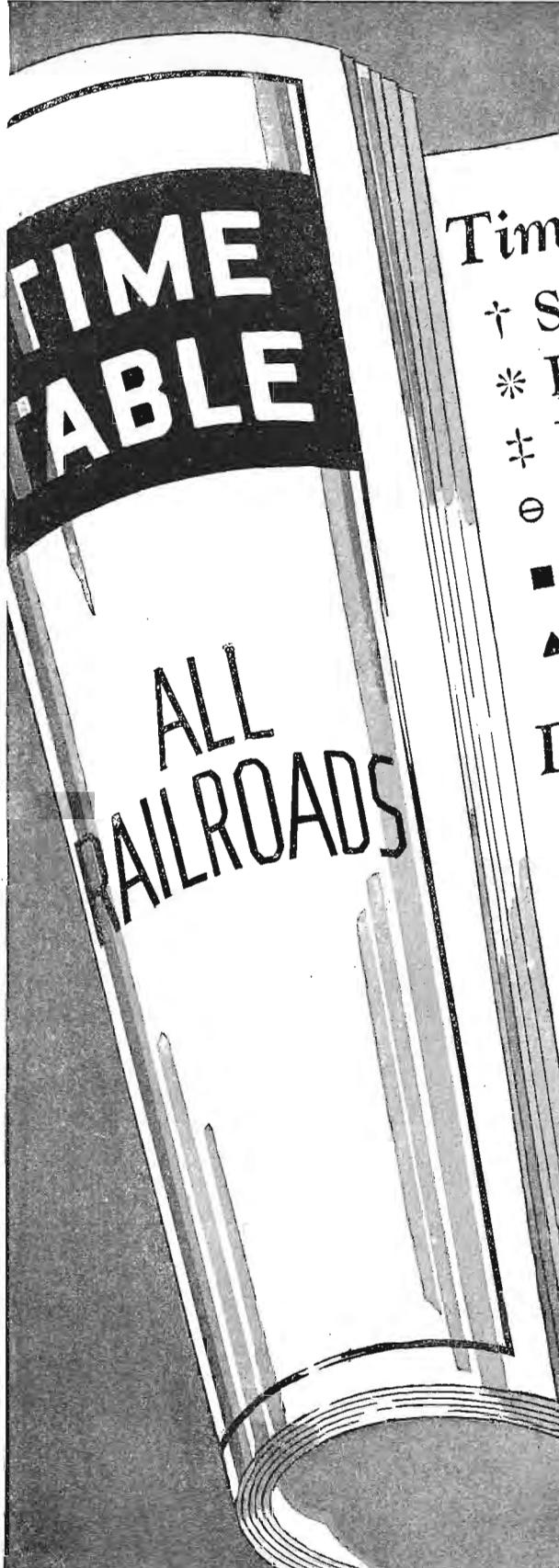


The

MILWAUKEE MAGAZINE

SEPTEMBER, 1928





**TIME
TABLE**

**ALL
RAILROADS**

Time to Arrive At—

- † Smoother Travel
- * Easier Starts
- ‡ Lower Maintenance
- ⊖ Fuel Saving
- Lubrication Economy
- ▲ Cool Journals

Depart From—

- † Rough Riding
- * Great Starting Resistance
- ‡ High Maintenance
- ⊖ Fuel Waste
- Excess Lubrication
- ▲ Hot Boxes

† * ‡ ⊖ ■ ▲ Every day and
Sunday—All Railroads—Through
Timken tapered construction
POSITIVELY ALIGNED ROLLS
and Timken electric steel.

TIMKEN *Tapered
Roller* **BEARINGS**

REWARD

Find the Key to this Free House!



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

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

➤ **Or Win \$4500.00 Cash** ◀

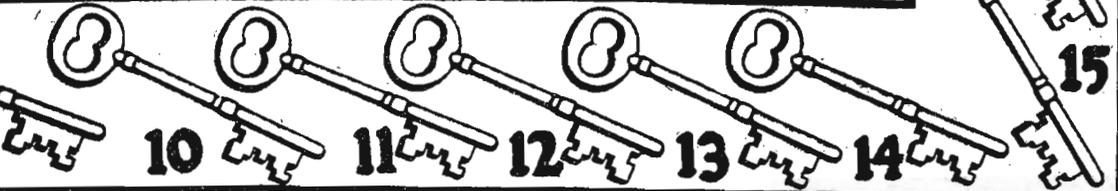
Choice of this beautiful six-room house, lot and garage—or—\$4,500.00 CASH. The house can be built anywhere in the U. S. A. This is a great opportunity. Act quick, and here is why—

\$1,000.00 Cash—Extra For Promptness

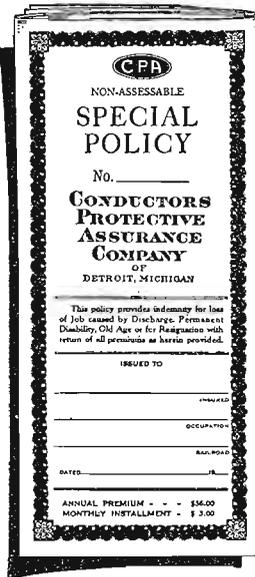
I will pay \$1,000.00 cash extra just for promptness. Duplicate prizes will be paid in case of ties. You can win the house, lot and garage—or—\$4,500.00 CASH. Answer quick.

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

**L. M. DITTMAN, 537 South Dearborn Street,
Dept. 135, CHICAGO, ILLINOIS**



Mrs. Railwayman— Here's Great News for YOU



There is no more loyal, helpful, devoted wife than the wife of the railroad worker.

And you are ambitious. You, naturally, want nice "things." You like good furniture, a good radio, a good car—a HOME. And, what's more, you're entitled to these things.

But, because you are thrifty and thoughtful, you go slowly—knowing that everything depends on whether your husband can hold his job.

He has the ability; he has the "stuff" and he has the ambition to go ahead—but HIS first thought is to hold his job. His whole future, your happiness, depends on that. He may lack the confidence and aggressive spirit of the

man who is sure of his job and who thinks only of promotion and the good things promotion brings.

But if his job were insured, what a difference that would make to you. He knows then that if he loses it he has \$250 to \$10,000 coming.

He develops the confident, aggressive spirit. The time he had devoted to worrying he gives to things that will bring promotion.

He is happier . . . things are brighter . . . the future is full of promise.

Let us tell you how the C. P. A. has brought happiness to thousands of railwaymen's wives.

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

21 Years in Business \$2,000,000 Benefits Paid

Twenty-one years ago, W. J. Ross, himself a conductor, formed the C. P. A. Company. He is still the active head known and confided in by thousands of railwaymen.

If you have served for 5 years with your present company, fill in this coupon today and send it to Mr. Ross himself.

You will be dealing with the oldest, the largest and the most firmly established Job Insurance Company in the world.



W. J. ROSS,
President

Mr. W. J. ROSS, Pres.
C. P. A.
C.P.A. Building, Detroit, Mich.

Please send me without obligation, particulars of the four loss of job policies which you have been issuing to railroad workers for 21 years.

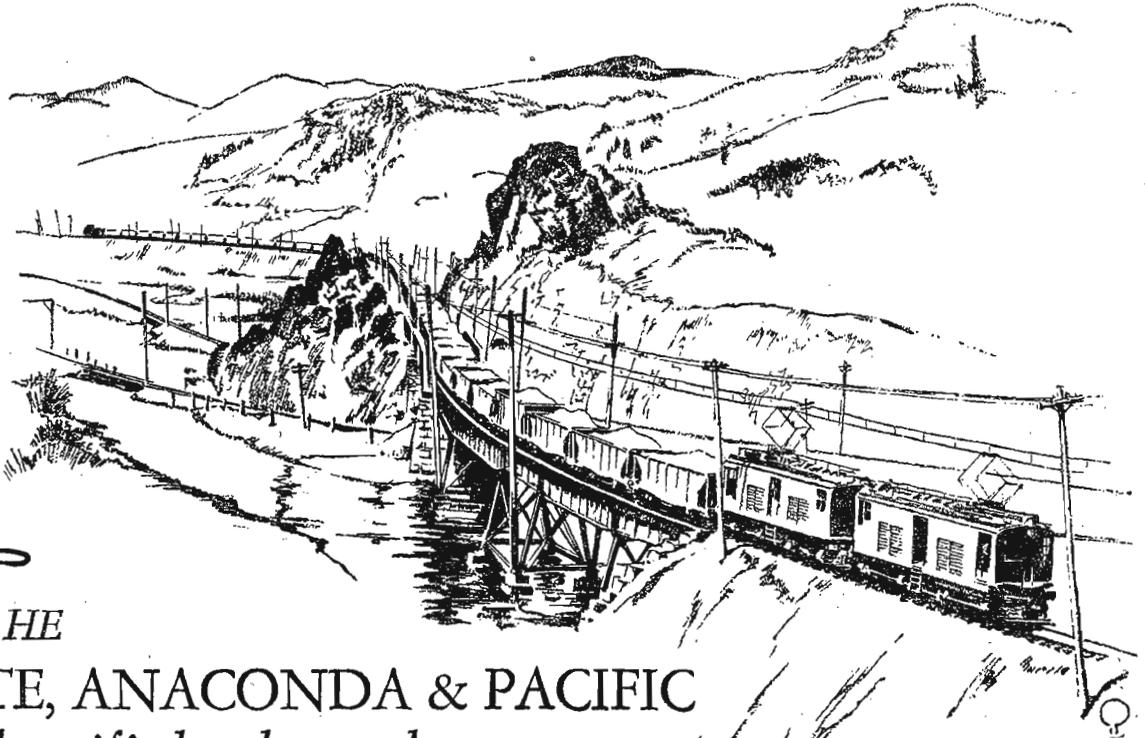
Signature _____

Street _____

City _____ State _____

Occupation _____

ELECTRICITY IMPROVES SERVICE AND INCREASES REVENUE



THE BUTTE, ANACONDA & PACIFIC *electrified to lower the cost of operation*

In 1913, the Butte, Anaconda & Pacific electrified its lines between Butte and Anaconda purely as a measure of economy.

This section, originally built to convey copper ore from mines to smelter, carries an average of five million tons a year over stiff grades—one of the heaviest freight movements in the world. In addition, there is a very considerable local freight and passenger traffic along the twenty-six miles of main line.

Twenty-eight 80-ton electric locomotives are now operated on 123 miles of track (including sidings, smelter tracks, etc.); they haul nearly nine per cent more ton-miles than was possible by steam and at twice the speed, more than doubling the ton-miles per hour; and they have effected a saving of fuel which, alone, justifies the entire cost of electrification. The net annual saving in operating cost, attributable to electric operation, is about twenty per cent.

Not only in mountainous divisions, but on the long, level stretches of main line, electric operation produces more revenue, simplifies operation, reduces maintenance, and gives better service.

Manifold advantages of electric operation have resulted from the use of electric locomotives and cars on main and branch lines, at terminals, and in suburban traffic; gas-electric cars for light-traffic lines; oil-electric locomotives in freight yards; and gas-electric buses for feeder service. Electric floodlights expedite freight sorting, and electric signal systems promote safe transportation.

AMERICAN LOCOMOTIVE GENERAL ELECTRIC

THE SERVICE SUPREME

A

"CONTINENTAL"

Policy Means

PEACE OF MIND AND A PAY CHECK
WHEN EARNINGS FROM YOUR OC-
CUPATION IS STOPPED.

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

Continental Casualty

Company

(The Railroad Man's Company)

H. G. B. ALEXANDER, President

Chicago

CUT OUT AND MAIL TODAY

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

I am employed by the MILWAUKEE
SYSTEM _____ Division.

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

My age is _____

Name _____

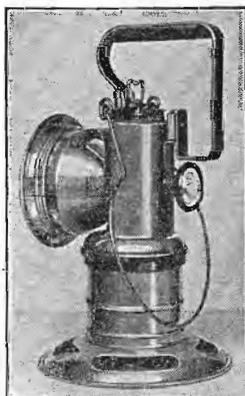
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National Carbide Lantern



Greater
Candle Power

Stronger
and better
diffused
light

Sturdy
Construction

Burns
eight hours
on
eight ounces
of Carbide
with only
one filling of
water

Supplied with or without rear light

For Car Inspection, Maintenance of Way
and Signal Departments. Adaptable for
motor car or hand use.

NATIONAL Carbide—in the RED Drum
—best and most economical for all lighting
and welding purposes.

NATIONAL CARBIDE SALES CORPORATION
342 Madison Avenue, New York, N. Y.

Are you taking
a "local" or
an "express"
to success?

A weekly deposit in a Sav-
ings Account at Central
Trust Company is a quick,
sure way to success.

3% Interest compounded
semi-annually.

CENTRAL TRUST
COMPANY OF ILLINOIS

125 W. Monroe Street at LaSalle
CHICAGO

Mason City, Iowa

MASON CITY celebrated the seventy-fifth anniversary of its foundation in June of this year; and while that may be said to be verging on age, for humans, it is simply a token in a live community that the foundations have been substantially laid and the superstructure is of the lasting type.

The founders of Mason City came in from the eastward in prairie schooners drawn by the plodding ox team. Pilgrims all, they were, seeking homes and farms, and suitable places whereon to build the primitive industries needed to make bricks and lumber and the other materials required for the home structures. In this favored spot, they halted and began the settlement which has grown into the metropolis of Cerro Gordo County and a city of first importance in northern Iowa.

It is a handsome town, looking at it from the artistic viewpoint. It has broad boulevards, sky-scraping buildings for business accommodations, homes both great and small, and whether palatial or modest, they have beauty and the charm that wide and grassy lawns, sturdy old trees and flowers of every sort in perfect cultivation give to our abiding places. Supporting these are many industries and commercial facilities to cater to the twenty-two thousand inhabitants. All of its church, school, and amusement activities reflect the active and eager character of the people, bent on acquiring spirituality, knowledge and wholesome recreation. And as we of "The Milwaukee" know, it is the home of the Iowa and Dakota Division, and a central distribution point for a large district of northern Iowa. It gives our railroad, annually, a large volume of traffic and has many industries located directly on our tracks. The "Milwaukee" was its first railroad in the days "way back when" the steel trails were creeping westward and "The Milwaukee" was pioneering across the Iowa prairies.

Situated in the heart of a very fertile farming district, at the joining of Lime and Willow Creeks, the surrounding countryside is a pleasant picture of rolling prairies, winding streams, grassy meadows and natural woodland. Ten miles from the town is Clear Lake, one of the most charming of inland lakes and an incomparable summer playground, not only for the people of Mason City, but for all of the inhabitants of northern Iowa.

