed to describe him as our "genial cashier." We hasten to rectify the omission and to apologize for inadvertently failing to add the proper descriptive adjective. We assure our readers that none of our force are more deserving of it than Mr. Burroughs, who is geniality and courtesy personified.

Frank Clover, one of the old-timers in the service, some time Warehouse Foreman at the Local Office but of late years at the Yard Office, is back again at work after a prolonged siege of rheumatism which even laid him up at St. Joseph's hospital, for several weeks. We trust that his health may now be permanently improved and that the "misery" may not bother him again.

Bill Court objects loudly because we referred to his car as an Overland, whereas he proudly claims it is an Oakland. We do not know what he has against the Overland; besides the car is so aged that the name plate has worn off, but veracity is the motto of these notes and so we hasten to pacify Bill by giving due credit to him as the proud owner of an Oakland, probably one of the oldest ones in captivity.

On these nice warm and sunny days the entire warehouse force has taken to roosting on the roofs of the merchandise cars set alongside the warehouse for loading and unloading, where they enjoy some fine sun baths during the noon hour. The only member of the force barred from this enjoyment is Tubby Gleb, jolly and rotund member of the force, as foreman Billy Alleman has ruled that he wants no trouble with the Car Department due to sagged car-roofs, caused by Tubby stretching out on them.

Milwaukee Dock One has now leased in its entirety to the Shaffer Terminals of this city who are already operating one dock on the City Waterway; our Dock One will now be known as Shaffer Terminal Dock No. 2. A number of lines will use the dock, among them the new Tacoma—Oriental Line, operating seven steamers under a Tacoma house flag. The first of the seven to dock there was the S. S. *Caprum* which on its arrival was formally renamed the *Shelton*, in honor of our neighboring city of that name. Elaborate ceremonies were staged for this event, large numbers of visitors coming over from Shelton; the christening was done by Mrs. Reed, wife of Senator Reed of Shelton. We hope that the Dock will take on a new lease of life under the new management and wish it all possible success, though to all those formerly connected with it there will come a pang of regret that the Milwaukee Trade Mark will no longer be displayed on it as that of the operators as it was in the palmy days when

the docks were crowded to the roof with Milwaukee business. Many changes have been made at the dock, new driveways put in, runways constructed to the platforms, offices remodeled, roof repaired etc.: the B. & B. Dept. has been busy there for weeks.

By the way, Frank Walsh, the popular Chief Carpenter, is driving a handsome new Chrysler, driving it himself, too, although two weeks ago he knew more about driving nails than driving a car, never having driven one of the latter. We hope that no wrecks will disturb his automobile career.

## General Office—Chicago

Vila

ON June 23rd at eight o'clock Miss Catherine Berntson of the Comptroller's Office was married to Mr. Harold Peterson. Miss Berntson was exquisitely gowned in white lace with a bonnet shaped veil trimmed with orange blossoms. Her three attendants wore dresses of the pastel shades. Immediately following the ceremony a reception was held at the Belden-Stratton hotel for fifty guests.

Also from the Comptroller's office comes the announcement of the marriage of Mr. George Kaufmann on May 27th. His office associates presented him with an electric percolator and tray. Many congratulations, George.

Bag and baggage—off she went—to see New York, Philadelphia, and of course, a BIG stop over at the Capitol. Miss Anna—

The  
Tallest Hotel  
in the World

Forty-Six  
Stories High

Nearest in the City  
to Offices, Theatres,  
Stores and  
Railroad Stations

Home of the  
TERRACE GARDEN

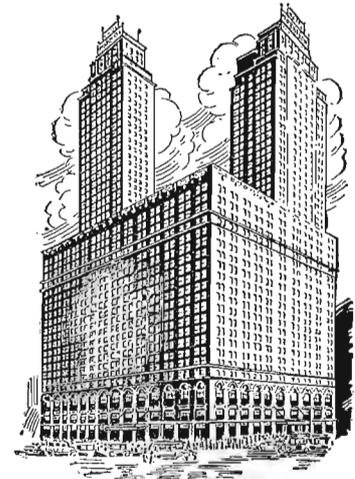
Chicago's

**MORRISON  
HOTEL**

Corner Madison and Clark Streets  
**1944 Rooms, \$2.50 Up**

—all outside, with bath, running ice water, telephone, bedhead lamp, and Servidor—assuring absolute privacy. A housekeeper on each floor. Garage service for all guests.

