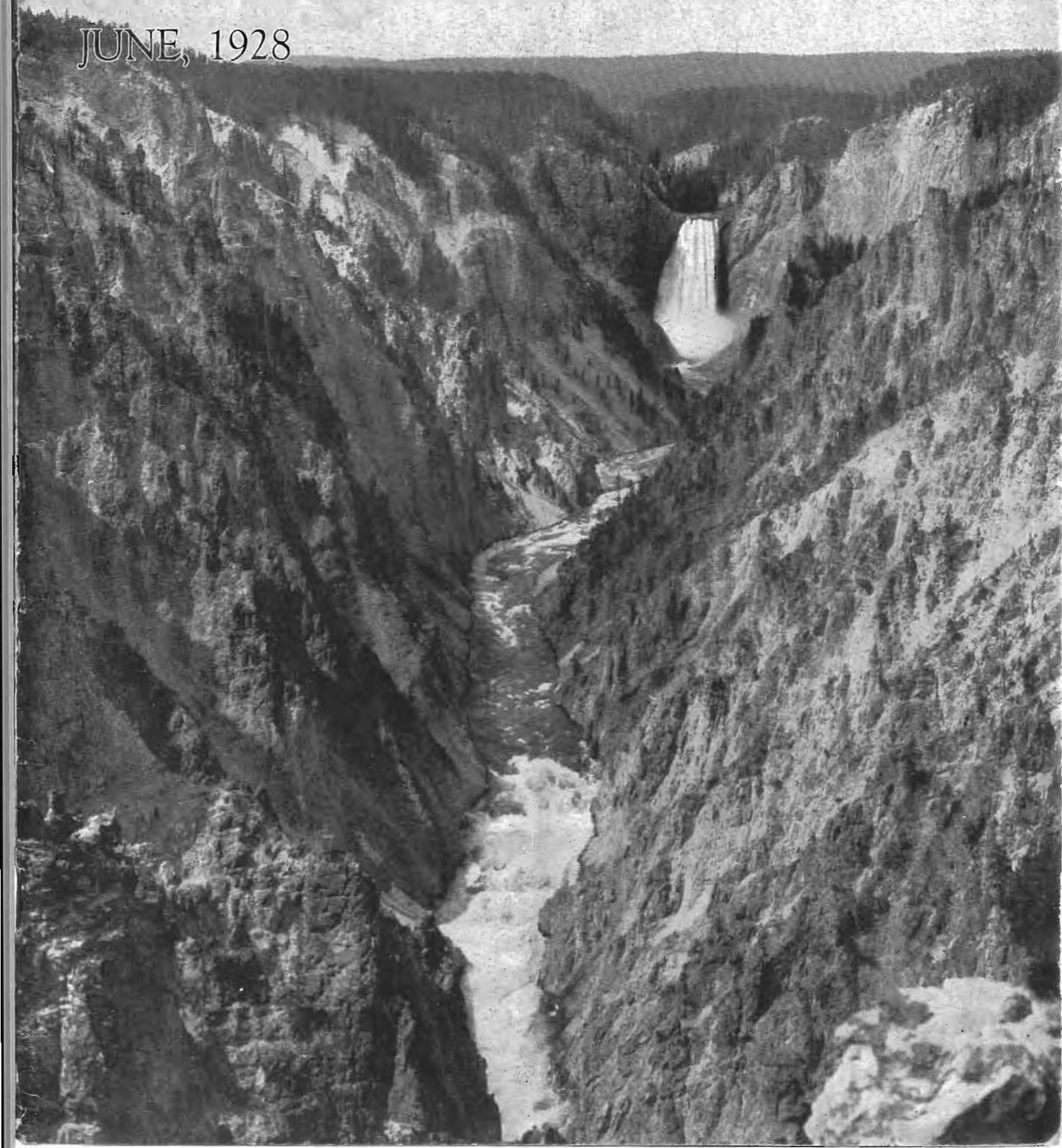


The
MILWAUKEE
MAGAZINE

JUNE, 1928



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60 Hours
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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.

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7



8

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9



10



11



12



13



14



15



16

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The Gallatin Valley Line

THE National Park season is approaching and with it, the thoughts of Milwaukee BOOSTERS turn toward The Gallatin Gateway and the Gallatin Valley Line; but long before the new and magnificent route to Yellowstone Park, by way of GALLATIN GATEWAY and the canyon of West Gallatin River was opened to Park tourists by the Milwaukee Railroad, the little branch line of this railroad known as "The G. V. Line" was in operation and giving a good account of itself by serving a prosperous and great agricultural area in the Gallatin Valley.

The G. V. Line, with western terminus at Three Forks runs southeasterly through the Valley to GALLATIN GATEWAY, and to Bozeman, Montana; with outstretched fingers to the thriving towns of Belgrade, Menard, Manhattan and other points that owe their right to being, because of the broad, fertile Valley which for many years has been famed as one of the world's greatest grain centers—growing in fertility and productiveness with each succeeding year.

At the World's Fair, in Chicago, in 1893, the State of Montana was featured as "The Silver State" and ores and metals were the outstanding exhibits; but with no minimizing of the mineral resources and wealth of Montana, the grains that grow in her sunny valleys are no mean rivals to the copper and silver and gold that come out of her hills; and when the ore lodes have worked out, and her gold has panned

out, the smelters and stamp mills are silent and part of her ancient history, the grain will still be growing and the Gallatin Valley will still be producing wheat and oats and peas and potatoes just as abundantly as it does today. For with proper treatment, and abundant water, there is no "panning out" in the wealth of a fertile soil.

The Valley, covering 2507 square miles, lies beautifully and stretches up the slopes of the Rocky Mountain foothills. It has one hundred and fifty thousand acres under cultivation. The Gallatin River flows through far flung fields and meadows, while over all is the smiling sunshine that brings the golden harvest.

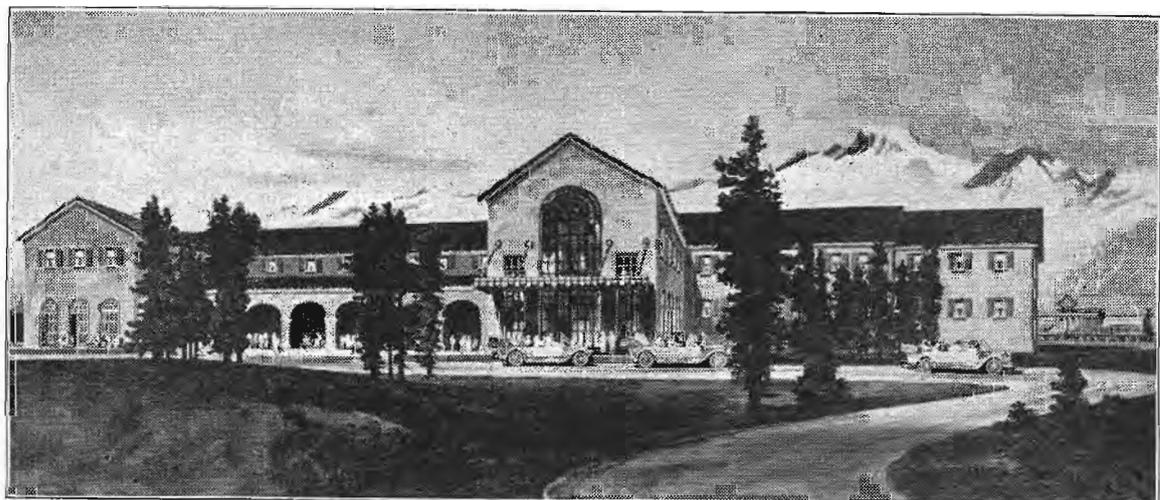
Travelers to Yellowstone Park, taking the GALLATIN GATEWAY Route experience the pleasure of a sight of agricultural magnificence unrivaled in the West, as they glimpse through the car windows, the rolling Valley and broad acres of growing crops that evidence the fecundity of the soil; and see the splendid ranches and great dairy herds that graze over the rich pastures. Truly the Gallatin Valley is a bread and milk factory for the Nation.

Through this Western Garden of Eden runs the G. V. Line, furnishing rail facilities to a large agricultural and stock raising area. The towns along its way are market centers for the ranchers, and distributing points for their produce; and one of these, which but a few short years ago, was one of the modest country towns that catered to the Valley, has become of

world-wide importance and world-wide fame, because it is the Gateway to the most scenically beautiful and interesting route between the railroad and Yellowstone Park. GALLATIN GATEWAY, with its luxurious and beautiful INN to provide ease and comfort for the weary traveler, is one of the outstanding accomplishments in the history of the Valley. GALLATIN GATEWAY INN, built at a cost of a half million dollars by the Milwaukee Railroad, is the handsomest and finest hotel in the State of Montana; and here, with the Milwaukee trains right at its door, Park tourists experience all the comforts of a first class hotel, from which they may step off from, or on to the luxurious trains of the Milwaukee either as they enter or leave the Park.

A little off the main line of the "G. V." is Belgrade, where is a large flouring mill that makes as fine a grade of flour as is milled anywhere in the country. Belgrade is a thriving and wide-awake Valley town with a keen and intelligent interest in all things that pertain to the betterment of Gallatin Valley and its prosperity.

And what has been said of Belgrade pertains in a like measure to Logan, to Manhattan and all other market centers reached by this little branch line of ours. Manhattan has flour mills and marketing facilities of the most improved character that give it promise as one of the Valley centers. It has a "live wire" Chamber of Commerce which broadcasts information in



Gallatin Gateway Inn



Lounge Room, Gallatin Gateway Inn

regard to Gallatin Valley and its own prominence as one of the civic centers. It is a hospitable little town and visitors are always made welcome. It is remembered that when the first contingent of Park tourists via GALLATIN GATEWAY drove through Manhattan, the citizens one and all, were out to give them greeting and hand each passenger a bouquet of native-grown sweet peas. That little incident probably illustrates the spirit of Manhattan more strongly than many-worded encomiums could.

An attraction somewhat different, on the G. V. Line is Bozeman Hot Springs, a group of warm springs whose waters have curative qualities of a superior order. The Bozeman Hot Springs resort is one of the attractions of the Valley and is visited every year by a large number of people.

The city of Bozeman, the eastern terminus of the Gallatin Valley Line is one of the most beautiful little cities in Montana, as well as one of the most interesting and progressive. It has a population of nearly ten thousand, and has, in the past two years, experienced a remarkable increase, gaining in numbers in that time, nearly fifteen hundred.

It lies in a picturesque spot in the heart of the mountain country, and is the seat of Gallatin County. Framing the Bozeman picture, are the lofty peaks of the Bridger Range, the Gal-

latin Range, the Big Belts, the Madison Mountains and on its far horizon, are the towering sentinels of the Continental Divide lifting their shining summits across the western view. In the city, are broad avenues, modern public buildings and lovely homes. In its summer dress of green lawns, shade trees, and wealth of flowers it is charming and delightful.

Bozeman is the home of Gallatin Valley's noted sweet pea culture, and every home, every garden is bordered and embowered in the gorgeous coloring of these dainty flowers. The fame of Gallatin Valley's sweet peas carries far beyond the confines of their mountain-girt Paradise. The qualities of the soil, the sparkling water supply and the all-pervading sunshine of their growing season bring the blooms to a high degree of perfection; and once every summer, the Valley joins in a Sweet-Pea Carnival, while Bozeman has acquired the sobriquet of "The Sweet Pea City."

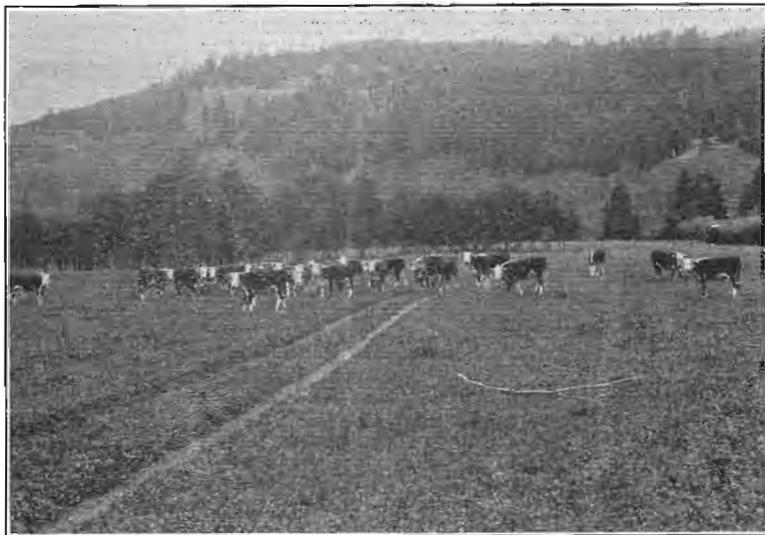
Industrially, Bozeman is a busy town. It has several large flouring mills, cereal mills, a pea cannery, a modern ice manufacturing plant; and it furnishes marketing facilities for the ranchers of the surrounding country, the stock raisers, etc. A United States Fish Hatchery is maintained there as well as an important Agricultural Experiment Station.

The Montana State College at Boze-

man is one of the outstanding attractions of the city. It is one of the units of the Greater Montana State University, with thirteen hundred students. The College is magnificently situated high up in the hillside, commanding an incomparable view of the Valley and the mountains. In front, almost hovering over the campus, are the peaks of the Bridger Range, while swinging around, as if in grand panoramic circle, all the other peaks and summits loom in majestic grandeur. If there is inspiration in the mighty manifestations of Nature, the students at Bozeman may well be inspired by the picture they have to look upon during all their student days.

The curriculum at Bozeman College is applied generally to education in agriculture, engineering, home economics, applied art, secretarial studies and applied science. A farm is operated in connection with the College, the farm and the campus comprising about four hundred and fifty acres.

The Agricultural Experiment Station is associated with the College and has about 320 acres of irrigated land with another farm of about 600 acres of non-irrigated land about four miles from town. And right here a word about the Experiment Stations of Montana, which are wonderful institutions. Owing to the great diversity of climate in the State, a study of agricultural and live stock problems, with their



"White Faces" Thrive in Montana



Main Street in Bozeman, Montana



A Montana Stock Ranch

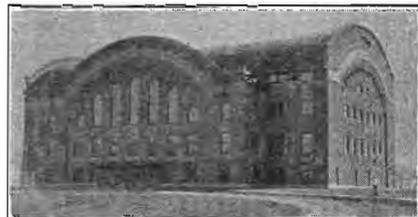
possibilities and inhibitions gives farmers and stock raisers the benefits of the observations and conclusions of trained experts, and a better knowledge of the proper treatment of soil, of crop and of stock to suit the varying climates. Five branch stations of the Montana State College Experiment Station are in operation in Montana at the present time: one in the Judith Basin, near Moccasin; in the Yellowstone Valley, near Huntley; in Northern Montana, near Havre; at Miles City, and in the Bitter Root Valley, near Corvallis, the latter devoted exclusively to fruit raising. The results of these studies and experiments are published and distributed free of cost.

The College of Engineering includes very exhaustive study of Irrigation Engineering, which in the great irrigated Valleys of the State, is of paramount importance.

Gallatin Valley is historic ground, made so from the days when the Lewis and Clark Government Expedition in search of the sources of the Missouri River, found in the river they named in honor of the Secretary of the Treasury, Albert Gallatin, one of a trio that joined at their outlets, in the easterly end of the Three Forks Plain and continued eastward toward the sea in one great stream that is The Missouri. The Three Forks Plain was the scene of epochal events right then and in the



Engineering Building, Montana State College



Gymnasium, State College



Agricultural Building, State College



Girls' Dormitory

years to follow, during which the "Land of The Shining Mountains" was explored by fur-trappers, gold-hunters, pioneers of every description and great diversity of morals and character, including outlaws, road agents and bandits; and all of them subject to the marauding propensities and bloody cruelties of hostile Indians. The Three Forks Plain, as it was named by the early discoverers, not only saw the westward trek of Lewis and Clark, pressing on over the mountains to find the Columbia and to establish an overland trail to the Pacific; but it staged for some of the returning explorers, some thrilling events that take prominent place in the history of the surrounding territory. Here came Colter, of Colter's Hell fame, one of the returning Lewis and Clark party, on his way to join his associates on the Yellowstone. Here he was sighted by the hostiles, captured, stripped and made ready for the burning stake; but given a promise of his freedom if he could outrun his enemies. Across the great Plain he sped and found sanctuary in the reedy banks of one of the river islands, to crawl out later and make his way up the Gallatin Valley and over the mountains into a strange place that reeked and steamed with "hell fire" as he told it. The thrilling stories he told of the weird scenes he

saw, caused what was a part of the geyser phenomena of the Park, to be given its first name of "Colter's Hell."

Many tales of pioneer life cling to the Valley. John Bozeman, for whom Bozeman City was named came through the difficult Pass that bears his name, in 1864. He was an intrepid pioneer, but met his death at the hands of the hostile Crow Indians in 1867. His body, later, was recovered and buried in the cemetery at Bozeman. Through Bozeman Pass, also, came Jim Bridger with his wagon trains; and in the mountain fastnesses occurred many tragic events that were a part of the gold rush to Montana, when every man "packed" his gun and bandits and road agents infested the mountain passes. Those days passed quickly after the organization of a determined Vigilante Committee whose members went out and "shot to kill" where

ever they came upon the outlaws. Their exploits, while they operated, were quick and sure, and they soon opened the country to more reputable settlement and gave to the Valley, inhabitants of a less adventurous and more industrious character.

Came then the irrigation ditches and the railroads, and the broad acres of Gallatin Valley soon gave forth their own testimonials to the riches of soil, water and climate.

The G. V. Line, from Three Forks to GALLATIN GATEWAY, in the summer season carries its thousands of sight-seers on tour of the Park, but in the months intervening it is not idle, for it yields to The Milwaukee Railroad heavy shipments of the produce of the Valley, and serves efficiently, through the towns and markets along its route, a great and prosperous community.

The Air Brake

Edmond S. McConnell

(Continued from May Magazine)

THE air brakes on our trans-continental trains are known as the Schedule LN equipment. Because of the heavy weight of the cars and to insure an ample margin of safety, two complete sets of LN equipment, one acting on the wheels of each truck are used on each car. The LN air brake equipment operates on the same fundamental principles as the plain automatic air brake, and not only incorporates the functions of the quick action and high speed brakes, but also several additional features. The chief item of additional apparatus is a supplementary reservoir which is similar, though slightly larger than the auxiliary reservoir used with the LN equipment.

The triple valve, known as type L, has connections through the brake cylinder head to the brake pipe auxiliary, and supplementary reservoir, and the reducing valve of the high speed brake has been redesigned as a safety valve which is attached directly to the triple valve. The type L triple valve responds automatically to any increase or decrease in brake pipe pressure, so as to (1) charge the auxiliary and supplementary reservoirs by opening a communication to them from the brake pipe; (2) apply the brakes in service by allowing the compressed air stored in the auxiliary reservoir to flow into the brake cylinder; (3) release the brakes by allowing air to escape from the brake cylinder to the atmosphere, meanwhile permitting the supplementary reservoir to assist in recharging the auxiliary reservoir; (4) apply the brakes in emergency by allowing compressed air stored in both auxiliary and supplementary reservoirs to flow into the brake cylinders.

As with the older types of automatic air brakes the cars are also equipped with conductor's valves located just inside the end doors of each car. A

small sign beside each valve reads, "Danger, do not use except in case of extreme emergency," and it is rarely used, for to do so results in a violent emergency application of the brakes.

In addition to the functions of the older types of air brake equipment, the LN equipment has the following features: (1) Quick recharge of the auxiliary reservoir, by which a rapid recharging of the whole system is secured; (2) quick service, by which a very rapid serial service action of the brakes throughout the train is secured, which is similar to emergency application but less in degree; (3) graduated release, whereby the engineer may partially or entirely release the brakes on the whole train at will; (4) high emergency cylinder pressure, which greatly increases the available braking power in emergency application over the maximum available with a full service application.

One of the refinements which has been introduced with the superior mechanical design of the Schedule LN brake equipment, is the automatic slack adjuster which is attached to the brake cylinder head just above the triple valve. The slack adjuster automatically takes up any slack in the brake rigging caused by lever and brake shoe wear.

As was only natural the straight air brake superseded the steam brake on the locomotive, and when the automatic brake was introduced, the straight air equipment on the locomotive was retained, for it seemed unexcelled for the independent control of the engine. The dual brake control on the locomotive permitted the train brakes to be released after the brake cylinder pressure had leaked off, the brake pipe recharged, and the train brakes re-applied, while the independent straight air locomotive brakes held the train under control. This feature was particularly desirable while descending long mountain grades, or for bunch-

ing the train slack while stopping for convenience when starting. The combination of the automatic and straight air became standard equipment for locomotives, and today the modern Type ET (engine and tender) locomotive brake equipment is its successor.

A locomotive equipped with the ET brake may be used in any class of service without charge or special adjustment of the brake apparatus. This is an important feature from the viewpoint of operation and maintenance.

The important operative features of the ET equipment are: (1) The locomotive brakes may be used with, or independently of, the train brakes. (2) They may be applied with any desired pressure up to the maximum, and this pressure will be automatically maintained until released by the brake valve. (3) The brake may be graduated on or off with either the automatic or independent brake valves. (4) The equipment has all the flexibility and ease of operation of the older combined automatic and straight air equipment, and in addition it is always possible to release the locomotive brakes with the independent brake valve, even when automatically applied.

Before the invention of the automatic air brake, the vacuum brake was used to a limited extent by American railways, but it is now almost if not entirely obsolete in America, although still quite generally in use in European countries.

The vacuum brake is also an automatic pneumatic brake, but its principle of operation is just the opposite of any system using compressed air. A steam jet ejector on the locomotive connected to a brake pipe which is continuous throughout the train, is ordinarily used to exhaust the air from the system. Beneath each car is a brake cylinder, located in a vertical position, with a piston and piston rod connected with the brake rigging. The ejector maintains a vacuum in the brake pipe and cylinders, so that in release position the pistons rest by their own weight at the bottom of their respective cylinders. To apply the brakes, air is admitted by means of the engineer's brake valve to the brake pipe and to the space under each piston, and the vacuum above the piston permits the atmospheric pressure below the piston to raise it and apply the brakes. The vacuum above the piston is always maintained and is available for applying the brakes at any time. In case the brake pipe is broken the brakes are applied automatically on all cars as with the automatic air brake. A discharge valve in each car may be used to admit air to the system and so apply the brakes in case of emergency, thus serving the same purpose as the conductor's brake valve in the automatic air brake system. To release the brakes, the vacuum is restored in the brake pipe and under the piston by means of the ejector.

* * * * *

In previous chapters the air signal system has been mentioned, and while it is not a part of the air brake system,

it is in a measure related to it, for the air supply is taken from the main reservoir, and it also has other points in common with the air brake system. In past years the old fashioned signal cord which was continuously connected throughout the train to a whistle in the cab was used, but now the modern air signal system has replaced it.

A signal pipe is continuously connected throughout the train with flexible hose couplings, similar to, though smaller, than the air brake couplings. The signal pipe is charged with compressed air at about half the brake pipe pressure, which is tapped from the air brake system at the independent brake valve. Branch pipes leading from the signal pipe terminate in car discharge valves on each vestibule, and a cord connected with the valve handle leads inside the end doors of each car. Inside the cab is an air signal valve and whistle, to which the signal pipe is connected. The signal pipe operates on somewhat the same principle as a triple valve, in that a reduction of signal pipe pressure created by opening one of the car discharge valves, causes the signal valve to open communication from the signal pipe to the whistle. Thus it is possible for the conductor or any member of the train crew to signal the engineer by means of a standard code of prearranged whistle blasts.

* * * * *

It has been said that the air brake is more powerful than the locomotive, and though that may seem a rather broad statement, a moment's consideration will prove its truth. The air brake can absorb the energy of a moving train in a few seconds and in a mere fraction of the distance, that which has taken the locomotive a period of several minutes to build up. In other words, the air brake is able to check the speed of a train in a very small fraction of the time that it has taken the locomotive to attain that speed. Perhaps a few comparative figures will make the matter clearer. A powerful passenger locomotive will develop in the neighborhood of 2200 cylinder horsepower, maximum, at a speed of about 25 miles per hour, but it requires a period of several minutes and a distance of several thousand feet to bring a thousand ton train up to a running speed of 60 miles per hour, though at that speed the cylinder horsepower will have dropped to about 1700. Yet that same thousand ton train can be brought to a stop in 20 to 30 seconds in a distance of 1000 to 1500 feet by an emergency application of the air brakes, although the emergency stop is never used except in a case of real necessity. The usual service stop is seldom made in less than two minutes over a distance of a mile or more.

The moving energy of a thousand ton train at 60 miles per hour is approximately 240 million foot pounds, and to stop in a space of 20 seconds requires that nearly 22,000 horsepower—ten times the maximum power of the locomotive—be dissipated by the brakes in the form of heat. A two minute service stop would require that more

than 3600 horsepower be dissipated—more than 60 per cent above the power of the locomotive. Is it any wonder that it is said that the air brake is more powerful than the locomotive?

You wonder how such tremendous braking power is available! A pressure of 110 to 130 pounds per square inch is carried in the main reservoir, which is supplied by a cross compound air pump on the locomotive. The pressure is reduced by a feed valve to 90 pounds per square inch in the brake pipe and auxiliary reservoirs, and the capacity of the auxiliary reservoirs and brake cylinders is so proportioned that they will equalize at 60 pounds per square inch during a full service application, or about 80 pounds per square inch during an emergency application. Such pressure applied to the area of two fourteen-inch brake pistons, multiplied by a brake lever ratio in the neighborhood of eight to one, gives a braking power of 90 per cent of the weight of the car for a service application or 125 per cent for an emergency application of the brakes. But with that amount of braking power per car distributed on 12 wheels by 24 brake shoes, it is only slightly less startling that a train can be stopped so quickly.

You may have been lead to believe that if the wheels slide on the rail the maximum retarding force is being attained. This is untrue and is to be avoided for that reason, but also for the more practical reason that it causes flat spots on the wheel tread. It can be proven by experiment that the adhesion of a wheel to a rail while rolling is greater than the frictional force at that point when the wheel is sliding. For this reason the brakes are so proportioned that the brake shoe pressure is nearly but not quite enough to cause the wheels to slide. In the case of a brake shoe and wheel it can be further proved that the frictional force between them is less at high speeds than at lower speeds, and therefore a higher braking force may be safely applied at high speeds. This is why the graduated release feature of the Schedule LN brake equipment is so valuable, for the braking force is gradually reduced as the speed becomes less, yet the maximum retarding force is maintained until the train is brought to a standstill.

The term regenerative braking is exclusively a function of the electric locomotives whereby the function of the driving motors is temporarily reversed while descending a mountain grade. The driving motors then become dynamos and are used to pump electricity back on the line for the use of other locomotives which may be climbing grades on another part of the road, and thereby serving to hold the speed of the descending locomotive in check without recourse to the air brakes. Regenerative braking has no connection with the air brake system and is only mentioned here that you may not be left in wonderment. In a later chapter on the electric locomotives, the operation of regenerative braking will be explained more in detail.

After reading the preceding paragraphs on what the air brake is, and what it is able to do, you can perhaps appreciate that it is often considered one of the most important contributions to the field of railway transportation. Without the air brake the thousand ton passenger train or the hundred car freight train of 4000 tons and more, would scarcely be possible, and we should likely be limited to the tiny locomotives and fifteen ton freight cars, that our fathers and grandfathers remember. Modern commerce and industry have been made possible by cheap transportation, which is to no small extent possible because of the air brake. By the use of the air brake, countless wrecks and disasters have been averted and thousands of human lives have been saved. Truly the world owes an irrepayable debt of gratitude to the genius of George Westinghouse.

NOTE—The writer is particularly indebted to the publications of the Westinghouse Air Brake Company for a considerable portion of the material in this chapter.

On the Banks of the River Slow

My friend, have you heard of the town
of Foo-Chow
On the banks of the River Slow,
Where blooms the waitawhile flower
fair,
Where the sometimeorother scents the
air,
And the soft goeasies grow?

It lies in the Valley of Whatstheuse,
In the Province of Letherslide,
And that tired feeling is native there;
It's the home of the reckless Idont-
care,
Where the giveitups abide.

It stands at the bottom of Lazy Hill
And is easy to reach, I declare;
You've only to fold up your hands and
glide
Down the slope of Weakwill's slippery
slide
To be landed quickly there.

The town is as old as the human race,
And it grows with the flight of years,
It is wrapped in the fog of idlers'
dreams,
Its streets are paved with discarded
schemes.
And sprinkled with useless tears.
(W. E. Curtis in the Chicago Record.)



Section Foreman W. F. Whalen and Crew,
Perry, Iowa



A Daffodil Field in the Payallup Valley

Daffodils

Contributed by Clara C. Carrotte

THE daffodil has always been beloved by poets. It belongs to the "Amaryllidaceae" botanical family named for Amaryllis, beloved of ancient versifiers. Under its classic name of "asphodilus" Horace and the Latin poets were fond of referring to it. The Greeks revered it as the "flower of the underworld." Homer tells of a great meadow of asphod. which was the haunt of departed spirits. Persephone was crowned with a garland of departed spirits. Persephone was crowned with a garland of asphod. It was one of antiquity's most famous flowers.

Shelley in the "Sensitive Plant" sings of it in the following lines:

"Narcissi fairest among them all
Do gaze with their eyes on the
streams recess

Till they die of their own loveliness."

A modern writer says of it:

"Daffodils, daffodils, filling vale
and crowning hills—

You are prayers that God is
sending.

Through your gold, His crown
He's lending

Make us worthy of your beauty,
daffodils."

Botanists do not refer to it as daffodil, instead they use the word narcissus or narcissi, but in common usage the word daffodil is generally used.

The raising of daffodil or narcissus bulbs is becoming one of the big industries of the United States, particularly in the Pacific Northwest where every specie except "Paper Whites" seem to thrive better than in any other part of the country. Veteran Holland

bulb growers, notable among them the great firms of Van Zantan Bros., and Zonneveld Bros. & Philippo, are planting into bulbs large tracts ranging from 60 to 100 acres. These men make the claim that the soil, climate and general conditions of the Puget Sound country is so suitable to bulb culture that it is destined to become a Little Holland here in America.

The latest compilation of official statistics indicate that we grow here in Washington more than a third of all the daffodils produced commercially in America. In Pierce County alone in 1927 the bulb plantings represented more than 12,000,000 bulbs and in the state of Washington, in the same year, the plantings represented more than 23,000,000.

The big American growers in Pierce County include George Lawler of Roy, Charles W. Orton and Edward C. Orton of Sumner, Frank Chervenka of Sumner. The firm of Van Zonneveld Bros. & Philippo recently established at Orting, is one large Holland firm in this county, the latter firm having a tract of 95 acres in bulbs.

At Easter of this year a car load of flowers, estimated at approximately 400,000 blooms, was shipped to Chicago from Sumner.

There is a difference of opinion among growers in regard to the cutting of flowers. Some growers feel that at least a 10% injury is done to the bulb by cutting the flower and unless the flower brings at least 2 cents a piece a grower loses money in cutting them, as the bulb is proportionately smaller and less virile. American growers are testing out this idea advanced by the

Holland veterans of bulb culture.

The Sumner Garden Club launched the first movement for an annual Daffodil Fete in the Valley and in the Northwest. On April 6th, 1926, a great Daffodil Tea, attended by over five hundred people, was given on the spacious and beautiful lawns of "Orton Place" the home of Mrs. Charles Waite Orton, founder and President of the Garden Club. This was an unique affair. Mayor Bertha Landes of Seattle and Mayor Angelo V. Fawcett of Tacoma—big sister cities of the Valley towns, were introduced to the group, shaking hands over a great basket of giant daffodils, representing the good fellowship and interest of those two large cities on either side of this lovely valley. General Alexander, represented at this affair, Fort Lewis, which always stands at the door of the Northwest in friendship, interest and protection. Representatives from the fifteen valley towns were there, and helped carry the golden message of glad daffodils into their own communities. The Club keeps the day annually, but attendance is now limited to garden groups. Since then many daffodil affairs have been given in the valley and at Tacoma. The Sumner Chamber of Commerce for the past two years have given a daffodil banquet. The Tacoma Pierce County Horticultural Association has staged two daffodil shows. The Tacoma Garden Club now has its annual exhibit of Daffodils, and in many other places in the County and the Northwest the daffodil has become the motive about which is woven many interesting ideas.

Considering the bulb industry from a financial point of view it is likely to bring hundreds of thousands of dollars into this valley. There will, of course, in this as in all other industries, be some failures and some drawbacks, but in the main the growing of narcissus bulbs seems destined to become one of the greatest industries of the Pacific Northwest.

Speaking of the industry from an aesthetic view point it is truly a golden occupation, and to the man who sees more than money in the work before him, it should be an occupation filled with joy, and the suggestion of the better and lovelier things of life.



The Honey Creek Bridge

Neal Gregory

THE work of renewing the Honey Creek trestle bridge No. F-146 located one and one-half miles west of Monroe, Wis. on Mineral Point lines of the Madison Division has just been completed.

On account of peculiar conditions this has always been considered quite an extraordinary bridge, for the reason that it is approached from the west on a heavy grade and through a solid rock cut and on a curve and as a consequence the train men have always felt a little afraid of the bridge. We thought perhaps it might be of interest to the employees on the Madison Division and others to learn something of this bridge and the method employed in renewing it.

This bridge was first erected in the early eighties and was last renewed in the year 1910 and consists of eighteen spans; a total length of two hundred and fifty-five feet; total height forty-two feet. The bents are of framed timbers resting on stone and concrete masonry piers, which are built up on a solid rock foundation.

The old bridge just retired was a much lighter structure than the new one just erected. The old bents consisted of four posts twelve inch by twelve inch, sills twelve by twelve inch, caps twelve inch by fourteen inch; while the bents in the new bridge consists of five posts twelve inch by twelve, sills ten inch by eighteen inch and caps fourteen inch by fourteen inch. The floor on the new bridge is much heavier than on the old bridge. The new bridge has three stringers ten inch by eighteen inch under each rail and eight inch by eight inch ties, while the old bridge had only three stringers eight inch by sixteen inch under each rail and six inch by eight inch ties. Thus you will see the new structure is heavy enough to handle the heaviest traffic over it.

The method of renewing this bridge was out of the ordinary inasmuch as the new structure must rest on the old masonry foundation; therefore it was necessary to remove the old bents out of the way before the new bents could be put in place and as the work must be done so as not to delay traffic it was quite a problem, but, be it said to the credit of the men in the field no one was injured; and no regular trains were delayed for a minute during the entire construction.

The old bridge was 255 feet long, the new bridge will be shortened up 110 feet leaving it 145 feet long.

It is estimated the cost to fill the 110 feet will amount to five thousand dollars.

Nurse—"Do you want to see the little brother the stork brought you?"

Bobby—"Naw, I wanna see the stork."

Money does not always make happiness. A man with ten million dollars is no happier than a man with only nine million.—*Life*.



Roadmaster E. C. Callahan

Fifty Years' of Service

J. H. Mitchell

In the year '78 the story is told
Came a young Irish lad both brawny and bold
His hair was quite red, also his complexion,
Picked himself a swell job on the Mather section.

'Tis said he would take a steel rail in each mitt
And hunt 'long the track for a place it would fit.
As for lifting oak ties he thought nothing at all.
He could bury a spike with a stroke of the maul.

He could shim up a joint and not even half try
And line a switch point from the tail of his eye.
And once it is told when the claw bar was gone
He pulled out four spikes with his finger and thumb.

In due course of time he acquired such skill
He was placed in full charge when his foreman fell ill
And turned up his toes, passed to parts still unknown,
And 'twas then that Red Callahan came into his own.

It was only a start to be boss of a section
And they soon made him head of a gang on construction
A great gang of Irishmen fresh from the sod
And he ruled them with kindness instead of the rod.

It's just an old saying but it's true I confess
There is nothing succeeds in this world like success.

So by dint of good judgment and his clear cut decisions
He was soon made roadmaster of the W. V. Division

And on that division as we all well know
It's a real man's job to fight water and snow.

And one time at Rudolph when the mercury fell
To 12 below zero and snowing like h—
Ed was pinned up like a pig in a poke
Four days fighting snowdrifts 'til his heart was near broke.

Now there is just one more thing I almost forgot
He is out on the job if it's cold or it's hot
And although 50 years in the service seems long
He is right on the job and still going strong.

So we're wishing you many returns of the day

Just gird up your loins and keep fit for the fray.

And we're willing to bet in dollars and cents
That you'll be on the job for many years hence.

Unlimited Service

By F. P. Metzger

EVERY place you go today you see the word "SERVICE," but how many really apply the meaning in its fullest sense? There is no better way of finding out if a concern—any concern—is really giving service than to have the patrons of that company tell them they are receiving real service.