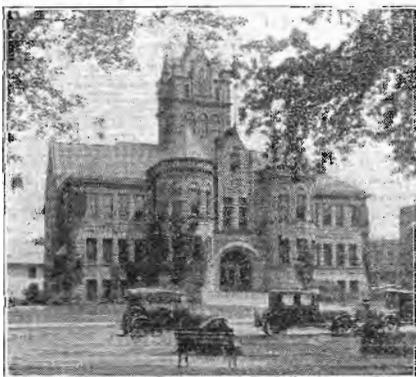
In 1869, when "The Milwaukee" Railroad, extending the main line of the Iowa and Dakota Division, entered Mason City, it found a town of a few streets, no paving, an infant industry or two and a matter of twelve hundred people. The well known rich soil of Iowa rolled up into big mud banks on the country roads that served the farm-



The Soldiers' Monument, Mason City



First National Bank Building



Cerro Gordo County Court House

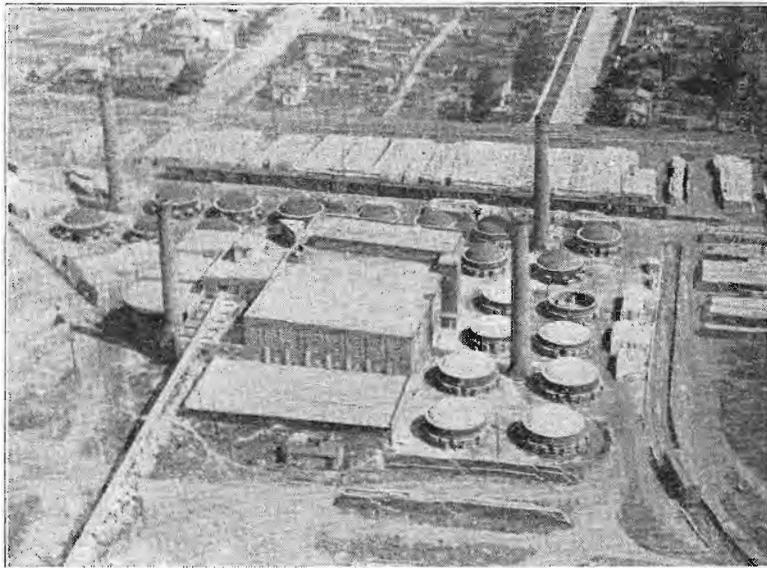
ers as highways to distant market towns, while the wheels sank deeper and deeper as the patient horses floundered through the yielding mudways. Small wonder, then that the new railroad met with a cordial welcome; and

by the same token, when the last spike was driven within the boundaries of the little town of Mason City, the community may be said to have started on its way. Its progress and growth have always been one with the interests and growth of the railroad. It has always been an enterprising community, as its population statistics show, and the record of increase and variety of its industrial and commercial enterprise indicate. From 1869 to the end of the century the people moved in at a steady rate of increase, in 1900 showing 6,746. Ten years later the census presented figures of above eleven thousand and ten years still later, the number had nearly doubled. In 1928, the population is 22,682. Mounting figures such as these indicate the character and quality of its citizenship, for by its thrift and by the quality and the quantity of its industry, a community is gauged; and Mason City now has every right to its claim of being an "industrial center"; it is also a railroad center, for other railroads followed the lead of "The Milwaukee" into this prosperous and progressive locality, and now there are five trunk lines and a very efficient interurban line operating between Mason City and Clear Lake.

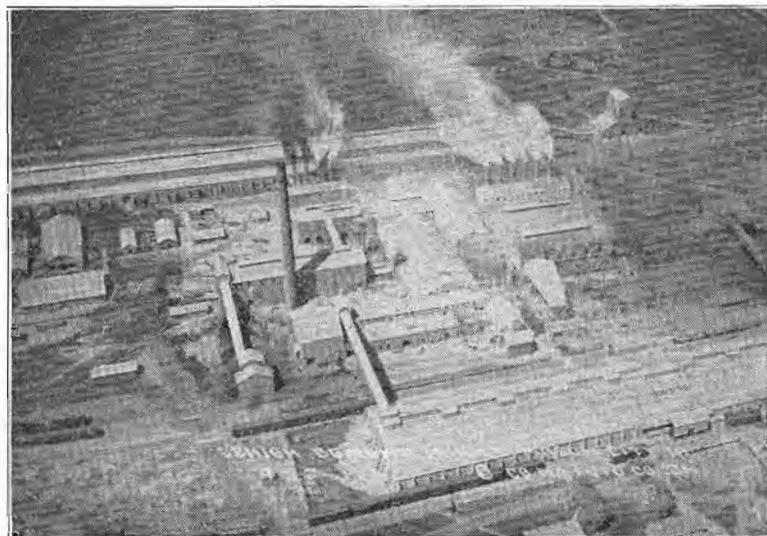
Being the industrial and railroad center of importance that it is, it handles more tonnage in one year than any other city in northern Iowa, overtopping even, the state capital, Des Moines. Statistics prove that the average amount of freight received each year about equals the outbound tonnage, which is a record. This is due in part, to the large amount of coal used by the cement and clay industries; the sugar beets shipped in, and the cattle and hogs shipped to the packing plant.

The industries of first importance in Mason City are brick and tile, pork packing, beet sugar and cement. There are nine brick and tile plants, and these lead the nation in production of drain and hollow building tile. As a matter of local pride, and general interest, it may be said that there are 122 brick and tile plants in the state of Iowa, with the Mason City plants turning out 35 per cent of the entire state production, amounting, by way of illustration, to 13,181 miles of drain tile, sufficient if laid in a straight line with no oceans to interfere, to reach from New York City to Shanghai. This is about one-ninth of the total production of this commodity in the United States; and all coming out of our own Mason City, Iowa.

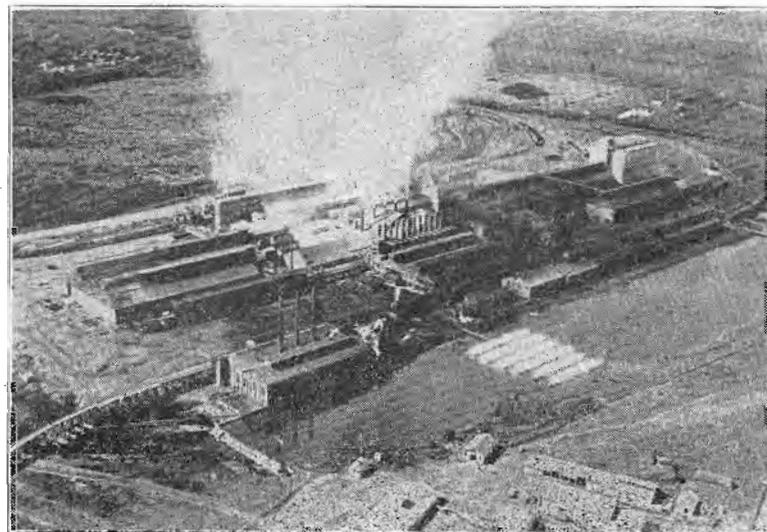
The two Portland Cement mills, representing an investment of five million dollars, have a daily output of 12,000 barrels. They employ more than one thousand men and have an annual payroll of two million dollars. These



A Brick and Tile Plant



Lehigh Cement Company Plant



Northwestern Cement Company Plant

plants manufacture 5 per cent of the entire cement production in the United States, and when one considers the number and size of the countless cement mills scattered over the length and breadth of this land, that statement carries weight. An interesting feature of the operation of these cement plants is that they both heat their boilers with waste heat from the rotary kilns, thus eliminating a large part of the former cost of operation.

There is also a pork packing plant that ranks fourth among the packing institutions of the state, and when one remembers that Sioux City and Ottumwa and some other places of packing house fame are in the state of Iowa, Mason City's rank means something. As a matter of interest, let us just give a few items here concerning the size and scope of this "fourth" in Iowa's great packing industry. The Jacob E. Decker & Sons institution employs an average of 800 people in and about its sixty-five buildings that have a floor space of fifteen acres. It deals only in pork packing and the annual kill is 700,000 hogs. Its products are shipped all over the world. It has eight branch houses throughout the United States, and the volume of its business is from sixteen to twenty million dollars per year.

Beet sugar is another of the factor's in the prosperity of this city, for here is located the largest beet sugar factory in the state of Iowa. This plant converts daily 1,500 tons of beets into sugar during its winter run. It employs in the season, three hundred and fifty men, extracting sugar from 231,000 tons of beets in the year. Other items of interest concerning the manufacture of sugar at this plant, are the employment of one hundred tons of lime rock daily and five hundred cars of coal annually. Its factory payroll is \$50,000 monthly. The beets supplying this plant are raised within a radius of seventy-five miles of Mason City and are shipped in from sixty different stations. This industry, thus indirectly gives employment to from 1,500 to 2,000 farm laborers, and the raising of sugar beets is in a class by itself, requiring a knowledge of this particular plant life, soil conditions, and of the bringing to maturity of this variety of beets, so as to produce the best quality of beets for sugar and in a paying quantity.

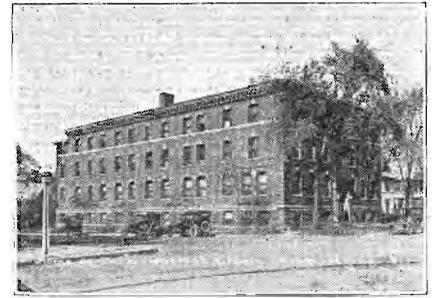
There are many other industrial activities in Mason City, in thriving condition. Among the largest of those not named in the foregoing are a sand and gravel plant which is said to be the largest of its kind between the Mississippi River and the city of Denver, Colorado; and it can furnish sand and gravel for fifty miles of paving each year; and incidentally it may be noted right here that Mason City's streets are the best type of concrete paving, and everyone of them are hard finished. One may drive for hours over their smooth surface, wide enough between curbing for plenty of passing room even when vehicles are parked on the street-side. It is a beautiful city to drive about in, not only because of the good paved streets, but because of the great natural beauties and the excellent landscaping that has been effected everywhere.



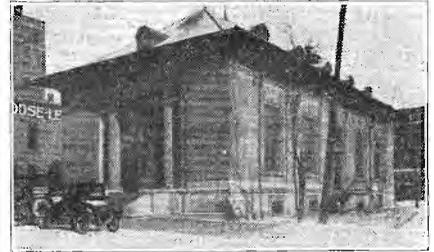
Jacob Decker & Sons Company Packing Houses

Among the jobbing and commercial enterprises located at Mason City may be mentioned two wholesale grocery houses that do "a land office business" in very fact; two wholesale fruit houses, with the same sort of a record; three cracker and cookie distributors;

of this statement, the following table of Freight Received and Forwarded, by years, is of interest:



One of Mason City's Hospitals



Post Office



Crane Company Warehouse

two machinery distributors; the Iowa State Brand Creamery distributing the butter output of about twenty creameries. This product is under state supervision which is an unquestionable guarantee for the superfine quality of the butter. In Iowa these creameries undergo monthly inspection, and if conditions as prescribed by the State Commission are not being lived up to, the Iowa brand is taken away from the particular plant showing a deficiency. The butter making requirements are the strictest of any state in the Union.

The Crane Company maintains a branch house in Mason City to take care of its large interests in northern Iowa. A large butter and egg warehouse is maintained in Mason City by Swift & Company which does a very large business, shipping to many eastern points.

These are only a few among the many that constitute Mason City's growing commercial importance; and there is a fine field for as many more.

From the foregoing enumerations it is easy to see the relation between the transportation interests and the city's activities; and "The Milwaukee" Railroad, the first into that town still maintains its prestige and enjoys with the city, increasing business and progress toward a greater future. In support

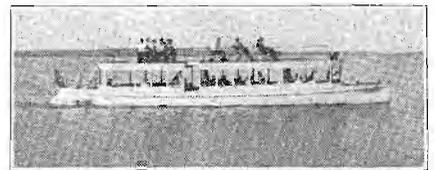
MASON CITY, IOWA
Comparative Statement by Years—1911 to 1927

Year	Forwarded	FREIGHT Received	Total
1911	\$ 215,091.11	\$120,156.57	\$ 335,247.68
1912	419,623.05	171,482.89	591,105.94
1913	414,160.63	196,317.71	610,478.34
1914	492,116.05	196,152.16	688,268.21
1915	571,102.25	293,711.45	864,813.70
1916	560,545.65	229,445.07	789,990.72
1917	480,038.27	258,253.35	738,291.62
1918	560,313.25	262,942.46	823,255.71
1919	857,065.14	352,908.40	1,209,973.54
1920	835,114.31	391,145.05	1,226,259.36
1921	788,631.65	514,651.23	1,303,282.88
1922	1,057,028.79	710,616.13	1,767,644.92
1923	943,290.43	808,038.16	1,751,328.59
1924	866,865.65	945,318.11	1,812,183.76
1925	875,481.69	910,990.07	1,786,471.76
1926	849,691.30	821,804.70	1,671,496.00
1927	1,145,404.17	972,322.70	2,117,726.87

The business streets in the "downtown" section are most metropolitan in their appearance. Skyscrapers there are in plenty, and public buildings of accepted architectural types. Fine department stores and specialty shops; and for the traveler, hotels that would do credit to a city of much greater size.

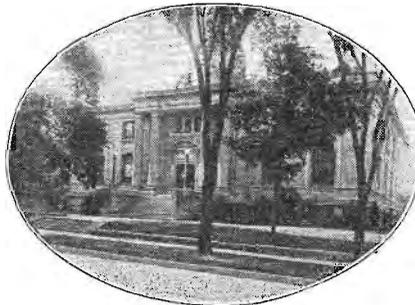
In passing, let it be said that Mason City's largest and new million dollar hotel, The Hanford, is named for Colonel Hanford McNider, World War veteran, one time Commander-in-Chief of the American Legion and Assistant Secretary of War.

of every denomination; a handsome and well stocked library; schools, public and private; clubs for men and women, a Y. M. C. A. and a Y. W. C. A. and all the other features that go to make up enlightened and active social life. Living in Mason City is pleasant and profitable mentally, spiritually and physically.



Excursion Steamer Clear Lake

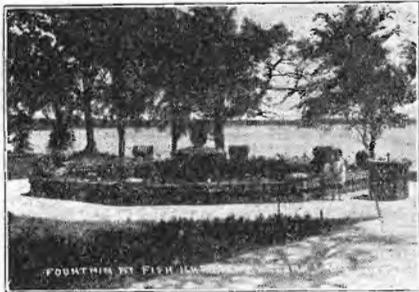
In beautiful Clear Lake, ten miles west of Mason City, the town has an inestimable asset. The lake is reached by "The Milwaukee" Railroad, by an interurban line and by motor over a splendid, hard-surfaced highway. Six miles long and three miles wide is this charming water sheet, and around its wooded shores are hotels, cottages, tourist camping grounds, a municipal park, restaurants, picnic grounds, dancing pavilions and band concerts every evening. Out in the clear, cool depths are fish galore and a state fish hatchery close at hand insures a never-ending supply of the finny beauties.



Public Library

The residence streets have already been referred to, but more might be said in their praise. There are churches

The sandy beaches invite bathers and swimming is a part of the every-day routine for Mason Cityites, who think nothing of driving over daily for the morning water sports. The town of Clear Lake has three thousand inhabitants and all the modern comforts and conveniences of living among surroundings of such surpassing beauty.



Fish Hatchery Fountain



Some Bathing Beauties, Clear Lake

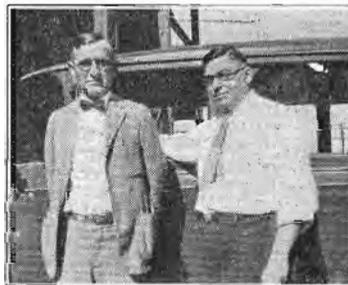
As headquarters of the Iowa and Dakota Division, Mason City means much to our railroad; and likewise our railroad means much to the town. It is a large railroad terminal, having 425 "Milwaukee" employees gaining their livelihood from the railroad and spending a monthly payroll of \$58,663 in Mason City. All of the departments are represented, including the superintendent's office and forces; division accountant's office, storekeeper and other mechanical department subdivisions; the division freight and passenger agent's office with assistants; the local freight agent's forces, the ticket agent, the freight claim department, etc.

At the head of the Iowa and Dakota Division is Superintendent W. F. Ingraham, occupying, with his office force, quarters in the second story of the freight depot. Farther on, up the track, is the handsome passenger station; and across the switching yards are the roundhouse and mechanical department buildings. The offices of Division Freight and Passenger Agent W. F. Cody are in the freight station, where also is located Traveling Inspector E. J. Sullivan.