Write or Wire for Reservations



The New Morrison, when completed will be the world's largest and tallest hotel—46 stories high, with 3,400 rooms.

wouldn't overlook that interesting place, would you now?

Mayfair Track Elevation offices have been moved to Forest Glen and the elevation work is going along at some speed. The neatness with which all this is being accomplished is noticeable and deserving of creditable mention.

Mr. Robert Meyer, formerly of the Engineering Department is another able assistant in the Track Elevation Department. He feels so lofty since his "elevation" that he high hats us every chance he gets.

Our deepest sympathy is extended to Mr. and Mrs. Lyle King in the loss of their little six year old daughter.

Miss Margaret Derleth of the General Manager's office is vacationing in California.

### Coast Division

**C**HARLIE Dorenberger's famous Victor Recording Orchestra composed of seventeen musicians, and who have just completed a contract at the Oakes dancing pavillion at Tacoma, occupied a special car on train No. 16 June 10th leaving Tacoma for an engagement at the Columbia Gardens at Butte, Mont.

Mr. F. A. Valentine, City Passenger Agent, was responsible for securing the National Guard Rifle Team and civilians composed of 37 men, in charge of Major Kinney, traveling on our line during August en route to Camp Perry, Ohio, for the National Rifle Shoot.

The National Fruit Canning Co., of Chehalis are shipping six cars of crushed strawberries daily to Seattle for cold storage and will later be forwarded to Eastern points.

The Snohomish Auto Freight Co., local agents of the Shell Oil Co., have leased a site at Snohomish for an unloading site for gasoline.

Orville Cardle for many years Chief Baggage man at the Tacoma Passenger station was recently "bumped" by G. I. Russell of Black River. Orville has gone over to the local warehouse and taken the position formerly held by Mr. Baldwin. Mr. Baldwin we are sorry to report is very ill at St. Joseph's hospital.

Trainmaster W. E. Cummins, and Mrs. Cummins, left June 20th via the Pacific Steamship Co. for a two weeks vacation trip to Alaska.

The J. F. Hickey Motor Company have just moved into their new building, located at 2202 South A Street, Tacoma. This firm is the distributor for White trucks and busses for Tacoma and Southwest Washington, and do a large business each year.

Their new building has a floor space of 17,000 ft. and is the only one of its kind on the Coast. It is creating wide attention, architects having made special trips from as far as Los Angeles to inspect the truss roof, which has eliminated all posts, and thus makes the handling of vehicles expeditious and safe.

The building cost in the neighborhood of \$65,000.

Montgomery Ward & Company opened a new store in Tacoma, between 11th and 13th Streets on Broadway, during May. They purchased and completely remodeled a store building formerly occupied by the Fair House Dry Goods Company.

The new branch will carry a complete line, and the establishment of this new store in Tacoma indicates the confidence that large business interests have in this city's future.

Sears Roebuck Company have started the construction of a large retail store on the corner of 24th & Pacific Avenue, Tacoma.

The new building will have a floor space of 42,000 ft. and will be completed within three months. This firm will be served by the joint tracks of the CMS&P & P—N.P.

Sympathy is being extended to Harvey L. Snyder of the Master Mechanic's office, due to the death of his twelve year old daughter, Mary E. which occurred on June 4th, at their home in Tacoma.

Walter Evans, Load Dispatcher, has moved his family to their summer camp at Lake Keechelus for the balance of the summer.