On the La Crosse Division we have four two-hour trains operating between Milwaukee and Madison, Wisconsin, composed of solid steel equipment, modern in every way with parlor and dining car service. These trains are manned by Engineers, Ellis, Henratty, O'Bryne, and Ed Donohue; Firemen Gentine, McCarty, Liske and Clarey; Conductors Commodor Griggs, Wm. Brannon; Brakemen O. N. Lochemes, C. J. Nelson, J. Renzel and F. P. Metzger and Baggage men L. E. Fogg and A. Lipbman. The Milwaukee advertises this service as "UNLIMITED." These crews have fallen in with the spirit of "UNLIMITED SERVICE" and have in every way been trying to make our patrons feel at home on our trains.

A big majority of the people who ride these trains are professional people, i. e., judges, lawyers, professors, doctors, public speakers and students who are attending the University of Wisconsin, and people from almost every walk of life. Some of our patrons, who have been driving their cars between Milwaukee and Madison have discontinued driving their cars and have been riding our trains because they are faster, cleaner, surer, safer, more restful and more comfortable. At the present time the Railroad Company is offering a four dollar rate for a round trip between Milwaukee and Madison which will give those people in Milwaukee who have never seen the State Capitol, or the University of Wisconsin and its many pretty buildings and the beautiful lakes surrounding Madison, a chance to visit this place.

We are continually receiving comments from our patrons commending the Milwaukee Road on this wonderful service. Statements of this kind bring us right back to the words "UNLIMITED SERVICE." When our patrons come to us and tell us that the Milwaukee is giving a hundred per cent service that is conclusive evidence that the words "UNLIMITED SERVICE" are truly applied to the Milwaukee Road.

THE MILWAUKEE MAGAZINE

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Take the Big Yellow Cars to Yellowstone

THAT'S what says "W. B. D.," meaning our genial General Passenger Agent, who is out after ALL the Park travel of the season. Nothing short of the lion's share is going to satisfy that gentleman. And he has the right to expect it, for we all know our GALLATIN GATEWAY is the most interesting, the most scenic and the most comfortable route between the end of the rails and the park entrance and vice versa; and we all know too, that GALLATIN GATEWAY INN is the handsomest and most sumptuous in the State of Montana; while no one knows better than Milwaukee Railroad employees that our train service is incomparably the finest and best in every particular.

The Park opens on June 18th, and there will be a big contingent of GALLAGATERS on hand to go GALLATIN GATEWAY, and every employee on this System is going to make it his business to be a booster for this route of ours for the entire season. Mr. Dixon says that during our half season of 1926, (the season that The Milwaukee opened GALLATIN GATEWAY) we handled 1,428 Yellowstone Park passengers through our new route; during the full season of 1927, we handled 5,313 passengers; and of course every one of those 6,741 people went their ways sounding the praises of the GALLATIN GATEWAY and the splendid service of The Milwaukee Road,—in other words they are all GALLAGATER Boosters, and their praises will, like bread cast upon the waters, return in hundred fold. That will help tremendously, and now let us all do our bit and our utmost to help our General Passenger Department associates to put over a magnificent season. Mr. Dixon says that on May 18th, just one month prior to the opening of the Park, sixty-one organized parties had been definitely booked for Yellowstone, through GALLATIN GATEWAY, in one direction or the other; and many more such parties were in the offing, with excellent prospects for securing. That is splendid, but don't forget the small parties, the twos and three, yes, and

even the lone traveler, don't forget him or her, and if such are hesitant because of not wanting to make the trip without company, assure them, one and all, that our representatives will take pleasure in placing them where they will "fall in" with pleasant traveling companions and everything done to make the trip thoroughly enjoyable. The Women's Clubs are doing wonderful service advertising GALLATIN GATEWAY through the medium of their GALLATIN GATEWAY Balls, teas and card parties; the Veterans are "digging" for business for us; the Pioneers are also out in a body to BOOST. It's a test of The Milwaukee Spirit, and we can confidently assure our Passenger Traffic Department that every employe is a self-constituted passenger solicitor for GALLATIN GATEWAY.

Obituary

MR. James C. Fitzgerald, General Agent, Chicago, Milwaukee, St. Paul and Pacific Railroad, Denver, Colorado, passed away on April 20th at St. Joseph's Hospital in that city. Mr. Fitzgerald was an old-time employe of the CMSt.P & P and had a very broad acquaintance with associates in that company as well as with shippers in the Chicago territory, in which he was formerly located, and a multitude of friends in the Denver territory.

In September, 1892, he entered the service of the Chicago, Milwaukee & St. Paul Railway in the Freight Department at Chicago and was in continuous service with that Company, with the exception of a few years that he was General Agent and General Freight and Passenger Agent of the Wisconsin & Michigan Railroad, with office at Chicago, Ill. In April, 1924, he was appointed General Agent of the Chicago, Milwaukee & St. Paul Railway at Denver, Colorado, where he was in service up until the time of his death, April 20, 1928.

In addition to his wife, Mrs. Etta M. Fitzgerald, and daughter, Bernice, he leaves his mother, Mrs. Mary Fitzgerald, brother Frank J. Fitzgerald and sister Mrs. James Maney of Duluth, Minnesota, and a brother Wm. T. Fitzgerald of Goodland, Kansas.

Mr. Fitzgerald's remains arrived in Chicago on April 23rd, funeral services being held at this latter point on April 24th.

TRAINMASTER W. A. SPRINGER ANSWERS THE LAST CALL

AT 11:30 a.m. Wednesday April 25th W. A. Springer passed away at his home in Chicago after a few days of serious illness. Deceased was born at Waterloo, Wisconsin and spent his childhood days there. At the age of 17 years he began his railroad career with the Milwaukee and for 29 years continued in their employ. He was promoted from brakeman to conductor and in 1921 was made General yard master at La Crosse, Wisconsin which position he held until promoted to the position of train master in Chicago Terminals about five years ago. In this last position he had jurisdiction

over the passenger end of the company's business here. His friendly, yet business-like ways won for him many friends among his associates which was most emphatically shown by the great numbers who attended both the services at his home as well as the final funeral services which were held at Madison, Wisconsin, April 28th. While living, wherever he went he continued to make friends and this is best proven by the words of an employe at the Western Ave. coach yards when he said, "Wm. A. Springer has passed on, but he will never be dead to those who knew him as their superior officer." Short funeral services were held at the home Friday afternoon April 27th when a vast throng of admirers and devoted friends gathered to pay their last respects to him who so short a time before was the picture of health. After the services the remains were taken to a place near his office at Western Avenue and placed in a special car on train No. 137 for transportation to Madison, Wisconsin. The funeral was held from the home of Mrs. Springer's mother and the mountains of beautiful floral pieces that almost entirely filled the room showed the high esteem in which he was held by all who knew him. He is survived by his widow, his little daughter and his aged mother, to whom the heartfelt sympathy of his railroad associates is extended.

—G.E.S.

Menominee, Michigan, Great Lakes Region A Convention Center The Gateway to Cloverland Paul Wilson

OWING to the many resources and geographical location, Menominee, Mich. is rapidly being recognized as an ideal Convention City.

That Menominee is looked upon as an ideal gathering point is evidenced by the number of Conventions already scheduled for the summer. May 13th, 14th and 15th will be the Rotary Convention and Rotarians from Wisconsin and Michigan will enjoy the hospitality and freedom of our city.

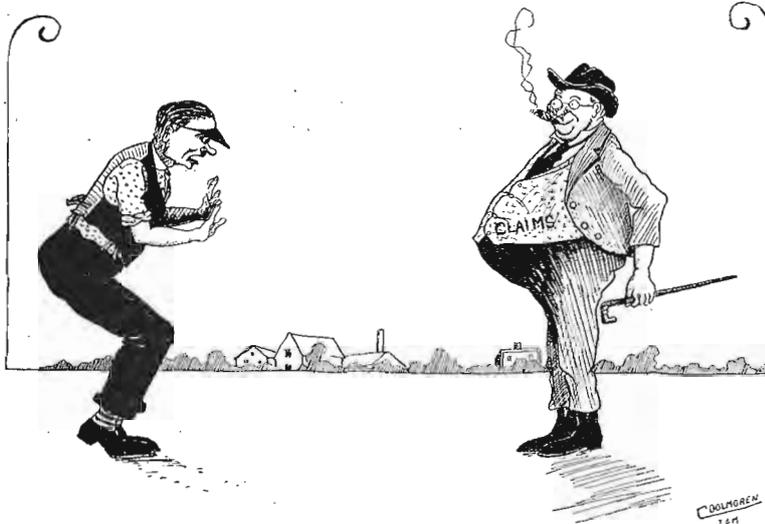
June 25th to 30th inclusive will witness a two state Roundup and Convention of Wisconsin and Michigan Knights of Pythias; Menominee and our sister city Marinette, Wisconsin are preparing to open their homes to visiting Knights of Pythias and their families.

Menominee will also be the terminal for the Northern Michigan Tours, Inc., who have made arrangements with the Milwaukee Road for handling the tourists, Chicago to Menominee and return, during the months of June, July and August. They will operate 20 busses out of Menominee and make an 8 day tour thru the Upper Peninsula of Michigan covering one thousand (1000) miles.

Menominee will also be the terminal for the North American Airways Co. who will operate passenger planes between Menominee and Chicago daily.

CLAIM PREVENTION

FRIGHT THIS UP HANDLE WITH CARE



CLAIM DEPT. "GOSH! WHY DONT YOU REDUCE?"

Essay on Claim Prevention

Earl O. Tvedt, Operator,
Great Falls, Montana

FIGHT everything which causes or may cause a claim; let nothing stand in your way. Check inbound and outbound freight with the utmost care and watch all freight for breakage, etc. Urge your customers to pack and crate the right way and handle each and every article the same as you would your own. Handle connecting line business the same as if they are the shipper himself examining all transfers very carefully and get notations on transfer bills covering all exceptions. This will eliminate our railroad paying bills for someone else. See that all freight is properly tagged and above all erase all old addresses. Freight from some of our leading firms has been offered for shipment with three and four different addresses on same. This is where our company's black crayon comes in handy. Load the cars properly and do a good job of bracing when such freight that needs bracing falls in your path. During the winter months be on the lookout for freezable freight—don't give it a chance—put it in the office if you have no warm room—make room for it if you have to carry out your office furniture to do so. Lock all trucks and keep them as far from the track as possible and scatter ashes on the platforms if slippery. Knock down all icicles from buildings.

Keep car doors closed and also the warehouse doors and do not allow rubbish to accumulate—pull out nails in car floors and inspect all cars carefully before loading. Do not allow flour to be loaded on bare car floors.

Do not drag bags on car floor. One cannot watch perishable loading too closely. Make sure the vents and plugs are in proper position and clean drip pans and be sure drains are all open. Keep a 100% record of all inspections.

Do not permit overloading of livestock and record all exceptions. Get a faultless receipt for everything; that's the kind our customers or patrons want and we are just the same as they are; let not a piece of "Order Bill of Lading" freight be delivered without original bill of lading properly endorsed or bond of indemnity in lieu thereof for 125% of invoice.

Claim Prevention

F. P. Rogers, Trainmaster,
Twin City Terminals

AT a District Claim Prevention Meeting held last fall Mr. Loderhose commented rather favorably on the manner in which freight claims and Claim Prevention work was being handled at Minneapolis Freight Station; in fact, he remarked that in his opinion the Minneapolis station compared very favorably with all of the other large stations on the railroad in this respect. When Mr. Christoffer called upon Mr. Crouse to explain for the benefit of the others present the methods used to bring about such satisfactory results, Mr. Crouse replied very briefly that it was simply the result of following the rules. I thought at the time that Mr. Crouse's brief answer was due to his modesty but when I began to look into the matter I found that Mr. Crouse's statement was correct and that it was the

secret of any success that he has had as agent at Minneapolis insofar as freight claim matters are concerned.

I presume everyone present has been seen or heard more or less about Accounting department Circular No. 600 but I am not so sure that all of us are very familiar with the instructions contained in that circular.

The circular is primarily for the information of agents and the instructions are so clear and so much in detail that any agent or freight house employee of ordinary intelligence can very readily refer to the index and find full information necessary for the proper handling of over and astray freight, which constitute the major source of claims so far as station agents are concerned.

When I found upon investigation that there was no trick or secret about the methods used at Minneapolis Freight Station. I made a check of St. Paul Freight Station to find out why that station was not as active as Minneapolis station, and I found that they too were using practically the same methods with equally good results.

There was considerable discussion at the last district meeting about the necessity and importance of enlisting and keeping up the interest of the individual employees in the Freight Claim Prevention work and we all know that whatever success has been attained has been due entirely to the interest displayed and co-operation given by the employees down through the rank and file.

A bureau was established several years ago to disseminate information as to the best methods and practices to follow to prevent claims but this bureau is in reality an educational bureau and simply gives us hints and suggestions and the real freight claim prevention work is done by the various employees who have any part in the handling of the freight, whether it be agent, foreman, checker or trucker at the large metropolitan freight stations; or his helper at the country station; or the various train and yard crews who handle the cars between point of origin and destination.

The complimentary remark made by Mr. Loderhose about Minneapolis Station would indicate that the agent at that station was taking a lively interest and I know from personal observation that not only the agent but his entire staff are taking a real interest, and this is reflected in their every-day work and at the Claim Prevention meetings. This spirit is not confined to the employees at Minneapolis Freight Station but also St. Paul and Twin City Transfer where practically every one of the employees not only attends

the Claim Prevention meetings but has some suggestion to offer or does not hesitate to ask for information to clear up some doubt in his mind.

I have attended quite a number of these meetings and was particularly impressed with the fact that these employees discuss their problems more from the view-point of a partner in the business rather than simply as an employee who is designated on the payroll with a working number.

Another large field we have to work in, in the Terminals, is with the yardmen and yard enginemen, and I feel that considerable progress has been made in enlisting the hearty co-operation of these employees.

It is not possible for these men to attend the Claim Prevention meetings but through the courtesy of the Trainmen's Organization in TCT they devote part of their regular meetings to the discussion of Claim Prevention matters.

Copies of the minutes of terminal meetings, circulars and ARA bulletins are furnished the local chairman and these are read and discussed by the men at their meetings.

By working closely with Chief Car Inspector and General Car Foreman we get information about damage to cars in the yards and follow up promptly with the crew or individual who is responsible, conducting formal investigation if necessary to place responsibility. At first, yardmen protested about being called in for investigation in what they thought were minor cases, but they were advised that it was absolutely necessary to make report in each case where equipment was damaged and that pulling a drawbar might seem like a minor case to them but it represented a loss of at least \$30.00 for the damage to the drawbar and it was not an easy matter to explain away such losses to the management.

After making a few historical entries, discharging a couple of foremen, demoting one or two others and reprimanding a number of yard and engine men they began to look at the matter in a more serious vein, and it is not at all unusual now for an engineer to come to the office alone or with the foreman to make a statement in connection with damage to equipment same day it occurs and before they receive any notice to report; and, to their credit, it must be said that they usually make a very frank statement and admit the responsibility to avoid necessity of holding a formal investigation with the entire crew.

Have also noticed other evidence of the men taking personal interest in these matters and a typical example is the following: A yard crew was sent to an industry to deliver some rush cars. When they arrived they found a crew of men unloading cars on the industry track and were not quite through and ready for switch. The yard foreman went ahead to find out how soon the empties would be ready to pull out and noticed a commotion in one of the cars where two or three men were working and finally heard a crash when one of the men let a large crate containing a show

case fall, entirely demolishing the show case. The yard foreman immediately figured that these men might claim the case was broken in transit and he secured the names of the men working in the car and made a full report of the matter when he returned to South Minneapolis. He was complimented on his thoughtfulness and for the interest he had taken, and since that time several other yardmen have called attention to similar matters in connection with which they thought there might be claims filed.

We endeavor particularly to keep yard crews working at Twin City Transfer, Team Tracks and in the industrial districts on the alert at all times to avoid damage to cars, lading or property of others, and I believe the records will show that the efforts have been well worth while.

At the Claim Prevention meetings at investigations and in talking with individual employees we endeavor to bring home to them the thought that the work of preventing claims and damage is something that everyone on the railroad is interested in, regardless of his occupation, and the best way to accomplish the desired results is for each employee to take an active personal interest in doing his particular job well and that this interest must be kept up daily.

The Pioneers Progress

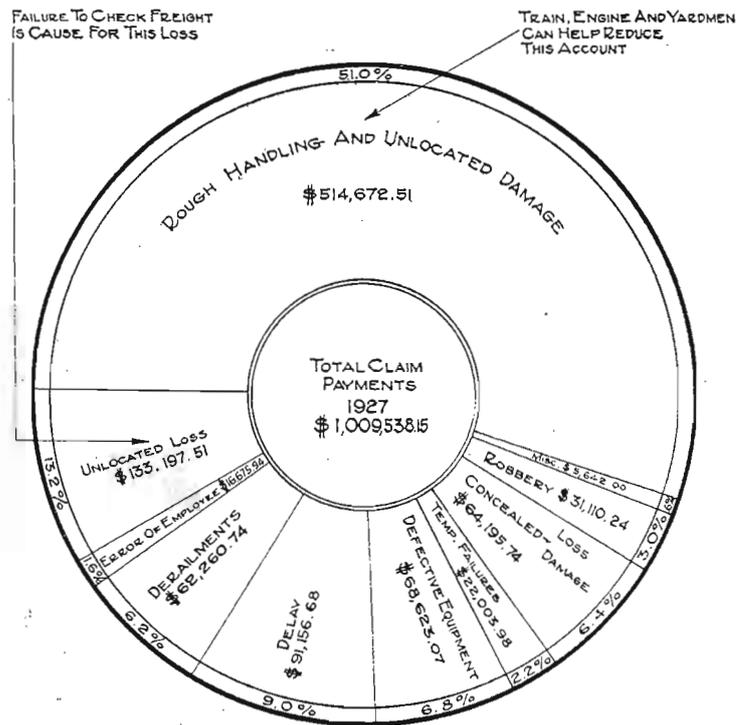
By E. A. Beamer at Michigan Livestock Loss Prevention Association Meeting, Detroit, April 10-11, 1928.

WHILE the movements of live stock from the farm or feed lot to the car require only a few hours, the bad methods of handling during this short period are probably responsible for a greater loss of life and injuries that are preventable than occurs throughout any other period in the entire life of the animal.

I want to briefly portray some of the bad practices of some farmers and shippers as they have come under my observation. It is four o'clock on a hot July morning, and Farmer Jones has 40 hogs he is marketing this day. He naturally wants them to weigh as heavy as possible, and as feed and water are generally cheaper than pork, although there is not much difference this year, he rises early and gorges them as full as possible. If he is selling to the old line buyer he expects to get pork prices for feed and water right at his home town. If he is shipping them through his shipping association, he wants to have his hogs filled as well, if not better, than his neighbor so that he may feel sure he is not standing part of his neighbor's big shrink. However, they probably both use the same recipe for filling

Chicago, Milwaukee, St. Paul and Pacific Railroad Company

OFFICE OF SUPERINTENDENT CLAIM PREVENTION BUREAU



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

H. A. Wicke
SUPT. CLAIM PREVENTION BUREAU

MAY 1, 1928

them that morning on their farms. Of course, the weather is going to be hot and it is necessary to get the hogs to the loading station in the cool of the day, and they, not being accustomed to being fed so early are a little slow in feeding, in fact, probably would not have eaten anything were it not for the fact that the hired man had forgotten to feed and water them the evening before and their empty stomachs are craving something to satisfy hunger and thirst.

Well, in about two hours, or about six o'clock, Jones decides that while he has several times driven them all up to the trough, filled with a nice thick slop composed of middlings, shorts and ground feed, and while some of them do not look quite full enough to crack open, or as he had expected, he had better not wait longer as the sun is getting warm and he must get them in the wagon and get started for the loading station at once. So he backs his wagon up to the loading chute and he and the hired man start to move them around the lot towards the chute. He has no gates, fences, or partitions so he can drive the hogs into narrow quarters whereby they can be forced into the chute readily, and they break away and run to the farther corner of the lot. After breaking up nearly all the clubs, and testing out the points of all the pitchforks on the farm; running the hogs around the lot and up the chute fifteen or twenty times until several of them are nearly exhausted with the heat, and all of them are terribly pricked and bruised with the forks and clubs; mid a chorus of profanity, accompanied by the harmonious music of hogs' squeals, they finally succeed in getting the last one, which they had to catch and carry, into the wagon at exactly seven-thirty.

Although Farmer Jones must hustle to get them to the station and over the scales before they lose any of that good fill, and also before any of them get sick or die on his hands, as they are getting pretty warm and the sun is getting fearful hot, he feels it advisable to take a minute's time and sprinkle a little water over them, for he has learned from previous experience not to throw too much cold water on a hog's back when he is hot. After trotting his horses all the way to the station he finally arrives at nine o'clock. He heaves a sigh of relief to find them still all alive, but feels somewhat disappointed to notice that some of them are a little dopey, as that fast ride on a full stomach has caused them to get sick and heave up considerable of that good feed and it is going to stay in the bottom of the wagon and he is not going to get hog prices for it. And then to save any humiliation, he kicks some straw or bedding over it so the shipping manager will not see it. Well, of course, no time must be lost unloading, as getting the hogs over the scales quickly means dollars and cents to Jones, so he removes the end gate from the wagon and as there is no chute handy to unload them, he throws a small handful of straw on the ground at the back end of the wagon and forces the hogs to jump out of the

wagon onto the ground, and while several of them may have strained or sprained their legs or joints, Farmer Jones is lucky as no cripples show up while they are in his possession. After they are all out of the wagon, with the persuasion of another supply of clubs and an encore of the same music he had when he loaded them in the wagon, the hogs are finally forced onto the scales with Jones cussing because the hoghead is on the wrong end, when the fact is it is his head that is misplaced rather than the hog's. Jones chuckles as he looks at them and congratulates himself on the big fill he has on them, but about this time the shipping manager comes out of the scale house and takes a look at the hogs and says, "We have got to do something to stop these ungodly fills which is resulting in excessive shrinks and in several instances death losses in transit or at the market, and you can either take a dock of 3 lbs. per cwt. or take your hogs back home. Of course, Farmer Jones did not take them home, but he learned his first lesson that day, and now he and his neighbors in that whole community are bringing their hogs to the shipping point in the pink of condition.

But we haven't got these Jones hogs in the car yet. They are now in the care of Mr. Careless Shipping Manager, who takes them from the scales and places them in a yard where there is very little shade and no water, with several other bunches of strange hogs which are fighting and chasing each other around the yard, with the result that when the shipper is ready to crowd that 38,000 lbs. of live hogs into that double-deck car, bedded with dry straw a foot deep, and no ice in the car, the hogs are so sore and stiff from bruises and pricks and so overheated and their vitality so weakened that nothing short of an act of Providence will forestall a heavy shrink, several cripples, and possibly a large death loss, either in transit or at the point of destination, not considering the additional loss from bruised, cut, and infected hams, shoulders, and backs to the packer who purchases them.

While I believe, by far the greatest losses come from improper methods of handling hogs, there is plenty of opportunity for improvement in moving other species of live stock from the farm to the loading station, especially cattle. I have known Farmer Jones to handle his fat steers in moving from farm to loading station in much the same way as he did his hogs, same big fill, lack of help to drive them, with the result that they broke away and ran several miles and before he got them to the station, they were completely exhausted; several of them so overcome with the heat that they had to be loaded in trucks to get them there. Upon the arrival at the loading point, it was time for the freight train and the cattle were hurriedly crowded into the car in their weary and tired condition, not even taking time to tie the bull, with the result that his returns showed a terrible shrink, several of them were

crippled, and all of them so sore and stiff that the buyers bought them 50c per cwt. below the regular market price for that same class of cattle that day.

But today, Farmer Jones has decided that his selfish motive has cost him dearly and he is giving his live stock a little less than a normal feed on market days; he handles them quietly and gently, and avoids chasing or running them; he has discarded the clubs and pitchforks and uses in their stead a piece of old inner tube, or canvas slap-jack made out of a strip of canvas; moves them to the station in the smoothest and quietest manner possible, instead of forcing them to jump out of the truck, which has superceded the wagon; he has found a chute for them to walk down, easily and quietly, thus avoiding any sprains or fractures.

After they are weighed, they are yarded by Mr. Careful Shipper, the new shipping manager who has taken the place of Mr. Careless Shipper, on whose neck the Board of Directors "tied a can." They are put in a nice, shady yard, with plenty of good water, separated from other hogs; after resting and becoming thoroughly cool they are driven carefully into a single deck car, bedded with damp sand, which has cakes of ice suspended from the ceiling to cool the atmosphere in the car, the door is shut and they are billed out with a notation "water in transit." They have plenty of room and do not crowd or pile up, and in this fine condition they are turned over to the railroad in A-I shape, and if they are not watered in transit or mishandled in their movement from this time until arrival at destination, who is to blame? There is only one answer.

Farmer Jones and Mr. Careful Shipper have done their part, and now both these men attend every meeting and are the biggest boosters of the Live-stock Loss Prevention Association we have.

Voice of Authority

A little girl was put in an upper berth of a Pullman sleeping car for the first time. She kept crying till her mother told her not to be afraid, because God would watch over her. "Mother, you there?" she cried. "Yes." "Father, you here?" "Yes." A fellow passenger lost all patience at this point and shouted: "We're all here! Your father and mother and brothers and sisters and aunts and uncles and cousins. All here; now go to sleep." There was a pause; then, very softly "Mamma!" "Well?" "Was that God?"

The Last Straw

Grogan: You won't catch me working for Jones again in a hurry!

Hogan: Why not?

Grogan: On account of a remark he made.

Hogan: Remark?

Grogan: Yeah. He says to me, "Grogan, you're fired!"—*Ladies Home Journal* L

Hot Mama!

It was reported later in the day that her husband was on his way to the Hall of Justice to boil her out.

—*San Francisco Examiner*

HELP WANTED!



New Empty Car Slip Bill
THERE is reproduced below, the new empty car slip bill form 143, supply of which was printed last December and which many stations are already using.

F. 12-27 1050M FORM 143

EMPTY CAR SLIP BILL

Initials _____ Car No. _____

Class _____
SHOW EXACT CLASS, AUTO, FLOUR BOX, GRAIN BOX, CEMENT BOX, HOPPER GOND, MILL GOND, ETC.

Date Billed _____

From Station _____

To Station _____

Deliver to _____ R. R.

Authority _____
SHOW ORDER NUMBER, F. C. D. SHEET OR OTHER AUTHORITY

Maker _____
NAME EMPLOYEE MAKING BILL

INSTRUCTIONS

1. This slip is for use in moving empty cars. Its use for cars containing freight of any kind is positively forbidden.
2. A separate slip must accompany each empty car through to destination and slips should not be used more than once.
3. If diverted en route point where diversion made and authority therefore should be noted on slip.
4. On arrival destination slips should be kept on file for period one year so will be available if called for.

J. L. BROWN,
 Gen'l. Supt. Transp.

It will be noted that the full classification of cars is to be shown on the second line of the new bill headed "class." This means to properly show the classification as between "grain box," "cereal or flour box," "merchandise box," "cement box," "rough box," "auto," "hopper or battleship," etc.

It is important that this full classification be shown in all cases that the various divisions over which the cars pass may properly report the movement according to classification on the 37 report in order that this Department may be kept advised of the supply of cars of various classes that are in transit or awaiting movement to loading territories.

Showing the full classification will also save considerable switching at terminals as quite frequently they have instructions to divert a certain number of cars of a certain class and if the cars arriving in trains are simply billed as "box," an actual check of the carding on the cars or an inspection of their condition is necessary before the yardmaster can line up the proper handling.

It is of equal importance that an empty car slip be made for and accompany each individual car and that empty cars not be moved without a proper empty car slip and that the empty car slip not be made to cover more than one car even though there may be a number of cars of the same class billed from one point of origin to one destination. These cars frequently become separated en route due to bad order, reductions account tonnage, etc., and if more than one car is shown on one empty car slip it necessarily follows that some cars are handled without billing or some one is obliged to make new empty car slips and the re-copying of these empty car slips en route always opens an additional possibility of error.

In this connection, I might say that we have noticed in the past some employees have been in the habit of scratching out the original car number and other data on empty car slips and using them over again in billing another car. This should not be done as in the first place, the empty car slip should be retained on file at the destination station for a period of one year so it will be available if called for and in addition to this when the bills are scratched up it makes it very difficult for those along the line to read and properly handle and we have had cases where cars have gone astray due to the fact that the empty car slip was so badly mutilated that the proper destination could not be discerned.

When making out empty car slips the authority in all cases should be shown on the line provided for that purpose. By authority is meant the authority for the individual to bill the car as indicated, such authority being the result of instructions received on "FCD sheets," instructions from the Chief Dispatcher or other proper authority.

There is a line provided on the empty car slip also on which the party actually making the empty car slip should sign their name and this feature should not be overlooked.

It is our thought that the new form is an improvement on the old one and instructions have been simplified and if

every one will be careful to show the full classification of the cars that are billed, it is going to be very helpful to other employees along the line.

Question No. 44

A loaded foreign car is delivered by Road "A" to Road "B" in intermediate switch service for delivery to Road "C" for line haul. Road "C" returns car loaded in switch service to Road "B." When car is made empty, Road "B" returns car empty to Road "C," Road "C" notifies Road "B" that they are returning the car to Road "B" and will reclaim per diem for time car was on their rails.

Did Road "B" act within their rights in returning the car to Road "C" empty or should Road "B" have returned the car empty in home route to Road "A"? I might add that all Roads involved are direct connections with the owning road.

Answer to Milwaukee

It was obligation Road "B" to deliver car to owner if a connection within the same switching district. If Road "B" had no connection with owner in same switching district, then their obligation return Road "A." Road "B" was in error in returning car to Road "C" and latter's action in refusing and serving notice of per diem reclaim was proper.

Question No. 45

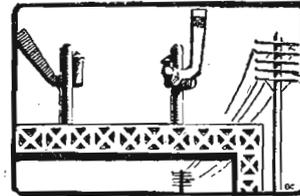
What check should be made to develop whether connecting line is handling our system equipment made empty on their line in accord with Car Service Rule 2?

Answer

All local employees should take advantage of every opportunity when in vicinity of connecting line track to observe if our system equipment made empty on connecting lines is being loaded to points on or via our line, or in the absence of such loading returned to us empty at the junction point where the cars are unloaded, as provided for in Car Service Rule 2. Frequently these observations can be made by Agents, Yardmasters, Yard Clerks, etc., when handling matters which require their presence in connecting line yards, at connecting line freight houses, or industries, or when passing such yards, freight houses, industries, etc., while going to or from work. Violations noted should be promptly handled with connecting line local forces, and if unable to secure correction, full facts reported to Superintendent who will handle with connecting line Superintendent. If the Superintendent is unable to secure the desired result, full facts to be reported to Transportation Department.



BUREAU OF SAFETY



Some Safety First Slogans

H. G. Gregerson

Safety First—Wise and Otherwise.
Those who ride fast over railroad crossings often follow it with a very slow ride a few days thereafter.

To avoid that run-down feeling, cross crossings cautiously.—Judge.

C-A-U-T-I-O-N Up to date

"Yes, children," said mother, "you may go and play on the railroad tracks. But be sure to keep off the streets, or the autos will get you." Janus Gotch.

No Three-times Trying.

Motorists who contemplate knocking a railroad train off the track should bear in mind that they get only one chance.—Toledo Blade.

You never can tell, Greg says, what appears to be a railroad crossing may be the place where you cross the Styx.—Madison, S. D. Sentinel

Where Was the Brain?

He tried to cross the railroad track Before a rushing train; They put the pieces in a sack, But couldn't find the brain.

Sudden Change in Direction

While eastward bound

He tried his best

To beat the train—

And then went west.

Safety Slogan

A good suggestion from the West is that signs be erected at railroad crossings, reading: "Better Stop a Minute Than Stop Forever."—Boston Transcript.

Dirty work at the grade crossing will continue until locomotives are equipped with life nets instead of cow-catchers.

Gasoline Epitaph

Here lies a part of Millicent Frossen, Her time had come to die; She fed the gas as she neared the crossing—

We trust she went on high.

The bird who drives through grade crossings without looking both ways is the sort of gentleman who can be depended upon to take pills in the dark.

End of a Perfect Cow

A cow stood on the railroad track

A train came around the bend,

She never had been hit before,

But she got it in the end.

Fixing the Blame

Gentle hands were lifting Pat from the wreckage of his automobile, which had just been hit at a grade crossing by a fast passenger train.

"How did it happen?" asked a friend, who was with the rescue party.

"Begorra," fumed Pat, "'tis more than I can understand. Ye'd have thought that the engineer of the train could have seen me comin' in broad daylight!"

Everybody's Magazine.

Famous Last Words

Sure, you can make it!

THE railroads, during the past eight years, have made the greatest progress in increasing safety of rail transportation ever attained by the carriers of this country, culminating in the year 1927 in the best safety record ever established by them, S. H. Aishton, chairman of the Executive Committee of the Association of Railway Executives, today told the Interstate Commerce Commission in asking that body to permit the managements free opportunity to exercise their judgment in determining in what direction expenditures can best be made to insure the greatest possible safety for employees and the public, and generally increase safety in train operation.

Despite the hundreds of millions of persons who ride on the railroads each year, only ten were killed in train accidents in 1927, a new low record for any one year and a decrease of 69 under 1926. An improvement in safety among employees was also reported in 1927.

"When it is taken into consideration," said Mr. Aishton, "that during the past eight years freight speed between terminals increased nineteen per cent, freight car miles per day increased twenty per cent, and gross ton miles per freight train hour increased 47.5 per cent, the results obtained in safety to those using the service, or employed in the operation of trains are a growing indication that the efforts of the railways in directing expenditures to those things which will produce the greatest measure of safety have been productive of a commendable result, and need no further justification as to their having been made in directions best promoting the public interest."

Mr. Aishton told the commission that in the past eight years the railroads have expended \$323,701,000 of new capital for safety purposes, of which all except \$22,395,000 have been expended voluntarily by the individual managements and without orders from the commission for various safety devices such as automatic and other signals, for inter-locking plants, crossing signals, highway grade separation, and for the extension of automatic train control beyond the two orders that have already been issued by the commission. Mr. Aishton explained that the \$22,395,000 mentioned above represented the cost of automatic train control devices installed by the various railroads in response to the orders of the Interstate Commerce Commission.

"This statement of capital expenditures," he continued, "is limited to the period January 1, 1920, to January 1, 1928, and, therefore, does not take

into consideration similar capital expenditures for installations prior to 1920. The figures so far presented take account only of the capital cost of physical installations, and have no reference to annual charges for operation, maintenance, and retirements. Annual expenditures for the items enumerated above, including the operation, maintenance and retirements of safety appliances installed prior to 1920 as well as those installed since 1920 are estimated at \$89,663,000 for the year 1927.

"The safety organization of the individual roads have also done most notable work in calculating safety measures among their employees and also into the public attitude. For this work, large sums of money have been expended annually by the individual railroad managements.

"By co-operative action, the railroads have brought about co-ordination of action and dissemination of information which have helped in preventing accidents and making train operation generally safer. Further, there should be mentioned the energetic and unremitting work done by the railways in the field of research, such as that now in progress at Purdue University on air brakes and at the same time in getting a better and safer draft gear.

"Attention is also directed to the large capital expenditures by the carriers for improvements and betterments which have had their effect both in the character of service afforded the public and also in the degree of safety with which that service is performed.

"This information is brought before the Commission only for the extent to which recognition has been given by the various railroad managements to their responsibility for providing the most effective available method of insuring safety of railroad operation in all of its phases. It presents concrete and tangible evidence that the railroads generally, as their best judgment and a full sense of their responsibility dictates, are seeking and installing such methods and devices, and are imitating and supporting such policies and practices, as will give the best safety results from available expenditures.

"The duty of the railroads is not confined alone to that portion of the public using its rails. There is also a direct responsibility to that portion of the public who are subject to hazards incident to train or engine operation at grade crossings. In the past eight years mileage of improved highway has increased 34.3 per cent in the United States while there has been an increase of more than 150 per cent in the number of automobiles in operation. The number of highway grade

crossings has increased 7,858 or 3.5 per cent. Fatalities, as a result of highway grade crossing accidents in 1927, totaled 2,371 or an increase of 32.4 per cent compared with the number in 1920. It is interesting to note that the record of safety at highway grade crossings shows a much lower percentage of increase in both fatal and non-fatal casualties at highway crossings than those factors which indicate increasing hazards.

"This entire record shows a consistent advance in safety to passengers and to employees. It shows also that the railroads are working energetically and persistently at the problem of highway crossing safety, where there is certainly a divided responsibility between railroad managements and the public.

"The Association of Railway Executives unanimously recommends that the issuance of any additional formal orders which require the installation of automatic train control, or of other forms of safety appliances, be withheld at this time, so as to afford to the management of the railroads of this country a free opportunity to determine, from their direct and intimate knowledge of individual operating conditions and with full recognition of their responsibility in progressive safety work, in what direction expenditures can be made that will attain the highest degree of safety for employees and the public and generally increase safety in train operation."