Superintendent Ingraham is a veteran in the service, starting as office boy in the Division Street Freight Station, Chicago, in 1895; but train service attracted him more and after three years at Division Street, he transferred to a job as passenger brakeman on the C. & M. Division. After serving in this capacity and as train baggage-man, he concluded to take the upward road, and entered freight train service in 1901. In 1904 he was promoted to freight conductor. In 1915 he was appointed yardmaster at Rondout,



Superintendent W. F. Ingraham



Trainmaster O. A. Beerman and Chief Dispatcher L. R. Meuwissen



Chief Clerk C. E. Mutschler

Illinois. In March, 1918, he received the appointment of trainmaster of the S. C. & D. Division, removing to Sioux City. In 1923, he returned to Chicago as Assistant Superintendent of Chicago Terminals, and from that position was promoted to the superintendency of the I. & D. Division.

The two gentlemen in such close contact with an automobile are Trainmaster O. A. Beerman and Chief Dispatcher L. R. Meuwissen of Mason City.

Mr. Beerman is a true son of "The Milwaukee." His father was for a long time section foreman at Guttenberg, Iowa; and he himself, started as telegrapher on the Dubuque Division. He transferred to the S. C. & D. Division, and served in Sioux City under the late

Superintendent L. B. Beardsley, and came to Mason City as Train Dispatcher, East End, I. & D. Division.

Chief Dispatcher Meuwissen is also a real member of "The Milwaukee" family, entering our service in 1902 as telegraph operator. He was promoted to dispatcher in 1907; was Night Chief Dispatcher at Aberdeen; Chief Dispatcher at Mitchell, and came to Mason City as Chief Dispatcher in 1923. In the Dispatcher's Office are also, Dispatchers C. B. Higgins, F. M. Smith and M. J. Ramsey, all of them with service records entitling them to honorable membership in the Veteran Employees Association.

Chief Clerk, C. E. Mutschler, of the Superintendent's Office, does not look like a veteran, but started service with "The Milwaukee" in 1904, as Ticket Clerk at Dubuque. He held various positions in the Dubuque offices of the company, one of them being Chief Clerk in Superintendent's Office; and while holding this position, he has the distinction of being the first division correspondent to be appointed for The Magazine, when our publication was organized in 1913. In 1914 Mr. Mutschler left railroad service for a position with the International Harvester, where he remained for about a year, when the lure of the steel trail brought him back to "The Milwaukee." He has been in Mason City about nine years.

Traveling Inspector E. J. Sullivan has many friends in many places on "The Milwaukee." He started service as Night Messenger under Veteran Agent W. G. Miller in Milwaukee in 1900. He remained in various capacities with Mr. Miller until 1913, when he was appointed Traveling Representative of the Freight Claim Department under the late H. P. Elliott, with headquarters at Mason City. In 1920, this work was transferred to the Operating Department, and Mr. Sullivan has continued in claim prevention work under Mr. H. A. Wicke.

Over across the tracks are an interesting group of old-timers, headed by District Master Mechanic A. M. Martinson, who was originally an R. & S. W. Division engineer; and among others, Roundhouse Foreman A. H. Casey, who is an old-timer at Mason City. He has been in the roundhouse there for many years, coming to Mason City in 1886 with the I. & D.'s



Ticket Agent H. W. Frazier

first superintendent, the late George W. Sanborn.

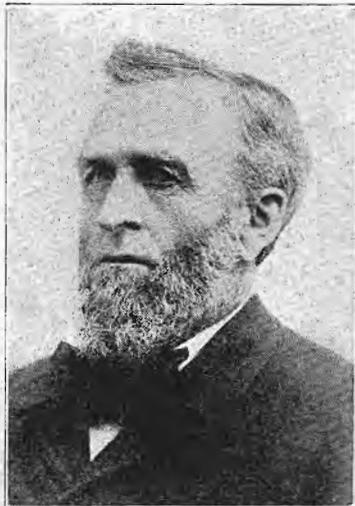
Traveling Engineer W. J. Johnston has distinction of another kind, for he is the youngest man ever to have been promoted to an engineer's job.

In the Road Department, with headquarters at Mason City are Roadmaster C. A. Montgomery, recently succeeding Henry Gasper who was relieved on account of ill health.

Agent P. A. Gallagher has presided at the Freight Station for the past five years, having been in service at various other points on the I. & D. Division; and also at points on lines west.

Ticket Agent H. W. Frazee is a Mason City boy who entered "Milwaukee" service in the Superintendent's Office in 1914, as clerk; succeeding to the position of Ticket Agent in 1917.

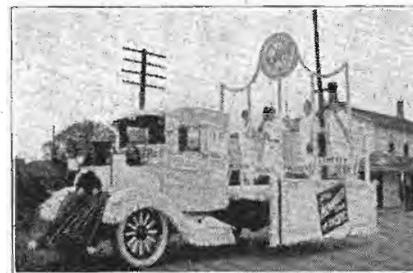
Of course no story of Mason City in its relation to "The Milwaukee" Railroad would be complete without our old friend W. F. Cody, Division Freight and Passenger Agent. No man is more widely and favorably known throughout the state of Iowa, and the length and breadth of the I. & D. territory than "Bill" Cody. Genial and jolly, always; and always ready to "take a hand" in whatever is for the good and interest of "The Milwaukee." Nobody knows how old he is, or how long he has been in "Milwaukee" service, but it has been long enough to have made a legion of friends for the company he has served so efficiently. In Mr. Cody's office is also Milton Wolverton, Traveling Freight and Passenger Agent, another of "the faithful," although not a real veteran as yet. And this biographical gazeteer will end with mention of Frank H. Dickoff, Yardmaster, one of the most popular of Mason City's Milwaukee Family; not that there are not many more who should be mentioned and whose faces should appear here, but because lack of space requires the writer to stop somewhere.



George W. Sanborn, the I. & D.'s First Superintendent

No story of Mason City in its relation to our railroad is complete without something of the first superintendent of the Iowa and Dakota Division, the late G. W. Sanborn. "George Sanborn" was for many years a strong personality and an important factor in

the upbuilding of northern Iowa, as well as of the I. & D. Division. He came to Mason City when the division had but 166 miles of track extending from Calmar to Algona and Mason City to Austin, Minn. Mr. Sanborn was a cousin of "The Milwaukee's" first General Manager, S. S. Merrill, and the resemblance of the two men one to the other was remarkable; so much so that when Mr. Sanborn went out on inspection trips over the Division, there was a general consternation because the news that "the old man" was on the division would get abroad; and if there was as much as a spike out of place, or a cracked wheel anywhere, the General Manager's eagle eye never missed seeing the defect.



Two Milwaukee Floats in Seventy-Fifth Anniversary Parade

In sending in the accompanying picture of Mr. Sanborn, Conductor M. M. Burns of Sanborn, Iowa, writes of those early days, when there was but one mixed train each way daily, except Sunday, between Calmar and Algona; and the only real passenger train on the division consisted of a coach and a combination mail and baggage car known as "The Hoxie Train" because the late Elial Hoxie was its conductor. This made a round trip each week day between Mason City and Austin.

Mr. Sanborn was superintendent, living at Mason City many years, and when he retired, he was succeeded by Mr. F. D. Underwood, now retired president of the Erie Railroad.

The picture of P. C. Hart will not be recognized by Mr. Hart's friends of



Hotel Hanford



P. C. Hart

later years—but those who knew him in his younger days while he was on the I. & D. Division in various capacities will pronounce it a faithful likeness. It was taken while "P. C." was clerk in the station at Mason City.

New Bridge at Chamberlain

WORK is to start at once on the construction of a new steel bridge over the Missouri River at Chamberlain, S. D.

Forces are being organized and material is being shipped to the site, preparatory to starting construction. It is expected that the new steel structure will be completed before the ice break-up next spring.

The present bridge, a wooden structure, was built about twenty years ago. Considerable trouble is experienced each spring when the ice floes take out the wooden piling, and traffic is held up until the damage is repaired. The new bridge will be placed just west of the present bridge.

A Popular Park

RAINIER NATIONAL PARK is just eight and one-half per cent more popular this year than last year.

Up to and including July 29th there were 98,522 tourists registered at the Milwaukee Railroad and highway entrances to the park as against 90,775 in 1927. Ashford, on the Milwaukee Road, is the only rail entrance.

The biggest week for traffic of this kind was that of July 16th to 22nd, when 17,863 people visited this great mountain in western Washington.

July 29th was the biggest single day, there being 7,026 people counted, and that date (a Sunday) and the previous Saturday proved the heaviest week end travel when 10,587 were registered.

Hotels and tourist camps were taxed to capacity to accommodate the sightseers.

Which?

A GLASS EYE looks like an eye but that's as far as it goes. Goggles keep you from being fitted to glass eyes. Goggles are insurance and you are the beneficiary.

THE MILWAUKEE MAGAZINE

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Chicago

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A Brotherhood Picnic

SUNDAY, July 15, found members of Lodge No. 416, B. M. W. E. gathering in Mineral Springs Park, at Owatonna, Minnesota, for a picnic. Hardly had the day begun when the Brothers began to arrive accompanied by their wives and families.

The day was ideal for a picnic and by noon about 200 were gathered together like one big family, eating dinner in the cool pavilion. Free coffee, ice cream and lemonade was furnished by the local and the sisters on the committee were more than willing to wait on everyone and see that all received plenty to eat.

The committee then put on a program. Grand Vice-President, Brother C. E. Crook was the speaker of the day and gave a fine talk, outlining the need of organization and how the women can help in organization. Brother Vogland gave a talk that was not very long but he brought home a real message. Music was furnished by a three-piece orchestra to say nothing of Brother Yursek generously entertaining the crowd with many selections on his accordion. Brother Kvasnicka gave a clever reading and several of the Sisters sang and gave readings.

Roadmasters Larson and Bahr chose sides for a tug of war. No matter how many times they tried or how often they changed positions, Mr. Bahr proved that his men were the best. However, in the single pull of Bahr vs. Larson, Larson proved that he could out-pull Bahr.

Late in the afternoon the ladies cooked some more coffee and set the tables for a lunch so that no one could go home hungry.

Among the visitors were Roadmasters Bahr and Larson with their wives and children, Grand Vice-President C. E. Crook and wife, Secretary-Treasurer Lynn Castle and wife, General Chairman Brother Vogland and wife from the Great Northern System and Miss Crook and Miss Mayer of Minneapolis.

Special comment should be given to Roy Dahms, Edward Simon and Joe Kvasnicka, the committee who arranged this successful picnic.

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Current Railroad Topics

"THE average transportation cost in each meal eaten by the people of the United States in 1927 was less than one cent per plate," said C. D. Morris of Chicago, in an address before the Lawrenceville, Ill., Kiwanis Club recently. "Moreover, the gratification of our desire for any particular food produce is not materially affected by the changing seasons, since the development of the refrigerator car has placed fresh meat, fruit and vegetables continuously within the reach of every citizen of the country.

"Due to the fact that we have the best and cheapest transportation service in the world, living conditions for the common man, in this country are better than in any other country on the globe. When our desire is for any particular article of wearing apparel, for any particular food product, the place of its production has little, if anything, to do with the gratification of that desire. The cost of transporting that commodity to our retail market is so small that we do not even think of it when considering its retail price."

The speaker, who represents the Western Railways' Committee on Public Relations, declared that "our individual portion of the nation's transportation bill is included in the retail price of the food we eat, the clothing we wear and the other commodities used in our every-day lives, so that the average person has no idea whether transportation costs are high or low. His opinion thereon is arrived at from the statements of others, who are quite likely to know as little about the matter as himself. The facts are that railroad transportation is, relatively speaking, about the cheapest thing we are forced to buy to maintain our living standards.

"A study recently made by the Bureau of Railway Economics, Washington, D. C., shows that practically one million carloads of fresh fruit and vegetables were handled by our railroads last year, the bulk of which products were sold in 66 central market cities, scattered over the entire country. The Bureau has selected 18 different products, showing where they were grown and where they were sold. This study shows that the state of Illinois furnished 3,995 carloads of these 18 products and that they were sold in 55 out of the 66 central market cities. For instance, our apples, of which we furnished 1,968 carloads, were sold in 40 of the 66 central market cities and our peaches were sold in 38. Our apples were sold in cities scattered from Boston, Mass., to San Antonio, Texas, and from Tampa, Fla., to Denver, Colo. Our potatoes were sold in 18 market cities and our onions in 30. Such a source of income to the Illinois farmer would not be possible but for the splendid rail transportation service we enjoy and the low price at which it is furnished.

"Our breakfast and dinner tables are laden with food products grown thousands of miles away and yet the transportation cost in the average meal is less than one cent. The average transportation cost in the price paid for a

pair of shoes, regardless of where they are manufactured, is less than five cents. The railroads carry a ton of freight one mile for an average of less than eleven mills. No other service we buy from day to day, considering the cost of furnishing it, is more reasonable than this.

"It is worthy of note also that there is not now nor will there ever be a substitute for the steam railroad in keeping us in touch with the world's markets. What other transportation agency could the farmers of Illinois employ to deliver their apples to 55 of the leading cities in the United States so cheaply as to enable them to compete with the apples grown in the states adjacent to those cities? This service cannot be furnished by the motor truck, no matter how many miles of hard-surfaced highways we may build, nor yet by the boat lines. Even if time were not a factor in the transaction, the cost of such service by these agencies, either individually or in combination, would be prohibitive. Only the steam railroad is fitted to furnish this service that is so essential to the prosperity of the American farmer.

"In view of these conditions it is obviously our duty to maintain the splendid railroad service we now enjoy in full strength and vigor. To permit it to deteriorate would be to strike a deadly blow at the general prosperity of the country and ultimately lower the living standards to which we have become accustomed."

Rail Records

PADDOCK, Hahn and other famous Olympic stars of the cinder path are daily before the public eye due to their exploits in making records, but there are other high marks being established that seldom are given a thought by the public but yet have a vital effect on business in general.

The giant locomotives of the Milwaukee Road, 1,930 in number, are making records every day in keeping passenger and freight traffic running on scheduled time over the 11,000 miles of its roadway.

Last year these "iron horses" rolled up a total of 54,650,000 miles, and the average number of miles run between failures was 85,137—equal to twenty round trips between Chicago and Seattle.

The railroad reports as a "failure" any engine trouble, trivial or otherwise, causing a delay of five minutes or more to its trains, even though the delay is afterward made up by faster running.

This showing is a fine improvement over the results of a few years ago and affords an interesting comparison with motive power performance in other forms of transportation.

Such performances of the Milwaukee Roads engines, subject to tremendous stresses in hauling great loads long distances at scheduled speeds day after day, is a fine tribute to the perfection of the modern railroad locomotive.

The Electric Locomotive

E. S. McConnell

THE bipolar locomotive is equipped with twelve 1,000-volt traction motors, insulated for 3,000 volts to ground. The locomotive has a one hour rating of 3,500 horsepower and a continuous rating of 3,200 horsepower. These locomotives are guaranteed to haul a twelve-car train weighing 960 tons up to a two per cent grade at a speed of 25 miles per hour and to haul the same train at 65 miles per hour on straight, level track. Before the days of electrification two steam locomotives often had difficulty in maintaining schedule speed with eight and ten-car trains during cold weather, but the bipolar motors have demonstrated their ability to haul 14 cars over the division making up lost time on the way. Under test conditions they have shown speeds exceeding 80 miles per hour without load.

The running gear of the bipolar motors consists of four individual trucks, two end trucks having three axles each, and two center trucks having four axles each. The trucks are connected by special articulated joints designed to carry the magnetic circuit of the traction motors as well as the mechanical stresses. The end trucks have a single guiding axle carried in the same frame with two driving axles, while the center trucks have four driving axles each. Thus the locomotive is equipped with a total of twelve driving axles and a guiding axle at each end.