Appointment has been made of C. E. Lenon as Agent at Raymond, Mr. Lenon was formerly agent there and over a year ago was transferred to Harlowton, Mont., as Agent. "Charlie" is glad to be back on the Coast and his many friends are happy to see him.

The many friends of Charles Bleichner, formerly of the Coast Division, will be pleased to hear of his promotion from trick to Chief Dispatcher at Miles City, Mont.

### Seattle Yard News

G. E. Bement from Tacoma has displaced Michael Mullally, Yard Clerk, on the 7:00 a.m. transfer job, and Michael is on the 3 p.m. to 11 p.m. shift, and says he likes his new job better. Why Mike?

Our old friend, I. B. Sonedecker, is helping out in the Tacoma Local Office, temporarily.

Mr. Jack Webb recently passed the cigars out to the boys, the occasion being the arrival of Jack Jr.

Switchman W. C. Riddals returned June 6th from the Missoula hospital where he was confined for a week with the "Flu." Switchman Ed Olson and Leonard W. McLean are both recovering from appendicitis operations. We hope to see them back to work in the near future.

Switchman J. H. Findlan has returned from a very enjoyable trip to the Orient, and will relieve at Everett for thirty days. Mr. Findlan is very enthusiastic about his trip but was glad to set foot on American soil again.

### Idaho Division

R. C. P.

**W.** T. O'REILLY won the Pontiac coach as 4th prize in the subscription contest of a Spokane daily newspaper. The prizes offered were a Cadillac sedan, Willys Knight sedan, Reo sedan, Pontiac coach, Chevrolet coach and Star sedan in the order named. Bill was peeved because they didn't furnish a trailer so could take the whole family out at one time.

Mrs. F. B. Beal is visiting with her father in the east.

Yardmaster E. F. Husaboe of Avery called in to say, "Hello" the other day, just to show that he is still on speaking terms with us. Call often, Earl.

Agent C. H. Burt of St. Maries is east on an extended leave. Operator Gus Myers is temporary agent during Mr. Burts absence.

We note in the Othello items that the entire population of Othello, seven people and one child, will attend the pioneer meeting at Tacoma.

Agent Frank Matz and family, Clarkia, left on No. 18, May 25th for Detroit, Mich. where he will purchase a new car of whatever make suits him best and drive it home.

Business is exceedingly good on the line at the present time and we note the names of Conductors G. A. Terrian, Chas. Donovan, Keel, Cayia, Ray Murphy, R. Leyde and Joe Anderson on the train sheets daily, while many of the sons of older conductors and engineers are working in train and engine service.

W. M. Gleason Supt. Union Station, Spokane, and Mrs. Gleason have returned from a tour of the South Western States after having made record time in their Chrysler Imperial 80 sedan. When we say a record run we mean just that for Bill sure passes everything on the road.

Trainmaster Ray Falck of Miles City, formerly conductor on the Idaho Division spent a day in Spokane recently. Guess he didn't stay long enough as inquiries were coming in for him from the boys for a week after he left.

Fred Best former lineman at St. Maries was a visitor in Spokane last week. He is located at Centralia, Wash.



Sunshine Ahead: Four Little Orphans of a Great Tragedy Taken in Charge by The Loyal Order of Moose, Starting for Moosehart, Indiana

Trainmaster E. M. Grobel and family attended the commencement exercises at Yankton College, Yankton, S. Dak. to be present at the graduation of their son Kendrick in the Bachelor of Arts degree, which was conferred upon him "Summa cum laude," (with highest praise). It was the first occasion of this College conferring this degree upon any student since its establishment forty seven years ago.

Kendrick will return to Yankton College this fall to complete his study in music and hopes to win the degree of Bachelor of Music next June.

On the first day of REAL summer here, Mr. Waterstrat came down to the office all dolled up in a new straw hat and keen "College Cut" trousers. Before the day was over the said trousers were badly mutilated on a nail and while getting in the "Chevie" the crown of the hat was torn. Serves you right for trying to show the rest of us up.