Current Railroad Topics

Net Operating Income in March is \$90,774,159

Representing an Annual Rate of
Return of 4.66 Per Cent as
Against 4.97 Per Cent in
March, 1927

CLASS I railroads in March had a net railway operating income amounting to \$90,774,159, which, for that month, was at the annual rate of return of 4.66 per cent on their property investment, according to reports just filed by the carriers with the Bureau of Railway Economics. In March, 1927, their net railway operating income was \$94,602,380 or 4.97 per cent on their property investment.

Property investment is the value of road and equipment as shown by the books of the railways, including materials, supplies and cash. The net railway operating income is what is left after the payment of operating expenses, taxes and equipment rentals but before interest and other fixed charges are paid.

SPORTS

MILWAUKEE ROAD BOWLERS

SEVENTH ANNUAL TOURNAMENT

MARCH 31st to APRIL 15th—1928

MADISON, WIS.

OFFICIAL PRIZE LIST

Five Man Team Prizes

Team	City	Total Pins	Prize
1. Pin Splitters	Madison, Wis.	2985	\$40.00
2. Car Accountants	Chicago, Ill.	2845	30.00
3. Callahan's Car Records	Milwaukee, Wis.	2805	22.50
4. Terminals	Milwaukee, Wis.	2805	22.50
5. Auditor of Investment	Chicago, Ill.	2801	18.00
6. Freight Aud. of Revising	Chicago, Ill.	2777	15.00
7. Fowler Street	Milwaukee, Wis.	2766	14.00
8. George Godding No. 188	Chicago, Ill.	2762	13.00
9. Ass't. Comptrollers	Chicago, Ill.	2718	12.00
10. Boiler Dept.	Milwaukee, Wis.	2700	11.00
11. Cross Town-Tires	Milwaukee, Wis.	2681	10.00
12. Shop Accountants No. 1	Milwaukee, Wis.	2668	10.00
13. Telegraphers	Milwaukee, Wis.	2665	9.00
14. Muskego Yards	Milwaukee, Wis.	2661	9.00
15. Ticket Auditors	Chicago, Ill.	2661	9.00
16. La Crosse Division No. 2	Portage, Wis.	2658	8.00
17. Green Bay No. 1	Green Bay, Wis.	2651	8.00
18. Store Department No. 1	Milwaukee, Wis.	2651	8.00
19. Varsity Specials	Madison, Wis.	2644	7.00
20. Comptrollers	Chicago, Ill.	2639	7.00
21. Schuh Boosters	Milwaukee, Wis.	2639	6.00
22. Pioneer Ltd.	Minneapolis, Minn.	2617	6.00
23. Green Bay No. 2	Green Bay, Wis.	2616	5.00
24. Millers Specials	Beloit, Wis.	2610	5.00
25. Shop Accountants No. 2	Milwaukee, Wis.	2585	5.00
26. General Freight Dept. No. 1	Chicago, Ill.	2577	5.00

Good Fellowship Prizes—5 Men

Pacific Ltd.	Madison, Wis.	5.00
General Freight Dept. No. 2	Chicago, Ill.	5.00
Sioux Limited	Janesville, Wis.	5.00
La Crosse Division No. 1	Portage, Wis.	5.00
Store Department	Madison, Wis.	5.00
Distributors	Milwaukee, Wis.	5.00
Coach Department	Milwaukee, Wis.	5.00
Train Dispatchers	Madison, Wis.	4.00
AFE Boosters No. 1	Chicago, Ill.	4.00
Railroad Mix	Madison, Wis.	4.00

High Team Game—5 Men

Pin Splitters	Madison, Wis.	1036	10.00
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TWO MAN PRIZES

Names	City	Total Pins	Prize
1. C. Albright—J. J. Dale	Chicago, Ill.	1320	\$30.00
2. J. Pluck—M. Makutz	Milwaukee, Wis.	1250	24.00
3. R. C. Blohm—C. Schultz	Chicago, Ill.	1196	20.00
4. A. Peterson—F. J. Stowell	Chicago, Ill.	1181	18.00
5. G. Sabey—J. Pinn	Chicago, Ill.	1179	16.00
6. H. Hershberger—C. Horsfall	Dubuque, Ia.	1169	14.00
7. W. Hettinger—H. Treskett	Chicago, Ill.	1168	12.00
8. P. Bakke—R. Ekman	Minneapolis, Minn.	1166	10.00
9. C. Jones—C. Behr	Minneapolis, Minn.	1157	9.00
10. F. Finger—J. Morrissey	Milwaukee, Wis.	1156	8.00
11. W. Bucholz—C. Parker	Milwaukee, Wis.	1154	7.00
12. F. Specht—H. Krumrei	Chicago, Ill.	1152	6.00
13. E. Wrablewski—E. Blankenberg	Milwaukee, Wis.	1143	4.50
14. E. Kusch—H. Tobin	Chicago, Ill.	1143	4.50
15. E. P. Roecker—E. Van Epp	Portage, Wis.	1141	4.00
16. P. Geisman—J. Nitz	Milwaukee, Wis.	1140	3.00
17. W. L. Faus—F. Dale	Chicago, Ill.	1135	3.00
18. E. Hegardt—R. Gentz	Chicago, Ill.	1127	3.00
19. E. Currie—P. Crimmins	Madison, Wis.	1122	2.00
20. E. Hanson—E. A. Brock	Milwaukee, Wis.	1116	2.00
21. W. Hoffman—Ed Johnson	Milwaukee, Wis.	1116	2.00
22. E. Umgelter—H. Saulem	Milwaukee, Wis.	1116	2.00
23. F. Schielke—Wm. Blau	Madison, Wis.	1114	2.00
24. E. Gehrke—E. Leininger	Green Bay, Wis.	1112	2.00
25. J. Zarzucki—G. Duncan	Milwaukee, Wis.	1112	2.00
26. O. J. Lamberg—H. Schell	Chicago, Ill.	1110	2.00
27. A. Ludwig—J. A. Johnson	Minneapolis, Minn.	1108	2.00
28. T. Hayes—T. Cluskey	Beloit, Wis.	1104	2.00
29. A. Schmitz—M. Woertz	Milwaukee, Wis.	1103	2.00
30. W. Klowski—J. Sloma	Chicago, Ill.	1102	2.00
31. E. Martwick—R. Martwick	Chicago, Ill.	1099	2.00
32. J. Morrissey—A. Pallnow	Milwaukee, Wis.	1096	2.00
33. R. Melzer—C. Hutchings	Chicago, Ill.	1094	2.00
34. E. J. Hoerl—C. Witt	Milwaukee, Wis.	1091	2.00
35. H. Mohr—C. Lang	Chicago, Ill.	1090	2.00

Good Fellowship Prizes—Two Men

W. Johnson—H. Slegler	Minneapolis, Minn.	2.00
J. Hanley—R. Carey	Milwaukee, Wis.	2.00
M. Frederick—W. J. Carey	Milwaukee, Wis.	2.00
Geo. Winkler—Ed Neuzel	Chicago, Ill.	-2.00

Wm. Steinberg—H. Timmers	Janesville, Wis.	2.00
R. O. Will—J. J. Schuh	Milwaukee, Wis.	2.00
J. Meyer—Ed Spencer	Madison, Wis.	2.00
G. Alexander—E. Stowers	Portage, Wis.	2.00
A. J. Epp—F. Scheibel	Milwaukee, Wis.	2.00
G. Both—W. Foesch	Milwaukee, Wis.	2.00
A. M. Dryer—G. Simpson	Chicago, Ill.	2.00

High Single Game—Two Men

C. Albright—J. J. Dale	Chicago, Ill.	459	5.00
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INDIVIDUAL PRIZES

Name	City	Total Pins	Prize
1. E. Umgelter	Milwaukee, Wis.	702	\$20.00
2. P. Bakkee	Minneapolis, Minn.	668	18.00
3. B. Pickler	Minneapolis, Minn.	637	15.00
4. F. J. Stowell	Chicago, Ill.	629	12.00
5. A. J. Epp	Milwaukee, Wis.	624	10.50
6. G. Savey	Chicago, Ill.	624	10.50
7. C. Witt	Milwaukee, Wis.	623	9.00
8. G. Alexander	Portage, Wis.	621	7.50
9. H. Franzen	Milwaukee, Wis.	621	7.50
10. C. Lang	Chicago, Ill.	620	6.00
11. C. Albright	Chicago, Ill.	618	5.00
12. J. Dempsey	Madison, Wis.	614	5.00
13. E. J. Hoerl	Milwaukee, Wis.	614	5.00
14. F. Miller	Beloit, Wis.	609	5.00
15. F. Schielke	Madison, Wis.	608	5.00
16. F. Dale	Chicago, Ill.	608	5.00
17. H. Gumz	Chicago, Ill.	608	5.00
18. R. Melzer	Chicago, Ill.	607	4.00
19. Ed Johnson	Milwaukee, Wis.	606	4.00
20. R. Slightam	Madison, Wis.	605	4.00
21. E. Blankenberg	Milwaukee, Wis.	605	4.00
22. J. Finn	Chicago, Ill.	604	4.00
23. H. J. Carey	Janesville, Wis.	602	3.00
24. J. Kozwick	Milwaukee, Wis.	599	3.00
25. W. L. Faus	Chicago, Ill.	598	3.00
26. W. Cleath	Minneapolis, Minn.	598	3.00
27. Ed. Theis	Chicago, Ill.	597	3.00
28. H. Collins	Minneapolis, Minn.	596	3.00
29. Jim Morrissey	Milwaukee, Wis.	595	3.00
30. Elmer Currie	Madison, Wis.	595	3.00
31. O. Leitz	Milwaukee, Wis.	595	3.00
32. H. Herberger	Dubuque, Ia.	593	2.00
33. M. Heitzner	Milwaukee, Wis.	590	2.00
34. H. Sikora	Chicago, Ill.	589	2.00
35. A. M. Dryer	Chicago, Ill.	587	2.00
36. P. Mairle	Green Bay, Wis.	585	2.00
37. A. Gustafson	Chicago, Ill.	584	2.00
38. John Morrissey	Milwaukee, Wis.	580	2.00
39. F. Shannon	Milwaukee, Wis.	579	2.00
40. R. Finger	Milwaukee, Wis.	577	2.00
41. H. J. Feller	Chicago, Ill.	577	2.00
42. H. Timmcke	Beloit, Wis.	576	1.50
43. W. Hettinger	Chicago, Ill.	575	1.50
44. Wm. Steinberg	Janesville, Wis.	572	1.50
45. J. F. Conlin	Madison, Wis.	572	1.50
46. Wm. Hoffman	Milwaukee, Wis.	571	1.00
47. G. Simpson	Chicago, Ill.	571	1.00
48. George Duncan	Milwaukee, Wis.	570	1.00
49. A. Pollnow	Milwaukee, Wis.	568	1.00
50. G. Reichert	Milwaukee, Wis.	567	1.00

Good Fellowship Prizes—Individuals

Name	City	Total Pins	Prize
G. Falkner	Milwaukee, Wis.		\$1.00
F. VanEpp	Portage, Wis.		1.00
I. Berman	Chicago, Ill.		1.00
P. Zelmet	Madison, Wis.		1.00
M. Kurth	Milwaukee, Wis.		1.00
R. A. Nevins	Dubuque, Ia.		1.00
A. Ludwig	Minneapolis, Minn.		1.00
A. Jung	Milwaukee, Wis.		1.00
E. P. Roecker	Portage, Wis.		1.00
F. Lyne	Madison, Wis.		1.00
E. Koehn	Chicago, Ill.		1.00
O. Brantmeyer	Madison, Wis.		1.00
N. Selisen	Milwaukee, Wis.		1.00
J. Fox	Milwaukee, Wis.		1.00
E. Martwick	Chicago, Ill.		1.00

High Singles Game of Tournament Out of Money

A. Fishneck	Madison, Wis.	259	3.00
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All Events Prizes

Name	City	Total Pins	Medal Value
1. C. Albright	Chicago, Ill.	1930	\$30.00
2. E. Umgelter	Milwaukee, Wis.	1901	5.00
3. F. Stowell	Chicago, Ill.	1821	4.00
4. F. Schielke	Madison, Wis.	1815	3.00
5. E. Blankenberg	Milwaukee, Wis.	1812	2.00
6. J. Finn	Chicago, Ill.	1810	1.00

High Single Game of Tournament Any Event

C. Albright	Chicago, Ill.	265	One bowling ball Value \$15.00
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This compilation as to earnings in March is based on reports from 186 Class I railroads representing a total mileage of 239,634 miles.

Gross operating revenues for the month of March amounted to \$505,184,897 compared with \$531,615,880 in March, 1927, or a decrease of five per cent. Operating expenses in March totaled \$373,304,702 compared with \$395,737,420 in the same month in 1927 or a decrease of 5.7 per cent.

Class I railroad in March paid \$31,373,359 in taxes, a decrease of \$203,792 or six-tenths of one per cent under the same month in 1927. This brought the total tax bill of the Class I railroads for the first three months in 1928 to \$88,863,780, a decrease of \$1,469,240 or 1.6 per cent below the corresponding period in 1927.

Twenty-nine Class I railroads operated at a loss in March of which fifteen were in the Eastern, one in the Southern and thirteen in the Western District.

Class I railroads for the first three months in 1928 had a net railway operating income amounting to \$217,347,021 which was at the annual rate of return of 4.41 per cent on their property investment. During the corresponding period of the preceding year their net railway operating income amounted to \$225,531,353 or 4.69 per cent on their property investment.

Gross operating revenues for the first three months in 1928 amounted to \$1,419,203,158 compared with \$1,488,765,314 during the corresponding period in 1927 or a decrease of 4.7 per cent. Operating expenses for the first three months of 1928 totaled \$1,085,200,515 compared with \$1,145,579,943 during the corresponding period the year before or a decrease of 5.3 per cent.

The Money Value of Good Transportation

"Time Is Money," Says This Business Man. "Cut Down Time and Uncertainty and You Have Lowered Cost"

"GIVE them their due. If the railroads think they began it, they did. If they believe it was all owing to their enterprise and energy what manufacturer or lumber dealer is going to dispute them?"

Thus does Robert M. Hallowell, President, Industrial Lumber Company, Elizabeth, Louisiana, describe the improvement in railway service in recent years. In a message to the friends of his company, Mr. Hallowell says, in part:

"The railroads made a mighty effort to get more work out of their rolling stock. They have run the average day's work from a little more than 25 miles to nearly 30. That is the average for all the cars they own and have in commission. The car that is loaded and hooked up in a train on its way somewhere will do three times as much.

"Again they have increased the average load of each loaded car.

(Continued on page 48)

The Milwaukee R. R. Women's Club

Montevideo Chapter

Maude Hamlin, Historian

MEETING in March was held on the 15th, with Mrs. Sizer presiding.

Attendance was very good—about forty members and six visitors being present.

After our usual opening, the reports of the various committees were read. House and purchasing committee report new coat hangers for our coat room. Also report that our piano is nearly clear of debt, the last payment to be made in April.

Mrs. Helgeson, chairman of the sunshine and welfare committee, reported an especially large number of garments distributed to different families. Also reported on the dresses the sewing circle completed, as very much appreciated by the ones they were given to.

Hostesses for the evening were Mrs. Wm. Baseman, Mrs. Ray Emery and Mrs. W. L. Dunlap. A delicious lunch was served, and then we turned the meeting over to the entertainment chairman, who presented the following program—

Piano solo Adelaide Gunderson
Reading, "The Jewish Wedding," by June Nelson

Piano solo Avis Nordquist
Harmonica duet Alden Hanson

Reading, "Physical Culture over the radio" Lydon Lofdahl
Mrs. H. H. Helgeson

Piano solo Mildred Lofdahl

The banquet to the Kiwanis Club was served as per schedule, and was a very successful affair. The tables were made by the Bridge and Building department, and we are indeed very glad to have them as they will be used a great deal and were needed. Our seating capacity was about stretched to the limit, as far as tables were concerned, and we discovered that we can seat about 125 people, with the twelve tables we now have. The Kiwanis dinner will net us about \$30.00.

We plan to put on an entertainment April 23, with Mr. Fred Hazel of Aberdeen, and his daughters, featured in a sleight-of-hand performance, and we will also add a musical program and an orchestra will give us a little music later on in the evening, and the time will be spent in dancing. We also plan on serving a light lunch. Mr. Hazel has offered his services to us, gratis, and we wish to take this opportunity to thank him for his generosity which makes this entertainment possible.

Deer Lodge Chapter

Gertrude Zur Muehlen, Historian

OUR April meeting showed keen interest in the Club work and an abundance of enthusiasm for carrying it on until the summer recess.

The outstanding Committee report was that of the Mutual Benefit, given by its most efficient chairman, Mrs. Frank Walters. Mrs. Walters has a natural gift for this work which few of us possess, and judging from her report, she has had plenty of opportunity this winter to use it. The report showed that during February and March, close to one hundred dollars had been expended in relief work, outside of the calls and the soliciting

of members to donate individually to special cases. This relief work is the primary object of our organization and a report such as Mrs. Walters made, makes all the members feel that we are really doing something very much worth while.

Mr. C. H. Buford, General Manager of Lines West is helping us in this work by becoming a contributing member of this Chapter.

Our monthly card party was its usual success, in fact, each one seems more delightful than the last. This month we are going after big money and are giving a Gallatin Gateway card party and dance on the night of April 27th. The personnel of the committee in charge insures its success.

At a recent meeting of the Safety Committee, Superintendent Sorenson provided the lunch and members of our Chapter served it. We were very glad to show our willingness to cooperate.

Portage Chapter

THE regular monthly meeting of Portage chapter was held April 14, 1928 at the club house with Mrs. P. H. Frick in the chair.

The series of Gallatin Gateway teas proved very popular. A sum of over \$50. being cleared. For these teas the club house was appropriately decorated and score cards were made with stickers of the Gallatin Gateway.

The Mutual Benefit chairman reports that \$78. was expended in relief work and several articles of clothing given out. The Sunshine Committee has also been busy, reporting fifty calls during the past month.

Plans for a May Day luncheon are being arranged. Bridge and five hundred will be played.

A meeting for Mothers and daughters will be held Mother's Day. The request of several local women that our club do catering for parties was discussed.

One minute silent prayer in tribute to Miss Agnes Matke was observed. The club extends sympathy to her bereaved relatives.

After the business was disposed of the meeting was turned over to the contributing members who presented a clever minstrel written by A. M. Kilian. Mr. Kilian had composed several parodies to popular songs which were sung in chorus to a great deal of applause. The men taking part had very appropriate costumes and each one performed his part perfectly.

Harold Ambrose and Norman Stowers gave a clever imitation of "Two Black Crows." D. T. (Scotty) MacFarlane gave his interpretation of a poker player returning home at 2 A.M. Gene Chapman with an enormous and villainous looking razor proceeded to give a close shave to his neighbor. After which Gene gave a discourse on harmony and performed on the "drag pipe" and played a banjo solo. Proving that the versatile Gene knows his shavings. R. C. Dodds as interlocutor and A. M. Kilian at the piano won much applause. Clifford McDermott, Rex Grey, Otto Bulgruin and Mr. Kleist played Hawaiian music very skillfully. Mr. LeWart of the Interstate and Mr. Wilcox gave clever monologues and an exhibition of the clog dance in which real skill might be detected.

Ben Winchell pleased all present with his rendition of the troubles of a Dutch butcher boy in love. Claire Capron, Williard Hayes, William Baird and William Jones sang several solos with much charm.

William Coligan of LaCrosse sang a song of his own entitled "The Little Beanery On The Road" and danced a solo dance. Several encores were necessary to satisfy the audience. Mr. Julius Voltz presented Mr. Coligan with a bouquet of flowers in appreciation of his performance.

The entertainment was followed by a dainty lunch and after a social hour the members dispersed for their homes hoping the men will entertain again.

Perry Chapter

Ruby Eckman, Historian

MARCH was a busy month for the Perry chapter, with the Ways and Means Committee putting on a card party which netted a nice sum and the social committee arranging for the party at which First Vice President and the Secretary of the General Chapter were present, they were busy.

Mrs. Vic Hansen and Mrs. Dan Reel the first and second vice presidents of the Perry chapter were in charge of the arrangements with Mrs. Frank Hoes in charge of the program and Mrs. Thos. Birmingham in charge of the serving.

Mrs. Hansen and Mrs. Reel had the club house tastily decorated in green, the party having been given so close to St. Patrick's day that the decorations suitable for that day were used.

The club house was taxed to capacity. All who could be, were seated at tables and the balance served by means of trays as they sat around the sides of the room. There was an abundance of good food and those who sat near, Mrs. Kendall and Miss Lindskog, were kept busy passing the various dishes to them. We don't say just how much either ate but it was a surprise to all that they could make such interesting speeches after the meal. Several men were called on for talks and all made good ones.

The program was excellent, Fred Cooper the Round House painter having been on for a chalk talk and his work surprised a lot of folks who had never seen it before.

The talks made by Mrs. Kendall and Miss Lindskog brought out some facts in connection with the club work which were surprising to many who have not been very active in the club and a general determination to make the club an even greater factor for good was expressed.

Mrs. Hansen and Mrs. Reel and their assistants were commended for the manner in which the affair was handled.

Perry Chapter is going after the first prize offered for increase in membership.

The May meeting of the club was held at the "Model Kitchen" which is operated by the Iowa Railway and Light Company, and which is presided over by Miss Lavina Sinclair, daughter of engineer Charles Sinclair.

Miss Sinclair is a Home Economics specialist and gave some interesting demonstrations of the use of electricity in the home. After a short program and the business meeting refreshments were served.

At the time the news is sent in we are busy preparing to entertain the Council Bluffs chapter so that will have to be recorded next month.

Wausau Chapter

Mrs. A. I. Lalhrop, Historian

WITH accordian music, played by a real musician, furnishing the "urge" for dancing, an old time dancing party was held at the club house on the evening of March 17. Because of the many conflicting events which seemed to demand the presence of some of the "railroad" family, the crowd was not as large as had been expected, but those who did attend had an evening of real pleasure. The party was given under the auspices of Mrs. J. W. Held, chairman of the ways and means committee.

Another activity of the ways and means committee was a successful food sale held at the Pleier grocery store Saturday, April 7. Members of the club contributed delicious cakes, cookies, doughnuts, rolls, bread, etc., which disappeared like a snowball in summer when the hungry public came to buy. As a result of the fact that the ordinary person enjoys eating, the baked goods did not adorn the counters of the Pleier store very long. The committee expects to add about thirty-five dollars to the club treasury. Those in charge were Mrs. J. W. Held, Mrs. B. F. Hoehn, Mrs. Louis Lawless and Mrs. Felix Slomski.

The club has purchased six more card tables and twelve more chairs, to be used at the club house. It was a case of "eventually, why not now?" and the club needed them.

The club held a pleasant meeting at the club house Tuesday afternoon March 20, when the Tomahawk members were hostesses. A brief business session included the reading of interesting reports by Mrs. J. W. Held, chairman of the ways and means committee, Mrs. John Schulz, chairman of the welfare committee, and Mrs. Lillian Atkinson, chairman of the house committee. Later, the playing of five hundred and bridge was enjoyed, the lucky ones being awarded fine prizes consisting of pretty apron materials. An unusually good lunch was served by the hostesses.

During the warm summer days, the club members will not have to "keep the home fires burning," at the club house, because the Wausau Gas Company is presenting the club with a fine gas stove and the installation. This convenience will most certainly be appreciated.

Des Moines Chapter

THE regular meeting of the Des Moines Chapter of the Milwaukee Women's Club was held in the club rooms on the afternoon of March 30th, about eighteen being present. After the business meeting luncheon of cake and coffee was served which was very much enjoyed by all. We were very much pleased to have as our guest at this meeting Mrs. O. M. Case of Adel, Ia.

The jello sale is still in progress, there being still quite a quantity of it to be disposed of, but it is hoped will be completed ere long.

The club rooms have been cleaned and we are indebted to our President, Mrs. F. W. Price, who cleaned the curtains herself, thus saving the club several dollars.

The April Safety First Meeting was held in the Women's Club rooms at Des Moines. After the meeting a delicious luncheon of doughnuts and coffee was served by the Social Committee of the club. All those present wished all the Safety Meetings might be held in Des Moines in the future.

Dubuque Chapter

Olive Romig, Historian

DUBUQUE Chapter held its regular meeting on March 15th, with a large attendance. After the minutes of the previous meeting were read, the roll call of officers and the duties of each officer and chairman of committees were explained by them.

We were pleased to learn that the rent of our hall will be paid by the railroad, inasmuch as we have not been successful in getting a club house.

During the month Dubuque Chapter tripled its membership, having had ninety paid up members at the beginning of the month and two hundred and seventy at the end of the month. We are proud of this, as this is the largest membership we have had since the Chapter was organized, and we knew when we wrote for the magazine last month, that we would have a big increase to report for this month, but will have to admit it has passed all expectations. Every member is working very hard to secure new members and Dubuque Chapter is going to make a record this year. New members were introduced by the Chairman of the Membership Committee, and were welcomed into the club by the entire chapter.

We are sorry to lose one of our charter members, Mrs. Walter Keck, who is moving to Chicago, but know that Chicago will be getting a good member and worker, for Mrs. Keck has been one of Dubuque Chapter's best workers since the Chapter was organized. In appreciation of the work she has performed for the Chapter, a rising vote of thanks was given her.

The Sunshine Committee was busy during the month of March, having given assistance to four families, sent out twelve sympathy cards and eleven sick cards and made two hundred and twenty-four calls.

A bake sale was held during March which netted the chapter a nice profit due to the efficient way it was handled by Mrs. O. Wellman.

The members of the Shiloh Circle, G. A. R., presented the Dubuque Chapter with a silk flag, presentation being made by Mrs. W. G. Cronmiller and Miss Butterfield. A very interesting talk on "Patriotism" was given by Dr. Langworthy, after which we enjoyed short talks by Commander Blades and Mr. Clark of the G. A. R., and Mrs. Nichols, President of the Shiloh Circle, and Miss Lucille Millar.

The exhibition which was put on by the Oxus Caldron Drill Team, in charge of Mrs. S. Jenni, was enjoyed by all present, and much credit should be given Mrs. Hall, Chairman of the Program Committee for providing such wonderful entertainment.

Three Forks Chapter

Mrs. Thomas Young, Historian

THE Three Forks Chapter held their regular monthly meeting Tuesday evening at the Milwaukee club rooms and a very pleasant time was enjoyed with a good attendance of the members.

Mrs. Coffin, President called the meeting to order and reports were given by the Chairman of the different committees.

Mrs. Kolhase, Secretary of the club read a number of interesting letters, among which was one from Mrs. Byram. Her letter was pleasing to the members and gave them encouragement for the future.

A letter from the General Corresponding Secretary, Etta M. Lindskog was read, informing the members of the future visit of herself and Mrs. Carpenter Kendall, First Vice President, General.

It was voted to make a special effort to have all members and Railroad employes and families to attend this meeting to meet the ladies.

After the meeting adjourned a pleasant two hours was enjoyed with playing cards and a social time. Mrs. Mayme Tibbs was awarded the first prize. One of the interesting features of this meeting was a reading by Mrs. R. G. Griffith, the poem, "I Know Something Good About You."

A delicious lunch was served by the social committee.

Milwaukee Chapter

Marie Callahan, Historian

THE regular monthly business meeting was held in the Club Room, Union Station, on Monday evening, March 19th. The meeting was opened by those present reciting the Club Motto and singing the Club Song.

Reports were given by all of the Chairmen.

Mrs. Rochford, Chairman of Mutual Benefit, reported having made several calls, and having given financial assistance to three very needy families.

A very interesting talk was given to us by Miss Case, of the Travelers' Aid Society regarding work done by that Society.

Mrs. Kibbler, one of our members, reported having received three donations of \$5.00, \$3.00 and \$2.00, respectively, from three non-members, to be given to the three members who secure the most new members between March and December, 1928. Many of our members are now working hard to secure one of these prizes.

The following members have been appointed Chairmen of the various Committees during the current year:

Mutual Benefit, Mrs. John Rochford; Ways and Means, Mrs. Otto Pokorny; Membership, Mrs. John Prien; Membership (Assistant), Mrs. Joe Woederhoff; House & Purchasing, Mrs. J. D. Thurber; House & Purchasing, (Assistant), Miss Mary Geraghty; Social, Mrs. John Schuh; Program, Mrs. Edward Deards; Music, (Piano) Mrs. C. J. Schunk; Music, (Soloist) Mrs. P. E. Dixon; Sunshine, Mrs. F. W. Telfer; Librarian, Miss Irma Knoll; Constitution & By-Laws, Miss Leona Schultz; Auditing, Mrs. Wm. A. Hinsey; Sewing, Mrs. Frank Zieher.

Mobridge Chapter

Mildred Richardson, Historian

MOBRIDGE Chapter met in regular session on March 26th in the Club Rooms with about 50 members present, the meeting was conducted by Mrs. Rothman, First Vice President, in the absence of Mrs. Gillick. The regular business of the Club was taken care of, committee reports submitted and approved, reports of flowers sent and calls made and several letters of appreciation read from various members. After the business was concluded, the Entertainment Committee had all participate in various stunts which furnished a great deal of amusement. Refreshments were served by a committee of five after which everyone mingled informally.

Terre Haute Chapter

Flossie Waggoner, Historian

The Terre Haute Chapter of the Milwaukee Railroad Women's Club held its regular May meeting in the club rooms on May 10th, with the First Vice President, Mrs. Blackwell, presiding, in the absence of the president. Plans were made to serve lunch to the men at the Safety Meeting on Monday night, May 21st, which meeting will be held in the club rooms.

Our Historian, Flossie Waggoner, was reported as having undergone an appendicitis operation at St. Anthony's hospital last week, and getting along nicely. Flowers have been sent to several sick members during the month. A loan of \$50.00 was made by the club in case of sickness.

The next meeting will be a pot luck supper and a large attendance is expected. After the regular business, a very clever game was enjoyed by those present.

Fullerton Ave. Unit Chicago Chapter

Elsa M. Augustin, Historian

MAY 12th! and another interesting and pleasant afternoon was our happy lot, when we all assembled for our regular monthly meeting.

Our President, Mrs. W. W. K. Sparrow called the meeting to order and we were delighted to have so many of our Bensenville and Galewood friends present.

The reports of the various Committees told of the good and interesting work being done by each.

Our Ways and Means Chairman Miss Mary Lawler was unable to give a complete report of the results of the Second Gallatin Gateway Ball, but will probably have complete details soon.

Mrs. H. J. Hanson, our Sunshine Chairman, is so well suited to her part of the work and surely spreads sunshine with her cheery words, visits and cards.

The thanks of all go to Mrs. Loderhose, who so gallantly stepped in, to make our May party a success.

The Musical Program of the day which was so ably rendered by the Misses Virginia and Catherine Wendel was a source of pleasure to the entire gathering.

June brings to mind picnics and so in keeping with this, our next meeting will be a joint picnic, in which Union Station and Fullerton Avenue Units will both share. Make all your plans to come out into the open with us and have a rollicking good time, Saturday June 9.

Union Station Unit

Mabel M. Costello, Historian

UNION Station Unit had another dinner party on the evening of May 1, 1928, which was held in the Club Room, 340 Union Station, about 70 members present. After dinner a very interesting business meeting was conducted by our president, Mrs. O. W. Dynes. The entertainment for the evening was moving pictures consisting of the North Woods, Hawaiian Islands and Hinsdale Gardens. Mrs. Dynes was seen picking flowers and entertaining her little neighbors in her beautiful garden.

Mrs. H. H. Field presented the Club Room with one of her own paintings, a picture which was painted at Olympia Fields. The girls in the Union Station wish to thank Mrs. Field for the beautiful painting which she has placed in the rest room.

The club room is now nearly furnished. A piano has been secured, also several new pieces of furniture, lamps, card tables and furniture covers and each day, during lunch period, some of the members may be found in the room enjoying its beauty and restfulness.

During April no club meeting was held but the Board was entertained at luncheon by Mmes. Dynes, Johnson, Brown and Dolan.

The tennis players meet every Friday. For information call Miss Dierenfield, Room 853. The Club now has a set of golf equipment and the members may go to the room to practice putting. Sometime during June the regular outing will be held so watch the bulletin board for date. Mrs. H. H. Field won the luncheon set which was raffled and Mrs. F. H. Johnson won the camera.

Sioux Falls Chapter

Mrs. R. W. Riewert, Historian

THE members of our Chapter have all been very busy working to make our dance which was given at the Arkota Ball Room April 26th a success. The dance was well attended and a free trip to the Pacific Northwest Coast was given to the most popular person, Miss Mildred McCormick of Sioux Falls. A very substantial sum was added to our treasury from the proceeds. A large amount of credit should be given to Mrs. J. R. Bankson, Chairman of the Dance.

We are very proud of Roadmaster, J. M. Murphy and his boys, their Department being one hundred per cent as contributing members in this Chapter.

Our regular business meeting was held May 8th and it was voted to have a party May 12th for those who sold tickets for the dance.

Aberdeen Chapter

Mrs. A. J. Anderson, Historian

OUR April meeting was one week late because of repairs being made to our Club rooms, so on April 12th we were called to order by Vice President, Mrs. Richards. Reports of committees were given. We were especially interested in Mrs. Jackson's report of membership committee which showed twenty new members added, and the close of the meeting showed that Roadmaster Anderson had added five more new members. He is still doing his bit. Thank you again, A. J.

It was decided at this meeting to have a food sale on the 28th of April to swell our funds a little.

Toward the close of our session we were given a fascinating talk on Alaska by Mrs. Garvin from N.S.T.C. and the two little O'Reilly boys, Robert and Ronald, gave some readings which delighted everyone.

At the close of the evening a lunch was served to the 34 members present.

At our meeting on May 3rd which was in charge of our President, Mrs. Nee, we are happy to say there was an attendance of sixty members. We are sure we know the reason why—we now have room enough for everyone and such rooms. We just wish you all could see them. We are justly proud of their beautiful home-like appearance and feel that ours are the ideal club rooms. They have been under repair for some time but we feel repaid for waiting when we see such good results. We now have plenty of room, all newly decorated, new wicker furniture, hangings, rugs, numerous lamps, which Mr. Hopp made possible, and for which we heartily thank him; flower sconces and above all our new piano.

We also want to thank Mrs. Phelps and her purchasing committee for their efforts and success in making our club rooms so cheery a place to meet.

We are glad to be able to say that our food sale held on April 28th was very successful and due to that fact we are going to hold a dancing party at the depot on May 18th. A card party was also decided upon for May 25th. It was announced that each person attending should bring ten cents toward a kitchen shower.

I wonder if there is another R. R. Women's club where the husbands take a more active interest than in ours? I'm sure there isn't, and we feel that much credit is due the men for the fact that we can now boast of 450 members. Mr. Frank Taschold of the car department in Aberdeen has secured 96 members. This is certainly appreciated. Hurrah for the men folks!

We are surely sorry Mrs. Jackson could not attend this meeting because of illness. Her cheery smile was missed.

After our business session of this meeting we were entertained by the Six Ukelele Girls from N. S. T. C. Also there were some piano numbers by Miss Bauder and two delightful readings given by Miss Bateman. Much credit and appreciation is due Mrs. Adams of the entertainment committee for such good programs. She is always right there!

Mason City Chapter

Mrs. H. G. Crow, Historian

ALTHOUGH saddened by the death of Mr.

G. P. Hodges, one of our most loyal contributing members, the Mason City Chapter met in the Club room May third for their regular monthly meeting. About seventy-five were present in spite of one of the hardest rain storms of the season.

After the regular business meeting a very delightful program was enjoyed. Our orchestra consisting of Mr. Dale Patschull, director, Mrs. M. W. Wolverton, Miss Beatrice Davis, Mr. Hale Evertz and Mr. Donald Smith played several numbers. This was their first appearance before the Club and they received much praise because of the splendid work they are doing. We hope to hear from them often, from now on.

Mr. Knudson of Clear Lake gave an entertaining talk, which was followed by a group of songs by Mr. C. B. Higgins, a violin solo by Sidney Ingraham and vocal solos by Miss Davis and Mrs. R. E. Quandahl.

The Club sponsored a dance in the Club rooms the third Thursday of April. A good time was reported by all. The social meeting for May will be a card party.

The members of the Club stood for several seconds as a silent tribute to the memory of Mr. Hodges who was ever a source of help and inspiration and whose loss will be keenly felt by all.

Ladd Chapter

Mrs. Oscar Keag, Historian

AS this is the first time Ladd Chapter has appeared in The Magazine, I shall tell you that we were organized on September 21st, last, with nine members; and at each meeting since that time, we have increased the membership, and now have thirty-seven members. We also have three contributing members, Mr. Byram, Mr. Gillick and Thomas Kirwin.

Mrs. Carpenter Kendall and Miss Etta Lindskog of Chicago, assisted by Mrs. Marie S. Black of Beloit Chapter took part in the or-

ganization of this Chapter, at which time, Mrs. C. W. Hansen was elected President; Mrs. D. H. Jones, Vice President; Mrs. Thomas Ingram, Secretary; Mrs. Fred Hess, Treasurer and Mrs. Oscar Keag, Historian. On December 7th, new officers were elected as follows: Mrs. W. M. Morgan, Sr., President; Mrs. D. H. Jones, Vice President; Mrs. Thos. Ingram, Secretary; Mrs. Jos. Learmouth, Treasurer; Mrs. Oscar Keag, Historian. Following the election of officers, a dainty luncheon was served by the Committee in charge.