The superstructure consists of two end cabs of similar design with a third cab section between them. This middle cab contains the train heating equipment consisting of a small oil-fired steam boiler together with fuel and water tanks. Each of the main cabs is rigidly attached to one of the four-axle center trucks. At the outer end this cab overhangs and is supported on the loading truck at a point between the guiding axle and the first driving axle. The support at this point is known as a roller centering device which allows the outer end of the cab to swing laterally over the loading truck.

Under normal operating conditions on straight track each roller bearing supports its share of the weight of the cab. When the truck shifts laterally on a curve or because of track alignment, the roller on the outside of the curve rolls up its incline causing a weight transfer to this side of the locomotive. This action throws an additional load on the front trucks and assists in holding down the wheels. The design is such that there is no tendency toward periodic oscillation or nosing, and as a result the bipolar locomotives have exceptionally good tracking and riding qualities.

The bipolar type of construction facilitates the removal of the wheels and motor armatures in contrast with some designs which require the removal of the cab before the motors can be disassembled. It is a comparatively easy job in the enginehouse to remove a pair of drivers because of worn tires or armature trouble. Spare drivers with armature in place are kept in re-

serve and during an ordinary trip to the enginehouse for inspection, one or more pairs of drivers may be replaced and the locomotive released for service within a few hours.

The engineer's compartments are located at the inner end of each main cab, which allows the enginemen to pass through the middle cab from one operating compartment to the other without entering the high voltage apparatus compartments. The operating cabs are in all essentials duplicates of each other, each containing master controller, regenerative controller, reverser switch, air brake valves, instrument panel, and the auxiliary controls.

Directly in front of the engineer's compartments and under the rounded hood at each end of the locomotive are the compartments which contain the resistance grids, relays, and high voltage switching apparatus. The equipment is arranged in two tiers with the resistors beneath, on each side of a central passageway. Cover plates on the rounded hoods are removable for access to the equipment from the outside. With this design all parts are very accessible and at the same time so located as to minimize any danger of accidental contact. Only the low voltage control circuits enter the operating compartments.

A standard pantograph current collector is mounted on the roof of each operating compartment. As with the freight locomotives only one pantograph is used as a rule, the other being held in reserve.

The control of the bipolar motors is in many respects quite similar to that used on the freight locomotives except that the large motor-generator set for providing traction motor field current during regeneration has been eliminated, and four of the traction motors are utilized as generators to furnish the field current for the other eight motors during regeneration. A small motor-generator set together with a storage battery are used to supply lighting, auxiliary, and control current. The control is a combination of the electro-magnetic and electro-pneumatic types. Where several switches are required to operate at one time as when changing from the series to parallel motor combinations, the switches are operated by an electro-pneumatically operated cam shaft which insures positive operation and correct sequence with interlocks.

The control is arranged for four different motor combinations: (1) all twelve motors in series; (2) two parallel groups of six-in-series; (3) three parallel groups of four-in-series, and (4) four parallel groups of three-in-series. In each of the motor combinations a portion of the field windings of the traction motors may be eliminated by means of a field tapper switch, thus allowing a total of eight running speeds with suitable intermediate rheostatic steps with each to insure smooth acceleration.

In the design and construction of the bipolar locomotives PARTICULAR attention was given to features affecting safety, reliability, efficiency, convenience of operation, effect on

track, and cost of maintenance. As a result they have good riding qualities, excellent operating features, have no apparent effect on track alignment, and show very low cost of maintenance. The over all symmetry of design is not only unique, but pleasing to the eye, for the rounded hoods with cabs in the center convey something of the life and appearance of strength and power that has so long been associated with the steam locomotive.

For passenger service on the Rocky Mountain and Missoula Divisions a geared-quill type of locomotive is used. The quill consists of a hollow shaft which surrounds the driving axle and passes through bearings mounted on the frame of the motor, which is located above the quill and axle on the locomotive frame. The driving torque is transmitted from the quill to the driving wheel by means of concentrically arranged springs attached to the quill and bearing against the driver spokes, the quill itself being geared by means of a large gear and twin pinions to the two armatures of the corresponding traction motor.

The quill type locomotives have a weight of 300 tons, of which 70 per cent is on the six pairs of driving wheels. They have a starting tractive force of 105,000 pounds, at 25 per cent coefficient of adhesion and are capable of maintaining a continuous tractive force of 49,000 pounds at a speed of 26 miles per hour. These locomotives are equipped with six twin armature traction motors, each armature of which is designed for 750 volts and insulated for 3,000 volts to ground. The locomotive has a one-hour rating of 4,200 horsepower and a continuous rating of 3,400 horsepower. They are built for the same conditions of load, grade and speed as the bipolar locomotives.

The running gear of the quill drive locomotives is divided into two units connected by a long articulated joint between them. It might be described as two Pacific type running gears placed end to end, as the whole locomotive has the 462-264 wheel arrangement. Beginning at each end, for the locomotive is double ended, are two guiding axles, then three driving axles, and a trailing axle—a total of six driving axles with two trailing axles in the center and a two-axle loading truck at each end. The cab is of rigid construction (except for No. 10300, which has been rebuilt) and is flexibly mounted on the double unit running gear.

The control equipment is of the electro-pneumatic type, actuated from the master controller by control current at 85 volts furnished by a motor-generator set. The motor-generator in conjunction with two axle-generator sets and a storage battery, furnishes current for the auxiliaries such as the air compressor and train lighting. During regeneration, the axle generators, one of which is mounted on each of the loading trucks, furnishes current for exciting the traction motor fields.

The control is arranged for three different motor combinations: (1) all six motors in series, (2) two parallel groups of three-in-series, and (3) three parallel groups of two in series. The use of suitable rheostatic steps in each motor combination limits the initial

rush of current and insures smooth acceleration, while two shunt field notches in addition to full field in each of the three motoring combinations allows a total of nine running speeds.

Engineer's operating compartments are located at the ends of the locomotive while the auxiliary apparatus control equipment and train heating boiler with fuel and water tanks occupy the remainder of the cab. Two pantographs are mounted on the roof, one at each end of the cab. The bipolar type and quill drive type of loco-

motive are the largest, most powerful electric passenger locomotives ever built. Although both types were designed to meet the same general requirements, the quill type is somewhat heavier and has a higher horsepower rating, but the bipolar motor has a higher starting tractive force because of the larger number of driving axles and greater proportion of total weight on drivers. The original cost of these electric passenger locomotives was in the neighborhood of \$200,000 each—from two to three times the cost of a

steam locomotive. However, as was anticipated, the cost of maintenance has been very much less—roughly one-third that of equivalent steam locomotives to haul the same trains.

We append three sets of tabulation, the first comparing the principal characteristics of the different types of "Milwaukee" electric locomotives while the second and third tabulations compare the characteristics of main line freight and passenger locomotive with modern steam engines such as are used on non-electrified divisions of the "Milwaukee."

ELECTRIC LOCOMOTIVE CHARACTERISTICS

Normal Trolley Voltage, 3000 Volts D. C.

Class of Service	Freight	Passenger	Passenger	Switching
	E F 1	E P 2	E P 3	E S 2
Railway Classification	10200-10241	10250-10254	10300-10309	10050-10053
Railway Numbers	42	5	10	4
Number in Service	General Electric Co.	General Electric Co.	Westhse. El. & Mfg. Co.	General Electric Co.
Builder	Twin Spring Gear	Bipolar Gearless	Quill Spring Drive	Solid Gear
Type of Drive	44-4-4-44	24-8-8-42	88 ft. 7 in.	4-4
Wheel Arrangement	112 ft. 0 in.	76 ft. 0 in.	79 ft. 10 in.	41 ft. 5 in.
Length Over All	102 ft. 8 in.	67 ft. 0 in.	16 ft. 9 in.	30 ft. 4 in.
Total Wheel Base	10 ft. 6 in.	13 ft. 9 in.	620,000 lb	8 ft. 0 in.
Rigid Wheel Base	576,000 lb	521,200 lb	420,000 lb	142,800 lb
Total Weight	451,000 lb	457,800 lb	67.7%	142,800 lb
Weight on Drivers	78.0%	87.5%	70,000 lb	100%
Per Cent of Total Weight on Drivers	56,400 lb	38,150 lb	28,000 lb	35,700 lb
Average Weight Per Driving Axle	31,000 lb	31,700 lb	69 in.	40 in.
Average Weight Per Guiding Axle	52 in.	44 in.	36 in.	
Diameter of Driving Wheels	36 in.	36 in.		
Diameter of Guiding Wheels	GE-253, 1500/3000 V.	GE-100, 1000/3000 V.	WE&H-348, 1500-3000 V.	GE-255, 1500/3000 V.
Type of Driving Motors				
No. of Driving Motors (Also No. of Driving Axles)	8	12	6 (twin armature type)	4
Gear Ratio	82-18, 4.55	Direct	89-24, 3.71	64-17, 3.76
Continuous Rating:				
Output	3000 HP.	3200 HP.	3400 HP.	475 HP.
Tractive Force	70,700 lb	42,000 lb	49,000 lb	14,000 lb
Tractive Coefficient	15.7%	9.2%	11.65%	10.0%
Speed	15.9 MPH.	28.4 MPH.	26 MPH.	12.8 MPH.
One Hour Rating:				
Output	3440 HP.	3500 HP.	4200 HP.	670 HP.
Tractive Force	84,500 lb	48,500 lb	66,000 lb	22,400 lb
Tractive Coefficient	18.8%	10.6%	17.9%	16.0%
Speed	15.25 MPH.	27.1 MPH.	23.8 MPH.	11.2 MPH.
Maximum Tractive Force	135,000 lb	123,500 lb	126,000 lb	42,800 lb
Corresponding Tractive Coefficient	30%	25%	30%	30%

COMPARISON OF ELECTRIC AND STEAM LOCOMOTIVES

Characteristics of Passenger Locomotives

Kind of Power	Electric	Electric	Steam
	Bipolar Gearless	Quill Spring Drive	Pacific
Type of Locomotive	E P 2	E P 3	F 5 an
Railway Classification	24-8-8-42	462-264	4-6-2
Wheel Arrangement	76 ft. 0 in.	88 ft. 7 in.	76 ft. 5 3/4 in.
Length Over All	521,200 lb	620,000 lb	409,000 lb
Total Weight (Including Tender)	457,800 lb	420,000 lb	160,000 lb
Weight on Drivers	87.5%	67.7%	39.2%
Per Cent of Total Weight on Drivers	38,150 lb	70,000 lb	53,330 lb
Average Weight per Driving Axle	65 MPH.	65 MPH.	73 MPH.
Nominal Maximum Safe Speed	123,500 lb	126,000 lb	40,750 lb
Maximum Tractive Force	30%	30%	25.5%
Corresponding Tractive Coefficient			
Continuous Rating:			
Tractive Force	42,000 lb	49,000 lb	25,600 lb
Tractive Coefficient	9.2%	11.65%	16.0%
Speed	28.4 MPH.	26 MPH.	27.5 MPH.
Output	3200 HP.	3400 HP.	1880 HP.
Pounds Per Horse-power at Continuous Rating	163 lb	182 lb	218 lb

COMPARISON OF ELECTRIC AND STEAM LOCOMOTIVES

Characteristics of Freight Locomotives

Kind of Power	Electric	Steam	Steam
	Twin Spring Gear	Mikado	Mallet
Type of Locomotive	E F 1	L 2 6	N 2
Railway Classification	44-4-4-44	2-8-2	2-6-6-2
Wheel Arrangement	112 ft. 0 in.	80 ft. 8 3/4 in.	88 ft. 7 in.
Length Over All	576,000 lb	490,920 lb	562,000 lb
Total Weight (Including Tender)	451,000 lb	220,950 lb	327,500 lb
Weight on Drivers	78.0%	45.0%	58.4%
Per Cent of Total Weight on Drivers	56,400 lb	55,240 lb	54,580 lb
Average Weight per Driving Axle	135,000 lb	54,720 lb	70,400 lb
Maximum Tractive Force	30%	24.8%	21.5%
Corresponding Tractive Coefficient			
Continuous Rating:			
Tractive Force	70,700 lb	42,200 lb	51,200 lb
Tractive Coefficient	15.6%	19.1%	15.6%
Speed	15.9 MPH.	16 MPH.	16 MPH.
Output	3,000 HP.	1800 HP.	2185 HP.
Pounds Per Horse-power at Continuous Rating	192 lb	273 lb	257 lb

(Continued on page 24)



O. P. Kellogg

**General Freight Agent
O. P. Kellogg**

THE appointment of O. P. Kellogg to the position of general freight agent, with headquarters at Seattle, was the occasion of a shower of congratulations for "Percy," as he is known to all of his "Milwaukee" friends, is a real "Milwaukee" boy, known the length and breadth of the System, and as popular as he is widely known.

He started with the Milwaukee in 1900, in the Freight Claim Department, Chicago. In 1901 he transferred to the General Freight Department, continuing there in the various steps upward until 1908, when the call of Lines West began and he went to Butte, where the Traffic Department had established temporary offices. In 1909 these were removed to Seattle and Percy became Chief Clerk of the General Freight Department's offices there. Since then he has served in various capacities of trust in the Seattle General Offices. In 1922 he received the appointment of Assistant General Freight Agent with headquarters at Seattle, which position he has occupied until his recent advancement to General Freight Agent.

In writing his service record for The Magazine, Mr. Kellogg says that when he was transferred from the Freight Claim Department to the Traffic Department, he was given the position of office boy in the G. F. D. He must have office-boyed that job satisfactorily because he was soon chosen for a similar position to the General Freight Agent and Assistant General Freight Agent, who were respectively the late E. S. Keeley and Mr. H. E. Pierpont. Assisting Percy in this responsible position was Malcolm McEwen, now General Agent of this company in New York City. The shining examples of these two men is recommended to the ambitious boys of the present day who are "office-boy-ing" their start on the road to fame and fortune.



Harry Rowe

**Assistant General Freight Agent
Harry Rowe**

ACCOMPANYING Mr. Kellogg on his upward step is Harry Rowe, who was promoted from the position of Division Freight and Passenger Agent to that of Assistant General Freight Agent, with headquarters at Seattle. Mr. Rowe is also a real "Milwaukee" product and enjoys the friendship and esteem of his "Milwaukee" friends as well as the confidence of a public which has done business with the railroad through the medium of his position and efforts. He entered service with The Milwaukee Railroad in 1906, and was City Freight Agent at Spokane for three years, when he transferred to Seattle as Contracting Freight Agent, occupying that position until 1920. During Government control he acted as "Traffic Agent." On return to corporate control he received the appointment of Assistant General Agent, Seattle. In 1926 he was appointed Division Freight and Passenger Agent; and on July 1st, 1928 was advanced to his present position of Assistant General Freight Agent with headquarters at Seattle. No member of the Traffic Department of this railroad fails to extend congratulations to "Harry" Rowe, for his friends are numbered by his acquaintance. He has railroaded all his life, and while not all of his service record is on the Milwaukee roster, he still has almost enough years to be a "veteran" and certainly sufficient to have established himself firmly as a shining light in the Traffic firmament.

Appointments

R. V. Cummings, D. F. & P. A., with headquarters at Seattle, vice Harry Rowe, promoted.

E. Mathern, General Agent, Duluth, vice G. M. Bowman, deceased.

G. R. Webster, General Agent, Portland, vice E. Mathern, transferred.

Roy Jackson, Assistant General Agent, Seattle, vice G. R. Webster, promoted.

"Psychology Applied to Store-keeping"

Railroad's Financial Problem Is the Storekeeper's Concern; \$1,700,000,000 of Material Distributed Each Year

(For the second consecutive year, the Purchases and Stores Division of the American Railway Association has conducted a contest among the younger men of the organization for essays on purchasing and stores work. The following discussions of "Psychology Applied to Economical Railway Store-keeping," is one of the three papers which was given first place. It was written by Clifton E. Oeschger, Chief Clerk, Stores Department, Chicago, Milwaukee, St. Paul & Pacific Railway.)