Mrs. Charlie Slightam has been spending a couple of weeks in Othello just to see what it was that Charlie found so interesting over here—and it just proved to be GOLF.

"Daddy" Lombard is saying a little wish to himself every day and that is if people don't quit being so generous with their favorite varieties of flowers that the store room track be turned into some more flower beds. No foolin' we have the nicest roses and lawn to be found on Lines East or West—and this is supposed to be the desert.

Archie Crane has decided to give up the switch engine here and take a ring turn so he can be in Spokane once an evening or so. We are very much exercised over this Spokane "necessity"—that is, Sybil seems to be.

"Buster" Waterstrat has a new hair-cut. "Dutch" Krause coaxed poor unsuspecting "Bussie" out on the lawn and performed on him with the lawn shears. He looks very nice with the "Wind-blown" bob.

George Ellis, with his heavy duties of storekeeper, has assumed the role of baseball magnate in Othello. He and the boys are busy spending the money they might win in the Butte baseball pool.

George Eaton, age 3, while visiting in Malden with his mother and sisters and brothers, tried to follow his older brothers fishing and got up on the railroad tracks. He walked the tracks for about two and one-half miles and then getting tired laid down in the middle of the tracks. He was struck by a mallet engine and killed. The sympathy of the entire community is with the Eaton family over their loss.

Carl Wood was an Othello visitor last week. He brought his golf clubs along and knocked a little rust off of them.

Mrs. John Geste and children are spending the summer in Montana and South Dakota. Meanwhile "Beau" Geste is struggling along manfully with cook-books (I mean pie-books) at the Beanery.

Jack Wiklund just returned from a vacation trip to Montana. He is another of these "Montanians" who has to go baa-ck every once in a while.

From all reports the "Pioneers" meeting in Tacoma is going to be made up of the town of Othello—everyone is going, Pioneers, and people who wish they were Pioneers—and we are going to boost for our Mr. Calehan in this unending baseball game.

It is starting to look pretty serious for Sam Pessein, we understand his girl is start-

ing to stack up on groceries for the hope chest already.

"Foxy" Sheridan is trying to find a means of importing bottled water from Soap Lake for drinking purposes. He told Slim Tetzloff that there is none better.

"Slatts" Whalen is "all wet" when he says there are no snakes in Othello; golfing is at a standstill now because of someone finding some rattlesnakes out on the course—and the roundhouse clerk wasn't the one who found them so it must be so.

#### The Heart of the Columbian Basin

Condr. Quimby is busy these days making arrangements for the Gallatin Gateway ball to be given at Bonney Lake, June 12th.

Agent Severs returned to Othello after doing relief work as side table Opr. SN.

Relief Agent Thornton packed away his straw hat when relieved at Othello. Guess George figured his summer jobs would be in a colder climate than Othello.

Opr. Martin Young returned from his vacation and talking very strong on going into the dairy business in the Kittitas Valley. Brot back a young turkey and 4 chicks, these to give him preliminary experience.

Condr. Little returned from a business trip, Charley mixed business with a fishing trip and reports they had the right bait.

Condr. Williams is relieving Condr. Little Donavan and Broyles have been Bugologist since Skinney has been on the car.

Trainmaster Cummins spent a day at Othello, Bill said, he has never been night yardmaster at Pocatella but can say he has been at Seattle.

Section Foreman Young has to keep the Casey Jones tuned up as his section has been extended to Taunton.

Condr. Black assisted by Coffman and Stiedle have been handling the weed burner. Roadmaster Strong advised he never knew that there was so much wheat in the country until he started burning the right of way. Charley states he can't stay in the one place on that job.

Fireman Rube Cowell has also taken a position as reporter for the Rosalia paper, Malden. Chamber of Commerce voted their thanks to Rube for the boost he gave Malden.