On January 24th, the Ways and Means Committee gave a public card party in Knauf's Hall, from which a tidy sum was netted and added to the treasury. Our next meeting was February 1st, and following the business session, a dainty luncheon was served. On March 7th, our Vice President Mrs. D. H. Jones was in the chair, and following the regular business a social time was enjoyed, consisting of games and stunts. Our April meeting was held on the 4th, with our President again presiding. Mrs. C. F. Holbrook of Twin City Chapter, Minneapolis, was our out-of-town guest.

The Milwaukee Women's Club

Mrs. Nathan B. Jones, Spokane, Wash.

Oh come, you women
 Who are fond of laugh and cheer,
 This Club will light your way,
 With friendship true and clear.
 We'll help each other on the way
 We all must go—
 And find the game of life is good
 And fills us with a glow.
 Hand in hand we'll work and play,
 We'll find that we all get more done that way,
 And to a glow, old friendship's lamp we'll rub,
 In our Milwaukee Women's Club.

Chorus

Give a hail then,
 To our women
 All along the line.
 Keep alive a bond of friendship,
 Make our order fine.
 Help each other, as a brother,
 We can never know—
 How far a friendly word or smile will go.

Marion Chapter

Mrs. F. S. Keith, Historian

THE regular meeting of Marion Chapter was held on Thursday, April 12th in Memorial Hall, with about forty members present. Mrs. F. J. Hardenbook, chairman of the Membership Committee reported that 162 membership dues had been paid. Mrs. Le Roy, chairman of the Ways and Means reported the club cleared \$26.60 at the St. Patrick's Day party, and \$272.50 at the Easter Ball. Mrs. LeRoy is making plans for a Rummage Sale, and has requested all members to donate articles. She deserves a world of credit and thanks for the way she has planned and conducted our social affairs.

In behalf of the Sunshine Committee Mrs. Thos. Costello reported that help had been extended in several needy cases. Mrs. D. S. Stewart, chairman of the Flower Committee reported that members of her Committee had sent five cards in February, and in March, had made fifty calls and sent one card. Mrs. Ralph Seeger, Treasurer, read a fine report of the financial status of the Chapter. Mrs. L. R. Blackledge resigned her position as Historian and Mrs. F. S. Keith was appointed to fill the vacancy.

A fine report on the plans of the proposed new club house was given by Mrs. Flanigan. After the business meeting a very interesting program was given, consisting of readings by Mrs. George Woodcox and Margaret Lemings; violin solos by Miss Ruby Neff and a vocal solo by Mrs. L. K. Owens.

A dainty repast was served by the following committee: Mmes. L. K. Owens, M. J. Flanigan, L. S. Dove, W. N. Foster, Amos Floyd, S. A. Fontaine, E. C. Fox and Misses Kathleen Farrell and Idelle Fullerton.

Our Chapter shows a splendid spirit of co-operation, which is an ever-increasing pleasure.

Austin Chapter

Kit M. Johnson, Historian

WITH the closing of the Lenten Season, Austin Chapter opened the spring with a picnic dinner at the club rooms, to which the husbands were invited. Superintendent G. A. VanDyke being out of town, we missed our community singing which he always leads. Those present enjoyed the bountiful dinner set out by the good cooks in the Club. About sixty attended.

In a business meeting after the dinner, presided over by our president, Mrs. VanDyke, plans for spring and summer were discussed, committees appointed, etc.

After the business meeting, a juvenile program of club talent was sponsored by Mrs. S. D. Smith, consisting of piano solos by Gerald Ahern and Marjorie Beckel; fancy dance by Norma Vandenoever and readings by Marjorie Beckel.

A fancy lamp shade made and donated by Mrs. H. C. Opie, netted the club \$20.00 and was awarded to Miss Ada Opie. Cards were played at ten tables the remainder of the evening.

Bensenville Chapter

Freda Knowles, Historian

THE regular monthly meeting of Bensenville Chapter was held in the Club House on May 2. The members were honored by a visit from Mrs. Rummel and Miss Lindskog, who gave very interesting reports of their visits to other chapters. Two new members were received making a total membership of 131.

The play "Suppressed Desires" given by the following cast,—Stephen, Mrs. Yates; Henrietta, his wife, Mrs. DiVall; Mable, Mrs. O'Keefe—was very clever and enjoyed by all.

On Saturday May 5th members of our chapter accepted Mrs. H. H. Field's invitation to the Art's Club to see her two lovely paintings and to have tea with her in the club room of the Chicago Chapter in the Union Station.

The Social Committee is giving a series of six Five Hundred parties. Three of the series have already gone by and have been very well attended. Prizes are given at each party and a grand prize will be given to the two highest scores.

The club house grounds are all in condition now, waiting for the grass to come up. A cement sidewalk in front and back with a platform have just been completed. It is expected to have a regular park surrounding the club house this summer.

Channing Chapter

Mrs. John Kramer, Historian

TUESDAY eve. April 17th, Channing Chapter held its regular meeting. The meet-

ing was called to order by our President Mrs. Tuttle and the usual form of business was taken up.

The Mutual Benefit Committee reported a needy family provided with some clothing while the Sunshine Committee has been quite busy distributing good cheer among its members.

A party will be given at the club rooms April 28th. A special invitation is extended to the husbands of the ladies of the club. Now men, without fail accompany your wives to this social affair, as all are looking forward to a good time.

The club is planning to give a "Gallatin Gateway Ball" some time in May. The ball was so well attended last year, that we feel confident that this year, we will make it a huge success.

Channing Chapter extends its sympathy to Mr. Redline and son, on the occasion of their greatest sorrow. Mrs. Redline had a number of intimate friends in our community, having formerly resided here.

Seattle Chapter

THE regular monthly meeting of the Seattle Chapter, Milwaukee Railroad Women's Club, was held in the Club Rooms, at 8:00 p. m., April 2nd.

A letter was read from Mr. J. F. Bahl, Assistant General Passenger Agent, Seattle, with which was enclosed check for thirteen contributing and one voting memberships, making his office and the City Ticket office 100% in membership.

The Sunshine and Good Cheer Committee reported writing letters of sympathy and sending flowers to eight sick people; also fourteen sick calls made and thirty magazines distributed.

Mrs. Mercer gave a short talk regarding the Merchant Marine Library work and stated that, among the seventy-five clubs collecting these libraries, ours was the first to fill its quota of one hundred books. Included in her report was a letter from Commander Byrd, indicating the value of these books to the men employed in the Merchant Marine service.

Mrs. Kendall, Vice President General, and Miss Etta Lindskog, Secretary General, from Chicago, honor guests at the meeting, gave inspiring talks in connection with the work of the Club and the good that is being done along relief lines. Miss Lindskog made an appeal for increased membership.

There was an attendance of about one hundred men and women at the meeting and short talks were made by Messrs. Earling, Buford, Hicks and Bahl in appreciation of the splendid results that are being accomplished by the Club.

At the conclusion of the business meeting a social hour followed which was thoroughly enjoyed by everyone.

Janesville Chapter

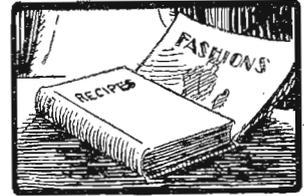
Cora Drew, Historian

THE Janesville Chapter has just put on a Potluck Family Supper, with an attendance of over two hundred. A splendid program under the direction of Mrs. J. Lovas was given, consisting of Harmonica solos with accordion accompaniment; Irish Reel given by the men employees; a Minuet by Girl Scouts; violin and vocal solos.

There was a wonderful array of food and everyone pronounced the evening a great success. Mrs. F. Drew was Chairman of Arrangements.



AT HOME



Seen in Shopping Tour About Town

SOME smart little yard squares of gaily printed cotton in blocked checks, red and black, blue and black, yellow and black, yellow and white, etc., and others in a striking Spanish pattern in red and white. These, to be hemmed and used for card table covers for the summer bridge, etc.

Imported paper napkins in colorful plaid designs, ornate borders and polka dots. Gay additions to the picnic lunch.

Some mohair sun-fast fabrics for porch furniture coverings. They come in all the bright colors that are guaranteed to remain bright; and they are durable and washable.

A folding sewing table that can be gathered up and "toted" all about the house, out on the porch and anywhere else. They are made of maple, walnut, or enameled. The sewing bag that crushes up in the center is of flowered chintz. They were not cheap, however.

In a department of a large furniture shop was a tempting array of unfinished pieces. Poster beds, ladder back and Windsor chairs, Winthrop desks, secretaries, gateleg tables, day beds, 'n everything; all to be painted, stained or enameled in any color scheme desired. The rage for color makes this class of furniture most desirable right now, and the furniture is carefully milled so that the decorating is not so difficult as it proves when one undertakes to "do over" old stuff.

A "Safe-Play" swing for the youngsters — sturdy and strong, as well as portable. It is mounted on an iron frame, with two swings and a ring and trapeze device.

Stunning rugs for the porch, of fibre, in fadeless colors and Oriental patterns. Not expensive, either.

Some wrapping tissues for putting away silverware without having it come out tarnished. This looked too good to be true, but it is said to "really work."

The Summer Mode

The summer mode does not greatly differ from the spring fashions. Sports clothes, of course, figure more prominently, for it is the outdoor season, and your sports outfit is good for any time of day up to six o'clock; and even after that, if there is no special function "on."

Lovely sports outfits consist of white pleated skirt and broad blazer striped coat, with white shoes and hose. The blazer stripe is strictly the chic. There are, however, other coats aplenty. The all over embroidered shantung makes a very acceptable sports coat, with the pleated skirt in any pretty color.

A handsome sports costume was on display. It was of white Canton, the skirt part in wide box pleats, and bor-



Phyllis, Daughter of K C Division Engineer, Charles Ostert



Warren James, Grandson of Superior Division Engineer, Wm. E. Bartlett. Warren is the youngest contributing member of Green Bay Chapter, Women's Club.



Virginia and Charles, Children of C & M Division Engineer, Sam Price

dered with a broad band of navy crepe. The bodice bloused a little, buttoned right up the front with small navy buttons, and opened at the throat. The collar also bordered with navy crepe. The belt was navy leather.

A summer evening wrap may be made of black gorgette, lined with a bright color. Deep cape sleeves are shirred at the shoulder line and the skirt fullled onto a shaped bodice part.

If Madame desires to be very, very much chic, she procures a black chantilly evening gown, worn over a black slip. Round, low neck and sleeveless.

The smartest prints now are the polka dots, and they come in every size and degree. They may be scattered sparsely, or cover the silk like a winter snowfall. All colors are shown, but those most preferred are navy and white, navy and beige, black and beige and black and white. Nothing is better for the "stylish stout" than these pretty prints, made with pleated skirt, slightly bloused bodice effect, pointed neck finished with a graceful jabot of self material, edged perhaps with a contrasting color. Long sleeves, not too loose, gathered into a band that is finished with a smart little bow.

Hats

The warm May Days that have come somewhat late, it is true, seem to forecast a real summer; and so we begin to hear about straw hats and lace hats in place of the ubiquitous felt. Bankoks, ballbuntis and horsehairs are the favorites and the shapes are large, both in crown and brim, drooping over the face and the ears, or the place where the ears ought to be. The horsehair braids are peculiarly good for that droopy effect, and they are amenable to color. There are lovely rose colored horsehairs, greens, blues, creams, beige and soft grey; and some of them have for decoration painted nosegays and wreaths in bright colors, which in no way detract from the effect of the braid, but add a bit of colorful beauty of their own. To reach the height of their chic, these summer hats should follow the color scheme of the costume.

Ottumwa Chapter

A BRIDGE and five hundred tournament sponsored by Mrs. M. P. Harmon, H. E. Gibson and Harry Howard was a real success. It was the first tournament of this kind ever held in Ottumwa and was met with much enthusiasm. The club house was filled to capacity, twenty-one tables being in play and much to the regret of the hostesses many who had not made reservations were turned away. The committee served homemade cookies, sandwiches and coffee during the afternoon of each of the three Mondays, April 9th, April 16th and April 23rd. Prizes were awarded Mrs. Chas. Davis, first highest in bridge, Mrs. Bert Barnard, second highest in bridge and Mrs. Chas. Liddle first in five hundred; Mrs. Chas. Farley drew the door prize.

Plans are being made for a May breakfast to be held at Mrs. W. C. Given's home.

At the April social meeting with Mrs. John Evans, chairman, lovely refreshments were served and cards furnished the afternoon entertainment. High score for bridge went to Mrs. Wilford, Mrs. W. C. Givens second. Mrs. W. J. Nelson drew the door prize.

Our May meeting will be a co-operative luncheon and we are expecting a large crowd.

Good Things to Eat

Cooking Vegetables. Every kitchen should have a small scrubbing brush and a couple of small, sharp pointed knives for the preparation of fresh vegetables. Scrub thoroughly in cold water and cook in boiling salted water until soft. If cooked in an uncovered kettle, the color is retained. Add the salt to peas and beans toward the end of the cooking. Fresh asparagus is improved if a pinch of baking soda is added to the boiling water just before putting in the vegetables, and adding the salt toward the end.

The new method of cookery advocates cooking vegetables without water and the various waterless cookers on the market do produce a very excellent article of food. Carrots, peas, spinach, string beans, potatoes, tomatoes, cabbage, cauliflower, etc. are exceedingly palatable done in this way. Directions for cooking the vegetables come with all of the waterless cookers.

Cauliflower Au Gratin. Prepare cauliflower for cooking in the usual way. It may be left whole or broken into smaller flowers. Boil twenty minutes in salted water. Drain and place in baking dish or casserole, pour cream sauce around the side of the dish, cover with buttered crumbs and bake until brown. There should be enough cream sauce to come to the top of the cauliflower.

Mint Glazed Carrots and Peas. Wash, scrape and cut three medium-sized carrots into one fourth inch slices. Cook in boiling, salted water fifteen minutes. Drain, put in sauce pan with one half cup butter, one half cup sugar and one tablespoon chopped mint leaves. Cook slowly until soft and glazed. Fresh or canned peas may be used prepared in the usual way and seasoned with salt, pepper and butter. Place the peas in center of a hot platter and arrange the carrots around the edge.

Carrot Timbales. Wash and scrape carrots enough to fill, when cut, a quart measure, packed tightly. Cook in two tablespoons of butter, ten minutes, stirring constantly. Then cover with boiling water and cook until soft. Or place in the receptacle of the waterless cooker and continue the cooking. When soft, force through a puree strainer. Add two eggs and the yolk of a third, slightly beaten, and season with salt and pepper. Fill buttered timbale moulds two thirds full, garnish with hard boiled egg, set in pan of hot water, cover with buttered paper and bake fifteen minutes.

Cucumber Jelly. To two cups of white stock, (chicken or veal) add one slice of onion, one sprig of parsley and two cucumbers, pared and grated. Cover and let stand two hours. Heat gradually to boiling point and add one and one half tablespoons of granulated gelatine and green coloring to make a delicate shade of green. Let stand until nearly cold, then strain into individual cups or paper cases, into which has been placed a slice of cucumber. When serving, garnish with mayonnaise and halves of almonds or any other preferred nut.

Parsnip Fritters. Wash parsnips and cook in boiling salted water about forty-five minutes. Drain and blanch in cold water. Slip skins off, mash, season with salt, pepper and butter. Shape in small round cakes, roll in flour and saute in butter.

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.

6147. Girls' Dress—Cut in 4 Sizes: 6, 8, 10 and 12 years. A 10 year size requires $3\frac{1}{4}$ yards of 27 inch material together with $\frac{3}{8}$ yard of contrasting material. Price 12c.

5449. Dress for Junior and Miss—Cut in 4 Sizes: 14, 16, 18 and 20 years. A 16 year size, if made as shown in the large view will require 3 yards of 40 inch material, and $\frac{1}{6}$ of a yard of contrasting material $\frac{1}{4}$ yard wide for facing on the yoke insert. If made of one material entirely and with peasant sleeves, it will require $3\frac{3}{4}$ yards of 40 inch material. Price 12c.

6145. Ladies' Morning Frock—Cut in 4 Sizes: Small, 34-36; Medium, 38-40; Large, 42-44; Extra Large 46-48 inches bust measure. A Medium size requires $4\frac{1}{2}$ yards of

36 inch material, together with $\frac{1}{2}$ yard of contrasting material. The width of the Dress at the lower edge with plaits extended is $3\frac{3}{4}$ yards. Price 12c.

6136. Ladies' Dress, with Slender Hips—Cut in 8 Sizes 38, 40, 42, 44, 46, 48, 50 and 52 inches bust measure. A 46 inch size requires $3\frac{3}{4}$ yards of 39 inch material together with $\frac{3}{8}$ yard of contrasting material. The width of the Dress at the lower edge with plaits extended is 52 inches. Price 12c.

6134. Ladies' Dress—Cut in 5 Sizes: 34, 36, 38, 40 and 42 inches bust measure. A 38 inch size requires 2 yards of plain material, and $2\frac{1}{4}$ yards of figured or other material 35 inches wide. The width of the Dress at the lower edge is $2\frac{1}{4}$ yards. Price 12c.

5552. Ladies' Apron—Cut in one size—Medium. It requires $2\frac{3}{4}$ yards of 36 inch material. To bind straps and bib portion with bias binding will require $5\frac{3}{4}$ yards. Price 12c.

6152. Girls' Dress—Cut in 4 Sizes: 2, 4, 6 and 8 years. A 4 year size requires $1\frac{1}{2}$ yard of material 32 inches wide or wider. Price 12c.

6157. Boys' Suit—Cut in 3 Sizes: 2, 4, and 6 years. A 4 year size requires $1\frac{1}{2}$ yard of 36 inch material together with $\frac{1}{4}$ yard of contrasting material. Price 12c.

5705. Girls' Dress—Cut in 4 Sizes: 8, 10, 12 and 14 years. A 12 year size requires $3\frac{3}{4}$ yards of 40 inch material. Price 12c.

Tasty Meat

Co-ed (visiting the mess hall for the first time): Oh, I'm just dying to taste some of that track meat I've heard so much about.—*Rice Owl.*

A Sedative

Doctor: "Your husband must have absolute quiet. Here is a sleeping draught."

Wife: "And when do I give it to him?"

Doctor: "You don't give it to him—you take it yourself."—*DeSoto Lodge Digest.*

Unimportant Personage

The Boy Friend—Say, who's the dumb looking guy that drives your car around, and works in the garden. I notice he always gives me a nasty look when I come in.

The Girl Friend—Oh, don't mind him. That's just father.—*West Pointer.*



SPECIAL COMMENDATION

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

H. L. Conant, Wausau, discovered a pile of broken angle bars near the street car crossing at Third Street, and immediately notified the section foreman. This indicates watchfulness for the safety of our trains.

Northern Montana Division conductor, G. F. Baumgartner; engineer H. T. O'Donnell and fireman, R. B. Gilham while operating Extra East 1533, May 2nd, passing Judith Gap, discovered a fire on the roof of a car located on the side track. They stopped and put the fire out, probably saving a large amount of company property.

Terre Haute Division conductor I. H. Guinup, reported that passing over a switch at Tallmadge, April 18th, his caboose almost jumped the track at the frog. The operator was sent to inspect and found a chain wedged in the frog. This no doubt prevented an accident, as another train was following close.

C. & M: Division brakeman Albert Krause, while in bed about two blocks from the station at Deerfield, heard a peculiar sound as train No. 74 was passing on April 26th. He figured that the sound meant a broken rail, and slipping into his clothing, went over to the track and found nine inches of rail broken out of the ball of a new 130 lb. rail at the crossover switch just west of the depot. It was broken within the joint and the signals were not affected. He flagged No. 54 and let them over slowly and then got in touch with the dispatcher, advising him of the condition, in order to protect train movements.

Terre Haute Division section foreman J. Manwaring discovered a broken arch bar on car handled in Extra 8239, south, April 20th and reported same to the dispatcher, who got the section foreman at Brock to flag the train and set the car out.

Terre Haute Division car repairer J. L. Gregory found a broken rail about three rail lengths south of first bridge south of Hallock, Ill. on April 23rd, and reported same.

Terre Haute Division conductor M. F. Ernhart, while heading in at Dick, on Extra 8240, south, May 3rd, discovered four inches of rail broken off of east rail on main line, at north end of Dick. He reported same to dispatcher and flagged 1st 76.

In Appreciation

The following letter of appreciation is of especial interest because of the unhappy circumstance that occasioned the journey.

The C.M. & St.P. Ry. Company,
Chicago, Ill.
Gentlemen:

I wish to take this opportunity to congratulate you on the personnel of the train crew on The Columbian which left Seattle on the night of February 12th, this year, for Chicago.

I was on a very sad journey, as I was taking my husband's remains to Dwight, Ill. for burial. I could not have received kinder treatment and wish to mention particularly, Mr. A. J. Leader, dining car conductor, as

well as Mr. Schafer, sleeping car conductor; and the porter in charge of the combination sleeping and observation car.

It is treatment like that accorded me that will make business for your road.

Yours very truly

(signed) Geraldine Ahern

Mrs. A. M. Ahern, 1106 E. Thomas Street, Seattle, Wash.

Those of Us Who Do G. P. F.

MR. L. J. Angle, employed as sealer at Sioux Falls, secured the sale of three tickets to Seattle and from the same people a shipment of household goods. Superintendent Buechler tells us that Mr. Angle is one of his loyal employees.

In the month of April Rate Clerk J. P. Dickey at Galewood secured 23 LCL shipments and six carloads. Mr. Dickey secured the maximum haul on all of this business.

Messrs. J. W. Slatery and W. H. Balousek at Galewood continue active. Each of these gentlemen turned in nice business secured during the month of April.

Agent McPherson at Union Street advises that his employees secured diversions for the month of April on the following business:

Mr. R. Norcross	— 7 LCL c'n's'gnm'ts
Mr. L. Murphy	— 2 " "
Mr. R. Detuno	— 6 " "
Mr. J. A. Wagner	— 6 " "
Mr. A. Steffen	— 5 " "
Mr. R. Reiner	— 5 " "

It is nice to know that Yard Clerk F. E. Wallace at Milwaukee keeps working. He secured the full haul on two cars of packing house products from Albert Lea and one from St. Paul to Milwaukee.

Revising Clerk, H. K. Williams at Kansas City secured the following shipments over our line in the month of April:

4 LCL shipments to Chicago
5 carloads to Mr. Horeb, Wis.
1 LCL shipment to Dowagiac, Mich.
1 LCL shipment to Kenosha, Wis.
1 carload shipment to Hanlontown, Ia.
2 LCL shipments to Cudahy, Wis.
1 LCL shipment to Bad Axe, Mich.
1 LCL shipment to Beloit, Wis.
1 LCL shipment to Hartley, Ia.

Foreman Ed. J. Foster at Stowell Station Milwaukee secured routing via the Terre Haute Division on a car going to a point in South Carolina.

We are glad to hear from one of our lady employees. Miss Nellie McGraw, Station Accountant at Kansas City, secured routing on a carload of feed from Kansas City via the Chicago District. Agent Fesler tells us the same concern has promised Miss McGraw routing on all their future business.

Mr. Raymond Spankowski, employed as a trucker in freight house No. 7 at Milwaukee, is securing some nice long haul business that was formerly routed via boat lines for Milwaukee consignees. Mr. Spankowski also secured a shipment from Milwaukee to Kansas City.

Yard Clerk Ray Benthien at Milwaukee continues his activities, and in April got us Terre

Haute Division routing on a carload of packing house products to Louisville, Ky.

Engineer Claude Willis and Switchman D. D. Harrington, both of Cedar Rapids, prevailed upon an automobile dealer at that point to divert to us his carload shipments from Michigan territory—the business having formerly moved into Cedar Rapids over a competing line. Several carloads are now diverted to our line. This case plainly indicates that our fellows around yards can do a lot with their friends towards increasing the revenues of the Company. We want Messrs. Willis and Harrington to know that their activities are much appreciated, and we hope that they are going to do more of the same kind of work.

We had an item in the magazine last month about E. E. Smith, General Yardmaster at Council Bluffs, and glad to quote another. Agent Butler at Council Bluffs writes under date of April 16th as follows:

"Some time ago I wrote you that Night Yardmaster E. E. Smith, should be given credit for securing one and one half tickets from Council Bluffs, Ia. to Columbus, Ohio via CM & StP and Pennsylvania Railroad. You will note these people were to return via the Pennsylvania and Wabash Railroad via St. Louis, but as they were so pleased with the CMStP & P service, they expect to return on our line, so Mr. Smith should be given credit for one and one half return tickets."

Yard Clerk Ray McGrath at Milwaukee comes again; secured long haul on a carload of steel work destined to Port Townsend, Washington, also a carload to St. Louis via the Terre Haute Division.

General Passenger Agent Dixon commends the following for their interest and assistance in securing business for our railroad:

Miss Daisy Sweeney, Kansas City, Mo.
B. S. Gillson, Conductor, Austin, Minn.
Wm. Blau, Fireman, Madison, Wis.
A. E. Strohmeier, Galewood, Ill.
Mr. Miskimins, Perishable Frt. Insp. Minneapolis, Minn.
T. F. Sacket, Passgr. Conductor, Great Falls, Mont.
Wm. Florence, Chief Diversion Bureau, Chicago, Ill.
Lt. Wolff, Police Department, Chicago, Ill.
W. H. Woodhouse, Local Baggage-man, Mason City, Ia.
Miss Mary Lawler, Freight Auditor's Office, Chicago, Ill.

The following from Agent at Davenport under date of May 10th:

"Tuesday evening of this week, I met the manager of one of our large shippers who, during the course of conversation, told me he was routing everything he possibly could over our railroad and said that one of his reasons for doing so was on account of the very good switching service he was receiving and the very courteous and pleasant switch foreman who has charge of the crew switching at their plant. This foreman is Carroll Richardson."

Mr. Richardson is bound to move ahead in the service of the railroad.

ON THE STEEL TRAIL



Four Generations of "Rails." C. L. Hunt, Omaha, Nebr., H. C. Hunt, Sioux Falls, H. H. Hunt, Omaha; Lyle, Jr.

"I & D Items" M. E. R.

VERY, very sorry that the May Magazine did not contain any I & D items, and the Correspondent wishes to apologize and say that it was due to her tardiness in getting the notes to the Editor and that if you will forgive, she will never let it happen again.

Our efficient Agent, Mr. A. N. Anderson, Clear Lake, Iowa, was recently elected Mayor of that prosperous Summer Resort.

Miss Irma Wilhelm, station timekeeper, who attended the National Y. W. C. A. Convention at Sacramento, Calif. reports that she is enjoying the "Sunny Climate," expressed her opinion of the Olympian as a "Palace on Wheels," and that she has enjoyed the sights around Seattle, Portland, San Francisco, Sacramento, Los Angeles, Catalina and Tijuana. Miss Wilhelm will return to her duties May 14th after six weeks vacation. We learned thru the Press that Miss Wilhelm was appointed a member of a National Committee of the Y. W. C. A., altho' she failed to mention this to any of us. We all know that she will be very capable of doing her bit, whatever the work may be.

Everyone will be sorry to learn of the illness of Mr. J. C. Pfahler, Veteran I & D engineer, who has been active until a few months ago when he submitted to an operation at Rochester, since which time he has been unable to be about. We wish to extend our best wishes to Mr. Pfahler and sincerely trust that he will enjoy better health in the very near future.

Mr. W. P. Woodhouse, assistant baggage-man, Mason City, has been prospering of late—we learn that he has purchased a new home at Clear Lake, Iowa. Congratulations Bill, you're stepping right along.

We were all pleased when Marion was able to return to her duties after several months sick leave. Marion Schultz is the efficient Roadmaster's Clerk at Mason City and says that she is feeling fine, but finds it necessary to transport herself back and forth in her omnibus until she gains a little more strength.

Mr. W. G. Powrie, engineering department, Mason City, is the proud parent of a "Prize Winner" baby. We had all wondered what Mr. Powrie "strutted" about over and in a recent issue of the Mason City daily paper it was learned that he had reason to feel "big." Congratulations Powries.

Very sorry to learn of the illness of Mrs. Harold Johnson, wife of Brakeman Johnson and hope that she will soon be well again.

Milton Olson would like to know if there is an adding machine that can add hours instead of dollars. Information please.

Mr. W. F. Ingraham, Superintendent, and Mr. W. F. Cody, DF & PA, were appointed members of a Railroad Committee, to make plans for the Seventy-Fifth Anniversary of the city of Mason City, Iowa, which will be celebrated during the month of June.

The inmates of the Cerro Gordo County Home for the Poor and Insane, on Sunday, May 6th, had the pleasure of hearing Mrs. W. F. Ingraham sing a number of solos in her usual pleasing manner.

The month of May, the month of our Mother, Flowers and Spring Beauty, has been filled with sorrow and grief on the I & D Division, due to the passing of three of our loved ones. Mr. G. P. Hodges, Division Master Mechanic, who had been ill since Thanksgiving time 1927, passed away at a sanitarium in Milwaukee, Tuesday, May 1st. Funeral services were held at Mason City on Friday May 4th, and the remains were taken to Minneapolis for funeral and burial on Saturday, May 5th.

Saturday, May 5th, Mr. John Miller Kinney, Veteran Conductor passed away at his home in Mason City, after an extended illness. Mr. Kinney had been in the employ of the Milwaukee Railroad since 1882 and rendered continuous, faithful service, until the time of his death.

On Wednesday morning, May 9th, John O'Leary, a Milwaukee Engineer for 47 years was found dead in his bed, Mason City, when his daughter, Miss Florence O'Leary called him for his run. He had returned home on Tuesday evening in apparent good health. Mr. O'Leary began working for the Milwaukee Railroad as Fireman in 1875, and was promoted to Engineer on June 6th, 1880.

We have lost three faithful servants and they will be greatly missed not only on the I & D Division, but wherever the word "Milwaukee" is familiar. These were three friends for whom we had the greatest esteem.

OUR efficient Agent, Mr. A. N. Anderson, Clear Lake, Iowa, was recently elected Mayor of that prosperous Summer Resort.

One of the musical treats of the Lenten Season was a Cantata directed by Mrs. W. F. Ingraham, Du Bois' "Seven Last Words" at the Methodist Church, Mason City. Mrs. Ingraham's unusual ability is greatly appreciated on the I & D Division.

Joe Carney, formerly employed at Mason City Roundhouse, recently underwent a major operation at the Mercy Hospital, Mason City, and is reported as improving nicely.

Mrs. W. F. Ingraham attended a reception in Chicago on April 12th in honor of her father, Rev. Frederick Ring's eightieth birthday anniversary. Mrs. Ingraham sang a solo as part of the program accompanied by her sister, Anna Ring Clausen, at the piano.

What would H. C. Snow do without his

pipe? He recently left it on the windowsill of one of our trains and was ill at ease until he learned that it was homeward bound, safe and sound. It was declared by some that they were positive that it was an heirloom, due to the obnoxious odor.

Who is the aristocratic appearing officer on the Mason City platform each day? Why, that is our baggageman, W. H. Woodhouse, the new uniform cap is the cause of all the commotion. We think it is quite spiffy Bill.

Mr. C. E. Ring, Division Accountant, is the proud "Papa" of a baby boy born during the early part of April. Congratulations "Pa Ring."

Mr. E. F. Palmer of Minneapolis dropped in the Superintendent's office at Mason City recently with his permanent smile and glad hand. Altho' he never stays but a very short time, we are always glad to see him because he creates such a pleasant atmosphere which is an incentive to all.

Mr. C. E. Mutschler, Chief Clerk, conducted the April Safety First Meeting at Calmar, Iowa, joint with the I & M Division, account the necessity of Mr. Ingraham being on the West Division.

Everyone was grieved to learn of the death of Mr. L. B. Beardsley at Sioux City on April 17th.

Mrs. Etta Siesseger and daughter Mrs. Victor E. Randall, were called to Wadena, Minn. on April 8th, due to the serious illness of a sister and aunt, Mrs. F. O. Calkins, who passed away on April 10th. Mrs. Siesseger and daughter returned to Mason City on the 15th.

Mr. W. F. Cody, D. F. & P. A., Mason City, announced the keynote of Spring fashion when he appeared Easter Sunday attired in a "Stiff Cady." It is very becoming and we are all in favor of that style of hat. In fact, Mr. Cody always shows good taste.

Tacoma Dist. Accounting Bureau K. K. K.

NOW that the baseball season has opened Dick Baughn is missing some of his meals. Dick has always been quite a ball fan. He can remember when the first World Series was played in 1904. He also remembers when Walter Johnson was in knee pants playing ball on sand lots. Coveliski wasn't even able to spit when Dick first started going to ball games let alone throw his famous spit ball.

A short time ago Archie Long made a date to meet Harry Hatch at 11th and Market Streets about 7:45 a. m. to bring him to work. Harry waited and waited but no Long, so Harry grabs a street car. When he got about half way to the office along comes the Dodge car. Long's excuse was that he was waiting at 11th and Commerce. That sounds all right but so far no one believes it. I don't believe Archie would lie but he sure is careless with the truth. Long now has a new name, which is, "Ali By" the famous Turk Politician.

Herb Moody, the good looking Joint Facility Examiner from Seattle, is still looking good, in fact he sees everything. We like to have Herb with us and he can come anytime.

Frank Opie is pulling hard for the "Snoose Eaters" from McKinley Hill again this year. Frank is also missing some meals but he says you can eat all winter but you can't see ball games.

Extra! Extra! "Speed record broken." Frank Opie commonly known as "Speed," motored to Olympia a few days ago. Olympia is 32 miles of swell pavement from Tacoma and Frank made it in 4 hours and 33 minutes 8 seconds. If Frank would have had anything but the big steel car he would have never made it. As it was, he had to take three meals with him. I understand he let his wife out of the car to eat, but he never worries about his meals because he eats all the time; but then Frank is a big man and his huge bulk must have nourishment.

Maybe Archie Long failed to get a new hat from a couple of young ladies recently, but no one could deny that he got probably the heartiest laugh of his life out of the affair. And incidentally, at least one of the young ladies—a little brown eyed maiden (yes we mean Millie) has decided that there is no use trying to get ahead of Archie. He laughed last!!!

A good time was had by all who attended the card party held at Odd Fellow's temple April 24th. Mr. Curtis and "Tubby" Gleb had charge of the refreshments, and Rose Lindquist was chairman of the card party.

Our old friend Dick Baughn is making a trip to Vancouver, B. C. today (Sat. Apr. 28th.) He says he has something to 'tend to up there. It must be very important because Dick will miss a ball game. I understand he is going up with his son-in-law and he doesn't care what time they get there just so it is soon, because his b—b—business is waiting. Most of us aren't that lucky, we have to get there before 11 p. m. Saturday night or our trip is in vain. Dick always was lucky.

April 21st the Milwaukee Women's club held a card party at the home of Mrs. Schulta and everyone reported a most enjoyable time. The April luncheon was attended by the following girls: Ann, Rose, Helen, Olga and Millie.

West H & D Division Notes N. M. R.

MR. Rummel, Mr. Christoffer and Mr. G. T. Richards called on us during the first part of April.

E. S. Williams, for years, pump repairer west end of the H & D Division, has resigned and moved to Minnesota where he will take up farming.

Mr. M. J. Kurzejka has succeeded Mr. Williams as pump repairer. The very first thing Mr. Kurzejka did was to get married. Congratulations.

With regret we report the death of Garnet Payne April 12th. Mr. Payne was employed as Storehelper at the Roundhouse Storeroom at Aberdeen and was apparently in good health April 10th, and worked his usual hours. His sudden death shocked his many friends. The sympathy of his fellow employees is extended to the bereaved mother and family.

Two Gas-Elec. cars passed through Aberdeen April 12th en route to the Trans-Mo. division. They are certainly huge cars and fully equipped for speed and comfort for the passengers.

Miss Matilda Cully, stenographer, at the Car Dept. spent three days and nearly all her money in Minneapolis recently, spring shopping.

The Milwaukee Base Ball team will reorganize for 1928. Al Japs the new manager

called a meeting Sunday April 15th. Jim Morrey, Business Manager, Al Japs, Manager and Tom Halgren, catcher and captain. The Milwaukee boys were the 1927 Aberdeen City League Champions. The boys are making plans for the city league campaign which is scheduled to open May 7th.

Max Hansen, clerk, Roadmaster's office was laid up with the Flu several days. Can't keep a good man down tho' and he is back on the job the same old Max.

Sam Toney, our janitor, likes them nice and "plump." I wonder if Sam is getting serious. When they get to feeding them, look out.

A well attended Safety First Meeting was held Tuesday, April 17th. Many suggestions were made and a great deal of enthusiasm shown.

A new Gas-Elec. Motor car running between Minneapolis and Montevideo made its initial trip April 19th.