IN THE smaller sense, our business is storekeeping, in the larger sense, it is transportation. We are engaged in the business of transportation for net earnings. Profits are determined principally by the economy and efficiency of operation. In this pursuit, the purchases and stores departments play a most important part in that they have jurisdiction of nearly one-fourth of the entire gross earnings which is spent yearly for material and supplies. Material is money, and the railroad's financial problem is the storekeeper's concern.

No organization can advance on past laurels. Our biggest problem is that of improvement and it is ever before us. We need constantly to give serious thought to the right perspective, a more clearly defined program, to leadership and developing men, to spending cautiously, handling and distributing more economically, checking waste, reducing stocks, to carrying costs and the amount of material used; also to getting a better control of line-material, educating men in the proper use, salvage, reclamation and scrapping of material, and to applying new methods in carrying a \$560,000,000 stock and distributing \$1,700,000,000 worth of material each year.

Saving Money Is Making Money

The present need is not so much for outside experts. They are often just ordinary men away from home. The real need is for alert, practical storekeepers with a vision of their full opportunity and responsibility. It is not individually up to the head of the department, but up to every storekeeper, to carry out his part in saving material expenditures. Saving money is making money, just as surely now as it was in the days of "Poor Richard." It is my conviction that the storekeeper who cannot save in cold cash more than his yearly salary, for his railroad, in addition to running his department efficiently, is a parasite on the job. He is a negative instead of a positive factor in railroad progress and has no place in the stores organization.

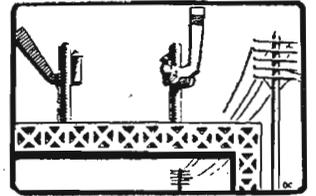
Developing Men to Do Their Best

We deal in two values—material and men. One of the biggest tasks is interesting and developing men to do their best. The man that thinks, does well, but he who keeps others thinking does better. The real leader makes

(Continued on page 25)



BUREAU OF SAFETY



Paper Written by Mr. Wm Stansfield, Machinist, Dubuque Shops, and Read at Safety First Meeting, June 29, 1928.

I don't want to talk "Safety First" from the shop viewpoint alone, but to try to show you ladies of the Club the important part you can and must play in the Safety Movement, if it is to go over 100 per cent on the railroad and throughout the country.

There were 100,000 persons killed by accident last year in the United States. The figures on just who is to blame for this, vary, but I believe carelessness and taking chances play a big part in it.

Coming from the East a week ago, I stopped at Buffalo where they were putting on a Safety Week. In churches, theaters, and every public place where crowds gathered, they were putting over the slogan "Safety First" and they were holding everybody equally responsible.

The economic value for instance of a child's life to the community, considered conservative by the National Safety Council, is placed at \$5,000.00. Think then what it means to the railroad and to society both, when men in railroad service or elsewhere are killed or crippled and what it means to you, ladies, personally when it happens to be a member of your own family.

So I want to ask you this afternoon to take this motto, "Safety First" into your homes and make it a part of your daily lives. Why? Because upon your interest in this matter, as mothers of the present and future Milwaukee employees, you will be helping not only yourselves, but the Great Railroad on which most of us are making our living. Teach your children what "Safety First" means, hammer it into them all the time, and don't be like the lady who, when her boy wanted to go out and play, said, "Yes, play on the railroad tracks, but keep off the street."

All over the country the railroads are spending great sums of money elevating their tracks, above the streets to make it safe for you and I and especially so the particular kind of a human being who insists on beating the train to the crossing, will be rendered harmless. I want to give you here some idea of the size of the job the railroads have.

With 23,125,000 registered autos upon our nation's 3,000,000 miles of highways, it follows that there will be tragedies at some of the 235,158 railroad highway crossings. In 1927 there were 5,640 accidents at railroad crossings, with 2,371 persons killed and 6,613 injured. Autos were involved in 895 of these accidents. Over 1,100 instances occurred in which automobiles collided with sides of trains. The prevention of railroad crossing accidents is by no means the whole of the casualty problem. Railroad crossing accidents account for but 9% of the tragic toll of

more than 25,000 persons killed and about 1% of the 798,700 persons injured upon our streets and highways last year.

The complete separation of railroad and highway crossings by overhead or under passes, while it would eliminate this particular type of accident, is impracticable. Generations of time would be required to accomplish the result, with a cost of about nineteen billion dollars. The railroads are endeavoring to do their part to lessen the needless sorrow and suffering resulting from the carelessness of motorists approaching railroad crossings, so exercise proper care at every crossing. Think of the figures again: last year, 5,640 accidents, 2,371 killed and 6,613 injured at crossings.

On the streets, just the same, all the foolish drivers of cars are about equally proportioned with pedestrians, who insist on jay walking, children playing in the street, or on the railroad right of way. So you see, ladies, why we must all get into this movement. It concerns us all.

I want to tell you a story about a lady of my acquaintance, when she first started to drive a car, driving up White Street one day, in a certain place a little girl about seven years old stepped out in front of the car, both arms extended like a traffic cop, bringing the car to a dead stop. You can see what might have happened had the driver stepped on the gas instead of the brake. A few days later, in the same place, the child did the same thing again, so the lady went to see the mother of the little girl. She happened to be the kind that appreciated the information and stated that she had just received word from some other people that her little boy, a year older than the girl, was in the habit of jumping moving freight trains on the railroad. You can imagine what happened in the way of discipline.

How many of us read and know the traffic rules of our own city? It is just as important that the pedestrians should know them as the driver of a car. How many of you ladies insist that your children go in the playgrounds to play, that they keep off the railroad right of way and keep from playing baseball and other games on the streets? The schools are doing a great work in this connection, but unless you mothers insist and teach the lesson of Safety First constantly, it will be a failure.

There is much to be done, and you must do your part in the home, then when these children go out to earn their livelihood on the railroad or in other industries, the lesson learned at home will not be forgotten but will be applied throughout their lives. This will mean an economic saving to society and the railroads, that cannot be measured in dollars and cents.

No matter which way you walk or drive, in or out of Dubuque, you have to cross railroad tracks. These tracks are protected by various methods. Do you Stop, Look and Listen, or do you take a chance? Do you tell your children about these things, and don't forget some of the grown-ups need it too? There are so many things that could be brought out in connection with this great movement that I am merely touching the surface, but I feel sure that if you ladies of the Milwaukee Railroad Women's Club will take the slogan "Safety First," discuss it in your meetings, and in your homes, practice it always, a great amount of good will come out of it.

I thank you.

"Safety First As I See It"

WITH the number of men employed on this railroad and the hazard involved in the discharge of their duties, the discussion and practice of Safety First has been of great importance. I am sure the effort has not been in vain. Safety First has grown so in magnitude that it is a national problem. More stringent laws and improved supervision are hardly keeping up with the time. But with all our laws, all our supervision and all our discussions of Safety First, there is, and always will be, with us the one most important item to contend with, and that is the human element; the careless, thoughtless person, the one whose mind is in the habit of getting into a state of coma. If every person in the discharge of his duties, no matter what they are, would put their whole mind on that particular duty or effort, accidents and injuries would be greatly reduced. To do that a man must be alert. He must keep his eyes and ears open to warn him of any unusual condition that he may take advantage of in time.

No one should take their troubles and grievances to work with them. These things should be forgotten while that man is in the discharge of his duties. Everyone should realize that at the present time, the danger zone extends from your home through your daily travels, back to your home. When you get to your work, get your mind on what you are doing and do that alone. Don't try to visit and work or be monkeying and work, for you may come to grief. If everyone would just bear that in mind and train themselves that way, there surely would be a great improvement.

Railroad Crossing Accidents are increasing daily regardless of all the laws and safety devices the government can apply. The engineer approaching a crossing blows his whistle long and loud, warning all of the approach of the train. The whistle should be heard at least a half mile. He has sounded the required alarm ap-

proaching the danger zone. He has done his duty. Now if the approaching motorist realized that he is also coming into a danger zone where a train may be expected at any time (and I am sure there are plenty of signs to warn him that he is), and he did his duty, just as the engineer did, how much better it would be for all concerned? Or how much better it would be if that driver racing to beat the train to the crossing, would stop and count the cars through the windshield, than to rubber through the back window from the other side of the track.

Brothers, that is my idea of Safety First. My advice is to always be on the job no matter what you are doing. If you are driving a car, drive that car, keep your eye on the road, do not be sight-seeing or visiting with the back seat. Watch the other fellow. You know what you can do, but you never know what the other fellow can or will do. Remember a lot of crazy fools are driving cars, you meet them every day. You cannot tell them by their looks, you have to see them in action, and you have got to keep your car under control at all times. Traffic signs, rules and regulations mean nothing to many of them. It pays to watch all of them even if you have the right of way on an arterial highway. Watch the intersections, if you do not, you will surely come to grief, and as I said, even if you are in the right, it will not help you very much if you get your neck broken or your car wrecked.

So watch them all, you do not know whether they are competent or sober. You know gasoline and alcohol or "moon" make a very poor mixture on the highway, so always be alert and on the job yourself and you will surely help the cause of Safety First.

JOS. CHALOUKKA,
Locomotive Engineer,
Dubuque Division.

Paper on "Safety First" by Jas. M. Lonergan, Machinist, Dubuque Shops.

THE term "Safety First" originated, I believe, in the railway field, and here it is certainly literally applicable, for all of us know that safe operation is a condition upon which all other elements of railway operation must rest.

A "Safety First Movement" has been going on for many years among railway employers and employees, and much has been accomplished, but, it is most unnecessary to ponder over the past and estimate what has been done; the question uppermost in our minds is, what there is to do and how and why it should be done.

First, the thing that MUST be done is "PREVENT ACCIDENTS."

Second, how shall we proceed in our campaign of preventing accidents?

Statistics show that all accidents are due to carelessness, either on the part of the employer or the employee. Let us consider the employer: What can he do to prevent accidents? It is he that must see that the men have the right tools and machines for the

right class of work. Improper tools and worn out machinery are often responsible for either loss of life or serious injuries.

Cleanliness and order must prevail. The employer should be responsible for this. He must employ a sufficient number of men in order to protect not only his own interests but the health and safety of all his employees.

The rest is up to the employee. Each man must do his own part. This certainly would insure greater safety. He should feel responsible not only for his own self, but for all his co-workers. He should also co-operate with his employer by reporting defects or any other thing possible which could cause an accident. Torn clothing which may come in contact with uncovered machines has often caused either injury or death. Unfinished or carelessly done work has been a source of unhappiness not only to the worker who is on this particular job but to others who may in any manner come in contact with this job. Co-operation must be had between the employees and employers.

Thirdly, we ask, why should we overcome this carelessness? Anyone with a few grains of good common sense could answer this. Being careful may seem a little out of the ordinary for us, but who in the end benefits by it? God has put us here to weave a pattern with "Safety First" as our helper. Will we employ the helper or blot out the pattern with carelessness who is always waiting?

CLAIM PREVENTION

FRAGILE THIS HANDLE WITH CARE

Claim Prevention

A. W. Liese, Agent, Appleton, Wis.

IF you were asked what phase of railroad operation is most discussed, what part of railroad operation is most stressed, I am sure you would reply "Claim Prevention," and in my opinion this subject cannot be overdone or ever exhausted.

Claims originate from many sources, but I have found, in my nineteen years of railroad experience, that a large amount of them originate in the freight house.

The first step toward eliminating this is to have efficient help, and it is just as simple to select a man with an average amount of intelligence and ambition as to select one who is merely interested in the pay check. The right kind of a man with a little encouragement and outside help, will study the Classification, instructing himself in the proper way of marking, packing and crating freight, so that he in turn can instruct the shipper when freight not complying with the Classification is delivered for shipment.

Many shippers use old boxes and crating that carry old markings. These, together with the new markings are very confusing, and if not erased may mean a lost shipment. Also, frag-

ile merchandise is often tendered for shipment wrapped in heavy paper only, and which, if accepted in this manner would result in a claim.

Careful checking of freight with the bill of lading, from the truck into the warehouse will prevent shortages and eventually a claim.

Correct description on the bill of lading of the freight shipped helps reduce claims. Another fine plan is to have each receiving clerk place his initial on each bill of lading that he checks, so that in case of a shortage or overage the individual responsible can be interviewed and the matter adjusted accordingly. In this manner, the clerk, knowing that he will be held personally responsible, will double his efforts in checking the freight carefully.

There are numerous other instances that I might mention where claims are liable to materialize, but no doubt you are all acquainted with all of these, and the real issue is the remedy, or cure for all of these ills.

Ignorance, as well as carelessness, is a great factor in claims. To minimize this one feature at the station where I am located, we organized a class for shipping clerks, warehouse employees, traffic men and rate clerks of the various railroads and industries in the city. We were assisted in this

by the Chamber of Commerce in whose offices the meetings are held. These meetings are called twice a month, and it is here that instructions are given regarding the handling, crating, packing, loading, marking and billing of freight. This may sound far-fetched, but it is a fact, that within a month after organization there was a decided improvement in the condition of the freight that we received into our warehouse for shipment, and there was a noticeable drop in the number of tracers tendered us for lost or strayed freight.

Another point which is minor, yet very effective, is keep your help good natured. It is just as easy to give your employees their instructions in a kindly manner as a surly manner, and a good natured, happy man will not throw a carton of crockery or jab a rug with a canthook, but will handle the freight as if it were his own.

I have also discovered that a reasonable amount of praise does not harm anyone, on the contrary works wonders in developing a feeling of good fellowship between employer and employee, and we all like a word of encouragement and praise, whether employer or employee.

An employee should be made to feel that he is a part of the firm, that he is

essential and necessary, a merchant selling courtesy and service. If these things are accomplished, you will find a marked reduction in the kind of claims that originate in the warehouse, due to carelessness and ignorance.

Care in Selecting Cars

*W. B. Alleman, Warehouse Foreman,
Tacoma, Wash.*

I HAVE observed that equipment used for merchandise cars at some points along our line are not properly prepared, and in some cases are not fit for loading.

We recently received two cars from the East, which had leaky roofs. Contents of these cars, particularly cartons, had become water soaked. More care should be taken in selecting cars. Leaky roofs, sides, cars formerly loaded with hides or fertilizer should not be loaded. After car has been placed for loading same should be inspected for leaks, oil spots, etc., and if car is in good condition all nails on floor and sides should be removed, car swept out and bedded down with sawdust. Care should be exercised in loading drop shipments of flour and other sacked goods. Paper should be placed on car floor to avoid sacks from becoming soiled and contents possibly damaged.

Too much attention cannot be given to proper blocking of certain shipments. One should ascertain before letting car go forward, if blocking used is strong enough to withstand rough handling in transit. Other freight should not be stowed near heavy commodities, which are blocked, as blocking might give way—causing damage to package freight.

We are having quite a number of claims regarding abrasive paper, and it seems as though this could be corrected if given proper attention. This paper should be loaded in a manner that it would have no opportunity to roll around while car is in transit. This could be done by blocking same—or using some form of a crate.

It is surprising to note what damage a nail protruding from car floor will do to one of these rolls of abrasive paper.

Too much attention cannot be given the proper preparation of cars to be used for merchandise loading.

Unlocated Loss; Concealed Loss and Damage and Robbery

*J. A. Macdonald, Superintendent,
Madison, Wis.*

ONE of the greatest opportunities for the elimination of waste so far as Claim Prevention is concerned, lies in getting all departments enthusiastically interested in this important question.