Understand there are two cafes operating day and night at Malden, the bunch figure Condr. Koeper was the cause of the cafes closing as due to Charley's appetite, they had to go into the red to feed him but as he is on a fast, they can operate on a paying basis. Jeff Goodrick can now get his coffee regular.

Scotty could not wait for the new Ford but hated to buy any other one, but when the demonstrator hit the foot of the hill and said to Scot I will now throw in the clutch, this was too much for Scotty as he said I have been waiting for you to throw in something, so I will take her.

Condr. Breckenridge and house are conversing these days about the old time when they worked on the S. P.

An Englishman, just returning to London from a visit over here, was much impressed with our slang phrase, "So's your old man." In telling his friends about it he explained: "You know they have a deucedly funny saying ovah theh when they question wot you say. Instead of sneering, 'Fiddlesticks,' or 'You don't mean it, old chappie,' they say, 'Your father is the same way.' Clevah, isn't it?"

## The World Comes To Your Window

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

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

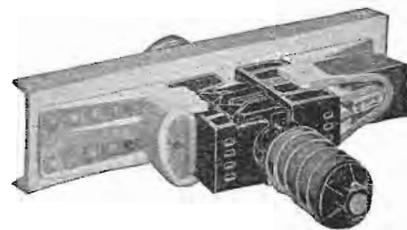
Do this consistently, and watch your commissions grow!

*Ticket Department*

**The TRAVELERS INSURANCE COMPANY**

HARTFORD :: CONNECTICUT

# CARDWELL FRICTION DRAFT GEAR



## UNION DRAFT GEAR COMPANY

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

O-O

## THE SENTINEL BINDERY

JOHN C. SALZER  
MILWAUKEE, WISCONSIN

O-O

## Per-fex-ion Auto Black

makes any small car look better, last longer and worth more. A few hours work and your car will look like new. Clip this ad now and send with \$2 for 1 qt. Auto Black, 1 pt. Top Dressing, Sandpaper and Brush.

THE  
THRESHER VARNISH CO.  
Manufacturers  
Dayton, Ohio

### Some Boosts For Milwaukee Service

The letters following indicate that Milwaukee service is keeping up to standard, and affording traveling comfort, pleasure and luxury.

#### SUPREME COUNCIL MYSTIC ORDER VEILED PROPHETS OF THE ENCHANTED REALM

March 31, 1928.

Saginaw, Michigan  
Mr. Geo. B. Haynes,  
Passenger Traffic Manager,  
CMSTP & PRR.,  
Chicago, Illinois.

My dear Mr. Haynes:

Permit me at this time to thank you for the many favors and courtesies shown my party on the OLYMPIAN from Chicago to Seattle.

I have never had the pleasure before of riding on such a wonderful train and felt that I must let you know that I appreciated the many courtesies shown our party by every one in your employ. There was nothing left undone for our comfort. I hope I may have the pleasure of making this same trip over the Milwaukee again in the near future.

Yours very truly,  
(sgn) George Jerome Brenner  
Grand Monarch

#### KENWORTH MOTOR TRUCK CORPORATION

Seattle, Washington,  
March 17, 1928.

General Passenger Agent,  
Chicago, Milwaukee St. Paul & Pacific Ry.,  
Chicago, Ill.

Dear Sir:

The writer wishes to take this opportunity of expressing to you his extreme pleasure in a recent trip between Chicago and Seattle and particularly for the splendid and courteous service rendered by your Mr. Harold E. Bernadickt.

The writer has been making perodical trips across the continent for a good many years and this is the first time he has used your line, particularly owing to the fact that one of your competitive lines

has been so successful in instilling in the traveler's mind the fact that its dining car service is unsurpassed.

However, the writer wishes to state that this recent trip of his was without question the most pleasant trip he has ever made across the country and that your dining car steward Mr. Bernadickt, as well as the pullman conductor, Mr. George E. Beecher, were extremely courteous and did everything possible to make the writer's trip one that will be a memorable occasion.