Bill Tracy still likes the old car he had last summer and sold. He went up to North Dakota and drove it home, but after he got it home he neglected it and left it in the alley so long the police finally took the poor old thing over to the police station. This caused Bill some worry and the outcome is, the car is back in North Dakota.

Account of the illness of his wife, Mr. H. C. Pearce has taken a six month leave of absence, starting May 1st. Mrs. Pearce has been in poor health for some time and they hope she will be improved before they return.

Jim Ryan still spends week ends in Minneapolis. Nothing like having two if you keep them in different towns, Jim.

Bill Tracy says he remembers, "When eggs were 3 dozen for 25c; butter 10c per pound; milk was 5c a quart; the butcher gave away liver and treated the kids with bologna; the hired girl received two dollars a week and did the washing. Women did not powder and paint (in public), smoke, vote, play poker or shake the shimie. Men wore whiskers and boots, chewed tobacco, spit on the sidewalk and cussed. Beer was 5c and the lunch was free. Laborers worked ten hours a day and never went on a strike. No tips were given to waiters and the hat-check grafter

was unknown. A kerosene hanging lamp and a stereoscope in the parlor were luxuries. No one was ever operated on for appendicitis or bought glands. Microbes were unheard of; folks lived to a good ripe old age and walked miles to wish their friends a Merry Christmas."

Jim Ryan says, "Today, you know, everyone rides in automobiles, or flies; plays golf, shoots craps, plays the piano with the feet; goes to the movies nightly, smokes cigarettes, drinks Buckus Juice, blames the H. C. of L. on the Republicans, never goes to bed the same day he gets up and thinks he is having a wonderful time. These are the days of suffragette, profiteering, excess taxes and prohibition."

Iowa (Middle and West) Division

Ruby Eckman

A HELPER in the Council Bluffs freight house sends in the news that Nancy M. Searight the interchange clerk is convalescing as a result of a serious operation. Nancy is one of the top notchers on the clerk's seniority list and it doesn't seem right to have her absent from work. He also tells us that Dan Cupid has been getting in some work at Council Bluffs with the result that the bachelors are getting scarce. C. J. Dugan the switching clerk got himself a wife when Miss Ruth Rogers said yes to his questions. Fred Bucknam of the Council Bluffs force, the chief clerk in fact, wasn't to be out done by any junior clerk, much less an "Irisher" so he slipped over to Fremont, Nebraska with Miss Doris Rosch of Council Bluffs and they returned as Mr. and Mrs. Bucknam. The office still has one eligible, in John H. Bryant. John has been working for the company since 1900 and our helper says he has been looking for a wife ever since he started to work so now that leap year is upon us maybe some girl will take pity on him and help him out.

Assistant Yard Master E. E. Banyard and wife went up to Minneapolis to visit relatives a few days the fore part of May.

Conductor C. M. Craig went to Chicago the fore part of May to consult the company surgeons regarding an injury to his shoulder.



Airplane View of Our Milwaukee Terminals. Numbers Represent Our Various Docks and Freight Houses

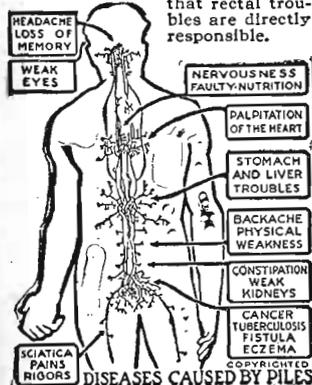


The McCleary Sanitarium, Largest Institution in the World Devoted Exclusively to the Treatment of Rectal and Colonic Diseases.

A Treacherous Affliction Healed Without Surgery

PILES and other rectal troubles are directly responsible for many diseases and indirectly responsible for many more. Thousands suffer needlessly due to incorrect diagnosis. Men and women who have suffered for years and did not know what was wrong with them have found joyous new health when their rectal troubles were cured. You can never expect to be well, strong and hearty until the CAUSE of your often indescribable suffering has been removed.

The diagram below clearly shows how piles can be the cause of numerous diseases, unsuspected by the sufferer or by his physician. Due to faulty diagnosis, thousands suffer from these ailments not knowing that rectal troubles are directly responsible.



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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.

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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.

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.

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H. L. Balsbaugh one of the engine hostlers at Perry roundhouse has been off duty several weeks as the result of infection in his foot following the removal of an ingrowing toe nail. George Starliper filled in the shift during his absence.

Edward Hordan of the car department at Perry is great grandpa again, a daughter having been born to Mr. and Mrs. Timothy Graney. Mrs. Graney is Mr. Jordan's daughter.

A son was born to Mr. and Mrs. Loyal Strahn in Perry May 3rd. The mother is the daughter of Engineer John Rolleston one of the old engineers on the Iowa division who passed away a few years ago. The young man was born at the home of his grandmother.

Chief Carpenter V. Hansen and wife, Division Master Mechanic W. N. Foster, Engineer Fred Kennison and wife and Traveling Engineer S. Einerson were in Mason City to attend the funeral of G. P. Hodges, master mechanic on the I and D division.

E. O. Kinsler is back to work at Coon Rapids after a few weeks vacation.

Conductor J. M. Reel went to Jacksonville, Florida as delegate to the Grand Lodge of the Order of Railway Conductors. This was the 5th time he has been selected as delegate.

Brakeman Francis Reel was called to Scranton, Pennsylvania, the fore part of May by the serious sickness of his wife. Mrs. Reel had gone home for a visit and was taken ill while there.

J. F. Gillett who has held the position of Joint Agent at the Union Stock Yards in So. Omaha has retired from active duty after a long period of service. He was succeeded by H. W. Brown who has been assistant agent for some time.

"Hank" Fry who many years ago was a switchman on the Iowa division was renewing acquaintances on the division the latter part of April. Mr. Fry is one of the few who made a lucky strike in oil, so is now enjoying life.

Mrs. Charles Salzgeber, wife of one of the Perry roundhouse employees was called to Conesville, Ohio by the death of a sister. She left Perry April 30th to attend the funeral.

Frank Fernstrom and family of Dubuque visited on the Iowa division with traveling engineer S. Einerson in April. Mr. Fernstrom is General foreman in Dubuque.

Howard Wasson the four year old son of engineer Halsey Wasson got hold of a can of lye the latter part of April and received some bad burns when he attempted to sample it.

Ben Gable, is now working as the conductor on the way freight between Atkins and Ferguson. Ben laid off several years ago on account of the condition of his health and has been on a farm in Wisconsin. He is much improved now, so felt that he could return to railroad work.

There have been a number of rearrangements of the freight schedules for merchandise into Perry giving the Perry merchants first and second day deliveries which has resulted in the promise of a nice increase in LCL business. We can now compete with the trucks in service from Des Moines.

Conductor Walter Walrath was off duty a couple weeks on account of sickness.

Machinist John Wagner of the Perry force stole a march on his friends the latter part of April and went to Boone where he was married to Anne Campbell of Gulfport, Miss. Miss Campbell has been making her home in

Perry for some time. They have already gone to house keeping. John has had the project in mind for some time it seems, but didn't want his elder brother Jake to "dance in the pig trough" so when Jake took unto himself a wife, John felt the field was clear for him.

Conductor Charles Bradley who has been making his home in Manilla for several years has moved to Perry.

Traveling auditor, J. B. Wallis spent part of April in New York City, checking accounts.

H. P. Buswell who was recently transferred to the Savanna office has sold his residence property on Firth street to Machinist Dennis Sullivan and Mr. Sullivan sold his property on First Avenue to Engineer Timothy Larimore.

A number of changes among section foremen have been made during the last few weeks. Joe Zimmerman, foreman of Earling section, resigned to go to Chicago to work for the New York Central. Joe Steffin of the Earling gang was promoted to foreman in Zimmerman's place. Henry Jarnecke, foreman of the Defiance section, resigned to go into the oil business for himself. John Frederick, a laborer on the Portsmouth section, was promoted to foreman in Jarnecke's place.

S. D. Gilliland, agent at Melbourne, laid off in May to go to California to visit his daughter and accompany Mrs. Gilliland home from a trip west. His son Robert was in charge of the station during his absence.

Tacoma Shop Notes "Andy"

ED Daily—our floricultural expert found a four leaf clover the other day, on which he has been pinning his hope, that it will bring him the proper brand of luck in various propositions in which he is financially interested.

Wiggs Shiplett, tried to slip one over on us recently, but we got the dope just the same. Can you feature him being the proud papa of a brand new bouncing baby girl, and not saying anything about it, well the secret is out, we read the bulletin on the meter room door, and we offer our congratulations.

We are also in on the information that Tony Berry and Jean Luebke are attending school, taking up art, that is terpsichorean art. They are taking up dancing; we don't know whether it is ballet, clog, toe, anesthetic, or just plain ballroom; however, we don't have to overtax our imagination, to visualize that they can stretch a wicked rubber heel in any one of those lines. Of course they may be planning to team up for some "Follies," who knows,—we don't, but anyway we wish them luck.

Mr. N. B. Footit, chief clerk in store department, was somewhat shocked recently while talking over the telephone, this however, did not come from any verbal source, but it appears that he made a long distance galvanic connection with Jupiter himself, when during an electrical storm, as he was about to place the receiver to his ear, a flash emitted from the receiver and grounded on his penopscot. We are very glad to report that there were no casualties, and that nothing of any serious consequence resulted from the above mentioned electrical treatment, but we will just bet a secondhand match, that the telephone bell will be ringing wet during any future electrical storm, before it will get a rise out of NBF. A person does not have to be Scotch to make a little of that stuff go a long ways.

John Gorman, shop laborer, has a son who is a real Milwaukee booster, being on the drill

team of the Elks, he recently used his influence, and was instrumental in getting the passenger business from this point to the convention at Spokane, over our line.

Wilbur, our fair haired stenographer, of late has been bending all of his efforts trying to induce a couple of patches of hair, to grow in the shape of a hedge, along the upper edge of his loud speaker, which he has been referring to fondly as his mustache. We have corrected him on this point however, in fact we believe that he would have the resemblance of a mustache, if he could collect all the hairs and corral them together, but they seem to be of the independent type. He has even tried drinking hair tonic, but without much success, it just put fur on his tongue and he was afraid of getting a hair lip. He also tried grafting, but he could not find any cats of the proper shade to harmonize with the six whiskers he already had in captivity, and he is afraid to sneeze for fear of losing them.

Al Pentecost is now back on the job following a trip around the country visiting various shops, and things are now back to normal.

Harry Stewart, night roundhouse foreman, is in the hospital undergoing an operation, from which we hope that he will soon recover.

Walter Jennings is confined to his home with a severe case of flu, but is recovering rapidly and will soon be back to work.

Chas. Reynolds, has been acting as head nurse to "Susie" the orphan Airdale dog who has been making her home in the store department, and who has just recently become a mamma to six puppies, and they are all doing fine.

Bill Strinsky, boiler foreman, has left on his vacation. We did not find out just where Bill is going to spend it however.

Milwaukee Shops

H. W. G.

MACHINIST Henry Tebrake we are glad to announce is home again from the hospital, and we hope he will continue to regain health.

Jno. Hartnett, machinist helper, died April 15th.

Veteran Wm. Gardner on his way home from Los Angeles stopped over at Sioux City among friends who insisted on giving him a banquet which proved too much for him and he had another light stroke. We have heard nothing further lately.

Master Mechanic F. P. Miller of Portage had an appendicitis operation in the hospital.

Machinist and Veteran A. F. Bierbach, is in the Deaconess Hospital having had an operation.

We sent a bunch of old and new photos down to Hub Smith the other day for his add window display in Riverside, Ill. Go to it Hub, your Father was agent at Waukesha in the 50's, and that was not yesterday. Just heard from Hub; he says the display was fine, and eagerly sought for.

Louis P. Krueger, Car Foreman, died April 4th. He was almost a Veteran.

Office hours at the shops, 7:30, 11:30, 12:30, 4:30 effective April 30th. The shops go on DS time the 7th—7:00 to 3:30.

Car Dept. staff meeting earlier this year June 4, 5, 6.

Herr S. O. Berg fra Tacoma er her i ME Dpt. og synes i fuldt mal at nytte vort vinter vier-en Norsk var. Herr Berg har i sinde at ga ober og hike pa Herr J. E. Bjorkholm (by yimmine).

Der Herr Comptor Diener, Gotlieb Hoenke von SMP office blaest acin horn, an seinem

schnellen Packard einen ganzen block lang wen er die strasse rauf buckziert; dan kan man sich denken das etwas im anzug ist. Shorty mit seinem haarshopf ist ein huebscher gewinner, kein wunder das er eine ganze wagen ladung foll shoene eifen auf laden kan bei jeder gelegenheit.

"Damen Zuerst" sheint die loesung zu sein bei den Herren Goty. (Say Goty, pick up HWG some evening).

Mr. R. P. Rockefeller, Ass't Treasurer of the Milwaukee Road was a caller in the shop offices May 7th.

The Car Dept. staff meeting this year comes earlier than usual, June 4th, 5th and 6th in the staff room (Assembly Room) at the Milw. Shops.

What! moving pictures in the phone room? Moved from the nail to the floor, or pretty near the floor. May just caught it in time. O yes, Mrs. Persching assisted her.

We understand that the Veterans are to hold their annual meeting in Milwaukee this year. Exact date not settled on as yet, Aug. or Sept. most likely.

Monsieur *Crowley* puis *Callahan* ont parti avec leurs portmanteau l'autre jour, mois ils ont pas restez bien long temp. Malgre' toute ils ne sont pas rendu plus loin que le county loop ou la Kelly Cut voyant que le temp se rechofait (*Griggs* too started off with his grip and did not get very far from home).

We are glad to announce that Miss Mary Gehrty is at the depot telegraph office this morning (9th.) doing up things as well as can be expected with a convalescent broken wrist, which happened two months ago, and the right wrist at that. Many "howdy's" and phone calls congratulating her return, are received.

Herr Magnus Lagreid fra Pullman Company har vaeret her hos os for en tid.

Miss (at present) Ada Kufalk and her two sisters Alice and Edna will take an extended trip to California and the Grand Canyon May 13th.

Air Brake Foreman Fi Vierthaler and wife celebrated their Silver Wedding May 5th, and about 57 were present. Everybody had a good old time. Here's hoping that we will get in on the Golden Anniversary.

Mr. Alex Stevenson, Veteran machinist, a mechanic of the old school, who has been in service since the wood-burning days entering the service in 1876 has been ill for some time, but is able to be around without a nurse. Well Alex good luck, and hope your health will improve.

Mr. Herman Lemhkuhl, for many years foreman in the motion gang, celebrated his 80th birthday April 25th. He is on the job every day and feels like a young man. He says right living, clean thoughts, and to be 100% against dissipation will make you a young old man. Good luck Herman, and we hope you will be with us many more years. Gee-whiz, we have personally known Herman for 50 years already. Mr. Lemhkuhl started in with the company in 1880.

And Max Schwartz don't say a word about himself.

How about that brass band that was to be started up again at the shops? Understand the boys of the old war shop band still have their instruments.

Veteran Patternmaker Thos. Wotherspoon has been up north fishing again, and brought back some beautiful trout. We have not tasted them but they say they are delicious. Wotherspoon's picture with a string of trout appeared in the magazine last season.

Mr. Thos. J. Furnace, Porter chef in Gen-



Thomas J. Furnace

eral Superintendent D. W. Kelly's car is a Roman among the bunch. We are sending his photo en suite to the magazine and you will say so when you see it. He has been with the Gen'l Supt. the last five years. He was at one time employed on the President's car of the D. & H. Co. He is also Deacon of St. Marks AME Church at Milwaukee.

Coast Division

C. C. C. et al

MR. Charles Bleicher, night chief dispatcher, at Miles City, was in Tacoma early in May calling on his many friends, and also moving his family to Miles City.

The many friends of Mr. and Mrs. E. W. Phillips are rejoicing with them upon the arrival of Shirley Jean, on April 26th. Mrs. Phillips, better known as just "Etta" was one of our popular telephone girls.

Miss Florence Hall of the Superintendent's office, and Miss Rose Lindquist, of Mr. Pyette's office, are sailing June 19th for an Alaska vacation trip.

The Spring planting is under way in the Kittitas Valley, particular attention being given to the potatoes; some 3200 acres being seeded. Prospects appear good for a heavy crop.

Mr. W. L. Hubbard, General Foreman of Substations, accompanied by Mrs. Hubbard, left May 22nd for a two weeks pleasure and business trip to Chicago, and Liberty, Missouri.

The Tacoma Breakfast Club, an organization composed of sixty prominent business men, who meet once a month for breakfast, met May 4th and enjoyed an unusually good time. The affair was unique in that breakfast was served in one of our baggage cars spotted on the team track near the passenger station. The meal was prepared in a regular diner and served by our colored waiters.

Richard Rasmussen, son of Car Distributor Rasmussen, is the envy of all the Boy Scouts of his acquaintance, as he leaves June 22nd on the steamer "Queen" to spend the summer with relatives at Wrangell, Alaska. "Dick" with some boy cousins will spend a great deal of time at the fish traps in the North, where his Uncle is Superintendent of a large fish cannery.

The lettuce growers of the Puyallup Valley are looking for a hanner crop this season. The shipping season starts around June first and lasts about six weeks. It is a conservative estimate that between 800 and 1,000 car loads will be shipped to Eastern points out of that valley, and the Milwaukee road will receive its proportion.

Tacoma Lodge No. 174, B. P. O. E. will travel to their State Convention in Spokane June 21st by special train over our line. There will be in the neighborhood of two hundred

members, including their band and drum corps. The crew handling the train will all be Elks, and Traveling Passenger Agent R. V. Cummings, of Tacoma Lodge, and Traveling Passenger Agent Webster of the Seattle Lodge, will accompany the train.

The many friends along the line were shocked to hear of the sudden passing of William A. Peace, on April 25th. Mr. Peace was 41 years of age, and has been in the employ of the Milwaukee road since 1917. He came to the Coast Division in July 1927 from Harlowton, the change being made in the hopes of benefiting his health. Mr. Peace spent the month of March in Providence hospital, Seattle, and upon returning to his duties as Agent at Raymond, seemed very much improved in health. His death came very suddenly at Chehalis when he was being removed to a hospital. Funeral services were held at 4 p.m. Sunday April 28th at Chehalis, and burial was made at Centralia. To his wife and aged mother sincerest sympathy is extended.

Harry Anderson, formerly of the Ocean Dock force at Seattle has bid in the position of clerk to trainmaster Cummins, and Mr. Guy Bement who has held the position for several years bid in a position at Seattle Ocean Dock.

Messrs. D. L. McDonald and C. O. Beck, Electrical Engineers of the Illinois Central R.R., and Mr. Heinrich Kann, electrical engineer of the German Railways, were on the Coast Division the early part of April looking over our electrical operations.

Sympathy is being extended to Mr. B. G. Sauter and family, in the death of Mrs. Sauter, which occurred April 9th at St. Joe, Missouri, where she had gone for medical attention. Funeral services were held at North Bend, Wash., April 16th. Mr. Sauter has been in the employ of the Milwaukee for many years as Section Foreman, and lived for the past few years at Cedar Falls.

Chief Carpenter F. J. Welch, and Foreman Emmett Griffin are the proud owners of the latest model Chryslers.

Everett Line

Cedar Falls to Everett, Washington, 54 miles of scenic grandure, wonderful trout fishing, splendid farming, lumbering, and various associated industries. Everett with 25 saw mills and shingle mills, and various other industries including a fruit and fish cannery; Snohomish (where gold was recently discovered) with mills, Woodruff where the lettuce grows; Monroe and Duvall with their dairies; Carnation the home of the Carnation Stock Farm; Snoqualmie Falls where the largest modern saw mill, electrically operated, is located. All these towns contribute their quota of revenue to keep everybody working and happy. Such then is a brief outline of the Everett Line.

Passenger service was changed May 7th with our baby Olympian leaving Everett at 10 a.m. making close connections with the Olympian east bound at Cedar Falls, and connecting with Olympian West bound leaving Cedar Falls at 4:10 p.m., arriving Everett 6:20 p.m. Eastern passenger representatives will make no mistake in routing our line to Everett, with this fine service.

Harry H. Tavener, General Agent, Everett, says he catches fish, any and all kinds, viz: perch, bass, trout, etc. Maybe no, maybe yes. Seeing is believing you know, and the correspondent would like to know.

Donald Harrington, yard clerk displaced Fred Woodhead, warehouse foreman at Everett station.

Car Foreman August C. Weber deserted Everett for the big city of Seattle, being relieved by Al Keading.

Recent visitors to Everett were: Supt. Devlin, Division Engr. J. F. Pinson, Roadmaster Lambert; J. S. Eccles, Asst. Trainmaster; General Freight Agent A. A. Wilson, Henry Salzer and J. A. Dolle, Traveling Auditors; M. Murtha and Ralph Washburn.

New Industries on the Coast Division

Shell Oil Company Will Build

The Shell Oil Company will construct a distributing plant at Morton at a cost of \$2,000 to take care of distribution in the Morton district and Big Bottom District.

This is the third distributing plant to be put in at this point, the Union Oil Company and the Standard Oil Company having located there some time ago.

California Petroleum Co. are establishing distributing stations at North Puyallup and Monroe, leasing their locations from the Milwaukee road.

Birchfield Boiler Plant Addition

A \$15,000 addition to the plant of the Birchfield Boiler Company of Tacoma is just nearing completion; the new shop is located on the Port of Tacoma property adjacent to the Birchfield Boiler Company's holdings, and has been constructed to take care of a \$95,000 steel pipe construction job now under way for the city of Tacoma.

A New Industry for the Milwaukee Road

W. C. Hamilton and F. P. Etheridge of Sparta, Georgia have leased a site from the Milwaukee Road at Centralia to build a re-milling plant. The new plant will operate under the name of the Centralia Lumber & Manufacturing Company. About 40 men will be employed, and the daily output will be approximately 75,000 ft.

Lumber for re-milling will be purchased from the smaller saw mills in that district. Short length pieces that have heretofore gone to the burner an absolute loss will be re-milled for shipment to eastern markets.

Messrs. Hamilton and Etheridge made a success of this business in the southern states, and due to the diminishing supply of lumber in the south, they have transferred this proven method to the Centralia plant. It is estimated that this industry will increase the Centralia station earnings about \$15,000 per month.

St. Paul & Tacoma Lumber Company Hemlock Mill

The St. Paul & Tacoma Lumber Company of Tacoma have practically completed their new hemlock mill adjacent to the plant of the Union Bag & Paper Power Corporation, which is located at the north of East 11th Street and west of Canal Street, on the old site of the Tacoma Shipbuilding Company.

This mill will have a cut 150,000 ft. per 8 hour shift, and through its construction, the manufacture of hemlock lumber can be kept entirely separate from that of fir in the larger mills of the Company. The Union Bag & Paper Company mill will absorb the waste from this plant, as hemlock is especially adaptable to pulp manufacture. The new plant will not be placed in operation until the first unit of the Union Bag & Paper plant is completed to take care of the waste.

Logging operations of the St. Paul & Tacoma Lumber Company produce an ample supply of hemlock logs which will be required. At this time the new mill is only accessible in connection with our line.

New Tacoma Creosoting Plant

A telephone pole creosoting plant, with a capacity of two carloads daily was announced by J. G. Dickson, vice president and general manager of the Cascade Timber Company. The new company has leased a 10 acre site from the Port of Tacoma, in which the Tacoma and Frederickson pole yards will be concentrated.

The Cascade Timber Company's pole yard which was leased from the St. Paul & Tacoma Lumber Company has been outgrown, and the new site will afford rail and water transportation. There will be ample storage space for the seasoned and unseasoned material, and the creosoting plant will consist of two vats and all modern heating, cooling and handling equipment.

Union Bag & Paper Power Corporation Plant

The first unit of the Union Bag & Paper Power Corporation's new plant now under construction is rapidly nearing completion. As soon as the first unit is completed, a second unit will be started immediately, and after completion of this second unit, a bag factory will be constructed.

The entire project will represent an expenditure of \$5,000,000 when completed, and will employ 500 men. The initial capacity of this plant will be 120 tons of pulp daily, and when completed their output should be double that amount.

The Milwaukee has handled the bulk of the machinery and other materials used in the construction of the first unit.

Des Moines Division Items *Frenchy*

MR. and Mrs. Chas. Lemley spent the week-end of May 12th visiting friends in Des Moines. They now make their home in Sioux City.

Mr. and Mrs. A. Olson spent Sunday in Chicago recently where, we understand "Ole" participated in a bowling tournament. We haven't heard the particulars, whether or not he had good luck.

Conductor W. H. Hayden is off duty account illness.

Conductor O. L. Appleby was off three weeks account sickness but is now on the job again.

Clerk Willard Hakes at Redfield had an operation for appendicitis recently and is reported as being quite ill. His many friends on the road are hoping for his speedy recovery.

A certain young lady in the Superintendent's office seems to be very careless as to how she takes care of her friends' photographs. Recently one was gone for several days and was not missed by her until some of her friends produced it.

Mr. and Mrs. Chas. Nelson spent Sunday May 6th visiting their daughter, Mrs. Arthur Ibsen, in Des Moines.

General Superintendent E. W. Lollis paid the Des Moines Division a visit about the middle of May.

R & SW Division *Lillian L.*

THE Bowling Tournament at Madison was well represented by the R & SW men from Beloit. Among them were the best (at least they thought they were the best) bowlers in Beloit.

Pete Clark was surely in wonderful form and was so good natured he wanted to pick up his marbles and go home in the sixth

frame of the singles. After bowling six frames in the singles, he said to some of the members of the team, "when do we get into the singles?" So it's easily seen how interested he was. He should have kept his wife there to witness his wonderful work and keep track of the games for him.

Fred Miller and his roundhouse curve got going good after he was given more room. He has such a graceful pose on his delivery that he was sticking his fingers in the eyes of the bowlers on the other team.

Hannaford started with a burst of speed and did not go any too good until he decided not to kill all the pin boys in the pits.

Timmcke brought his wife along to watch his wonderful work. Although he did not do half bad, he was quite put out to think he did not do better for her sake.

Duke Leahy surely ought to feel good to think that he let all the rest of the boys accompany him to Madison on the same train, as he was so certain he was going to cop all the dough in Madison. He really was so puffed up he took his vest off on the train, but coming back had very little to say as he felt so jealous of Hannaford's showing, and to think he had called Hannaford's team the "Duke's Specials."

Hoogland, Cluskey, Hayes and Roy Miller decided not to let everyone in Beloit know what they could do, so they hid in the basement to bowl off the singles and the doubles.

A ten and one-half pound son was born to Mr. and Mrs. John Cioni on April 23rd. John expects he will be President of the Railroad some day.

Conductor and Mrs. F. A. Matson moved from Beloit to Elkhorn during April.

After this when Ham makes a trip out of Beloit, believe it would be well to put him in charge of the conductor, as understand he got on the Rockford train one day recently when he was intending to go to Freeport. Why so absent minded, Ham?

Marvin Brown has about decided it will be cheaper to do the driving himself, hereafter, when out with his sweetie. It seems while she was trying the car out on some of the hills at Janesville, it got away from her and tore down the hill and bumped into a porch, doing considerable damage to the porch and wrecking the car. Understand the question has been raised as to whether she had both hands on the wheel.

Merrill Burkett reported for work on April 19th, after an extended visit in Florida.

On May 7th Agent Telfer at Beloit, celebrated his 63rd anniversary as an employee of the Milwaukee Road, and is still going strong.

Mrs. James Smith, wife of Operator Smith at Rockton, passed away at Sacred Heart, Milwaukee, on May 10th. Mrs. Smith had been ill since last February and had been at Sacred Heart for about a month previous to her death. Funeral services were held at St. Peters Church, So. Beloit and the body was taken to Delmar, Iowa, for burial. We extend our sympathy to the family and friends.

Wisconsin Valley Division Notes

Lillian

MR. and Mrs. Frank Bame have both been ill. Mrs. Bame has returned from the hospital and Mr. Bame is also at present improving. We hope they will both be able to be out among their friends soon.

Mr. F. L. Hudson is convalescing from an operation recently submitted to. He says he expects to feel "brand new" within a short time and able to sell tickets faster than ever.

W. B. Fry, of the car department has been taking a forced vacation on account of the serious illness of his son who has been suffering from scarlet fever.

Friends of Mr. F. D. Pond extend to him their sincere sympathy in his recent bereavement caused by the death of his daughter, Mrs. Alta Bentz.

We are very proud of our Club House after its general spring house cleaning. It looks spic and span and with the new gas stove we are all set for the activities of the future. Much credit is due those members who were so willing to assist in the work and Mr. Guyette also deserves credit for the interest and pride he takes in keeping it ready for occupancy at all times.

Arthur Hart, passenger brakeman, passed away last evening, May 9th at his home at New Lisbon after a long illness. Sympathy is extended to Mrs. Hart and children.

The Division Engineers office has been moved from Milwaukee to Wausau and is now located in the north-east corner of the freight house building, first floor, with Denny and Lester occupying the chairs. They have moved their families to Wausau and we bid them a hearty welcome.

Mr. and Mrs. Frank Matthies and Mr. and Mrs. H. J. Schupp, are attending the O.R.T. and O.R.C. Convention which is being held in Cleveland, Ohio. They also expect to extend their visit to the southern states before returning home.

Mr. Walter Kell, brakeman, who was injured on April 9th, is able to be out and around enjoying the nice spring sunshine.

David, the little son of Mr. and Mrs. Lawrence Nowitzke who was receiving treatments at St. Mary's hospital has been removed to his home, much improved.

Mrs. C. L. Flagel and son are spending a few weeks at Leona, Wis. visiting relatives. Clifford is having a good time but we promised not to let his wife know about it.

The Spring malady of influenza has overpowered quite a number in our midst, but they have all recovered and are back on duty by this time.

On May 19th Conductor Peter Hollinshead celebrated his 83rd birthday—he is always on the job with a happy disposition and we know he will be able to celebrate a good many more. Congratulations from us all.

Mrs. F. P. Dodd and Mrs. Sam Ash are attending the convention at Cleveland, Ohio, in the interest of the Auxiliaries of the O. R. T. and O. R. C.

On April 17th, M. E. C. Callahan celebrated his 50th anniversary in connection with the CMSTP&PRR Company, having started his railroad career April 17th, 1878, under the supervision of Mr. W. G. Collins, and up to the present time he has worked under 12 superintendents. Somewhere in this issue will be published an appropriate verse and a picture of E. C. as we see him today, ready to board the train to give the track conditions the "once over."

Notes From the Local Office,

Tacoma

R. R. T.

KENNETH ALLEMAN, heretofore Assistant Bill Clerk at the Local Office, has taken leave of absence from his railroad duties in order to try his hand at becoming a merchant prince. As the initial step of his commercial career he has entered the service of Montgomery Ward & Company's large new retail store at Tacoma, which will be opened in a few days at this writing, and is now

You Can Have \$50.00 Every Saturday



If you are a reliable, honest man, I will give you an opportunity to make \$50 or more a week looking after our business in your locality. Just take care of my established business with theatres, hotels, stores, home owners, filling stations, etc. Inspect these places and demonstrate our new improved "Super" Fyr-Fyter and arrange for their installation. I don't ask you to invest any money in stock—no experience needed—if you are the kind of a man I want, I will show you how to handle the business. We deliver and look after collections.

PAY TO START AT ONCE

If you are in earnest and are responsible, your earnings can start at once. Checks mailed every Saturday. An established Ohio Corporation is behind you. Write at once.

RAY C. HAHN,

Fyr-Fyter Co., 98-F Fyr-Fyter Bldg., Dayton, O.

WE are Miners and Shippers of Pine Ridge, St. Bernice and Essanbee Coals.

5000 tons daily production from West Clinton District, Indiana.

Write for Prices

BINKLEY COAL CO.

1924 Burnham Bldg.

CHICAGO

First National Bank Bldg., Mason City, Ia.

Security Bldg., Minneapolis, Minn.

Meyer-Kiser Bank Bldg., Indianapolis, Ind.

CROSS TIES AND SWITCH TIES

WHITE OAK RED

Pine—Chestnut—Mixed Hardwoods

NASHVILLE TIE CO.

NASHVILLE, TENNESSEE

Sales Office, Storage Yard

and Treating Facilities

TerreHaute, Ind. A.D. Andrews, Representative

Binding Railroad Records IS OUR SPECIALTY

THE McBEE BINDER CO.

Chicago

Athens, Ohio

New York

St. Louis, Mo.

acting as Traffic Manager for the store. His knowledge of railroading will aid him materially in his new duties and considering Kennie's industry, application and other winning qualities we predict a rapid rise in commercial life for him. He has the best wishes of all his former associates at this office.

Al Goldsborough, usually and affectionately known among us as "Alkali Ike," has tired of the confining duties on the Revising Desk and has gratified his desire for a change of occupation which would give him more fresh air and relieve him of Sunday work by bidding in the Claim Desk at this office during the time Ray Powels, its rightful and lengthy incumbent, is on leave of absence. Al likes his new duties fine, especially inspection trips and the like, but he is not very partial to coming down to the stock yards at six in the morning to inspect a train of hogs, as he has to do every now and then; there is air enough there to be sure, but it is anything but fragrant.

We have had the pleasure lately of seeing one of our former dock girls work here at the Local Office. Mrs. Margaret Christensen, more familiarly known to us as Miss Margaret Bolander, for several years one of the Assistant Bill Clerks and later stenographer at Dock One, has been doing some extra work on the Bill Desk.

Kent Langabeer, our speedy messenger, is on a schedule now which delays his noon-day meal until about two o'clock in the afternoon. In spite of the ten or a dozen flapjacks, six slices of toast, three eggs and bacon and a large bowl of mush with which his affectionate mother equips him for the day's work at breakfast, about nine o'clock, Kent begins to wear a lean and famished expression about eleven thirty; and when he sees others eating lunch about twelve o'clock he has to take a tight cinch on his belt and to concentrate his mind on stuffing waybills to keep him from succumbing to the pangs of starvation.

Emmett Maloney, the athletic Revising Clerk pro tem, needs no alarm clock any more, because his recently acquired son and heir has acquired the praiseworthy habit of letting off a lusty howl promptly at six o'clock, after which there is no more sleep for his devoted parents. Punctuality is a great virtue in a future railroadman, but Emmett often wishes the Kid would change his schedule a little.

Fay Clover, our popular Cashier pro tem, boasts of an infant prodigy at his home in the person of his little son Kingsley. On Easter Sunday little Kingsley, not yet six years of age, sang a solo in perfect tune and time before a church crowded with people winning the approval of all hearers, and he is likewise so highly gifted in instrumental music that he is to be produced as a piano virtuoso at a public recital at the Lincoln High School of this city as an example of the musical acquirements which children can reach long before school age under new methods of teaching music. His fond parents and their many friends anticipate a brilliant career for the talented youngster.

Miss Frieda Marty, is a patron of art and literature and frequently has musical evenings at her house at which well-known artists of this and other cities are heard, while a French Circle meets regularly at her house for French conversation and literature study. We are quite proud of numbering so accomplished a lady on our force, all the more as Miss Marty in addition to her linguistic and literary talents is also reputed to bake the best doughnuts in the Northwest, having acquired the art at

her old home in Green County, Wisconsin, where the Swiss call them "Kuechli." If we could only persuade Miss Marty to bring down a few samples of her handiwork we could better judge of the merits of the doughnuts, but so far she has not been in a responsive mood toward our hints.

Roy Leaman, who is usually in charge of the coach yard switch engine on the second track recently returned from a vacation trip to California, where he had the curious experience of leaving the valley which was recently swept clean by the terrible dam disaster only a few hours before the dam broke. Roy is still congratulating himself on his good fortune in deciding not to spend another night in the valley. During his absence our good friend Dave Richardson was in charge of the engine; and recently we have also had the pleasure of seeing our old friend Andy Machin from the yard working here on the same engine. Ed Mider, who is foreman on the day track, is still as much of a baseball fan as ever, but we cannot imagine what he will do now that Kenneth Alleman is no longer here to argue with him.

Illinois Division

M. J. S.

SAMUEL King, 50 year veteran of the CM & STP died at his home at Chicago April 25th. Mr. King and family lived in Savanna a number of years, being employed as switchman. Twenty-eight years ago moved to Chicago where he was suburban agent and retired from work over a year ago account ill health. He was an uncle of Mrs. Fred Winston, wife of Condr. F. E. Winston, Mrs. Chas. Seitzburg, wife of machinist Chas. Seitzburg, and Roy King, switchman, Savanna Yards.

Supt. W. M. Thurber and Trainmaster H. E. Sittler attended the funeral of Chicago Terminals Trainmaster W. A. Springer which was held at Madison, Wisc. April 27th. Mr. Sittler acted as one of the pall bearers.

The CM & STP Twilight Baseball League has again organized for the coming season and first game played May 15th. The Weidman field adjoining the Savanna City Park has been secured and will be an ideal place to play. The boys have been right on the job and a good ball diamond is now ready for use. George Layton, President of the Savanna League, invites everyone to any of the games.