Good service never meant more than it does today, and thus logically poor service never cost as much as it does today. A claim is an indication that there has been a failure of service—a failure in the working of that part of the transportation machine for which we are all responsible.

Tom Kelly, our yardmaster at Madison, once said that the average man does not comprehend damage to equipment, and to eliminate same, engineers should be instructed to handle all cars in the same way they would move

a car containing their own household furniture.

I believe "The Milwaukee" Railroad has made an enviable record in the matter of increased operating efficiency in the past few years. Largely as a result of this increased efficiency, the shippers along our line today are receiving the best and most dependable transportation service ever offered to them.

A careful analysis must precede any attempt to reduce the economic waste growing out of loss and damage to freight.

By far the largest percent of the rough handling occurs in yard and terminal switching, but shippers and receivers of freight can be of great help in the program for controlling carload damage items. Cars are loaded by the shipper and unloaded by the consignee. When damage occurs, a plan should be devised for furnishing shippers with information in connection with cars improperly loaded. If shippers whose carload consignments are frequently damaged, are acquainted with the methods employed by shippers whose loading is generally satisfactory much improvement can be effected. I think we can generally depend on shippers to co-operate with us, as they are as much interested as we are in having their goods delivered in good order to their customers.

On L. C. L. shipments the corrections depend largely on improving containers and methods of loading. For concealed losses, it is desirable to acquaint the drayman handling the shipments in case of rough handling after delivery is made to drayman.

The responsibility for claims falls heaviest on the shoulders of the Operating Department, which includes both the Mechanical Department and Car Department, and also the Police Department for robbery. Whenever a car arrives with seals broken or there are any indications that car has been entered and contents broken open or pilfered, immediate report should be made to Police Department so that they can pursue prompt investigation.

Grain Claim Payments

"GRAIN Claim Payments" is one of the most disturbing and discouraging problems in connection with our freight claim prevention work.

Statements indicate the gradual decrease in the grain claim payments during the past three years. We are,

however, confronted with the fact that during 1927 we paid \$66,090.00 in grain claim losses, and while the adjustment was satisfactory we must not lose sight of the fact that during 1927 we were presented with 8,357 grain claims, amounting to \$144,754.00, as against 7,854 claims amounting to \$163,997.00 in 1926. We cannot accept any great amount of comfort from this condition when we consider that during 1926 we suffered a complete crop failure through the agricultural section, and when we further consider the earnest, active campaign that has been conducted to eliminate grain losses.

Unusual efforts have been put forth to prepare equipment to prevent the possibility of leakage. Representatives of the Car and Operating Departments have canvassed the entire territory prior to the grain loading season, educating agents as to the requirements, proper method of cooping, application of grain doors, maintenance of inspection and seal records. Conferences were held with grain shippers at each station in an effort to impress on them the importance of properly applying grain doors and cooping of cars to eliminate the possibility of grain door leaks. Instructions were issued that, in the event other than first-class grain car equipment was used in an emergency, danger of leakage must be guarded against by applying Kennedy car liners; and, notwithstanding the unusual precautions taken in the preparation of cars, greater care in the switching, the expedited movement of the grain to the terminal market, and the further fact that the cars are arriving with the seals intact and no indication of leakage, we are being presented with claims for alleged shortage.

We know, from personal observation of thousands of cars handled during the grain rush, that, due to the high standard of our equipment at the present time, there is practically no loss; and if the grain claims presented were legitimate, the grain claim payments would be confined to accidents occurring en route, which would amount to a comparatively few cars per season. In our opinion, the alleged losses do not actually occur, and the unwarranted number of claims being presented is due to the formation of claim bureaus who are becoming more active in the solicitation of grain claims, taking advantage of our inability to disprove erroneous or dishonest allegations of the amount of grain loaded into a car. Formerly a check of the receipts and



disbursements at an elevator, disclosing no apparent shortage, supplied our Claim Department with an argument to decline payment on a considerable number of claims presented. However, the demand for seed and feed has resulted in a changed condition; and under the present method of operation, a considerable amount of grain and screenings is sold from the local elevator; and a check of the receipts and shipping records does not disclose a true condition.

In my opinion, the presentation of grain claims will increase rapidly unless a thorough, active campaign is conducted to fortify our Claim and Legal Departments with an absolute defense; and in order to accomplish this it will be necessary:

To assign a sufficient force of experienced representatives to compile absolute data on cars shipped by selected claim presentors. It would be necessary, first, to have a record maintained by the Car Department by reliable inspectors who could testify as to the fitness of the car for grain handling. The car would be placed at the elevator at an outlying point. The agent would make the usual careful inspection, and, after the car was loaded, care would be exercised to securely seal the car; the agent to maintain an accurate inspection and seal record.

It should be so arranged that one of the corps of inspectors would be aboard the train that picked up the car of grain; and it should be the duty of the inspector to inspect the seals, and the car for grain leaks at every opportunity where the train stopped. An absolute record and inspection report should be maintained, indicating the condition of the car in the various terminals, and this procedure to be followed through until the car was unloaded.

It occurs to me that, with a reliable record of this kind on several cars from the selected shippers, our Claim and Legal Department would be in a position to decline and defend if necessary, in court, payments on all cars except in instances where an accident occurred.

It is the practice now, on the part of many shippers, to present a claim on practically every car shipped; and appreciating the additional expense necessary to conduct and procure authentic data, I am of the opinion such a course is essential to discourage and render unprofitable the presentation of dishonest claims; and unless this is done, we can expect the number of claims to increase, regardless of the precautions we may take in preparation of grain cars.

is very costly in all respects and usually means a loss of business. Perhaps it might be interesting to know that a delay over twenty-four hours in the moving of grain, in many cases, means the filing of a claim. A stock train delayed means loss of business and the filing of a claim, account of drop in the markets, and other reasons, such as shrinkages, etc.

All Car Department employees, especially the Car Inspectors and Repair Track Checkers, must be thoroughly familiar with A. R. A. Freight Claim Rule 64 which reads as follows:

(a) Car shall be inspected while empty and before each loading by carrier furnishing the equipment and, if necessary, properly cleaned and placed in good condition so that loss or damage to freight may not result from defects in car, filth, waste, oil, grease or other substance, or from anything liable to cause loss of or damage to freight; such inspection to be governed by the kind of freight to be loaded and the probability of loss or damage; inspection should be made at point of loading, but if operating conditions render this impracticable, car may be inspected at yard or terminal from which equipment is distributed for loading, provided that the movement from such distributing point to point of loading is without intermediate loading or use. Carrier furnishing the equipment shall keep a permanent record showing where car was inspected, name of person making the inspection, condition of car and extent of inspection at time of such inspection. Loss or damage resulting from failure to inspect, clean and repair cars or failure to make record as above provided shall be charged to carrier at fault. When the physical facts developed by inspection at destination or en route prove beyond a reasonable doubt that car was not so inspected, repaired or cleaned, such facts shall govern.

Provided that when empty cars furnished by one carrier are, after loading, forwarded via other than the carrier furnishing the equipment, the carrier issuing the bill of lading shall assume responsibility for the condition of the car. In case a bill of lading is not issued, the initial outbound road-haul carrier will be considered the bill of lading carrier.

When shipper appropriates and loads equipment without inspection by carrier and from the inspection as provided in Paragraph (b) damage is due to defects existing at time car was loaded, carrier issuing the bill of lading shall be responsible, providing payment is made on written advice of counsel or is result of judgment of a court of competent jurisdiction.

(b) In case loss or damage is alleged due to causes named in Paragraph (a) of this Rule, the carrier at destination having knowledge or being notified of such loss or damage shall inspect both freight and equipment and shall keep a permanent record showing name of person making the inspection, extent of the loss or damage, and the apparent cause thereof, whether defects are old, of long standing and apparently present when car was last loaded, or new. When freight is transferred en route and damage is apparent, it shall be the duty of the transferring carrier to make the inspection.

Co-operation and Personal Interest

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

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

IN the last magazine we took up the various ways and means in which the departments of operation on the railroad may co-operate one with another to bring about progress, efficiency, and claim reduction, and the discussion is continued here:

The Car Department can assist the Operating Department in reducing claims by reporting promptly to the Operating Department all cases of rough handling, which seems to be the largest claim factor. Cases of improper loading are another feature that should be closely watched by the Car Department employees and any cases of improper loading where the shippers are not complying with A. R. A. loading rules, should be reported to the proper authorities for correction, also, wherever possible, the Car Department, where they notice these conditions existing on their own line, should send a competent carman to the shipper to explain the correct method of loading according to A. R. A. rules. Co-operation between the shippers and the railroad employees—both Operating and Car Departments—I am sure, results in higher efficiency and a more economical operation.

Delay in the moving of freight is an important contributing factor in loss and damage claims. The Operating and Car Department should work closely together in the moving of

freight. The Operating Department should give the Car Department sufficient time in which to properly take care of the trains before their departure from terminal points. Car Department employees should do their part in co-operating to get the train out on schedule time as a delay at the terminal point means faster running-time out on the road which results in derailments that are costly and also hot box conditions and set-outs. Therefore, it is very important that the trains be given a thorough inspection and proper attention at the terminal departure yards. A car set out en route means an average loss to any railroad company of about \$50.00.

The Car Department should inspect cars and give the necessary attention at Freight Houses, Loading Platforms, Industry Tracks, etc., wherever possible. A good inspection during the day time is worth double what can be found at night periods or prior to the train leaving. Close inspections and proper repairs should be given all cars passing over the repair tracks.

As stated heretofore, much of this delay could be avoided if proper inspections are made of all empty cars prior to loading. We now experience many delays on loaded cars on account of wheel changes and other old defects and closer co-operation between the Operating Department and the Car Department is urged on all railroads as delays in the moving of loaded cars

tion and keep a record thereof as provided in this paragraph.

(c) Failure to comply with requirements of Paragraph (b) shall render transferring carrier and/or carrier at destination liable for twenty-five per cent of the amount paid in addition to its proportion of the balance under the appropriate Rule.

(d) Provided that no carrier at destination shall be penalized under Paragraph (b) if it did not and could not reasonably have had knowledge of the alleged loss or damage.

(e) Provided, further, that no carrier at destination shall be penalized under Paragraph (b) when the carrier furnishing the equipment is liable under Paragraph (a).

This is where considerable savings can be made in reducing defective equipment claims, where no carmen are employed, station agents can be of wonderful help; and where the carmen are employed, the Operating Department should keep the Car Department fully posted of all orders being placed or cars wanted and to advise for what class of lading they are required. Car Department employees and car inspectors should make close inspection of all empty equipment moving in interchange, in train yards or off of the repair tracks to see that they are properly marked and side carded for the commodity or class of loading for which the cars are fit. This aids the Operating Department in properly classifying the equipment and reduces the handlings and increases car days and car-mile haul and reduces the per diem.

Considerable savings can be made by close co-operation on the part of member lines or connecting lines which will reduce claims to quite an extent. In the Chicago Terminals District, better known as the Chicago Car Interchange Bureau District, during the year 1923, a total of 14,949 cars were transferred account of bad order conditions; in 1926, this was reduced to 3,047 cars, and in 1927 to 1,775 cars, which is a very good reduction. It is quite true that better equipment has something to do with this, yet, I feel that it was brought about in a large measure through the co-operation and personal interest and hard work on the part of the Chicago Car Interchange Bureau Organization, and the Car Department employees on all railroads in this district, which demonstrates what can be done with the proper co-operation.

During the year 1923, it is estimated that a total of 14,000 empty order cars were returned by different connecting lines in the Chicago District; in the year 1926, the number of order cars was reduced to 850 cars, and in 1927, this was again reduced to 630 cars, which is also a very good showing by all concerned. Returning of empty order cars is not creating revenue for any railroad, nor is it helping to increase business, as it only aggravates the shipper.

I feel that by proper co-operation, personal interest and common sense that a still better showing can be made on both items. There are cars being transferred now in the Chicago District, as well as other points in this country for defects that can be easily repaired under load and save the cost of transfer and prevent possibilities for the presentation of a claim. The de-

fects which I refer to are such defects as slight cracks in cast steel truck frames, cracked cast steel truck bolsters and body bolsters, broken metal truck bolsters and other defects that can be repaired easily under load.

On empty box, auto, gondola, flat or other freight equipment inspected generally known as "Order Cars," which are cars ordered through Transportation Department for delivery to some certain industry routed over foreign lines, cars are to be loaded at these different industries located on foreign lines or rails and to be rerouted or delivered back under load to original railroad making the first empty delivery. We have been offering some of these empty order cars to different connections here at Chicago for return loaded movement over our line, in a great many cases, some of them have been rejected and returned to us on account of missing roof caps, broken side doors, dirt or refuse on floor, oil spots on floors that by a little co-operation on the part of the receiving line, could be fixed up and the car allowed to go forward to point of loading. These are some of the conditions that are causing the railroad companies throughout the country the loss of much revenue and is also increasing switching costs and reducing car-mile haul.

The Car Department employees can assist the Operating Department in reducing per diem by promptly repairing all foreign equipment found in bad order and also by all departments promptly unloading and releasing foreign cars loaded with company material. They can also assist the Operating Department by reporting any foreign cars standing on side tracks or some industry tracks that have been unloaded and not switched out. A delivery of a string of cars or train of fifty cars delivered from a foreign railroad back to connecting line before midnight means a saving of fifty dollars (\$50.00) for this road. All railroad companies want their own equipment returned in order to reduce per diem or car hire, and per diem can be reduced by co-operation by all concerned.

With all these good results obtained during the last five years the gross operating revenues have also increased 132 per cent in the year 1926 over the year 1911, yet even these figures while they increased, the operating expenses from the year 1911 to 1926 of the Class One Railroads jumped up or increased 145 per cent. Furthermore, the railroad taxes increased almost three hundred per cent, and taxes paid in the year 1911 for Class One Railroads amounted to two hundred seventy thousand, two hundred eleven dollars (\$270,211.00) each day, while in 1926 they increased to one million sixty-four thousand, eight hundred eighty-three dollars (\$1,064,883.00) per day or an increase of seven hundred ninety-four thousand six hundred seventy-two dollars (\$794,672.00) per day, which, should indicate to all of us connected with the railroad field that we should take personal interest in our work and co-operate to the fullest extent, be ever courteous to the traveling public and shipping public, as these are the points that win.

I have given some interesting figures and asked that the car inspector and carman co-operate with the Operat-

ing Department which, I am sure, is the general feeling all over this country, yet we have never stopped to consider how important, and what co-operation we should give the car inspector upon whose shoulders rests the serious duties of properly safe-guarding the life and property, to an extent that is not always appreciated.

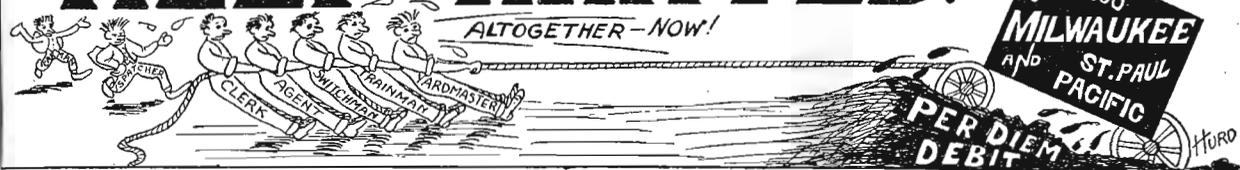
A competent, loyal and reliable car inspector is a valuable asset on any railroad. We men, as supervisors, should always co-operate with them, we should interest ourselves in their work, see that they are thoroughly familiar and instructed in all Car Department matters, fully acquainted with A. R. A. Loading Rules, Bureau of Explosive Regulations and Rules, and General Safety Appliance Rules and Instructions, so that they can get all the benefits from these instructions and improve their knowledge of Car Department work in order to widen their understanding of railroad operations as a whole. A fully instructed car inspector or carman is, in most cases, good material to advance as a car foreman and farther up in the higher positions in the Car Department, and they deserve all the aid and encouragement due them.