Assuring you the writer will continue to use your line as long as such splendid service is given, we are

Yours very truly,  
(signed) Vernon A. Smith

#### MORALE IS HIGH HEADQUARTERS FOURTH CORPS AREA

Office of the Corps Area Commander  
Fort McPherson, Georgia

General Manager,  
Chicago, Milwaukee, St. Paul & Pacific Ry.  
Chicago, Illinois.

My Dear Sir:

This is to express to you my appreciation of the exceptional courtesy of all the representatives of your road, beginning with Mr. Valentine, in Tacoma and ending with your representative in Chicago.

A member of my party remarked: "Well, General the morale of this railroad is certainly high." The evidence of this morale was exceptionally appealing to a military man—practically every member of the crew with whom I came in contact was strong for the outfit.

I came over on the "OLYMPIAN" and have traveled within the past few months on all the roads which are rated as the best in this country, I place yours as first in point of satisfactory service.

With very kindest regards, I am  
Very truly yours,  
(signed) Richmond P. Davis  
Major General U. S. Army

#### BENTLEY PRODUCE COMPANY

Detroit, Michigan, March 19, 1928  
Chicago, Milwaukee & St. Paul Railway,  
806 Transportation Building,  
Detroit, Michigan.  
Attention Mr. H. W. Steinhoff, General Agent.

Gentlemen:

I am pleased to state that I traveled over your road to Seattle to the Convention and went on your celebrated train—THE OLYMPIAN.

I never had a nicer trip and never received better treatment from any railroad in my life.

You are to be complimented on having such a wonderful road and such a wonderful train. Came back another way and believe me, I saw the difference.

Yours very truly,  
BENTLEY PRODUCE COMPANY  
(signed) D. H. Bentley  
President and Manager

#### LIONS INTERNATIONAL

T. W. Carolan  
District Governor—Montana  
Forsyth, Montana.

December 15, 1927.

Mr. Jack Foley, DF&PA.,  
Chicago, Milwaukee & St. Paul Ry. Co.,  
Miles City, Montana.

Dear Mr. Foley:

On our trip to the Legion Convention in Paris this Fall my wife and I had occasion to travel over the Milwaukee system both to and returning from Chicago, and I hasten to assure you that this part of our journey was one of the most delightful features of the entire trip.

The splendid equipment and courteous service of your road are unexcelled, if not far superior to any with which I have ever come in contact, and we thoroughly enjoyed every minute of our trip over your lines. There is no longer any doubt in my mind but that the Timken roller bearings with which your Pullmans are equipped add greatly to the comfort of passengers, and this innovation in railroading, together with luxuriously appointed cars, delicious food, and the excellent service of your employees, combine to make a trip over the Milwaukee both pleasant and expeditious. To the traveling public I most heartily commend the Chicago, Milwaukee & St. Paul Railway as a most completely equipped and

efficiently operated carrier, insuring to its patrons the maximum of convenience, comfort and safety.

Yours respectfully,  
(Sgd) T. W. Carolan.

#### JENS JENSEN

Ravinia, Illinois.

April 24th, 1928.

Mr. W. B. Dixon,  
CMSTP & PRR.,  
Chicago, Illinois.

Dear Mr. Dixon:

I have just come back from California. It is my third trip. I have, as all tourists, changed from one railroad to another, until I have tried them all with the exception of the Northern Pacific. It might interest you to know that the one we liked the best was the Milwaukee & St. Paul. We had the best accommodations and the finest service. We were never treated any better by train officials. They were at all times polite and friendly, and if I am going out of my way to write this letter, it is due to the fact that we did appreciate our trip and we think that the officials ought to know about it.

Very sincerely yours,  
(Sgd) Jens Jensen.

#### One Ten South Dearborn

Chicago

April 4th, 1928.

Mr. F. N. Hicks,  
Assistant Traffic Manager,  
CMSTP & PRR.,  
Seattle, Washington.