The new gas-electric motor car went into service the latter part of April on the Illinois Divn., and takes the place of the steam train operating on the Davenport-Savanna-Milwaukee run, and similar to the one on the Dubuque-Savanna-Davenport run.

Chas. Kleeman of the Dubuque Accounting Dept. called at the Supt's. office recently and gave us the glad hand. Come again Charley.

L. W. Carleton, veteran conductor, died at his home at Chicago April 23rd, death being due to Brights disease and complications. Mr. Carleton was a brother-in-law of baggageman Walter Dyer, and cousin of Engr. Wallace Wolfe, of Savanna. He was a former passenger conductor on the Ill. Divn. and on account of ill health was appointed to the place of mail clerk in the Union Depot, in 1912. Mr. Carleton was 66 years of age, and a member of the Savanna-Mississippi Lodge No. 385 AF & AM. Left to mourn his death are his wife and three children and other relatives. Funeral services were conducted at Chicago April 25th, and relatives and friends from Savanna attended the funeral.

Congratulations are extended to the new bride and groom, Mr. and Mrs. Virgil Tyler, whose marriage occurred at Savanna April 21st. Mr. Tyler is reconsigning clerk at the Savanna Freight House. His bride was formerly Miss Gladys Straight of Savanna. The young couple went on a wedding trip to Seattle, Tacoma and Mt. Ranier.

August 19th, 20th, 21st and 22nd Savanna celebrates her One Hundredth Anniversary of the founding of the city. Many visitors are expected back to see the "Old Home Town" and enjoy these Centennial days.

Congratulations are extended to Conductor R. J. Carroll and wife (formerly Miss Vivian Dixon of Savanna) on their marriage April 24th, at Savanna. Mr. and Mrs. Carroll left on a wedding trip to Ottumwa and Kansas City, and on their return will reside with the groom's parents at Savanna.

Wm. R. Barber, visited at the Supt's. office at Savanna May 10th in the interest of the Milwaukee Employees Pension, and received a number of applications at this point.

Condr. H. H. Fennie, wife and son Jack returned from a delightful trip to Jacksonville, Fla. where Condr. Fennie was delegate to the ORC Convention.

Mrs. Boyd Latham, wife of Engr. Boyd Latham underwent an operation at the Savanna hospital for appendicitis and is getting along nicely.

Mrs. Earl Fiala, of Cedar Rapids, Iowa, wife of Instrumentman of the Engineering Dept. visited with her husband and friends at Savanna May 15th.

Ralph Slade, son of brakeman Harry Slade will soon sail for Brussels, Belgium to fill a 14 weeks engagement with the Orchestra he is playing with at Newark, N. J. He is a member of the Nelson Naples, famous Steamship Leviathan Orchestra.

For the thrill of seeing a train wreck, Kenneth Meader of Clinton, Iowa, aged 17, threw a switch against the "Southwest Limited" crack passenger train at Clinton, on the night of May 5th. The young man broke the heavy padlock which keeps the switch post locked and then threw it over, he admitted. Until the confession of the youth, the attempt to wreck the fast train was a mystery. Only the vigilance of Iowa Divn. Engr. Al Tyler of Savanna, saved the train from crashing head long into a short siding at what is known as Brogman's switch near old Pearl street in Lyons. Engr. Tyler saw a red signal against his train and managed to bring it to a stop before it came upon the switch. The boy was sent to the psychopathic hospital at Iowa City. Special Agents George Layton and W. B. Meyers of Savanna, were in Clinton investigating the case.

Luie Sampson, son of Boilermaker helper Mike Sampson of the Savanna roundhouse, has been given a great deal of credit at the University of Ill., on the recent electric marvel originated by him in his display on the "wonders of electricity" at the University recently. The model was of a small airplane seen swinging thru the air high above the heads of spectators, operated by means of a light ray projected from the ground. This ray upon striking the sensitive photo-electric cell in the motor of the plane would start the motor running enough to move the ship. This is the first time that such a thing has been done with an airplane.

Mechanical Department

Hello! Sure, it's the same old mechanical gang but we just have been too busy to scare up any notes for you. We know you have missed us and we were glad to be missed.

Wish you could see all the pretty flowers we have in our office. It is very evident that some one thinks of us.

Spring is here in full array. Jack Mulder, our chief clerk, is moving, and Walter Getz, our efficient timekeeper, is making garden (so he says but we can't vouch for this as he lives in Chadwick).

Lola Myers, janitress in our building is off duty account of blood poisoning in her foot. Wish she would hurry up and get well for we miss her around the office.

Mathew Pollock, caller on the third shift is on a leave of absence and has gone to Detroit to attend to some business interests. Accordingly we have a new call boy by the name of Ned Shrake and say, girls, don't it make you sore to see a boy with such curly hair. Sure isn't fair.

We understand that Gang Foreman Bill Sheet has gone in for baseball, also our Master Mechanic. Well no telling what will happen next, and we really think Bill will make the better player.

Machinist Neils Thompson has been on the sick list but is now able to resume work.

We couldn't understand why Don's hands were calloused and he wouldn't let us in on where he got the real "he-man hands," but we at last found out. For further information consult us.

Chief Clerk Cronin kindly solved the mystery of how people can tell when they are in love. He says it is when they feel goose-pimpling. We don't know what you think of his solution but we know what we think.

Savanna Yard News

Understand Switchman S. Correll is contemplating entering a school for memory. Some time ago he went to the depot to go to Chicago on No. 20 and about train time he discovered that he had left his currency at home. He had to hail a taxi to go home for his money!

Caller Geo. Correll is the proud possessor of a new third-handed Dodge sedan 1912 model. Our advice to this young man is to look out for the motorcycle cop.

The Sabula Ferry is now running on time. The Savanna girls have some sweethearts over in Maquoketa and spend Saturday afternoons and Sundays at the picnic grounds at the Old Fish Pond (Antique). Sometimes they have to walk the Sabula bridge to get back home for work. Long legs make the distance shorter!

Geo. Phillips, switchman, is going to captain the Yard and Enginemen's baseball team in the Twilight League. Note Crowley is to be his right-hand bower and Mike Plum his left-hand bower.

Bert Follet is electioneering for Al Smith. He says he is wet right thru, or else he was the other day when Engr. Hardcastle gave him a bath with a bucketful of water. Bert gave Hardcastle a surprise bath afterwards with the fire hose!

Breezes From the Freight Office, Alias Brain Department

We are going to have two new clerks in our department, namely: Margaret Mary Mulcrone born Feb. 3rd, and Mary Ellen Tyler born April 13th.

Poor Crowley! They sure abuse her. She has lost five pounds within the last week.

Anyone wishing some "pointers" on cleaning house, just ask Nell. She says she may hire out for removing old wall-paper.

Say folks, I almost forgot to tell you "Grandpa" and "Grandma" are just as "crazy" about one another as they ever were. For some reason or other they just can't see one another's viewpoint.



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

INDUSTRIES

served by the "Milwaukee" nearly all meet with bad boiler water problems.

This company furnishes the "Milwaukee" with boiler water treatment chemicals and related service; and is familiar with these problems.

You may safely refer your boiler water troubles to us.

The Bird-Archer Co.
 122 South Michigan Ave. CHICAGO

"BUCKEYE" Yoke and Draft Attachments

The vertical yoke type of attachment, with cast steel yoke, offers the advantages of less parts, less weight, and less cost.

THE BUCKEYE STEEL CASTINGS COMPANY
 COLUMBUS, OHIO
 New York-Chicago-Louisville-St. Paul-London

Our Chief is now enjoying part of his vacation. That man has so much ambition that he just had to spend a week at home planting garden, housecleaning, raising chickens, and minding the new baby.

The only time you know Mille has a temper is when her "Olsie" fails to work—3 hours from Mt. Carroll, Oh! Oh!

River Division

Margaret Maher

FUEL Inspector E. J. Kerwin was on the Division the past month in connection with fuel conservation. Mr. Kerwin is always a welcome caller and his suggestions along this particular line of conservation are very helpful.

Mr. and Mrs. Paul Moore have been in Minneapolis for four days attending Grand Chapter. Mrs. Moore has been Grand Treasurer of the order of the Eastern Star of Minnesota for the past twenty years and was re-elected to this office. Mrs. Moore is a very valuable asset to this organization and the value of her work is incalculable. Mr. Moore is an employee at Wabasha and is a member of the Veterans Association. Mrs. Moore is to be congratulated on her efficient service in this order.

Chief Carpenter John Ostrum has begun his program of work on the C V and Wabasha Divisions. Two work trains are at work with a crew of men driving pile and placing concrete pipe. Needless to say this work will be carried out very completely with J. O. supervising it.

Roadmaster W. T. McNamara is also doing considerable work on these two divisions, putting in ties and filling in bridges.

These two divisions will surely be in excellent shape when this work is completed.

Who said H. D. Witte has been wearing out shoe leather? Even though he and Mr. Beck and Sharp Brown did invest in shoes lately.

A very interesting Safety First meeting was held at Hastings May 16th. Several from the division were in attendance and some very valuable suggestions were offered.

Our warehouse man at Wabasha, Bill Feddern, has certainly gone and put on airs and style. He is now driving a lovely Esscx car. Engineer Gene Carroll has invested in a Dodge Sedan and there are lots more new cars around here but it is so humiliating to talk about them. Nuff said.

Superintendent L. T. Johnston made a trip of inspection over the Chippewa Valley and Wabasha Divisions the past month. Roadmaster W. T. McNamara accompanied him on the trip.

Milton Catrum who has been in the West for some time is spending the summer at Wabasha and Reads. It seems familiar to see Milton back here and hope he and his wife take up residence here.

Mr. D. W. Kelly, General Superintendent from Milwaukee and Mr. O. H. Frick, Superintendent from the La Crosse Division were at Eau Claire during the past month and passed over the Division en route to Milwaukee.

Tickets are out on the Chevrolet Sedan to be given away at the picnic to be held June 30th at Lake Minnetonka. The last time tickets were sold for the benefit of the Band the lucky winner was a resident of Wabasha. This, no doubt, ought to be an advertisement for the sale of the tickets on the Chevrolet and who knows, goodness me,

but someone will drive the Chevie to Wabasha for its future home. (Right this way—get your tickets.) (This may seem advertising but I really am not getting paid for it only perhaps the Band Boys will play a favorite of mine).

Musselshell Minutes

Helen Kirwan

THIS is the season for straw hats as well as for straw votes. We all have our new bonnets, so let's have a ballot. All those in favor of changing the name of this column to the "Musselshell Rattlebox"—let's hear from you. Naves, also. Do your duty.

Quite a number of our folks have been on the sick list this month. An epidemic of the flu going around looking for trouble. Clara Spear, Ruth Duanigan and Robt. Burns have been absent from the office account of it.

Mrs. Scott Farnum of Billings relieved Miss Spear at the trainmaster's office for a few days.

Our Superintendent, Mr. A. C. Bowen and Mrs. Bowen recently made a trip to Three Forks, Montana for the purpose of bringing home a newly adopted daughter. The young lady's name is Florence.

Lucille Goggins has taken a leave of absence and is vacationing in Wisconsin and Illinois. Harriet Brown is substituting for Miss Goggins.

Well, Mr. Swanee River Blues Nelson has acquired a classy new Hudson car. What's gonna happen next? I suppose all the speed records will be shattered around here when he gets going his best.

Agent W. N. (Bill) Ross had the misfortune to be knocked down by one of his hunting dogs recently and injure his knee. Hope to see Mr. Ross out again soon, fully recovered from the accident.

Messrs. Sorenson and Haggerty from the Rocky Mountain Division dropped in this morning to say "hello." They came down to attend the Claim Prevention meeting here today. Come again folks. We're always glad to see the "breezy westerners."

Marjorie Roberts of the Store Dept. is spending her vacation in Milwaukee and Excelsior Springs, Missouri.

Since we have read the interesting article about all the good things they have to eat down there and what a delightful place Excelsior Springs seems to be, we're sorry we didn't ask Marj. to take us along. Makes a person want to hop down there, throw away the crutches and go to gamboling on the green. (Yes, that's what I meant, it's spelled correctly.)

Well, you might expect just that of our friend Shorty. He's going to do a dirty trick—he wants to dig up something on the Irish next fall. How's zat? Why, he's planting another patch of spuds out here on a ranch somewhere.

Say, just notice how we're coming to the front. See how our Agent Tripp of Mar-



A Trainload of Harvester-Threshers via C. M. St. P. & P. Bound for Wichita, Kansas



A Trainload of Tractors Bound for North Dakota and Montana Points, via C. M. St. P. & P. R. R.

marth carried off top prize for the best essay on Claim Prevention? Quite an honor in such stiff competition. Congrats. Why not try writing us a short story for the "column" now and then.

Part 2. Sequel on that tractor story isn't ready for the press as yet—sorry to disappoint you, folks. We do know from heresay though that he is still afflicted with tractor tremors at times and if we are able to get a lower-down on the higher-ups at the Shops—you'll get more dope later. Tractus Tremitis must be an awful disease—wonder if it's contagious? Nobody seems to want to be seen out after night with these victims once they get to walking in their sleep. 'Stoo bad. What'ssa matter, Mister, can't you tractor?

Pretty nice looking bunch of folks on that cover last month, wasn't it?

Art Frauley, engineer, is spending a week or ten days with his mother and sisters in Milwaukee, Wisconsin.

Helen Bugby is back on the job in the Master Mechanic's office after her winter's visit in L. A. and points of interest along the California coast. Helen says she likes the country very much and would like to live there, but it would take lots of money to make the grade. Helen, weren't there any fish in the sea?

R. W. Anderson and party spent Sunday April 27th in Miles City making an inspection of roundhouse and shops.

J. E. Bjorkholm, Ass't Supt. Motive Power, visited Miles City Shops, April 23rd. He and Mr. Riccius went to Livingston April 24th, and made an inspection of N. P. shops at that point.

Never would have thought that Arnold Running was the sort of feller who would hide behind a woman's skirts. He got away with it though and scored a big hit in the 'Y' play entitled: "Are You A Mason?"

Agent Kennedy from Kinsey spent several days in Miles City last week.

Johnny Begier took the examination for section foreman and is now on Sec. 56 at Antwerp. Nick Benaris acting section foreman at Bundy, Montana.

W. J. Olson is back on the job as section foreman at Baker after having been laid up for some time with a broken leg as a result of a motor car accident.

H. M. Drown and wife returned from a vacation spent on the coast, reporting a fine time seeing the sights and visiting old friends.

Agent Patterson was a business caller from Musselshell this week.

Frank Jr., small son of Lineman Frank Wolfe, suffered a broken collar bone this week. The little fellow ran into a wire with such force that he was thrown some distance, resulting in the broken collar bone.

Edward Bowen, son of Supt. Bowen has been very seriously ill for the past few weeks, suffering from the flu and complications. He is said to be slowly recovering at this writing.

Nels Theusen and his B & B crew are busy building the new wool house at Ingomar, Montana.

P. J. Burns is enjoying his vacation in parts unknown.

Nels Hamre says he's going to take his tent and go to Paragon Pit for a week—now we don't know whether he is going to hide out or enjoy himself on a vacation or whether he's just going to find out who's tearing down his pet fences out there.

Bill Freeland returned from an extended visit to Spokane recently.

Twin City Terminals *Mae.*

A. W. O. L.

Here lies the body of Samuel Crane Who ran a race with a speeding train. He reached the track, got near across. But Sam and his car were a total loss. The Sexton softly tolled his knell, Speeding Sam on his way to—well, If he'd only stopped to look and listen He'd be livin' now instead of missin'.

THE employees of the traffic department wish to express their heartfelt sympathy to Miss Elsie Hodges, in the death of her father, which occurred May 1st after a long illness. Mr. Hodges, until his illness and death, was Master Mechanic at Mason City.

Miss Marguerite McIntyre has again assumed her duties in Mr. Kennedy's office after a three months leave of absence in Florida for the purpose of recuperating her health. From all appearances the rest was very beneficial, and it goes without saying that we are glad to have her back in our midst.

Mr. Elmer Lund, erstwhile, Assistant Rate Clerk in the Traffic Department has left us to assume similar duties with the firm of Sears Roebuck & Co. We are sorry to see Elmer go, but at the same time we wish him success in his new calling.

Mr. Cyril Buckley, Diversion Clerk, has assumed the position vacated by Mr. Lund. Mr. Paul Miller, Tracing Clerk, has succeeded Mr. Buckley, and Mr. Raymond Kolhoff, our



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ambitious office boy has succeeded Mr. Miller. In other words they all got a "boost" out of the change, and we wish them all success.

Mr. Joseph Carter has accepted the office boy's position, and judging from the color of his hair, he should be able to make it warm for any who trespass on his domain.

Mrs. Scoville spent some time in Chicago last month visiting friends.

The local freight office received a pleasant call from Mr. J. H. Laughlin last month. He is one of the "Vets" of the CM & StP having started with the Milwaukee Road in 1870. Our assistant agent, Mr. Donehouer, worked with him when he was Agent at Appleton.

Vacations have started in the local freight office. Jennie Goss has gone down on the farm, Leda Mars to Chicago. Henry Rudd spent his time doing the necessaries around his home, and May McAndrews wasn't telling. We will hear more on her return.

The men put on the program at the last Women's Club meeting and it was a very good one, especially the close when all the stray "nuts" were gathered up on the stage by Mr. Kurzejka.

At the Cross Roads of the World

Roberta Bair

THE Kelly Atkinson Construction Company has completed erection of six 70 ft. deck girder spans over Iroquois river to replace the truss spans destroyed by wreck last year. They also erected a new span over Little Honey Creek to replace span washed out by flood last year.

Safety First meeting will be held evening of May 21 at the Women's Club House, 106 South 9½ Street. After the meeting the ladies will serve refreshments.

Our Terre Haute Agent, Mr. M. C. Faris has purchased a beautiful six acre site east of the city and in the near future will erect a beautiful suburban home. He hopes Mr. Faris will invite us all to a house warming when his new home is completed.

Mr. J. T. Averitt, Coal Traffic Manager, was on the Division the 1st week in May calling on the coal operators.

Mrs. Flossie Waggoner of the Hulman Street car department office is convalescing at St. Anthony's hospital after an operation for appendicitis.

Aaron Wright and Joe McMahon, both of the store department, have recently purchased new Chevrolet cars.

Cecil Patton, car foreman at Terre Haute has a new permanent wave.

Eddie Hollis of the Traffic Department has sold his Ford car. Several of the office force living in the south part were regular passengers in Eddie's car and this has worked quite a hardship on them but they are pleased with the hinted prospect that Eddie is planning on the purchase of a Cadillac for the convenience of his passengers.

The Milwaukee baseball club will start the season of 1928 under a new manager by the name of L. Christopher Huberti. Mr. Huberti is widely known as a ball player and comes highly recommended. He narrowly escaped death about a week ago while attending an auto race, was slightly bruised and burned but has promised to report in good condition. Manager Huberti will have a few veterans back and he also has a raft of young material to look over. A few of the promising youngsters will be placed with a string attached.

President Stewart and directors have promised us a winning team regardless of cost, so it looks like we can depend on a pennant con-

tender during the season. President Stewart has received twenty-two contracts to date and material promised from the majors. The veteran Fred Clay Mancourt is expected to hold down the hot corner but will be pushed hard by a kid by the name of Smith who hails from Mt. Olive. Pat Bailey will be at short stop until Knuckey reports, as he has been granted permission to report two weeks late on account of fallen arches. Nathan Walters, a new comer, who cost the club a fancy sum, is expected to hold down the middle bag. W. Good Bowen will be at the initial bag and should be the life of the infield. He also is a constant hitter. The infield should be well taken care of and many a double play should be executed with such a keystone combination as Knuckey to Walters to Bowen.

Manager Huberti will start the season in left field. Henry Denzler, a rangy lad from the south will cavort in center and Sam Wood-Be Amour in right. Sam is small and his first time in fast company, but should develop into a first class fly hawk. He bats either way equally as well and has a strong arm that will cut many a runner off at the plate.

The pitching staff is a little uncertain but it is a safe bet that Colwell, of no hit fame, will be on the mound hurling his slants opening day. In practice, he has shown a dandy curve, change of pace and a fast ball. This should be a banner year for Colwell and barring accidents, he should go up this year. In reserve, Manager Huberti will have Speed Stewart, a veteran, who will probably take the mound on dark days. Lefty Pearce, a recruit, will also see duty and should develop into a first-class flinger. Pearce is a little wild but when right, is hard to beat.

The catching staff will be well taken care of in Bragdon, a veteran who hails from the south and Lou Amour. Bragdon will be behind the log opening day on account of his experience. He also has a powerful arm. Not many try to steal on him. Amour will probably catch Lefty Pearce when on the mound. He also hits well in the pinches.

Roy Worthington has promised to protect all players while on the field and Everett Heller will broadcast the game, inning by inning.

Aside from sickness and accidents, Manager Huberti should put a classy aggregation on the field and they should be pennant contenders.

Sparks from the East End of the Electrification

Adolph C. Knudson

LOST, strayed, or stolen one cute black mustache. Nels says, "Finder need not return as owner's present girl friend thinks he looks better without them."

To night yard master Don Grivetti fell the honor of representing the Wheatland County Sportsmen's Association at the state meeting of that organization, held in Bozeman the fore part of April. Just to prove to the natives around Three Forks that he is a real sportsman, he stopped off there long enough to go fishing up the Madison with conductor Tom Fairhurst. We don't know if Tom caught all the fish that were caught or not.

Engineer and Mrs. W. J. Esslinger, of the Musselshell division, are now nicely located in their new home at Miles City; having moved there several weeks ago.

At the annual election of officers of the Harlowton Chapter, Federation of Women's Clubs, two members of the "Great" Milwaukee

family were honored by being elected to important offices. They are: Mrs. J. P. Leahy, Recording Secretary and Mrs. R. A. Good, Auditor.

After a sojourn of several months spent in and around Jacksonville, Florida, visiting their son Franklin and family, Mr. and Mrs. Scott Lewis are again back in the "land of promise." Scott, with his thumbs up, is again wearing his happy grin while on the foot boards of our switch motors.

Dear readers: Although we hate to admit it, we have failed utterly in our efforts to discover what the new dope is that Tom Richey has on "Spike." Failing to wring the facts out of Tom, we engaged several of W. J. Burns' best men; however, they were worse than useless. With two of Pinkertons' best men shadowing "Spike" and Tom we hope for results directly.

Mr. and Mrs. J. H. Todd, of Miles City, spent a week end in Harlow the latter part of April.

Mr. and Mrs. N. J. Almquist, of Minneapolis, visited at the home of their son, Engineer W. C. Almquist and family while en route home from coast points.

It is said that it is the early bird that catches the worm. However, that does not prove true with sending in Magazine items as the writer found out a month ago. Here are two items he should have sent in at that time. Car foreman and Mrs. Ed Haugen, were called to Deer Lodge April 9th, by the death of Mrs. John Haugen, which occurred at Galen. She is survived by her husband and three children, Irene, Inez and Emmett.

The children are now making their home with their uncle and aunt here.

The death of Walter Wendall Sectors, son of Hostler and Mrs. Walter Sectors, occurred April 10. He was one year and four months of age at the time of his death.

Mrs. Louis Aicher, formerly of St. Paul, is now making her home with her son, car repairer Ezra Aicher and family.

Hugh McNally, of Miles City has spent several week ends here recently.

Mr. Wendall Giebel, of Spokane, was in attendance at the funeral of his grandson, Walter Wendall Sectors.

Mrs. Perry Crank, of Avery, returned home May 9th, after spending several weeks visiting friends here.

Miss Beatrice Nelson, journeyed to Missoula May 9th to attend the annual interscholastic track meet.

Right up among the prize winners at the Presbyterian Carnival, April 27-28, were Don Grivetti, Bill Thurson, Mrs. Martha J. Shiel and Mrs. H. L. Stamp.

Don won a cut glass vase—how a night yard master can use that, I fail to see; Mrs. Shiel took first money with her devils food cake; Mrs. Stamp, had the best white cake entered and "Lucky" Bill Thurson caused them to haul in groceries by the truck load just so he could win them at "Housie-housie" and haul them away in his new Essex "Six."

Harlowton friends of W. A. Peace, Agent at Raymond, Washington, and former Agent here, were sorry to hear of his death which occurred the latter part of April. He was well liked here.

Mrs. Thomas Le Fevre, of Three Forks, spent several days visiting at the home of Walter Sectors and family.

Mrs. H. C. Watson, Deer Lodge, spent Easter at the home of her daughter, Mrs. H. C. Kygger and family.

Mrs. Scott Farnum and daughter, of Billings, spent a week at the home of her sister, J. P. Leahy.

General car foreman Axel Strand of Deer Lodge, was a Harlowton visitor May 9th.

Nora B. Decco, Three Forks, who "Motors up and down hill on the Rocky Mountain" en route to and from Lewistown, where she visited her parents who are patients at a hospital, spent several hours chatting with friends here. She reports no improvement in her father's condition, but that her mother will be able to leave the hospital in about a month.

Mrs. Kimball, wife of operator at Sappington, accompanied her father, Mr. Roberts of Twodot, to a hospital at Lewistown where he submitted to an operation the fore part of May. Reports from Lewistown state he is improving nicely. Mrs. Kimball is staying at the parental home until his return.

Captain of Police McCauley and Lieut. of Police, Henry Clemmons spent several hours in conference with Special Agent, J. L. Buckley, while en route to Lewistown.

Dubuque Shop "Jingles" Oosie

(Note: Due to ye scribe having been a flu victim for the past ten days—the Jingles will be rather Prosey this time.)

WE regret to announce the passing of Thos. Malloy, another one of the "old-timers" at Dubuque Shops who was promoted to the Higher Life on May 16th. Sympathy to his family.

Jos. Roshon, whose illness has been of several months' duration, passed away at his home on May 15th. The Milwaukee Women's Club, Dubuque Chapter are indeed to be complimented on the good cheer and material aid extended Mr. Roshon during his long illness. His widow has the sympathy of the entire shops and division.

Ach Andy is a Dutchman
"Moore" cash he'd like to get—
So he's looking for a partner;
He'll get one maybe yet.

Enginer Schaetzle is a pessimist,
He woofs 'bout this and that—
Come on Al, be an optimist—
And throw away your bat.

Mr. Westercamp seems to have considerable difficulty in getting "under the wire" several mornings each week—what is it, late hours, Frank? I'm sprized!

We had quite a "rainy spell" recently and do you know we Scotch and Irish had to hide the skylight rope every day during that period for fear some of the Germans would take the "Dutch Route"—sun's shining again thank goodness!

Theo. Meyers—Boilermaker helper has just completed his 50th year in the service of the Milwaukee Railroad. Congratulations, Mr. Meyers, we don't know of a better Company to recommend.

We regret that Mr. Frick is walking in the footsteps of his colleague whose desk is directly behind him. To think you'd tear up the cards, Frank, that's temper. Hope your family do not inherit any of your characteristics.

Our blacksmith foreman told such an interesting suit story recently, but we are afraid of the Board of Censors so will omit it. Next time let us have one about flowers and trees and it might appear in print.

Mr. Jas. Smith is down in the state of Missouri at the present writing. We do hope

they "show" Jim something down there because it's impossible for any of us to even tell him anything. Aint so, James?

Car foreman Linehan was in our city today to attend the funeral of Mr. Thos. Malloy.

On the evening of May 17th, it was indeed a great pleasure for the Dubuque Chapter to have as their guests the Editor of the Employees Magazine, Mrs. Carpenter Kendall, who is also First Vice President General of the Milwaukee Railroad Women's Club. Also Miss Etta Lindskog, Corresponding Secretary General.

An account of the program will appear in the Club Section of this magazine, but cannot refrain from mentioning that we have found these *young ladies* to be "just folks" and would have them know that we love them.

Mr. Ed. Kiesel, yardmaster at Dubuque Shops for several years, has been promoted to trainmaster on the C & M Division, headquarters at Milwaukee, Wis.

We are glad to congratulate you on your promotion, Ed. but we sure will miss you, as well as Mrs. Kiesel, who was such a "live wire" in the Women's Club.

I. & M. Items E. H. K.

HENRY BUSHMAN has gone to Jacksonville, Fla. to attend a convention of the R. R. conductors. Mrs. Bushman who was to accompany him was ill but expects to be able to leave for Florida in a couple of days. They will then go to Havana, Cuba and also visit at New Orleans—then go to the western coast where they will visit Mrs. Bushman's brother-in-law, Henry Herzog and family at Venice, Cal. They also expect to take in San Francisco and various other cities throughout the west.

The marriage of Miss Evelyn Peterson of La Crosse, Wis. and Myron T. Leighton, son of Eng. and Mrs. C. M. Leighton was solemnized at Winona Saturday May 5. Mr. and Mrs. Leighton have returned to Austin where Mr. Leighton is employed as a machinist in the shops. Congratulations.

Eng. W. J. Murphy left for Portland, Ore., called there by the death of his brother who was shot in a hold-up in St. Louis.

Engineer and Mrs. Gifford Tallmadge, of Minneapolis spent a day recently with their son Fireman Lloyd Tallmadge and wife, at Austin.

Fireman Albert Rakow, Roy Harrington, Roy Cambern, Lloyd Tallmadge, Sam Case, and Hartley Riach have been taking examinations for promotions as engineers.

At time of writing the report comes that conductor Alec Murphy is seriously ill with pneumonia at his home in St. Paul.

Conductor R. J. Thornton of Farmington has now sufficiently recovered from his recent illness to take a vacation, and is spending it with his daughter in the West.

We are glad to see the smiling countenance of Conductor E. C. Scott who is back on his old run again after the recent injury to his arm.

Work has begun extending the side tracks on the Calmar line.

Squeaks from the C. & M. Division

CONDUCTOR H. J. Calligan has donned the brass buttons and is running one of the Fox Lake runs in place of Condr. Schommer who is laid up with an injured hand.

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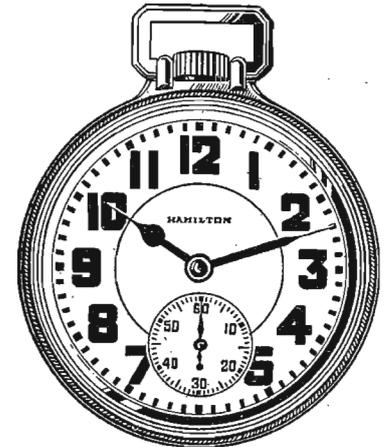
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Business on the Janesville line is gradually picking up. At present there are four crews on the time freights and three crews in the pool, handling the gravel.

Brakemen Hanes and Miller are back on the job after being laid up for several weeks account of sickness.

The passenger men are all busy these days shining their buttons and pressing their uniforms for the summer passenger business.

Brakeman "Mickey" Bell claims that the proper way to keep your trousers shined is to use Simoniz.

Condr. King and his boys are back on their summer schedule running Nos. 27 and 12.

Has anyone ever seen Engineer Sam Price without a smile?

The many friends of trainmaster Springer were shocked to hear of his death after a short illness and all wish to extend their sympathy to his family in their bereavement.

Iowa (East) Division and Calmar Line

J. T. Raymond

PASSENGER Brakeman Arthur F. Hutchins is the proud father of a fine boy born March 30th. The Magazine extends congratulations.

Condr. John Dignan, who was off duty for several weeks on account of ill health has returned to work taking the passenger run between Cedar Rapids and Calmar.

Passenger Brakeman Newell Hayes is nursing a badly swollen hand owing to stopping a baseball with the wrong finger while playing catch at Calmar.

Condr. John Troy who has been off duty for a week on account of sickness has resumed work on the service train.

Condr. W. I. Farrell was off duty for several days due to his son John being in a Cedar Rapids hospital with a fractured skull which he received in an automobile accident. Condr. J. T. Reagan of Savanna relieved him on the Cedar Rapids (Calmar passenger) run.

Condr. C. W. Rollins was off duty for several days attending to some business in West Union. Condr. Chas. Izer relieved him on Nos. 93 and 94 between Monticello and Calmar.

Brakeman H. P. Doyle was called to Savanna due to the death of a relative; Brakeman C. H. Farr relieving on Nos. 93 and 94 between Monticello and Calmar.

Condr. Fred Apple of Perry has taken Nos. 3 and 4 between Chicago and Marion with the Chicago layover vice O. B. Pulford who has given the run up.

Condr. F. B. Cornelius is attending the annual convention of the ORC at Jacksonville, Fla. Condr. Thos Costello relieving on Nos. 19 and 8 between Marion and Omaha.

Passenger Brakeman F. G. Holsinger of Marion, and Condr. F. E. Corey of Savanna are attending the annual convention of the B. of R. T. at Cleveland, Ohio.

Condr. W. I. Farrell, who has been displaced on the Calmar passenger has taken the day service train at Marion, displacing Phil Shoup, who has taken the second shift. J. G. Standish has taken the braking job on the day service train.

Miss Alice McGuire of the Chief Carpenter's office spent the week end in St. Louis, Mo.

Blanche Corwin of the Supts. Office and Carol Remington of the Storekeeper's office, spent May 5th and 6th in Chicago.

Page Thirty-eight

Mrs. Wes Pulley, who has been spending the winter in California has returned to her home.

Brakeman Rube Armstrong was confined to his home for a week or ten days with an attack of the flu.

Passenger Brakeman Bruce Holmes has taken a sixty-day leave of absence and has gone to Ogden, Utah.

Ass't. Gen. Mgr. E. F. Rummel visited the division April 26th, spending the day in Marion and Cedar Rapids in company with Supt. Flanigan.

Mr. and Mrs. M. E. Burns of Green Island, after spending a couple of weeks in Rochester, Minn. in the interest of Mrs. Burn's health, returned home May 12th with Mrs. Burns much improved. Mike has resumed work as Agent at Green Island.

Russel E. Tarr, who has been relief agent and operator on the division for several years has been appointed second operator at Coon Rapids. Russel has been giving good service and we dislike to lose him.

Wm. R. Barber of Marion started May 9th on a partial tour of the system soliciting members for the Milwaukee Pension Ass'n. The Annual Report of the Ass'n. published in the May magazine is a fine one and indicates very efficient management. We would like to see this division signed up 100%. Give Billie a warm greeting when he calls and also your application for membership.

A large extra gang is at work putting in gravel and surfacing track from Paralta to Atkins Yard. A temporary telegraph office has been established at West Marion Yard with Opr. Hutchinson in charge.

Thos. H. Lynch, station agent at Delaware, died suddenly April 14th. He evidently came to the station to meet No. 27 due there at 7:00 a. m. A short time afterwards he was found dead in the office. Mr. Lynch's date as an operator was July 21st, 1904. He has served with remarkable faithfulness all these years. He was kind and obliging and deservedly popular with his associates. The funeral services were held at Mankato, Minn. We extend deepest sympathy to the surviving members of the family in their sad bereavement.

Opr. John Nolan of the Cedar Rapids ticket office is spending a month in California visiting his son. Opr. M. F. Kelly is relieving.

Twin City Terminals Happenings

N. A. H.

TRAVELING Engineer F. G. Hemsey of the River Division attended the air Brake Convention held in Detroit during the first part of May and reports an elegant time, meeting various ones from different parts of the country and at the same time absorbing some very valuable information which will be of great help in his line of work as traveling engineer.

Division Master Mechanic John Turney attended a Fuel Meeting at La Crosse April 26th.

Engineer A. Sandy of the Terminals returned from California with a good coat of tan and says the fishing is good in that country and that he enjoyed himself to the utmost and will settle down to business until he gets the fever again.

Mr. R. W. Anderson and party passed through Minneapolis from an extended trip West.

The Twin City Chapter, Milwaukee Railroad Women's Club is sponsoring a banquet

which is to be held in the Gold Room of the Radison Hotel, Saturday evening, June 2nd and needless to say it will be a success.

The Railroad men entertained the Women's Club at a gathering which was in charge of M. F. P. Rogers. A rattling good time was the result and all the "LOOSE NUTS" from the various departments were gathered up and branded. Those who attended this gathering will understand this item—others will have to stretch their imagination.

Mr. T. A. Ward, Lieutenant of Police, is very proud of a test that was made of the sprinkling system in the Coaling Stations both at Minneapolis and St. Paul Shops. Everybody was well pleased and special comments made by both Deputy City Fire Marshall, Mr. Peterson and Deputy State Fire Marshal, Mr. Schroeder. Both tested out 100%, and is one of the best arrangements in existence.

What's all this we hear about Jane Williams and Joe Rule? They are reported as holding tete-a-tetes here and there.

Obituary Items

Mr. James O'Connor passed away April 23rd at the age of 86 years. He started to work for this company in 1878.

Death again entered the home of River Division Earl Langdon. His 20 year old son passed away after a short illness of pneumonia. We wish to extend our sympathy to the family.

We wish to extend to the Hodges Family our deepest sympathy in their loss of husband and father, Mr. G. P. Hodges, of Mason City, Ia.

Mr. John O'Brien passed away after a lingering illness and our sympathy goes to those left to mourn his decease.

Mr. Chas. Yost of the Back Shops is also in line for our deepest sympathy—his wife having passed away after a lingering illness; and we also wish to extend our sympathy to River Division Engineer Otto Yost in his late bereavement of losing his mother.