On the railroad where I am employed, we, as supervisors, aim to co-operate with the Car Department employees to the fullest extent, as well as all other departments and railroads. We have what is termed as the Car Department Co-operative Committee, which is composed of the different crafts in the Car Department organization—car repair men, steel car men, wheel shop men, acetylene torch men, air brake men and also the foreman, who meet once every thirty days at all of our large terminals or shop points, the general car foreman of each district being the chairman of the committee. At these meetings subjects of general interest and welfare of the employees and of the railroad company are brought to attention, suggestions are made by the men, and it is pleasing to note the good results that have been obtained through this medium. We should take the carman and inspector into consultation with us, let his troubles be our troubles, take personal interest in his work and give him credit where credit is due, work in harmony and co-operate, which is certain to bring us success.

By all railroad employees giving the proper co-operation and taking personal interest in the operation of the railroads, which we all owe to our employer, and by adequate, expeditious and dependable service, we should be able to look forward to the prospect of helping the railroads of this country to increase their revenue, decrease their operating expense and put them on a paying basis equal to the other large industries or enterprises in this country, at the same time, give the shipping public better and quicker train service, which will create a savings to the manufacturers and distributors and result in smaller stock of material being necessary for them, also result in quicker turn-overs and increase freedom of credit, which, as a whole, affects the entire business world and results in success and prosperity.

Let us all try and help to do our part!

HELP WANTED!



Still Making Progress

THE many employes whose efforts have made it possible will, no doubt, be interested in knowing that substantial progress has been made in reducing our Per Diem bill during the first six months (January to June inclusive) this year compared with the preceding year as indicated by the following:

The figures quoted below show the nice improvement that has been made in the Average Miles per Car Per Day:

	1927	1928	Increase
January	27.7	30.6	2.9
February	30.2	35.1	4.9
March	31.1	37.5	6.4
April	29.3	33.3	4.0
May	31.2	35.6	4.4
June	31.9	36.9	5.0
Total	30.3	34.8	4.5

CAR HIRE ACCOUNT		Debit	Credit
1927			\$ 199,880.85
1928			250,571.06
		Per Diem	
Increase			50,690.21
Decrease			
1927		\$ 99,937.28	
1928		131,915.12	
Increase		31,977.84	
Decrease			
1927		\$ 7,995.82	
1928		35,728.74	
Increase		27,732.92	
Decrease			
1927		\$ 1,303,375.35	
1928		1,385,403.15	
Increase		82,027.80	
Decrease			
1927		\$ 23,363.55	
1928		16,530.26	
		Miscellaneous	
Increase			6,833.29
Decrease			
1927		\$ 1,188,064.05	
1928		1,285,945.69	
		Grand Total	
Increase		97,881.64	
Decrease			

total number of cars required for handling a given movement.

Careful following up of all three of the items mentioned above will have an appreciable effect on the further reduction of our total Car Hire bill as well as increasing the Average Mile Per Car Per Day. There are, of course, many other items too numerous to mention that enter into the subject, Ways and Means of Improvement of which is dependent upon the initiative of the local forces who are on the ground.

The credit for the showing made so far this year very largely rests with the local individual employes who have to do with the actual handling of equipment. A good job has been done so far and it is confidently expected that the balance of the year will make an even better showing.

Conductor A. J. Howlett has left the O. & B. Line way freight and is now working the Middle Division way freight.

We understand that the St. Paul boys had a baseball game at Bay Beach on August 11, versus the Green Bay police force, and that this game contained a little of everything, baseball, football and also boxing. All we have to say is that they used poor judgment when picking on the Green Bay police force to put on a game of this kind. The score? Oh, yes, 9 to 7, in favor of the St. Paul. Next week decides the championship for the Industrial Baseball League of Green Bay and the C. M. St. P. & P. are in second place and if they win next week's game the championship belongs to them.

Harry Washburn, of Tulsa, Okla., and formerly of this office, was in to call on us July 23. We were all glad to see Harry again and we believe they are treating him fine down there, as he looks it.

Engineer Horace Dickey who has been in the hospital is now at home and recovering nicely. Hope to see him back on the job again.

F. M. Valentine and family of Austin, Minn., were visitors at the home of his brother, J. H. Valentine, for a few days. We understand they had a lovely time up at Sawyer Lake, at least by the appearance of Mr. Valentine's forehead they must have lived in the water for a day.

Brakeman Cyril Tracy injured his left hand while working in Iron Mountain Yard. He will be laid up for some time. You have our sympathy, Cyril.

The showing made in increasing the credit in Per Diem while splendid was not enough to offset the increased debit in other items in the "Car Hire Account" and the total net debit in this account shows an increase of \$97,881.64.

We are expecting, however, to increase the Credit in Per Diem sufficient during the balance of the year to bring about a further reduction in the total debit. Your help is solicited.

The goal of 40 miles per car per day has not been reached, but we are under way and a little increased effort will put it over.

The prompt unloading of cars after arrival at destination including the complete unloading of dunnage, debris, etc., so that the cars when released are immediately available for other loading is an important factor in securing greater utilization of equipment.

The prompt switching of cars when released and the application of the empties on orders is equally necessary.

The loading of cars to the maximum load limit stenciled on the cars is a very important factor as it reduces the

Superior Division

The passenger station at Iron Mountain received a new coat of paint, which adds much to the appearance.

M. P. Conery, veteran car foreman, just returned from a vacation, having made an auto trip through Southern Wisconsin, visiting his old stamping ground when a boy.

We all extend our sympathy to Conductor Herbert Gleason on the death of his father, Michael Gleason.

Conductor Robert Wallace was overcome with the heat and was off the job for a few days. Glad to see him back on the job.

We expect Joe Ashenbrenner will be making frequent week end trips to Milwaukee in the future. Joe, be careful. Remember you will have to feed the crew if you slip.

The Annual Farmers' picnic was held at Iron Mountain on August 8. About a thousand farmers and ex-farmers attended. The afternoon was spent playing barnyard golf and Irish polo.

Frank Janashek, first trick operator, Iron Mountain, returned from a two weeks' trip to Iowa. He reports the corn growing fine.

J. R. Peebles spent the week end at Marinette and Menominee, visiting old friends.

The Milwaukee R. R. Women's Club

The Work of the Women's Club

FOR the information of all readers of this Magazine, a resume of the welfare and relief work of The Milwaukee Railroad Women's Club during the first six months of this year is published below. This club, as is generally known through these pages, is organized primarily for relief among the sick, suffering or needy in the Mil-

waukee Family, either actual employees or members of their families, and for this benevolent purpose, thousands of dollars have been expended by the different chapters through their faithful membership. The women of the club are zealous in their interest and the work is loyally and lovingly carried on by them. The record of their good offices speaks volumes for itself.

SUMMARY OF ACTIVITIES, PERIOD JANUARY 1 TO JUNE 30, 1928, INCLUSIVE, AS COMPARED WITH PERIOD JANUARY 1 TO JUNE 30, 1927, INCLUSIVE

Total paid-up membership as of June 30, 1928.....					9,280
Total paid-up membership as of June 30, 1927.....					7,088
Increase as of June 30, 1928, over June 30, 1927, membership.....					2,192
Total paid-up membership as of December 31, 1927.....					9,181
Increase as of June 30, 1928, over December 31, 1927, membership.....					99
	January 1 to June 30, 1928	January 1 to June 30, 1927	Increase First 6 Mo. of 1928 over First 6 Mo. of 1927		
	No.	No.	No.	Amt.	
Donations for relief and gifts of fruit, flowers, etc.....	*2,089	1,212	\$3,762.12	\$5,232.43	877
Calls made in connection with relief work and on the sick.....	6,934	3,351			3,583
Cards and letters of sympathy sent.....	991	913			78
Cleared by Chapters on Ways and Means Activities (dances, card parties, food sales, raffles, auctions, serving of dinners, etc.).....			6,998.26	1,394.50	
Balance on hand in the general governing board and chapter treasuries as of June 30, 1928.....					\$21,769.45

*This figure includes 339 donations of clothing, food, etc., for relief work and 492 gifts of fruit, flowers, magazines, etc., made by members, which are not included in the amount spent as shown above.

Below is the status of The Honor Roll as of June 30, and a list of the chapters which on June 30 had paid-up

memberships in excess of their December 31, 1927 memberships.

HONOR ROLL—JUNE 30, 1928

Sioux Falls Chapter, high, increase, per cent.....	250.00
Aberdeen Chapter, second high, increase, per cent.....	186.75
Dubuque Chapter, third high, increase, per cent.....	138.51

Following is a list of the Chapters which on June 30, 1928, had paid-up memberships in excess of their December 31st last memberships:

Chapter	Membership, Dec. 31, 1927	Membership, June 30, 1928	Increase	Per cent. of Inc.
1. Sioux Falls, S. D.	56	196	140	250.00
2. Aberdeen, S. D.	151	453	282	186.75
3. Dubuque, Iowa	192	458	266	138.51
4. Cedar Rapids, Iowa	35	82	47	134.28
5. Murdo, S. D.	16	36	20	125.00
6. Mason City, Iowa	143	264	121	84.61
7. Bensenville, Ill.	83	135	52	62.65
8. Mitchell, S. D.	79	122	43	54.43
9. St. Maries, Idaho	91	136	45	49.45
10. Sioux City, Iowa	192	268	76	39.65
11. Chg. Fullerton Ave. Unit.	620	848	228	36.77
12. Seattle, Wash.	131	172	41	31.30
13. Moberidge, S. D.	506	647	141	27.86
14. Madison, Wis.	124	149	25	20.16
15. Milwaukee, Wis.	280	336	56	20.00
16. Green Bay, Wis.	160	185	25	15.62
17. Sanborn, Iowa	48	55	7	14.58
18. Milbank, S. D.	48	55	7	14.58
19. Wausau, Wis.	111	122	11	9.91
20. Perry, Iowa	271	294	23	8.48
21. Jasonville, Ind.	27	29	2	7.41
22. Ladd, Ill.	39	40	1	2.57

The number of chapters on our Honor Roll is increasing monthly—March Honor Roll had 14 chapters on it, April 16 chapters, May 19 chapters, and June has 22 chapters on it. Many other chapters have almost reached their last year's membership, so that we hope within another month or two to include their names also on the Honor Roll.

Please notice the chapters which show the largest increase in number of members on June 30th as compared with December 31st last—Aberdeen 282 members over last year, Dubuque 266, Chicago Fullerton Avenue Unit 228, Moberidge 141, Sioux Falls 140, and Mason City 121, all of which show an increase of more than 100 members during the first six months of this year over membership at close of last year.

Announcement is also made that the latest figures disclose the fact that the membership now exceeds that of December 31st, 1927, and we still have several months to go before the end of the year.

Let the good work go on.

Kansas City Chapter

On June 6, the regular monthly business meeting of the Kansas City Chapter was held at the home of the president, Mrs. J. F. Anderson. On many previous occasions Mrs. Anderson has opened her beautiful, spacious house to the club and on this date it was decided to serve a covered dish luncheon, where the ladies could assemble for a real good time before adjourning for the summer.

Before luncheon, Mrs. George H. Berry, National Committee-woman from Montana, who was a guest at the Anderson home during the Republican Convention gave a very interesting talk, touching on politics, but mostly on her life on a ranch in Montana, where she lived for fifteen years. She told how she helped to establish a school district covering 100 square miles and was elected to teach in this district. In speaking of the loneliness of the time, she said in her fifteen years she never saw a light at night as her nearest neighbor lived seven miles distant. While listening to Mrs. Berry one could readily see that her life was one of service to humanity, and her personality was so pleasing that the club regretted that she could not spend more time in telling us of her life work and in that way help us to continue the charity work of our club. She was born and educated in Minneapolis.

The luncheon was prepared and the dining table was a most beautiful sight, as the ladies filed in, and all partook of the delicious food and expressed delight at the quality and quantity that was served. A Kansas City florist provided flowers for the occasion for which the ladies were very appreciative.

At 2:30 a business session was held and it was decided the club hold their annual picnic at Budd Park, on Saturday, June 23, a basket dinner to be served at 7 o'clock p. m. Mrs. Harry McKinley, social chairman had charge of arrangements. It was also decided the Milwaukee club enter the contest of the Blue Valley club in which a Ford car will be raffled. Miss Dorothy Jackson was selected as popular lady for the club. Two years ago the Milwaukee club won the \$100 prize and we hope to win this year.

Sorrow has prevailed in our club in recent weeks as we have lost three splendid members. We mourn the departure of Mrs. W. F. Leahy, our membership chairman, who passed away on April 11.

Mr. Edward P. Hackett was fatally injured by a swinging steam shovel as his train was running into Excelsior Springs, on Saturday, May 19.

Mr. Michael J. McCarthy passed away on Saturday, June 2, after a lingering illness. Mr. McCarthy was engineer on the Southwest Limited and had spent forty years in service for the Milwaukee road.

The club extends sympathy to these families. The club will meet again on Wednesday, September 5, to continue the splendid work which they have carried on for three and one-half years. The chapters of the Milwaukee System have spent \$28,300 on relief work and made 16,000 calls on the sick and sorrowing. President General Lydia T. Byram has sent out an appeal to all men and women of the great "Milwaukee Family" to join the organization and assist and have part in the good work they are doing for humanity. She wishes to have a fully paid-up membership by June 30.

Black Hills Chapter

Black Hills Chapter held its regular meeting June 21, and decided to take a recess for the next three months, meeting again September 20.

Routine business was transacted and a social meeting followed. This date being the birthday of one of our contributing members, and a veteran engineer, Mr. E. E. Smith, he was presented with a large birthday cake from the

chapter. Bridge and five hundred were played and all had a very enjoyable evening.

Our president, Mrs. James Johnson attended the district meeting held at Minneapolis and reported a very interesting meeting and a good time.

Black Hills Chapter has the distinction of having three quite young voting members: Elsie Diehl, 12 years; Genevieve Diehl, 8 years, and Kathrine Zickrick, 9 years. The girls are showing great interest and promise to entertain us in the near future.

Milwaukee Chapter

Marie Callahan, Historian

THE last meeting before the summer vacation of the Milwaukee, Wis., Chapter, was held in the Club Room, Union Depot, on Monday evening, June 18. The meeting was opened in the usual manner by all present reciting the club motto and singing the club song.

Reports were given by all of the chairmen in the usual manner. Mrs. Rochford, chairman of Mutual Benefit, reported on several cases investigated by her and which were given assistance.

Mrs. Wightman, our president, announced with regret the death of two of our members, namely, Mrs. J. H. Johns, Tama, Iowa, formerly of Milwaukee, and Mr. F. N. Mason, General Yardmaster, Milwaukee, and husband of our Treasurer, Mrs. Edith Mason. She also announced the death of the husbands of two of our members, namely, Mr. E. D. Salisbury and Mr. M. Lewis. Our sympathy is extended to the bereaved families.

We had as our guests the officers of the Milwaukee Chapter of the Chicago & Northwestern Railways Women's Club, each one of whom gave us a short talk regarding the work done by their club, which, upon comparison, is similar to that being done by our club.

After the regular business was disposed of we were entertained with a solo by our soloist, Mrs. Marjorie Dixon, and also by a reading by Juanita Wehrwein and dance selections by Virginia Bryant, Elma Jozwiack and Virginia Prugman, all of whom donated their services, which is greatly appreciated.

Mrs. Schuh, our Social Chairman, assisted by the June hostesses, served a delicious lunch, consisting of sandwiches, cake, coffee and ice cream.