Dear Mr. Hicks:

I have done no small amount of traveling through the country, and am very frank to admit that on no train have I ever received service that compares with the kind that you hand out on the OLYMPIAN. Having ridden on four different OLYMPIANS during our two weeks absence from Chicago, I am almost qualified to make this statement. The St. Paul has surely gone to the very limit to make conditions most comfortable for its traveling patrons.

I presume you heard about our good results at Butte. The cars are now rolling out with great regularity.

With kindest regards, in which Mrs. Jones joins me, I remain  
Sincerely yours,  
(Sgd) R. E. Jones.

#### BAUSCH & LOMB OPTICAL COMPANY Rochester, N. Y.

April 30, 1928.

Mr. George B. Haynes,  
Passenger Traffic Manager,  
CMSTP & PRR.,  
Chicago, Illinois.

Dear Sir:

During our recent trip to Seattle on the Olympian I was very much interested to read your little booklet descriptive of this very fine train, and now that I am back at my desk I want to express to you the great satisfaction and pleasure Mrs. Eisenhart and myself had as a result of the fine equipment and thoughtful attendants which this train possesses.

For your information, we left Minneapolis February 13 about noon and reached Seattle Wednesday, February 15, at seven o'clock.

Very truly yours,  
(Sgd) M. H. Eisenhart.

#### A. A. SCHNEIDERHAHN COMPANY Des Moines, Iowa.

May 1, 1928.

CMSTP & PRR.,  
Chicago, Illinois.

Attention: General Passenger Agent  
Gentlemen:

On Saturday evening, April 28th, our organization arranged for a special car which carried the world champion American Legion Monahan Post Band, the Mayor of Sioux City, Iowa, and members of our organization, under the personal supervision of H. N. Stuben, from Sioux City to Des Moines, Iowa, where this band broadcast a magnificent program over station W H O.

In view of the manner in which these passengers were taken care of by your employees, we want to write these lines and say that we received from them every courtesy and real Chicago, Milwaukee, St. Paul and Pacific SERVICE.

Yours very truly,  
A. A. Schneiderhahn Company  
By A. A. Schneiderhahn.



**S**TEEL tread against steel track, and steel curves guiding steel flanges have proved that Timken-equipped journals have utmost capacity for all the thrust, shock, weight and speed of railroading. All load from all directions is handled without compromise or complication,

construction, Timken *POSITIVELY* and Timken-made bearing steel. This on makes Timkens exclusive in com- resistance with low rolling resistance. orication costs, but maintenance and lowered by means of Timken Bearings.

ER BEARING CO., CANTON, OHIO



## BULLDOG FURNACE

# 3 Tons Heats 8 Rooms!

"My furnace has been in use for 3 years and our 8 room house is always warm, including floors. I used 3 tons of hard coal last winter to heat our 8 room house. You can use anything that will burn in the Bulldog. We often warm the house and remove the dampness during a stormy period in summer with waste paper that has collected." Lester F. Coons, Ellenville, N. Y.

### "Heats as Good as Ever!"

In regard to the Bulldog Furnace: Our furnace has been in use 6 years and it heats as good as ever.—Arthur Cloepfil, R. F. D. 1, Rock Port, Mo.

### Fuel Saved Pays for Furnace

"This is the second winter I have used the Bulldog and the savings in my coal bills have paid for my furnace!"—Milton E. Spain, Casey, Ia.

### 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."—Ernest H. Marzoli, 72 South St., Milford, N. H.

### Cuts Coal Bill 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 a kitchen cook 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 the nearest point.

## Send Coupon 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 bills. 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!

**Bulldog Furnace Co.,** BABSON BROS. Sole Distributors  
19th St. and California Ave., Dept. B-509 Chicago, Illinois

UPON

name, lot and garage.

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\_\_\_\_\_

DATE.....



16

**Act Quick!  
Rush This Coupon!**