River Division Joseph Pavileck lost his little daughter through death and our sympathy goes to the parents.

Drippings from the Ice Bunkers

Sonia

THE JAZZ AGE

Conversation—Patter
Person—Bird
Learned Men—Wise Guys
Head—Bean
Compliment—Applesauce
Hands—Fins
Ridicule—Razz
Feet—Puppies
School of Life—Grammar Foundry
Anybody—Cuckoo
Your Best Girl—Femme-Skirt

Talk about women being tamers and trainers and such; why they even tame and train the waves. Look at Millie, how nicely she is training her permanent wave.

Mr. Everson's just going to stop talking out loud to himself and can wax lyrical, real-*restful-like*, or anything in the waxing line, on his vacation, for the exigency of getting those *arabesque* (?) schedules lined up is about over—the word "finis" is about to be tacked onto the last of them.

We hope there are better things in store for Mae this Summer. This spring found her home one week with pneumonia and later playing nurse to her sister who also had pneumonia.

Will somebody from the country *who knows*, inform Bill as to whether "the bees have knees"? Or, is that just a *hairbrained* expression of a city-bred sheik.

To the Window Gazers: Pinkie says this is an office where work is accomplished, not an Observatory Tower.

General Office—Chicago

Vila

THE guest of honor at a farewell party a few days ago was Miss Mildred Nelson of the office of General Superintendent of Transportation who leaves very soon to spend three months abroad.

Mr. Bill Meany who went to Denver a short while ago for his health is improving and we are all very happy to hear about it.

To Florence and Ray—

On a day in May,

The seventeenth we'll say,

A happy man and a maiden gay

Were wedded on that sunny day.

And now that all is said and done,

And each has won the treasured one,

Our congratulations are here conveyed,

For many, many happy days.

We are sorry to hear that Miss Leona Sodman of Mr. Baker's office is critically ill, and hope for her speedy recovery.

Madison Division

Would like to know, can somebody say,

Has the Madison Division gone away?

I look and I look, but alas 'tis in vain

Their news is surely on the wane.

Willie Kline, you haven't anything to tell,

You used to, and did it always so well.

Used to read about Iotte's new car,

FWL—keep the news above par.

Janesville—WCK goes there for shaves

And also for that fruit he craves.

Have they hung John Brown's body again?

Bob Young, what's become of him?

There was Sullivan, Young, Ryan and Bailey,

Waldo and Max who did calling there daily.

John Higgins, he liked to talk over the fight,

Churchill, seems he did the calling at night.

There were a couple of Mulligans as I recall,

Wright and Vobian were at the bottom

of it all.

And Syd, does he still cuss and swear,

At Henry Young, who didn't care?

Do May and Wilcox still hold sway,

At the car department, up that way?

I know 'em all and look for the news,

Next month, please have some Madison views.

"Out Where the West Begins" Trans Missouri Division

D. H. A.

THE grim Reaper has again visited our midst and taken from us Wayne Pullen, one of our pioneer conductors. He was almost instantly killed in the railroad yards at Marmarth on April 12th. "Shady" as he was familiarly known among the boys, came to Moberidge in 1907 and had been in service continuously since that time. His happy disposition and kindly acts made him numerous friends, who will mourn his loss. The remains were taken to Gurnee, Illinois for burial.

Supt. H. M. Gillick accompanied by general manager C. H. Buford of Seattle, made a tour of inspection on the South line last week.

We are proud of Agent Tripp of Marmarth for winning the claim prevention essay prize. Ever since he investigated the famous Rothman "lost dog claim" we knew he had this ability.

Don Askew, inspector of store department paid us a visit last week.

Mrs. I. N. Kern, wife of lineman Kern of Everett, Wash. is spending a few weeks in Moberidge visiting old time friends.

Mrs. R. S. Lewis spent ten days visiting friends and relatives at Heron Lake, Minn.

Mr. and Mrs. Herman Wahl were called to St. Paul by the death of Mrs. Wahl's father.

Mr. J. L. Caldwell and Mrs. Emil Johnson left Friday for Chippewa Falls, Wisconsin to be at the bedside of their mother who is seriously ill. She underwent an operation on Monday and is now recuperating nicely.

Our popular night yardmaster Oscar Vachreau has been laid up for several days with an attack of lumbago.

According to reports from the contractors at Miles City work will begin on the new reservoir at Marmarth within a few days. This will add considerably to the capacity of the present reservoir and it should increase recreation facilities at Marmarth. Being in the heart of the famous Badlands and having abundant water facilities, also an abundant supply of natural gas, the City of Trees may some day become a popular summer resort.

Ted Eide, the genial agent at Buffalo Springs was taking in the sights at Moberidge over Saturday night. Ted says the recent twister which took part of the roof off the depot at Buffalo Springs gave them plenty of excitement for a few moments. Fortunately only one person was hurt.

Agent Frankenberger at McLaughlin has joined the ranks of the swivel chair farmers,

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and reports he has put in an excellent crop of rye.

Conductor Frank Granger has forsaken the helper pilot job to take the assignment of No. 3 and No. 6 between McLaughlin and Marmarth.

Mr. and Mrs. R. L. Knott have gone to Cleveland, Ohio to the national convention of the Brotherhood of Railway Trainmen and its Auxiliary.

Delsia and Henrietta Hourigan, who attend the Sisters school at New England are spending the week with their father, Larry Hourigan.

Chief Clerk Shields astounded us all by appearing with a new Marmon eight. He has always been popular among us and this added attraction makes him more so. We are all smiling on Ben now in hopes he will give us a ride.

"Snus" Carlson has taken on additional duties as a Marmon demonstrator. It is rumored that these "demonstrations" have led him to some new delightful experiences.

We are glad to know that Mrs. Jimmie Downs, who has been ill at the Jacoby hospital with pneumonia is now well on the way to recovery.

"Topsy" Rinderneck was made happy last week, when his wife and little son Jack came from Sioux Falls to make him a visit.

Miss Marie Blake, clerk in the roadmaster's office, has returned from a weeks visit at her old home at Three Forks, Mont.

We see a new face on No. 5813 who always has a smile on his face, and is busy shining things in the business car—we mean Arthur Wallace, Mr. Gillick's new chef.

Extensive improvements have been made on our "wavy" depot platform, so now we can walk up and down on it without thinking we are on the ocean.

Miss Agnes Nylen left Wednesday morning for Seattle. She has made many friends during her stay here and will be missed by all. The roundhouse men presented her with a purse of fifteen dollars in gold in token of their appreciation.

Dave Rivers our genial district store keeper of Miles City arrived recently and made the unusual announcement that everyone was satisfied with the service of the store department. Dave says he has been connected with the department 38 years and this is the first time he ever arrived any place that everyone seemed to have everything they wanted.

Did you ever see:

LEAH when she wasn't asking where Les was?

LORRAINE when she didn't have a new dress?

ANN when she wasn't trying to start an argument?

EDITH when she wasn't popular?

BESSE when she wasn't fighting with the truckers?

MARIE when she wasn't on the ladder?

MARY when she wasn't looking for her Oakland?

DORA when she wasn't bumming?

LOUISE when she wasn't studying the Rhodes problem?

CONOLLE when she wasn't climbing over "knuckles"?

MILDRED when she wasn't entertaining?

GERALDINE when she wasn't charming?

Dubuque Division

E. L. S.

THE Milwaukee Women's Club staged quite a successful dancing party at the Paris Hotel Ball Room evening of May 5th.

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Congratulations and our best wishes for every success are hereby extended to Ed. Kiese, formerly Yardmaster at Dubuque Shops, who was promoted May 5th to position as Trainmaster of C. & M. Division. His many friends will miss him on this Division, and the Milwaukee Women's Club is losing a very good worker in Mrs. Kiesele.

Business cars Milwaukee and Wisconsin with President Scrandett and party were on Dubuque Division tour May 3d. Business car 222 with General Superintendent E. W. Lollis was on our Division May 1st and 2nd.

We have ten brand new Conductors, they having been promoted during April and May.

Our Chief Dispatcher, E. J. Crawford, is the proud owner of a new sand colored Buick coach, and has been quite cheerfully hauling "we" girls home from work various evenings. We think it works fine and has our approval as a fine looking car.

C. A. Bemler formerly District Adjuster located at Dubuque returned from Florida latter part of April where he was sojourning for six or eight weeks. He has acquired quite a coat of tan from fishing and bathing, he tells us. He liked it so well there that he expects to go again next winter.

Conductor W. A. Cutting returned to work on No. 33 and No. 38 April 30th after having been away from duty account illness since last December. He looks fine and is the same old "cheerful Bill."

B & B Foreman Martin Galvin also returned to work after a long illness.

A resignation from John Zuber, Train Baggage man, has been received. He has entered the farming business at Shiocton, Wis.

Operator Wm. Teague, formerly stationed at Gordons Ferry, died at Finley Hospital from pneumonia May 5th.

Mrs. J. E. Grice, wife of Conductor Grice, is attending the O.R.C. Convention at Jacksonville, Fla., as a guest, and Mr. and Mrs. O. E. Dana as delegates. Convention opened at Jacksonville May 8th.

Effective May 5th, H. M. Wilkinson, formerly Night Yardmaster at Dubuque Shops, was promoted to Day Yardmaster at that point, and Conductor H. L. Schwartz is again stationed at Dubuque Shops as Night Yardmaster.

W. E. Robertson who has been Agent at Bernard for several years resigned, effective May 1st, to engage in other business. Station at present is being handled by J. T. Gerkey.

Operator J. H. Robertson on leave of absence since Mar. 9th resumed work May 1st. B. Ottoway, borrowed from Iowa Division to relieve Robertson, has returned to Iowa Division.

Agent W. H. Wyse who has been on leave of absence, account poor health since March 19th, resumed work May 1st. P. A. Gram, borrowed from Illinois Division to relieve Wyse, recently has returned to that service.

Opr. H. G. Gerling who has been on leave of absence for several weeks resumed work recently and is at present working 3rd trick at Gordons Ferry.

Glad to report that Mrs. W. F. Keefe, wife of Division Freight and Passenger Agent, has almost completely recovered from her recent illness and operation.

"Our Gang" at Dubuque

Nutty

Our Roundhouse crew of Du-bu-qu, Sure can hustle round, With Pilot Tom on his swivel chair, They sure do cover ground.

First Mate Pat with Cockswain Ray, Keep the first watch running sweet, With Blatz and Jim up in some cab, Catching up on all lost sleep.

Of course we have our debating team, Consisting of Ave and Chris, Who deem it their duty to gab all day, Or something would be amiss.

We can't forget our errand boy "Fat" Running material from all parts of the shop, Raving and complaining all day that This rushing round must be put to a stop.

I've had my say but not quite all, And feel sorry, don't think I do, So please don't take this bunk to heart, For I must be bidding you "Adieu."

Kansas City Division

C. M. C.

THE following firemen have passed examination for promotion to engineers: Paul Baker, Earl McCrackin, John DuBois and Purl Jones.

John Meagher of the Engineering Department is again back on the job as engineer on the Jordan Ditcher. The ditcher was operated on the K. C. division for twelve days and then to Terre Haute Division, C & M Division and I & D Division.

Paul A. Lutz, formerly employed in the accounting department, superintendent's office, paid a visit at the office recently. He is now in the office of E. P. Wiley, Auditor of Expenditure, Chicago.

Account of the illness of Conductor Wm. Kelly, Bill Reynolds has been running as conductor on the Southwest Limited.

Lola D. Smith, trainmen timekeeper, is on a month's leave of absence and Bernice Riley is acting timekeeper while Lola is away. Bernice now drives to the office in a new sport model six Star roadster.

Several employees in the Sherman Street Building have purchased new cars; M. L. Fromm is driving an Essex Sedan; Henry J. Bowen, a Studebaker fan, recently bought a Studebaker Coach; Mrs. Ilee Sowder Allen boasts of a new Graham Paige Sedan.

Miss Dorothy Ellis is temporarily employed as assistant to Maintenance timekeeper in Superintendent's office. Miss Ellis will be with us until the return of Lola D. Smith, at which time the temporary position will be given to Bernice Riley.

Our popular office boy Frank, is working at Sturges as Extra Gang timekeeper. Frank is sure a busy fellow on his new job and we now address him as Mr. Wilford. Paul Shelton is our new temporary office boy.

Dan Haseltine, who has been employed in Chicago, returned to work in superintendent's office, resuming his old position as requisition and price clerk, store department.

Mrs. Robert Dove is in Sioux City, where she has been called on account of the illness of her mother.

Dan Hall of Dubuque, formerly Roundhouse Foreman at West Yard, called on his friends at the roundhouse while in Ottumwa on a business trip recently.

Just completed some changes in the roundhouse at West Yard and finished the placing of a new wheel lathe in the shops.

Ed. Dornsife, stenographer to Trainmaster, has accepted a position in the office of C. M.

Dukes, Asst. to Vice President of Operation, Union Station Building, Chicago. We regret to have Ed leave us and we shall greatly miss him. He is a fine fellow and we all like him. Success and good luck to him in his new work. Although Ed's school days were over some years past, his interest in HIS teacher seems to last. That he dislikes to leave her, he won't confess, but for those who really know, it isn't hard to guess. (Ask Bake and Harold.)

Steel gang in charge of Foreman W. A. Moberly, completed laying of the rail on the Kansas City Division at Sewal on May 9th and is moving to Defiance on the Iowa Division.

Henry Wandberg, general boiler inspector, recently spent a day at roundhouse, West Yard, making inspection.

We are all glad to learn of the recovery of Ed. Kemp, caller at West Yard and son of engineer Tom Kemp, who has been seriously ill for several weeks with pneumonia. Eddie will be unable to return to work for at least six weeks and at the present time is visiting with his sister Mrs. L. H. Akers at Libertyville, Illinois.

Dispatcher R. O. Clapp and Mrs. Clapp will leave on May 15th for Denver and will also visit with their granddaughter in Minneapolis while Mr. Clapp is on his vacation.

B. H. McNaney, chief rule examiner, held an examination on Standard Code of train rules at Ottumwa on May 9th.

Mechanical Timekeeper, H. L. Webber, left on May 12th for Colorado where he will spend his vacation of two weeks.

Traveling engineer Howard recently discovered a bird's nest with two robin eggs in it in engine 5533, which has been stored at West Yard for some time. This is indeed a 'home on wheels,' and it is the first time we have ever heard of the old iron horse being used as a habitation by birds.

O. M. Dobratz, formerly lead carman at West Yard, is temporarily serving on the Ottumwa police force and has been placed on the West end beat.

The item in last month's notes, stating that Dispatcher H. D. Barnard's brother had died at Kansas City, was in error. Mr. Barnard's brother had been seriously ill but is recovering.

East H & D Division

Maude Hamlin, Historian

FAIR and—what did you say? **WARMER?**

Yes, sometimes, but then again it takes a notion to cool off and we think we are right back in February or March again.

Yours truly is beginning to plan on vacation time—expect to leave June 4th for the west—to be gone two weeks.

Miss Margaret Andres entertained a crowd of young people at the Milwaukee Club Rooms on May 9th and they all reported a good time.

Mr. C. L. Kennedy was a pleasant caller at the terminal May 10th.

On April 15th occurred the death of our Veteran Flagman, Vol Hartung, who has flagged the crossing for a good many years, and been in the service long before that. Funeral was held at the home of his daughter, Mrs. Wm. Baseman on April 21st. We extend our sympathy to the family.

J. E. A. sure wishes warmer weather would show up pretty soon, what with his knee bothering him the way it does. He has tried everything from carrying a potato in his pocket, to winding a copper wire around the offending member, but says it don't do any good. Think however, since he went

to the dentist, that his rheumatism will eventually leave him.

We now have a motor car on Nos. 1 and 4, plying between Minneapolis and Montevideo. This was put on April 19th, and so far has been working out good.

Miss Winifred Rubertus who lives at Montevideo and works in the offices at Aberdeen, is taking a short leave of absence, on account of not feeling quite up to Hoysl. She expects to be on the job again, however, in a couple of weeks.

Miss Margaret Andres spent Saturday and Sunday in Aberdeen, the week of April 14th the guest of Miss Amelia Retka and Miss Winifred Rubertus. She reports Aberdeen as a good place to have a good time—at least she had one—thanks to the girls—also Ralph, Billy and Jim.

Our veteran section foreman John Harstad, of Appleton, passed away April 17th, from pneumonia, having been ill only a short time.

Sven Kvennes took charge of the section at Appleton, on account of the death of Mr. Harstad.

Roadmaster Ronning has had his gang cleaning up around the depot, office, freight house and also the Women's Club House and it looks quite slicked up now. He made a nice terrace at the Club House, and will seed it down with clover and not only improve the grounds around the Club House, but the general appearance of the right of way around there.

Agent Chas. Mayer at Bristol has become greatly enthused over the rapid development of Lake Shore property in that vicinity and is organizing a company to purchase a steamboat that will ply between Meyers' Lake and Lawler's Lagoon. Capt. Steve Brophy has signed up as chief navigating officer for the season and B. C. Bishop will act as First Mate and will have exclusive charge of the fog-horn during foggy or inclement weather. We do not wish to question the ability of these two gentlemen, but we realize their navigating experience has been limited to fresh water only, and we think it will require the briny experience of some well-seasoned "Old Salt" to safely navigate those turbulent waters and maintain a dependable schedule.

They say R.E.S. has a side line now—that he and "Bill" Hasleau have gone into the gas-mask business, and have opened a branch store at Bristol, foreseeing good business as soon as the above mentioned boat gets to going good.

On May 5th occurred the funeral of Mr. G. P. Hodges, who passed away at Milwaukee, after an illness of several months. Mr. Hodges was at one time an engineer on the H & D Division and well known at this terminal. We extend our sympathy to the family at this time. Those who attended the funeral from here were Mr. J. E. Hills, Mr. Ellis Schmitz, Mr. Glann Tucker, Mr. Arthur Lowe and Mr. Cad Schmitz.

Agent C. W. Dettle, of Cologne, is again on the job after a month's absence, following an operation for appendicitis at Minneapolis.

About three years ago the depot at Hopkins was blown down during a tornado, and we have been using a box car for the accommodation of passengers since. Authority was granted some time ago for the construction of a new depot on the old site, and ground was broken May 11th for the new structure. "Smitty" will be able to take a new lease on life now, and get the kink



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[400 Newly Furnished Rooms, \$2.50 a day and up. Sample Rooms \$4.00, \$5.00, \$6.00, \$7.00 and \$8.00.]

Walter Craighead, Manager

DEARBORN STREET FROM JACKSON TO QUINCY

New Garage One-Half Block

out of his back, when he gets out of the old box car quarters.

Engr. Sam Burnell hied himself to the west end, as he says he doesn't know anything about running an automobile. He meant the motor car on Nos. 1 and 4.

Roadmaster Ronning says the jack rabbits have become so thick between Wegdahl and Minnesota Falls, he has a hard time keeping them off the right of way, but what with a nice spell of weather, and plenty of powder and shot, he may be able to clean up on them in the near future. Section foreman Johnson says he has to carry a weapon with him at all times owing to the number and ferocity of the jacks.

Bridge crews are busy these days making the necessary repairs to bridges and culverts, as work was delayed somewhat account cold weather. Also the section men are getting in their allotment of ties before the extremely hot weather catches them.

Sioux City and Dakota Division

H. B. Olsen

MISS Helen Flynn, File and Pass Clerk, Superintendent's office, Sioux City, has been on sick leave for the past six weeks being confined to her home with a severe attack of the "flu." Recent reports indicate much improvement and it is sincerely hoped she will be able to resume work. We will all be glad to see her with us again.

Mr. Ray Waidelich, former clerk in the Chief Carpenter's office at Elk Point, has accepted a position in the Superintendent's office. Ray makes frequent trips to Elk

Point, in fact nearly every other day, rain or shine. He says he enjoys a good country dinner and likes to go out gathering eggs. We do not blame you Ray, we would go too if the invitation were forthcoming.

Mrs. Ollie Benson, who formerly held the position of File and Pass clerk in the Superintendent's office has been attending to the duties of this desk in absence of Miss Helen Flynn, in a very satisfactory manner.

Engineer Walter Hauser, Sioux Falls, attended his father's 90th birthday at Sioux City on April 24th. Mr. Daniel Hauser is still hale and hearty and says he will go way beyond the one hundred mark.

We have a report of a very important "fishing" expedition which took place during the first week in May and that happened to be Engineers "Bill" Bowers and Frank Gibbs, both "youngsters" of forty-four years service, each. The day was fine, Frank Gibbs had his car all shined up and they arrived at Lake Madison (SD) and spent the day with the finny tribe much to the satisfaction of both.

Yard Foreman Kostis is making repairs to the station platform at Sioux City and when through with the work it will be in tip-top shape for several seasons.

Section laborer James Dougherty and wife, Sioux City, spent a week end vacation at Orchard, Neb. attending a family re-union.

Opr. L. C. Knutson is relieving 2nd Opr. P. J. Gorman at Elk Point. Opr. Gorman having accepted the side-table position in the Dispatcher's office at Sioux City, which is temporarily open.

Engineer Leslie Drew expects to make some new speed records within the near future but not with a locomotive. He has purchased a new "Whippet" automobile and while this is his first car, he says he believes "she will do fifty or sixty easy."

Conductor E. C. Jackson has changed his boarding house at Manilla. "Jackie" says they were too rough at the old place and they use small cake ladles at the new place. Somebody "page" Jackie.

Engineer Harry Hopkinson has "junked" his old Dodge car; he says when a car will run more miles than the speedometer will register, its time to "lay 'em aside." This was kind of a sad parting for Harry but he took the stand bravely.

For the convenience of Company Employees who live at Riverside (Sioux City) Company Physician Dr. R. L. Devereux has opened an office at 4500 Military Road, Riverside, over the Harry Martin Drug Store and he will be in his office daily from 12 noon until 2 p. m. and from 6:30 to 8:30 p. m. Phone 52-155, Residence phone 72637.

Repair part for Conductor Fred Cunnings' "Moon" car can no longer be purchased in Russia. He says he will have to secure such repairs from junk yards throughout the country now, as the model he has, was built way back in the dark ages when automobiles were considered laughably inadequate.

Switchman Perry Collard, Sioux Falls, went to Big Stone lake last week where he indulged in his first fishing for the season. As to number and size, all reports are missing.

Effective June 1st A. L. Curfman, local inspector for the W. W. & I. B. at Sioux Falls will leave for Minneapolis where he has accepted a position as traveling inspector with the bureau. We are very sorry to have you leave "Art" but wish you the very best of success in your new territory and trust you will visit Sioux Falls often.

George Raines, Claim Clerk, Freight Office, Sioux Falls has accepted the position left vacant by Mr. Curfman as local inspector with the Bureau. Mr. Raines was formerly employed as inspector in Sioux Falls and it is needless to say "George" knows his stuff and will make good in his new position. Lots of power to you George.

Elbert J. Erickson was the successful applicant for the position of O. S. & D. clerk at Sioux Falls on bulletin. "Eric" as he is better known, is deserving of a permanent berth as he has at all times rendered valuable service in various positions at Sioux Falls for the past few years. Power to you "Eric" too.

Herman Nelson, section laborer at Baltic, S. D. has been appointed Section Foreman at Sioux Falls with section No. 40 under his supervision. Congratulations Mr. Nelson.

Louie Presby, checker, Sioux Falls Freight, together with his family spent the week end at Howard, making the trip by motor.

We are glad to announce that Mrs. Arthur Anderson, wife of section foreman at Westfield, Ia. has sufficiently recovered from her operation to be released from the hospital.

While Wm. Terborg, section laborer at Westfield, Ia. was leaving for home at the close of the days work, May 4th about 5 p. m. he suddenly dropped dead. We extend our sincere sympathy to the bereaved family.

Vermilion, S. D. is entertaining one of the largest building booms in the history of the city, including a new \$250,000.00 University Armory; \$75,000.00 Congregational church with construction under way. A \$100,000.00 Methodist church contract which has been let and in addition there will be about twenty blocks of new city paving. Agent D. E. Sullivan and his force will no doubt be taxed to the limit with all this construction.

The Vermilion High School Band, State champions for the past three years, will leave for the National contest at Joliet, Ill. on May 23rd. There will be fifty in the party and incidentally will use the "Milwaukee."

We record another important event, also, that of the arrival of Master Paul Leitner, Jr. a great big fat 13 pounder. While Fireman "Pa" Leitner touches wood when he says it he states there has been no nocturnal floor walking as yet.

When it comes to "getting" business, "Slim" Angle, Sealer Sioux Falls is there and over—he recently secured three passengers, Sioux Falls to Seattle via the New Olympian, and, "Slim" says that is not all, "I have a line on some freight shipments also for the same point." Fine work Mr. Angle, our trains and service are the best.

This argument was over-heard at the round-house at Sioux Falls the other day—

Clarence:—"What is your opinion of civilization?"

Omar:—"Think it's a good thing, somebody ought to start it."

For the first three months of this year, the Armour line has forwarded 903 car loads, 48 cars wheat, 240 cars corn, 52 cars oats, 450 cars hogs, 82 cars cattle, 4 cars horses, 2 cars rye, 12 cars barley and 13 miscellaneous freight and in addition thereto, 6800 cans of cream. Four prosperous towns, Stickney, Corsica, Delmont and Armour, S. D. have contributed the above shipments.

Conductor Bert Brashear was seen in Sioux Falls a few days ago looking around various "junk" shops in search of an old truck chassis to place the 0374 on, for Bert and

the family to take a summers vacation in. We understand Bert wants to feel at home on the trip and thinks the family will enjoy such a trip about as much as though they traveled by rail.

The Sioux Falls Passenger station has been the scene of many activities the past month, Claim Prevention, Fuel Conservation, Courtesy and Safety First Meetings together with a dance by the Women's Club all of which have been most successful in every way and enjoyed by all.

General Yardmaster Ed. Eckert has taken a vacation and is basking in Sunny California around Hollywood.

On April 19th Mr. John Mehrtons, claim adjuster Sioux City died of pneumonia. Mr. Mehrtons was 62 years old at the time of his death and was ill but two weeks. "Jack" as he was better known, had worked at various positions on the division in the past 16 years and was liked by all who knew him. Division employees extend their sincere sympathy to relatives.

Mr. John Murphy of the police department while in Sioux Falls last week met Mr. John Roup of the Sioux Falls City Police Dept. and after a short visit discovered they both came from the same town, that of Lancaster, Pa. where they spent their boyhood days. It's needless to say the visit was enjoyed to the limit and if we are not mistaken another meeting has been arranged. Policeman John Murphy has been in the service of the "Milwaukee" now 43 years and from appearance is good for another 43 years.

On a branch, the extreme north end of the S. C. & D. known as the "Egan Line" Agent Jay Manson at Trent, S. D. reports that much activity is in progress on that line in the vicinity of his station. William G. Hintz with his B. & B. crew are repairing bridges and putting things in shape so the big engines can safely handle the bumper crop which is sure in evidence at the present time. Farmers are rejoicing over the present outlook, baby chicks being one of the money makers it seems. Farmers as well as townspeople are going into the "Chicken" business using incubators with capacity of as high as five thousand eggs per hatch. This, Mr. Manson says, will help to buy gasoline, patronize the graveled roads and hold railroad revenue down. The new "hog" crops is large this season and the local creameries are doing a big business and last but not least, Mr. Manson states the stone quarries at Dell Rapids will furnish more tonnage than Condr. Reagan and Engineer John West will be able to handle alone.

Chicago Terminals

Guy E. Sampson

DARING FEAT (FEET) PERFORMED BY BENSENVILLE RAILROAD MAN

ON the evening of May 9th several auto loads of people from Bensenville and surrounding towns witnessed a scene that Cash and Carry Pyle probably would offer a fair sum of money for the moving picture rights if there were any pictures taken. Continuous arguments were based on the depth of the Woodale Creek, where a Bensenville young man had recently been accidentally drowned, the opinions of people differing from 7 feet to 27 feet. The arguments grew more interesting until one E. C. Bartholmey, a local railroad man offered to wager a good sized amount of money that he could walk from bank to bank on the bottom of the creek. This huge amount was quickly covered by another railroad man, Frank Koebeman. Others feel

ing that they were sure of winning a bet were tempted to make smaller bets on the feat. It was decided to leave Bensenville at 7 p.m. The car carrying the performer was followed by about 12 other autos loaded with people who were anxious to see the question settled. Every precaution was taken to prevent any fatalities. Ropes, hooks, weights, bathing suits, pulmotors and first aid kits were rushed to the scene. After donning his bathing suit, Mr. Bartholmey jumped into the water and took a little swim around and then returned to the shore to begin his walking stunt, which to the surprise of many he accomplished very easily although for about 8 feet right in the center of the creek his head was beneath the water, but his hands extended above the water plainly showed that he was still walking on the bottom. All bets were settled and the following day, some boys fishing in the creek claimed that they had caught some fish which had a mans footprints on their backs and they believed that these fish had assisted Mr. Bartholmey over the deepest part of the creek but as our report is in no way a fish story we don't take any stock in the fish report. At any rate it has been proven that the creek is too deep for small boys to go bathing in, without competent swimmers being with them.

From the mouths of S. E. Div. employees who run into the terminals we hear that they are afraid one of their valuable men is in line for promotion and while they all wish him well they are real sorry to lose so valuable a co-worker on that busy division. Leonard Lane who has just returned from his vacation will now relieve the day general yard master Mr. Robson and after he returns Leonard will relieve night yard master McFadden and from all reports it is expected that Mr. Lane will then be tendered a position somewhere on the Terra Haute lines. All agree that by efficient work whenever a congestion existed in the little yard at Faithorn, Leonard has earned all that is in sight for him, as has his faithful engineer, Joe, who always takes the throttle of a yard engine when Leonard starts to break up a congested condition. Efficient and wholehearted service sometimes gets the credit it deserves and Leonard sure gives just that kind of service.

On Friday May 11th Ass't. Supt. L. F. Donald, train master A. W. Herven, night general yard master Jas. O'Keefe and car supervisor H. J. Cameron drove over to Gibson and had a conference with the officers of the I.H.B. Ry. New freight train schedules out of Chicago on both divisions called for some changes in the time the I.H.B. delivered to us their time freight transfers and the meeting was for the purpose of talking these matters over. The changes were arranged for and, barring accidents, all "Hot Cars" arriving off the I.H.B., on their 6 a.m. delivery to us, will be leaving the Chicago Terminal at 8 a.m. in time freight trains on both the C. & M. and Ill. Divisions.

This month saw some changes in the terminal official lineup. The death of train master W. A. Springer caused a vacancy which was filled by transferring train master E. E. Johnson from the Galewood freight department to the position of passenger department train master to fill the vacancy. Our old reliable friend Jerry Hanson, train master at Madison was transferred to Galewood, C. E. Elliott was transferred from Bensenville to Portage and A. W. Herven from Milwaukee was sent us as train master in place of Mr. Elliott. We have already assured Mr. Elliott that he was going to a division manned by real

honest, red-blooded, Milwaukee employees who always went the limit for improved service and we can also assure the boys back on the Lax. Div. that they are receiving a train master that the boys in the Chi. Terminal were sure sorry to lose. Mr. Herven is a stranger to us all but we know that he will find the employees here ready at all times to make Milwaukee service the best on any railroad in the city. We welcome him to our midst and hope his work here will be enjoyed by him and his predecessor, Mr. Elliott.

On May 12th employees were shocked to hear that James Ryan had that morning passed away. The day before while on his way to work he had been taken with a pain in the side and around the heart. He was taken to a doctor and everything done that medical skill could do but the following morning he passed away, the heart not being able to withstand the attack. The sympathy of all employees is extended to the bereaved ones. Mr. Ryan, while not an old man, had been in the employ of the company a good number of years and had served as yard master and train master but the last five years had been contented to act as foreman of one of the most important transfers in the terminal between Western Ave. and the U. S. Yards and it was while on his way to work on that transfer that he was stricken.

And now comes the report that Wayne Rowen, the boy switchman at Bensenville has taken unto himself a wife and will no longer be known by that title for he declares its a mans job to support a family these days of the high cost of living. Well old boy we all congratulate you both and wish for you a long and happy life, yes together.

And here the last day we have left to mail our "dope" for the June magazine, we open our mail and find a few interesting items from Western Ave. Thanks old dears, we wish others would do the same thing then, we could get lots of news every month.

Demurrage clerk Chas. Stockwell is sporting a new "Chevy." Oh Boy, some class.

Yard clerk Irvin Franze is spending his vacation in Seattle. We'll wager he has a good visit with N.A.M.

Ticket agent Mr. Biglow is really getting thin since artificial time started. We are wondering if he changed lunch rooms or does he get there by Ry. time and find the early birds have made the place look like Mother Hubbard's cupboard before his arrival. Never mind "Big" this foolish time only lasts till Sept. and then things will be different.

Chief clerk Joe Burke attended the funeral of trainmaster Wm. Springer at Madison April 28th.

Some of the roundhouse force at Western Avenue are prone to be a little jealous of second trick chief dispatcher Herman Beyer at the Bensenville roundhouse who was recently elected as member of the village board at Bensenville. Never mind boys we can't all be village dads because, well, just because.

Some great changes are under way at the west end of Bensenville yards. Yard masters office and the office of the car clerks have both been moved nearer the receiving yard lead and the train yard lead is to be changed from an S lead to a straight lead which will greatly facilitate the work on that lead. A new track from Tower B17 to the county line switches will be used as an inbound main line for freight trains. This will enable crews working in the receiving yard to keep hitting the ball instead of keep-

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ing in the clear whenever a road train is reported in. Greatly increased business and a desire for quicker handling through the terminal made the changes necessary.

Train director Jas. Kirby returned to work after a full months vacation most of which he spent at Hot Springs, Ark. He took his chair again May 14th and Kickapoo is again hiking up and down the receiving yard lead from 7 to 3.

The new lawn, the new cement walks and the new front porch all go to increase the appearance of the Women's Club House at Bensenville.

Born Tuesday May 15th a son to Mr. and Mrs. Prehm of Bensenville. Mr. Prehm operates the tractor in Galewood repair yards and when he returned home on the above date a strange voice greeted him when he opened the door and entered. Congratulations, neighbors.

Employees who are co-workers of "Whitie" Sorensen visited his home May 11th about 8 p.m. and began showing the family that we all were glad that they had moved from the city out into this beautiful suburb. Mr. Sorensen has been an employee for a good many years and until the last month, has spent his mornings and evenings riding to and from work. But no more, for he now resides within 5 minutes walk from his work. A most enjoyable evening was spent at the Sorensen home.

S. M. East M. B. M.

THEY'RE OFF! Who? Kittenball players.

The Milwaukee is well represented in the Austin Kittenball League for the 1928 season. The Milwaukee clerks have a team playing in the "A" league and the Brotherhood of Railway Trainmen are sponsoring a team playing in the "B" league. Below is a write-up of the first B. of R. T. game, which was donated by one of the Milwaukee employees.

"The B. of R. T. Kittenball team opened its season in the City League by defeating the Golden Eagles by a score of 36 to 6. Long distance and frequent hitting was the feature of the game. A record might have been established had the game started earlier, as the game was called after six innings and the last two were played in semi-darkness. Interest should run high when the two Milwaukee teams meet."

The second game played by the B. of R. T. team was lost to the Hayes' Gems by a score of 6-2. The clerk's team has suffered two defeats thus far.

Mrs. H. S. Hoff has returned to her home at Lanesboro after attending the Golden Jubilee of the Order of Eastern Star at Minneapolis during the week of May 6th. Mrs. Hoff, who is Worthy Matron of the Lanesboro Chapter, was sent as a delegate from that Lodge.

Miss Evelyn Wigness, clerk in the Master Mechanic's office at Austin, is taking a two weeks' vacation and has gone to Adams to visit with her parents.

Conductor William Massino has gone to Cleveland, Ohio as a delegate to the convention of Railway Trainmen. Mrs. Massino was among those who left with the auxiliary order drill team to attend the convention. Reports from Cleveland are that the ladies are having a wonderful time in that city. The Milwaukee Women's Club gave a card party in the club rooms for the benefit of the drill team. Mrs. Gaylord Moses won the prize at bridge and Mrs. W. R. Smith and Mrs. A.

Hessler won prizes at "500." Mrs. R. E. Byers and committee served refreshments.

Mrs. Don Comeau and children Clarice, Mason and Verne spent Mother's Day with Mrs. Comeau's mother at La Crosse, Wis.

The dispatchers at Austin were the recipients of a box of cigars from Agent Charles Wethe at Wykoff. Understand Charles has again been "United in the Holy Bonds." Congratulations are in order.

Mr. John Williams has gone to Columbus, Ohio to attend the convention of railway clerks, he being a representative of the S. M. Division Lodge. Mrs. Williams and son, Vance, will join him at Columbus after a short visit in Chicago and in Detroit, Mich.

It won't be long now—at any rate that is what Marcella thinks, when she is thinking of the "Procession up the Aisle."

Following taken from "La Crosse Tribune and Leader Press."

"McLaren Shows Them How."

While in guard around division headquarters Dan McLaren was nicknamed the "Ox." He was approached by an officer of the General Staff. Dan saluted and as the officer spoke to him came to port arms. The officer asked him for his gun, which was surrendered and against strict orders. The officer said, "Do you know it is against orders to surrender your gun to anyone but the officer of the guard? You are now disarmed and helpless. What are you going to do about it?"

The Ox replied, "Why, you little shrimp, take it back," and suiting his words by action took the gun with one hand and gave it a jerk and raised the staff officer off his feet and recovered the gun. Dan was a member of the first squad, which means that he was over six feet tall and weighed 200 lbs., hard as a nail and well earned his name."

Rose had to buy the ice cream cones.

H. A. W. attended a meeting in Minneapolis on Monday, May 14th.

Doyle spent the week end of May 6th in Albert Lea. And how!

We had a lot of excitement around division headquarters the other day when the passenger depot caught fire. Everyone thought it was going to be the end of the old depot, but the prompt work of the Austin Fire Department assisted by the Shops Fire Department saved the building from disaster.

C. E. Oeschger, Chief Clerk at the store department won a trip to Atlantic City on an essay which he wrote. Cliff is to read his essay in Atlantic City on June 22nd. Everyone is wondering if he will "Go Down Alone."

"Maude" is out and looks wonderful. She has a new coat of paint and doesn't look like the same old person. Nevertheless, she appears to be good as new and her owner, Mr. Sorensen, seems to take a lot of comfort in the old buggy fixed up good as new.

Steve has been out carolling again. He was in the cities for "Mothers' Day" and said he spent a wonderful day with his "Ma."

John Smith has returned from a three month's trip to the Orient. John is a son of "Sam," our pleasant shop foreman at Austin. The kid sure knows how to play pool since he returned from China and says he learned all about "Cues" over there.

"Eddie" Doyle took some pictures the other day. He favored us by showing some of them to us, but kept the "Real Hot Ones" for his own enjoyment. Understand there will be two enlargements made. May we see them?

Superintendent and Mrs. E. A. Meyer were Austin callers on May 11th.

G. A. Van Dyke and wife spent Sunday, May 12th at Chariton, Iowa, Mr. Van Dyke's "Old Home Town."

Northern Montana Division Max

GENERAL Manager Buford and General Superintendent Rossiter made a trip over the division May 5th spending a day at Agawam where a new oil field is being developed eight miles from that station. There are three producing wells and another being drilled.

Our track department is busy in spring ties and doing considerable work with work trains getting the road bed in fine condition in anticipation of a heavy summer and fall business.

Central Montana, of which Lewistown is the hub, an area of 75 miles square, a natural amphitheater, is one of the greatest agricultural districts in the north-west. It is surrounded by four mountain ranges, namely, the Judiths, Snowies, Belts and Highwoods. It is understood that the land is almost all farmed by machinery. There are some five hundred tractors in operation and a corresponding number of other power driven machines employed. Diversified farming is being gone into as the shipments of hogs, sheep, cattle, wool and dairy products are increasing yearly from the smaller tracks.

Lewistown station is a break-bulk point for through daily package cars which are operated from Galewood, in connection with through cars from eastern territory, the schedule from that point being five days. We have a four day schedule from Twin City Transfer, a seven day schedule from St. Louis, Mo., in connection with the Wabash and Des Moines, break-bulk at Aberdeen and three days from Aberdeen. A three day schedule from Spokane, this car carrying the shipments from the coast and California points. Shipments from Butte reach us in two days and we have daily cars from Great Falls. All employees can assist the traffic department in advertising this excellent service.

J. C. Campbell, formerly agent at Darien, Wis. has taken the position as night operator and car clerk at Lewistown Yard, having traded work with C. O. Swanberg. Mr. Campbell is no stranger in the west as he was on this and the Rocky Mountain Division, several years ago being employed as Agent at Jefferson Island and Straw.

Mr. and Mrs. C. O. Swanberg, who left recently for Darien, Wisconsin, will be missed at our social gatherings of the Railway Women's Club. Mrs. Swanberg was a very active member and was very successful in assisting in increasing its membership. They were given a farewell party by their many friends.

A. M. Maxeiner went to Sioux City, Iowa, for the funeral of his oldest brother, who died in that city May sixth.

E. B. Cornwell and wife went to Butte where Mr. Cornwell supervised the getting out of the new time table. They intended visiting their daughter, Mrs. Cort Bowen, at Bozeman on their return but had to hurry back account of the illness of Dispatcher Thompson.

Mr. and Mrs. W. M. Anderson were in New York City for the wedding of their daughter Ellen to Wayne B. Loveland, the son of a former conductor of this division.

Superintendent Cleveland and Traveling Inspector Philpot attended the General Superintendents claim prevention meeting at Miles City May 9th.

Special Apprentice John Suggers, of Miles City, was in charge of the local roundhouse during the absence of Foreman Anderson.

The marriage of Miss Thelma Fergus and George Coonrad took place in Great Falls Saturday May 12th. Mr. Coonrad, who is the son of G. G. Coonrad, Ticket agent, has a responsible position with the Central Bank and Trust Co. of Lewistown.

President Scandrett and our little-Call Boy Charley Koch exchanged birthday greetings on April 8th.

O. S. Porter was called to Tacoma, Wash. account of the illness of his mother, who passed away shortly after his arrival. Mr. Porter accompanied the remains of his mother to their former home at Fort Dodge, Iowa. Flowers were sent to Fort Dodge by the many friends of Mr. Porter in this city.

Mrs. George Fritzen has returned to her home from St. Josephs hospital where she underwent an operation for appendicitis.

J. A. Christie is at Jacksonville, Florida in attendance at the convention of the conductors.

F. A. Curtis is representing this district at the trainmens convention at Cleveland, Ohio.

E. W. Johnson on leave of absence is looking after business connected with the trainmen. His position is being filled by Frank Conrad.

The many friends of "Charlie" Bleichner, recently appointed Chief Dispatcher, at Miles City, are extending congratulations. Mr. Bleichner when employed on this division as trick dispatcher was very popular with all of his associates.

Mrs. R. G. Randall and little son Bobby of Great Falls, are visiting friends in Lewistown.

L. M. Dyer, of Moore has been sick with pneumonia. D. V. Phare, of Danvers is looking after the station at that point.

The Milwaukee Women's Club party at the club house on May 14th was a very successful affair. A small charge was assessed for the dance, which helped toward increasing the floral fund.

Miss Alberta Ramsey, daughter of Mr. and Mrs. J. Z. Ramsey of Denton had a very severe attack of pneumonia. Her many friends are pleased that she has entirely recovered.

R. D. Crowder of Judith Gap is on leave of absence. C. H. Baker is acting agent at that point.

"Dad" Wright is doing fine work in beautifying the passenger depot lawn. Work is progressing on the aquarium in the half circle at the drive-way.

We hope to have one of our huge electric motors in Lewistown for our silver jubilee celebration July 3rd and 4th.

La Crosse and Northern Div'n Items Eileen

The balmy breezes just struck here,
And filled Roy up with good cheer,
So down to Oconomowoc he quickly darted—
As soon as he got the Chrysler started—
And there, upon his bended knee,
He sang the old time melody.
The maiden cried I will not tarry
If you'll talk things over with O. J. Carey,
So Roy signed up with Carey quick,
One dollar down and the rest went slick.
A diamond ring and the deal was done.
Soon Roy will support two instead of one.

ENGR. Jas. McManus has returned from Los Angeles where he has been wintering. At present he is to be seen around Hori-

con busy as the proverbial bee—selling real estate, and believe me—Jim is sure some sales agent. He can almost convince you that in order to live a proper life you must own your own home, and certainly leaves you with a feeling that it won't be many years until you do.

Roadmaster C. F. Ogden of the Northern Division is spending several days in Minneapolis having been chosen by the Soo Line railroad as one of their defendants in an injury case, which case will no doubt attract considerable attention. We are glad to see him get a little rest from the daily grind.

Anton Schmaus of Berlin and wife have been visiting relatives in Mayfield, Kentucky. Tony reports this state is having the worst weather conditions in years, being very cold and all crops about six weeks behind. He saw peach and plum trees in blossom and on the whole was very much pleased with the Blue Grass state, although, of course, he says it can't hold a candle to Wisconsin.

We are very pleased to welcome Conductor D. J. Manning on the Portage Line in charge of trains 506-521. He displaces Conductor Watson who will go back on the Portage way-freight.

We are very sorry to learn of the sudden passing of Conductor Ed Oakes of the Northern Division on May 4th. He was a man held in high esteem by fellow workers and

the Division officers and will be greatly missed.

We understand Northern Division Conductor Ed Smith is storing his trunk in his caboose so in case the runs are changed he will be able to have a change of clothes at any time.

A new time card on the Northern Division went into effect on April 29th re-arranging the service on that line. The wayfreights are now running daily between Berlin and Horicon giving the people of Berlin very good service. Guess Mr. Heilman of Berlin wanted to see the lady oil agents get plenty of service. We are now operating ten trains in and out of Berlin daily with two each way on Sundays.

We hear that Operator O'Neil at Hartford has been very ill of the flu. We wish him a speedy recovery.

Northern Division Dispatcher Fred W. Pischke has established a running schedule of 12 minutes between Portage and Pardeeville and rumor has it that Fred is trying to cut this schedule down to 8 minutes. Let's hope that the Buick will hold out and the traffic cops hold in.

Recently somebody thought that Dispatcher A. C. Barber bought a new Hudson and Andy thought so too, from the advertisement he got out of the matter. Anyway there was a mixup in Barbers and it developed that Andy was not the barber.

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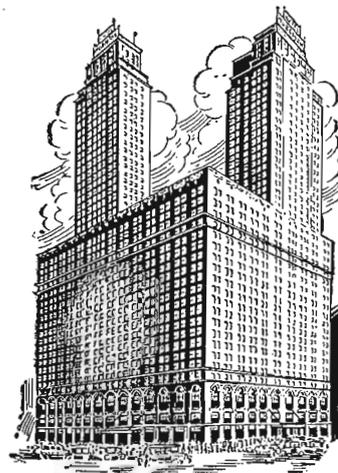
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The New Morrison, when completed will be the world's largest and tallest hotel—46 stories high, with 3,400 rooms.

Ass't. Chief Dispatcher J. C. Brown was on the sick list recently but is again on the job. Some say that the trout were calling him and he responded.

Dispatcher S. A. Hunter has developed a tremendous wave length since the inauguration of the telephone dispatching system on the La Crosse Division and everybody is satisfied that Sam's ultimatums reach the final destination like a bell.

Mr. J. F. Voltz, La Crosse Division Dispatcher, is taking a six weeks vacation and will sojourn at various points in the south and east together with Mrs. Voltz and a party of friends. After a laborious winter, Mr. Voltz will surely enjoy this vacation.

Dispatcher F. W. Krueger was seen planting torpedoes and fuses around his bungalow recently and it is thought that he is providing ample flagging protection against the woodpecker who has been reconnoitering on his roof top during the period of his twilight slumbers with the result that Freddie lost considerable sleep. Woe to the woodpecker if he shows up this year.

Relief Dispatcher W. E. Jones has just completed negotiations for the purchase of a new home and inasmuch as Bill says there are eight rooms in the house there will be plenty of space for him to enjoy all "the comforts of home."

Scoop Smith, the ever-ready operator at Portage, is about to start his annual arbutus excursions and we hope to see flowers adorning every desk in the office.

Our worthy Yardmaster, Thomas Bloomfield, has been seriously gathering up automobile statistics from a Jewish paper which someone sent him recently and when Tom has the information thoroughly digested he is going to try out his new theories on the Studebaker with the view of determining why the gears won't shift in both directions at the same time.

A well-planned business trip by auto around the Northern Division loops and curves was unfortunately frustrated for Superintendent Frick recently when the universal joint in his Buick succumbed to a reverse movement and had to go to the shops for repairs. Mr. Frick, however, negotiated the trip by a series of jumps on trains and autos and arrived home smiling as usual.

The entire La Crosse Division—officers and employees—were shocked at the sudden death of La Crosse Division Conductor Fred Flanders who was instantly killed by being run over with a light engine in La Crosse Yards recently. Conductor Flanders was known as a conscientious and faithful employee who was always interested in every detail of his daily work and the welfare of his fellow employees.

A new remote control interlocking system has been installed at Camp Douglas depot making it possible for the operator to throw the switches at that point with a slight touch of the levers conveniently located in the office. Here is an example of where a complete tower was eliminated and the same work is being accomplished with electricity with practically no effort and much great efficiency.

The installation of the telephone dispatching system on the La Crosse recently has added considerably to the efficiency of the dispatching system and the dispatchers are highly elated with the wonderful results they obtain through this new medium.

The early and sudden demise of Trainmaster Bill Springer was a severe shock to his many friends and co-employees. Mr. Springer started as a Brakeman on the La Crosse Division and after successfully operating as

a conductor and yardmaster for a period of years was promoted to Trainmaster in Chicago Terminals. Many of his friends journeyed to Madison to attend the funeral.

Division Master Mechanic F. P. Miller, who recently underwent a serious operation for appendicitis, is recovering nicely. (We understand positively no company material was found)—and at any rate he will soon be a hundred per cent, according to his own statement.

Business on the Northern Division holds up steady. Lannon is in the foreground with large shipments of stone. The briquetting factory at Mayville is also starting up and managers of the quarries at Utley are putting tracks in condition preparatory to opening the quarries which have been closed for some time.

Our depot at Horicon, as well as the other company buildings, have been treated to two coats of paint of the standard coach color with maroon trimmings and on the Northern Division they say that you will have to go a long way to find a nicer set of buildings and we hope that everyone will do their share in assisting to keep the buildings and grounds in a hundred per cent condition at all times.

Louie Steltz has returned from California after spending the winter there scouting for the American Association team. Bet he had a grand time.

Many, many were they that gathered at the trout streams at dawn of day on May 1st and among those who returned at eve with rejoicing (and some fish) was Ember, with a three pounder all done up in the Sunday paper. We hear too, that the bass, pickerel, bull heads, pike, catfish, perch and other fish are luring the fellows to Oshkosh.

We regret to hear that our Trainmaster, R. C. Dodds, is being transferred to the Madison Division. However, we know that he will meet a good bunch over there and will enjoy the Division very much. He is to be succeeded by C. E. Elliott.

S. C. D. Gossip S. E. R.

WHAT'S the attraction in Chicago just now? Julia Barrows, Ethel Carpenter, Wm. Gutbrod, Gertrude Haas, Fern Hawkins, Bernice Kruse and Bill Tschantz all went to the Windy City.

Harriet Badger went to Florida to escape the rain and bad weather here, but we didn't have any rain or bad weather. But she had a wonderful time and to prove that the sun still shines in Florida, she brought back a good coat of tan. Although she was at Miami she didn't see Tunney. Isn't that a shame?

I'm glad to be able to say that Marie Schouten recovered quite rapidly and is now up and around again.

There was the cutest little mouse playing tag with a cockroach near Erwin Weber's desk one day. And just because he couldn't play along, he got mad and stepped on that tiny mouse. Now the cockroach has to play all alone because all that's left of the mouse is a greasy spot.

Oh no! Harry Belond, Walter Marshall and Dick Campbell aren't blushing. That's just the result of about seventy-eleven holes of golf last Saturday. Very little has been said about their scores. Wonder why.

Irving Clouse's baby boy gave them quite a surprise when the day before his first birthday, he just got up and walked way across the room.

The girls of our office have become interested in baseball scores. Ever since the girls

have been investing in the office baseball pool, they've been winning. Maybe we had better let the boys win a few times or else we'll have to start our own pool. What say girls?

The Sunshine Club was called on quite a bit this month as Mr. Gilman, Frank Skola, Dorothy Yakes, Herman Klatt, Wm. Gutbrod and Edith Hamman were sick. They all wish to thank the office for the flowers sent them during their illness.

Mr. Petran started the vacation ball rolling this year. He has just returned from a trip to New Orleans, California and all through the West. He had a wonderful time sight-seeing in New Orleans, Tia Juana, Los Angeles, and a dozen other places.

The Belles

I was sitting in the office, not so many days ago

Just sort of resting up a bit and working kind of slow

Because by all the signs that be, I knew 'twas almost noon

And the sound of that dern whistle couldn't come a bit too soon.

And as I gazed about the old, but most familiar place

My thoughts kept sort of jumping with my eyes, from face to face.

Of course the faces of the men receded soon from view,

And if you could see our office girls, 'twould be the same with you.

You've heard of harmonies and chimes, and some tune that with you dwells

But the chimes in this here office are a set of seven belles,

And stranger, if you'll just sit down and rest yourself a bit,

I'll tell you all about these Tide Flat belles by whom we're hit.

There's a letter "A" and a letter "J" not mentioning names

But these two symbols fit the girl who's very fond of games

And when the lengthened shadows steal across the Tide Flats mud

It's then she gets most restless, for she's got the golfing bug.

There's a girl who raises prunes and dust, of her a word I'll tell

The dust is raised by motor and her monogram is "L"

The prunes are raised in Oregon where lots of good fruit grows

And when the dust has risen, why you'll also know it's Rose.

Some girls sometimes you want to pinch, the motor cop says so

And the reason mostly isn't that they are a bit too slow

Be that however as it may, she's full of fun and glee

And a simple exclamation tells her name, it is O. G.

A girl with dreamy eyes I see, though not asleep is she

The dreams are in Montana, or perhaps they may not be

And if H. A. means anything to you besides a laugh

She'll just reward you with a smile, that is, she will perhaps.

Most girls like candy, if you don't believe,
just try some day
And see if one O. Henry doesn't help to pave
the way,
To you R. R. spells railroad, but to me it
means still more,
It means a girl who likes them both, both
Henry and the bar.

To most folks I suppose M. A. brings back
their early days
To us it brings a picture of a girl with win-
ning ways,
She's always on the job if any work you
want to do
And if you ever knew her, why you'd have to
love her too.

Six belles, I've told their worth to you, a tale
to make you merry,
It takes one more to be complete, a little
girl called Jerry.
She wields the comptometer and they come to
meet her too,
And if you don't believe it, I'll just "knock
down" her to you.

Our sandwiches have vanished, and again
the whistle's due
But stranger I just wanted to present our
chimes to you
And when you roam in foreign lands and
other "Belles" you see
The very choicest here are found, Tacoma
U. S. A.

Idaho Division R. C. P.

FORMER Agent and Yardmaster at Malden
W. A. Pease, died at Raymond, Wash.,
April 25th, after a long illness.

Engineer Patterson, who pulled the first
Milwaukee passenger train into Spokane, died
at his home here on May 15th. He had
worked in the Spokane yard many years in
switch service.

Operator, J. F. Percy has again resumed
duty in "SN" office after a long illness.

Train dispatcher, G. A. Rossbach, sold his
Chrysler 70 to L. V. Curran, brother "De-
tainer," and both are well pleased over the
bargain.

Mrs. Holton, pioneer resident of Malden,
died at her home there May 19th after a
long illness. She is survived by her hus-
band and two daughters, Mrs. Cecil Johnson
of Roadmaster's office, Spokane, and Mrs.
Richard Rasch of Malden.

The Spokane—St. Maries time freight run
has been put on daily instead of daily ex-
cept Saturday, due to heavy business.

Talk car to Ed Choate and he wont hear
you unless you say, "Hup Straight Eight."

Believe it or not, but on May 10th there
is still four feet of snow in the woods
at Elk River.

Conductor Fred Wilder, is on through
passenger run between Seattle and Spokane
again. Wonder if he still drives that old
"Sport" Ace?

Brakeman Joe Anderson sustained severe
injuries recently while unloading from a
train. Joe was in to say "Hello," but didn't
stop long enough to say where or how it
happened.

No, Slat, the trout that the Avery bunch
sent us weren't Carp; They weren't nuthin;
They never said a word about the little boost
we gave their city either, and since the last
Magazine came out they haven't said a word,
too.

Roadmaster C. R. Strng has a new way

of getting from where he is standing to
where he wants to stand in a hurry. Approach
him just right and he may tell you how it
is done.

Conductor O. B. Felton has purchased a
new Star sedan.

Othello—The Heart of the Columbia Basin
JACK Wright says he is going to change
his style of head-gear since he is being
mistaken for people other than he.

Happy Wright of Deer Lodge was an
Othello visitor. Sagebrush and sand attracts
the BEST of 'em.

Jack Lloyd and Charlie Phillips were all
set to have an auction sale on their flash-
lights—but it was just another May-day joke.
Sybel, our Roundhouse Clerk, is thinking
seriously of going into Ringling circus as
a snake charmer since she found one in her
bachelor quarters. It is rumored she no
longer sleeps at home. No snakes in Othello,
must have been a nightmare.

Mr. Waterstrat is in the market for an
alarm clock with a real ALARM on it.
He is thinking seriously of installing a fire
siren under his bed so he will meet these
night trains.

Wayne Stevens and Sam Pessein dare any
one to say they are afraid. Since Saturday
night, the graveyard has assumed a very or-
derly appearance—not one stone out of place.

Traveling Engineer McAvoyn from the West
Rocky Mountain Division has been a Coast
Division visitor. It is hoped by the C. D.
engineers that he came out to see what makes
the "MONTANA MARU" go wrong.

George McRae formerly fireman out of
Othello passed away at Seattle on May 6th.
General Boiler Inspector Novak and Dis-
trict Boiler Inspector Ashback were Othello
visitors this month.

George Felzer, Division Storekeeper from
Tacoma was here inspecting our storeroom
this month.

Fireman Bob Renn has purchased a new
Studebaker—first car he has ever driven—
and he says it beats an engine all hollow.

Fireman Jack Butler has announced that
he may cease running into Othello since
the new schedule went into effect—guess that
is why he left his neck-tie to comfort the
roundhouse clerk.

Bill Coors is thinking of building a sum-
mer cottage out on the golf links so he
can golf as well as ride 4500 ton trains.

Sam Pessein is starting to believe in that
old adage "love me, love my dog"—anyhow,
Sam, we think she is worth it.

"BEEAU Geste, our handsome Car Foreman,
is sporting a new Panama. He was unable
to wear his old hat after beating "Doc"
Shadd in a game of golf.

Madam Rumor has it that the Shop Com-
mittee is to wait on George Ellis about fold-
ing checks. Machinist helper Charlie Mor-
gan is to be the chief spokesman on this
occasion.

HA HA HA, the trout R.C.P. received
from Avery must have been carp or suckers
as he panned the fair city of Avery in last
months Magazine. I guess all the trains
will stop at Othello, especially for Sybel,
our roundhouse clerk, for she gave us a nice
bunch of notes for this month. Sybel states
she has attractions at Spokane and Tacoma
and when she gets the notion to spend the
week end at either of these points, wants to
be sure the trains stop.

Condr. M. C. Peterson left as delegate to
the Stingers Convention now being held at
Cleveland. Curly Corrior handling the swing
for Staeger while Pete is gone.



PRIME'S PLUGS

**THE PRIME
MANUFACTURING CO.**
MILWAUKEE, WIS.

Tie Plates :-: Derailers

**Highway Crossing
Signals and
Accessories**

THE RAILROAD SUPPLY COMPANY
BEDFORD BUILDING CHICAGO, ILLINOIS

O-O

**THE SENTINEL
BINDERY**

JOHN C. SALZER

MILWAUKEE, WISCONSIN

O-O

17 **17**

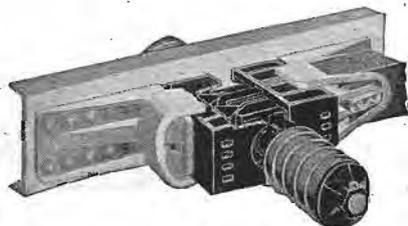
We appreciate the good service
the
Chicago, Milwaukee & St. Paul
Railroad Company
and its employees are giving
our industry

VON PLATEN-FOX CO.
IRON MOUNTAIN, MICH.

LUMBER FUEL

17 **17**

CARDWELL FRICTION DRAFT GEAR



**UNION DRAFT
GEAR COMPANY**
CHICAGO OFFICE MFCORMICK BLDG
CANADIAN OFFICE TRANSPORTATION
BUILDING MONTREAL

Opr. Constantine relieved Opr. Young for a few days last week.

Condr. Miller and Little are busy these days lining up the school teacher for next year Malden, pretty heavy job for an ORC to be on the school board. Miller wishes us to add he is also Deacon of the church.

Engr. Nash has been handling the yard motor the last month.

Since the change of passenger runs where the coast enginemen get the long layover you will find, Engrs. Slightem and Niemiller at the golf course, Calehan fixing Schulzes laundry tubs, Quinn working on the farm, Christenson assisting Calehan herding their cats, Ken talking all of the time.

Sleeping car Allen advises that since the change of runs, Condr. Gallagher has to get up earlier in Spokane to get that new suit pressed up.

Engr. Paul Hamilton is again back with us after an extended visit in the middle west.

Special Agents Washburn and Clemmons spent a day at Othello, just like the mounted police always get their man.

P.F.I. Andy Hays now drives an Oakland, this car I understand will relieve Slats' Ford when business gets too heavy.

Yard Condr. Williams had to lay off a few days to improve his golf score, he now holds the best score for the Othello Cup.

The Money Value of Good Transportation

(Continued from Page 17)

They are getting fully 10 per cent more service from each car that is coupled to a locomotive. And as half the cars are empties going back, that shows a big improvement. It is the same as

though they had added, a division superintendent tells me, more than 200,000 freight cars.

"They have done the same thing with the locomotives. They haul more cars more miles a day with a heavier load than they did five years ago.

"The result of all this change has become so commonplace in so short a time that we hardly think of it. You order a car and expect to see it spotted next morning. You load it and expect it to start promptly and go through on time. The consignee expects it to show up in four or five days, in a week or two if it is a long haul, as confidently as he expects the Limited to come through at 10:47.

"The railroads have saved a billion or two in making their equipment deliver more work. The manufacturers and dealers have saved another billion or so by being able to get what they want when they want it instead of having to keep what they don't need for six months or so in order to have it when they do need it.

"What is cost? The cost of anything you make, the cost of anything you have to sell, the cost of anything you buy and eat or wear? There are two items, time and energy. There may be something else, but I don't know of any item of cost that doesn't come under one of those two heads, time or energy. We all have some idea what energy is but few know what time is.

"Be that as it may, for the last thousand years all civilized people have said, "Time Is Money." And it is. It is one of the elements of cost.

Cut down time and uncertainty and you have lowered cost.

"For example, here is a dealer whose business is such that he has \$30,000 tied up in merchandise which will take care of his trade for the next three months. Shoes, or shirts, or lumber or hardware, or whatever it is. He has, besides that, perhaps \$10,000 working capital, money necessary to carry his accounts and stand in with the bank. Now when the railroads improve their practices so that he is safe with a month's supply instead of three months, he will have \$10,000 tied up instead of \$30,000. He can swing two or three times as much trade with the same amount of capital.

"Now when we cut down average time of transit from three months to one, or from three weeks to five days, we have set free all the energy needed to produce sixty days' supplies. We have picked up two months' slack. We have found at large the labor of forty million people engaged in gainful occupation to make something or do something or supply something that was not to be had before."

Dora—"I want a pair of bloomers to wear around my gymnasium."

Salesman—"Yes, Ma'am! And what size is your gymnasium?"

Dear Editor: Please tell me why it is that my lady friend closes her eyes when I kiss her.

X. Y. Z.

Send us your photo and we'll tell you.

TRANSPORTATION LEAGUE

Schedule 1928

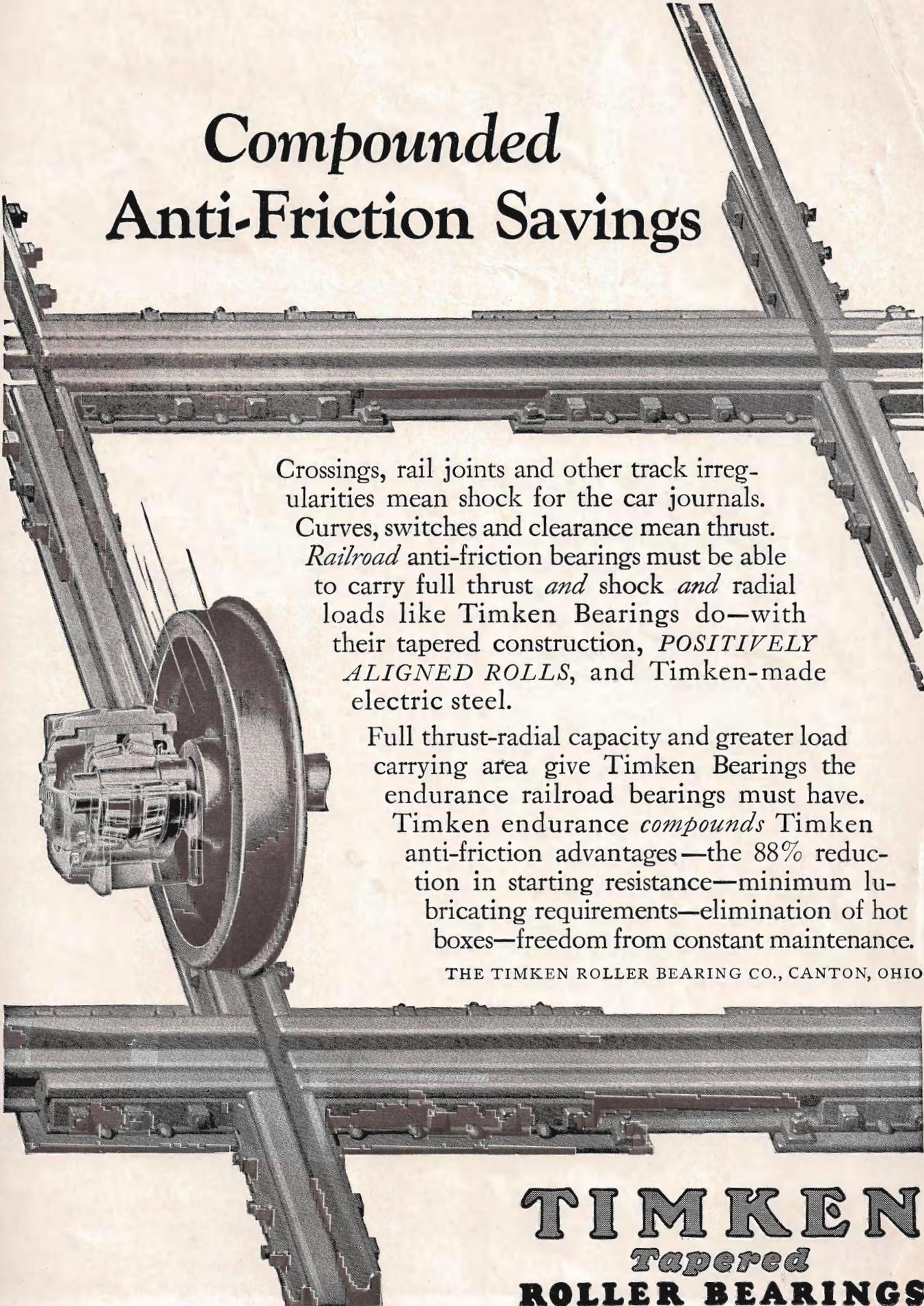
	Date	Visiting Team
Vs Northern Pacific	Tue. May 1	Union Pacific
" Great Northern	Thur. " 3	Milwaukee
" Milwaukee	Tue. " 8	Union Pacific
" Great Northern	Tue. " 10	Northern Pacific
" Milwaukee	Thur. " 10	Northern Pacific
" Union Pacific	Tue. " 22	Northern Pacific
" Milwaukee	Thur. " 17	Union Pacific
" Union Pacific	Tue. " 29	Milwaukee
" Northern Pacific	Thur. " 31	Great Northern
" Northern Pacific	Tue. June 5	Milwaukee
" Union Pacific	Thur. " 7	Great Northern
" Northern Pacific	Tue. " 12	Union Pacific
" Great Northern	Thur. " 14	Milwaukee
" Milwaukee	Tue. " 19	Union Pacific
" Great Northern	Thur. " 21	Northern Pacific
" Milwaukee	Tue. " 26	Northern Pacific
" Great Northern	Thur. " 28	Union Pacific
" Union Pacific	Tue. July 3	Northern Pacific
" Milwaukee	Thur. " 5	Great Northern
" Union Pacific	Tue. " 10	Milwaukee
" Northern Pacific	Thur. " 12	Great Northern
" Northern Pacific	Tue. " 17	Milwaukee
" Union Pacific	Thur. " 19	Great Northern

ALL GAMES TO BE PLAYED ON COURTHOUSE GROUNDS

Located at Gardner and Madison opposite Courthouse and S. U. R. car sheds

ALL GAMES TO START AT 5:45 P. M.

Compounded Anti-Friction Savings



Crossings, rail joints and other track irregularities mean shock for the car journals. Curves, switches and clearance mean thrust. *Railroad* anti-friction bearings must be able to carry full thrust *and* shock *and* radial loads like Timken Bearings do—with their tapered construction, *POSITIVELY ALIGNED ROLLS*, and Timken-made electric steel.

Full thrust-radial capacity and greater load carrying area give Timken Bearings the endurance railroad bearings must have. Timken endurance *compounds* Timken anti-friction advantages—the 88% reduction in starting resistance—minimum lubricating requirements—elimination of hot boxes—freedom from constant maintenance.

THE TIMKEN ROLLER BEARING CO., CANTON, OHIO

TIMKEN
Tapered
ROLLER BEARINGS

Adventure! — thru New **GALLATIN GATEWAY** *to* **Yellowstone**

Glorious Mountain Vistas
Chameleon Canyons—Forests
Streams—Waterfalls

HISTORIC paths piercing the old West of fiction. Most spectacular regions of the Rockies—unchanged since the days of the venturesome pioneers.

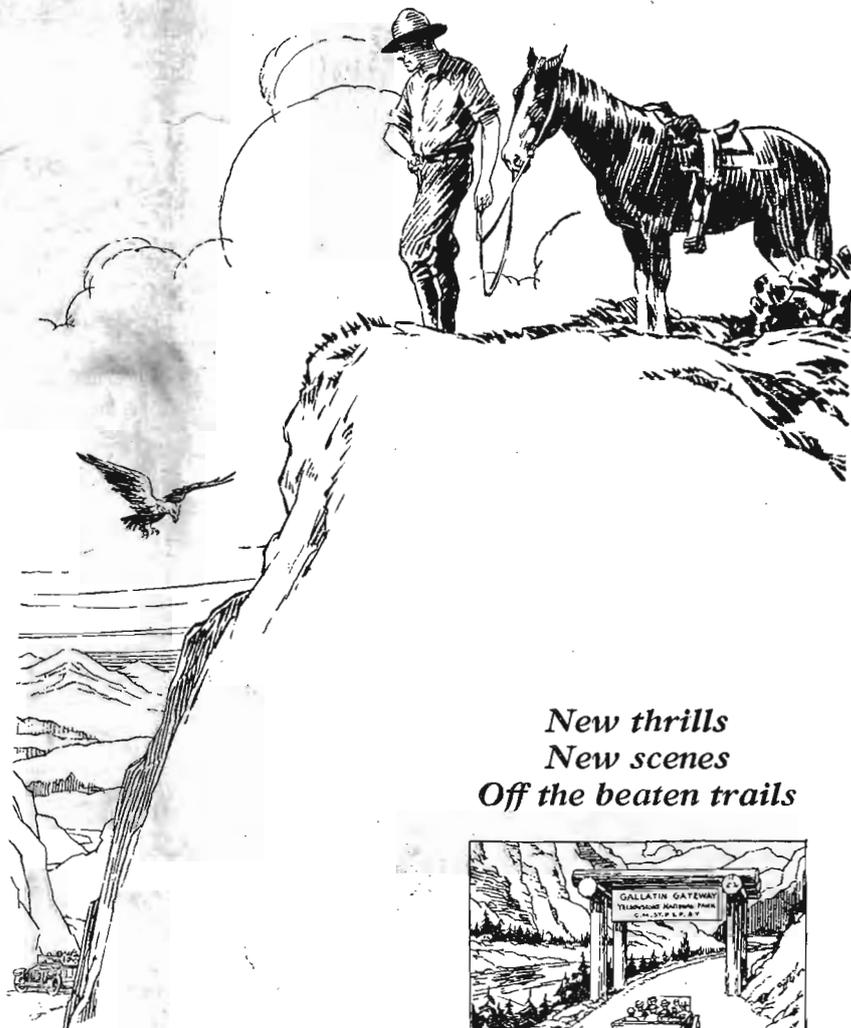
A thrilling new way to Yellowstone. Reached only by the Electrified Line—direct to The Milwaukee Road's hospitable Gallatin Gateway Inn, cradled midst snow-capped mountains. Thence comfortable motors into the Park of mysterious wonders.

Reduced Summer fares to Yellowstone via Gallatin Gateway. Costs no more this new way.

Our travel bureaus will gladly furnish information and illustrated booklets. Park opens June 20.

G. B. HAYNES
Passenger Traffic Manager
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AND **ST. PAUL**
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New thrills
New scenes
Off the beaten trails