The next meeting will be held the third Monday in September, at 8 P. M. It was also decided to have a luncheon in September, the date to be decided upon by Mrs. E. A. Lalk, chairman, and her committee. We will be very glad to have members of other chapters attend this luncheon if they will notify us that they would like to attend.

Ottumwa Chapter

Mrs. J. V. Tuomey

THE annual picnic of the Milwaukee Women's Club was held at Wildwood Park and a hundred and twenty-five people enjoyed the outing. Games, including baseball and several contests for which prizes were awarded, furnished the afternoon's entertainment, after which an excellent picnic supper was served.

Mrs. H. F. Gibson, our corresponding secretary, has been quite ill the last two weeks, but we are glad to say that she is improving.

Mrs. D. R. Davis and little daughter Betty Jean, of Montevideo, a former resident of Ottumwa, has been visiting relatives and friends here and at Savanna.

This Chapter is looking forward to a visit, in September, from Mrs. Carpenter Kendall and Miss Lindskog.

Dubuque Chapter

Olive Romig, Historian

DURING the fore part of June, a card party was held at the Eagles Hall, Mrs. J. O'Connor acting as chairman, which netted the club a tidy sum.

The membership committee is keeping up the good work of adding members to the chapter and during June our membership was increased by sixty-one members.

The Sunshine Committee sent out sixteen cards, made sixty-four calls and gave assistance to two needy families during June.

One hundred and fifty members and friends of the Dubuque Chapter, enjoyed the annual picnic on June 28 in Eagle Point Park, at which time the regular monthly Safety First Meeting of the division, and also the regular Women's Club meeting were held. Several prize contests were held for the kiddies, and it is a question as to who enjoyed themselves the most, the kiddies or the grown-ups. The little girls put on a balloon blowing contest, which was won by Stella Kurt, while Llewellyn Cox won the card drawing contest for boys. Mrs. C. Neumeister, Mrs. W. Graham and Mrs. W. A. McIntosh won the ladies' attendance prizes, and Mr. E. A. Meyer and Mr. John Ermsdorf the gentlemen's. After a short business session, the meeting was turned over to the Safety First Committee. The ladies enjoyed this meeting, and the papers which were presented by Mr. Wm. Stansfield, Mr. Jas. Lonergan and Mr. Jos. Chaloupka were very interesting, also the talks by Mr. Cobb, Safety Inspector, and Mr. E. A. Meyer, Superintendent.

Cedar Rapids Chapter

Ann Hayner, Historian

THE Cedar Rapids Chapter of the Milwaukee Women's Club has not been holding meetings during the summer months.

Each Friday evening a card party has been given in the new club rooms over the depot at which bridge and five hundred were played and refreshments served.

Monday evening, July 23, a dance was held at Cedar Park, with the assistance of the Men's Athletic Club.

Sioux Falls Chapter

Mrs. R. W. Riewert, Historian

THERE has been little activity in this Chapter in the past month due to the extreme hot weather we have been having, but a great amount of work is being planned for the future.

Our annual picnic was held at Terrace Park, July 31, and about eighty attended. A very good time was reported by all. Superintendent and Mrs. F. T. Buechler, Trainmaster and Mrs. F. R. Doud, Miss Olson, a sister of Mrs. Buechler, were here from Sioux City to attend the picnic. The eats were enjoyed by all except Trainmaster Doud and Al Main. They were on a very strict diet at the time.

Master Doud, who is only three years old entertained by singing, "My Country 'Tis of Thee."

We are very proud of our new contributing member, Alfred Main, Jr., he having the honor of being the youngest in the Chapter, being seven years of age.

Montevideo Chapter

Maude Hamlin, Historian

MEETING held July 19 in the club rooms, with our President, Mrs. Sizer, presiding. Had a nice attendance in spite of the warm evening.

Owing to the absence of Mrs. Glenn Tucker, yours truly acted as corresponding secretary, pro tem.

Cards of thanks read from Miss Goldie Hazel and Mrs. Sundem for flowers sent them during illness.

Wish to acknowledge two fine kitchen tables received from Miss Etta Lindskog some time ago, which completes our kitchen arrangement. Thank you very much, Miss L.

Plans were made for our annual picnic, which is scheduled to take place July 31 in Smith's park. Mrs. Hazeltine appointed chairman of lunch committee; Mrs. Nicolai, chairman of equipment; and Mrs. Lofdahl, chairman of entertainment.

Hostesses for the evening were Mrs. Mike Daman, Mrs. Ben Bishop and Mrs. Ole Skramstad. They served a splendid lunch.

Report of the two last Kiwanis' banquets are \$5.00 for the one in June and \$6.13 for the July banquet.

The picnic took place as per arrangements and was a decided success. We served about 150 people, and were especially glad to see some of our trainmen there, as well as other railroad men who are not as yet members. They are always welcome. Following is our menu—and it sure was good:

Creamed potato, meat loaf, baked beans, rolls, beet pickles, cucumbers pickles, jell, cake and ice cream.

Our next meeting will be August 16, and we will serve the Kiwanis Banquet on the 14th of August, so will be quite busy in the hot month of August.

Mrs. Helgerson, our Sunshine Chairman, has our sympathy in the loss of her mother, who passed away August 9. The club sent a spray of flowers to the home.

Our First Vice-President, Mrs. Towner, is ill at her home at this writing, having suffered a slight stroke a week or so ago, but reported getting along fine and she will probably be up and around in a few days.

Sioux City and Dakota Division

H. B. Olsen

UNTIL the whole people are aroused and there is an organization including every one to combat it, the accident problem cannot be cleared up, yet things are surely looking better by the size of the crowd in attendance of the Sioux Falls "Safety First" meeting on July 16, and with the numerous fine suggestions and the spirit of each one present, it would seem the accident problem will eventually decrease. After the regular business session, the Tripple Links male quartette entertained the crowd while the Sioux Falls Chapter of Women's Club served delightful refreshments.

Engineer T. B. Thompson and wife, together with Mrs. E. Given, of Sioux City, spent the week-end at Sioux Falls, visiting at the A. B. Main home.

Engine Foreman O. A. Anderson and family of Sioux Falls, spent their annual vacation in northern Minnesota, making the trip by motor. "Blow-outs" and detours, but aside from that, "Ole" says they had a wonderful time.

Miss Mildred Ness, Station Timekeeper, Sioux City, spent her vacation at Duluth, Minn., and reports a most wonderful time, one of the incidents being, having lunch with John Coolidge, the President's son.

Engineer Roy Romslo suggests that when supplying your auto with gasoline, arrange to do so after the sun goes down, then only fill three-fourths full. The next day you will find the tank will be full. Try it and see—Roy proved it to us.

Miss Laura Seivert, expense clerk, Sioux Falls, spent her annual vacation in various parts, which included Chicago and with home folks at Mountain Lake, Minn.

On July 31, the Sioux Falls Chapter of the Women's Club held its annual picnic at Ter-

race Park. A crowd of over eighty enjoyed the "get-together" dinner and every one present declared it was the most successful picnic in the history of the club. The out-of-town visitors were: Superintendent F. T. and Mrs. Buechler, Trainmaster R. F. Doud and Master Doud of Sioux City, and Mrs. Charles Belknap and two children of Canton.

Misses Helen Flynn and Mildred Ness, had pictures taken last week, and Helen's turned out to be very good BUT ask Mildred about Venus de Milo.

Mrs. Fay Ness, trainmaster's clerk, has just returned from her vacation tour through California, Washington and Canadian points. She reports a wonderful time all the way with one exception and that was she forgot her bedroom slippers in Canada.

For particulars concerning the new roller-coaster at Riverview Park, Sioux City, ask "Didi" Waidelich. Guess "Glad" was hurt when she tried to ride it.

Miss Edna Anderson, "Steno," Sioux City, has returned from her vacation recently, having gained about 15 pounds in weight. She reports a wonderful trip to Salt Lake City. No wonder it was wonderful, we understand "Brownie" accompanied her.

Engine Foreman "Andy" Anderson at Sioux Falls has lost two perfectly good one dollar bills in his travels around the packing-house district. Will the finder please return to "Andy"?

Conductor Bert Swift, has completed the weed burning on the Sioux Falls Line and tracks are now clean as a baseball diamond. Thanks to you Bert, you did a fine job.

Conductor "Bob" Schenck and family motored to Storm Lake last week and spent a day with home folks.

Extra Gang Foreman, Nick White, with his gang have practically completed the new yard extension at Sioux Falls and some of the new tracks are now in service. Just another boost for Sioux Falls.

Freight Agent W. D. Griffiths and family are vacationing in the beautiful Black Hills.

Engineer Walter Hauser is now sporting a new Dodge Sedan and Walt says its the last word in automobiles.

Mrs. P. V. Larson, steno, Sioux Falls has taken a month's vacation and will visit points in Minnesota among the lakes while away. Miss Vivian Murphy who recently returned from a week's vacation is relieving.

Mrs. Anna Kelley, Assistant Division Accountant, Sioux City, has returned from her vacation and we see her driving around town in a new Ford. Guess she spent most of her time learning to drive it.

Miss Charlotte Parrell, F. C. M. Clerk, Sioux City, spent her annual vacation in Milwaukee, Wis., where she had a most enjoyable time.

When it comes to vegetables, just ask "Sealer" Slim Angle, Sioux Falls; he has everything and plenty of it, including "peanuts," a new crop of which he is experimenting with this season.

No, no, boys, that strange car, the "Jewett" which was parked all night near the Sioux Falls freight office last week belonged to Engineer "Al" Main, the newly acquired trade of his. It rained so hard that night when "Al" came to work is the reason he drove it down town.

Mrs. Kenneth Lambert, wife of Operator Lambert at Canton, had her tonsils removed last week at Sioux Falls, and is recovering nicely from the effects of the operation.

Baseball news of all kinds gladly furnished by Joe Caba. Understand Joe has already written in for World's Series tickets. Joe further claims he has not failed to pick a winner in the last 20 years. He has made pass re-

quests for St. Louis. Maybe St. Louis is his choice this season.

Agent Jay and Mrs. Manson of Trent, S. D., together with Engineer R. V. and Mrs. Manson, Sioux Falls, motored to Sioux City and spent the week-end with relatives.

Reports are lacking as to the progress of "Dan Cupid" at Sioux Falls round house. Gilbert Lien promised some news on this but we believe when school starts the news will be forthcoming.

Mr. George Popper has been appointed extra gang foreman at West Yards, Sioux City, vice George Halbman retired.

A baby girl was born to Mr. and Mrs. G. M. Kostis, section foreman, East Yard, Sioux City, Ia. Congratulations, George.

Mr. Ed Cooley, section laborer, Sioux City, Ia., has taken a vacation and is visiting relatives at Viola, Ill.

Section Foreman A. Murphy, Luton, Ia., has attended the Maintenance of Way Convention at Minneapolis. Mr. Bert N. Morey acted as foreman during Mr. Murphy's absence.

News from the District Accounting Bureau—Tacoma

We have G. E. Hoople (commonly known as Major, of the funny paper fame) with us at present. We thought he was at some camp on a vacation but he showed up here in town. No, Clyde and Buss are not with him.

Oscar Dahl has returned from a 30 days' vacation which he spent at home (his home).

Helen Amidon just came back from a visit to Milwaukee, Miles City, etc. She reports a very hot time. I understand most of her time was taken up looking for shade and writing letters. I'll have to ask her how Harriott is?

Mort Eshelman, commonly known as Red Grange, is kept busy handling ice on these hot days. Don't know whether Mort figures on getting in the movies or not, but he sure can handle ice. If he could only play football his future would be assured.

Frank Opie made a pleasure trip to Vancouver, B. C., the latter part of July. I understand Frank didn't even go to see our old friend "Johnny Walker," but he found where he could get some beer and when he was taking it to the hotel he met a cop and of course, Frank ducked the bottle and blushed all over, just like he would have done in the States. On his way back to God's Country he stopped in Seattle and went out to Woodland Park. As I understand it Frank had a great time and saw some great sights. The BIG STEEL CAR held up fine. He says that the car is like a good horse, it seems to be almost human and all the time they were in Vancouver the old bus kept its radiator in the air and ran down the street like it was the only one of its kind in B. C.

Conversation overheard:

Frank: Guy, I saw the Daddy Monkey of all the monkeys in the world yesterday in Woodland Park.

Guy: How did you break away from your keeper?

Guy Bell had that "School Girl Complexion" for several days—but it wasn't from using Palmolive Soap—he went golfing during one of our hottest days and how the sun did hit Guy—he reminded us of a full-blooded Sioux Indian instead of a white man, and poor Guy's neck was so sore he missed an awful lot. For a few days he couldn't move his head without sayings things we can't write. Now his neck is a beautiful bronze and Guy says it was worth it, that's what you call being a golf bug.

"Dick" R. G. Baughn took his ride in an airplane one Saturday afternoon when we didn't have to work and says that he got the thrill of his life—and we imagine that Dick

has had many a thrill—and he says that he is going again. Can't keep a good man down once they get up in the air.

F. C. Mason made a trip to the ocean recently to look over the Jap Steamer, stranded there some months ago, and as many other things as possible, with his wife along. Forest is a good looker and he sure looked good on this trip.

Claude (Pete) Peterson is doing his daily dozen morning and evening over the kitchen range (getting his own meals). He says that is one of the numerous reasons that he is still single but we think that he is just practicing up in case the future Mrs. C. J. P. should happen to go on a vacation or back to "Mother."

Sparks from the East End of the Electrification

Adolph C. Knudson

DURING our recent wet weather C. E. Steinhouser's friends changed the wording of their morning greetings from, "Good morning Cliff, and how are you this morning?" to "Good morning Cliff, and how is the pig in the parlor this morning?" We understand Cliff and John Todd are now singing in unison that old hymn, "Lord, Place My Feet on Higher Ground."

Mrs. A. A. McCabe and children, of Avery, enjoyed a visit of several weeks with relatives and friends here the latter part of July, returning home the 29th.

Mrs. Roy Harrington and son, Billie, left the morning of July 29, for a visit of several weeks with relatives at Bozeman.

Boilerwasher S. Tokinobu, journeyed to Three Forks, Sunday, July 29, and spent the day fishing in the Madison. He caught five big fish, and no more, because the rest were at Sunday School.

James F. McGuire and son, Bernard, of Miles City, spent Sunday, August 5, here visiting their daughters and sisters, Mrs. N. R. Nodson and Margaret McGuire.

Harlowton's new grain testing laboratory is doing a rushing business and is helping greatly to relieve a congestion in the local yards, as the grain cars do not have to be held here awaiting results of tests as heretofore; the test being ready upon the arrival of the grain.

Don't know just why it is that some folks leave Montana's cool mountain air to visit Iowa and other sweltering eastern points this time of year. That is just what Boilermaker and Mrs. W. A. Cavanaugh and family are doing.

Now Mrs. Walter Wirth is more sensible than that, she just went as far as Miles City, and spent a week visiting relatives. Goodness knows, Cowpuncherville gets hot enough at times.

Mrs. H. L. Saint, of Bozeman, spent several days visiting old friends here the latter part of July.

During the afternoon of July 25 the sad news of the death of Orville Skeen, a former car clerk here, which occurred that day at Bozeman, where he had been transferred several years ago in service was received. We extend on behalf of Orville's many Harlowton friends their sympathy to the bereaved relatives.

If Walter Schector, Frank Eaton or John Boyles should have that sleepy look some day don't get the impression they have been out throwing a party the night before. They are not that kind of fellows. Chances are they have spent the previous night entertaining the young ladies the stork left at their respective homes during the latter part of July.

Three Milwaukee young folks, Ellen Christensen, Esther Steinhouser and Robert Stein-

houser, were in attendance at the C. E. Conference held at Gallatin Gateway, during July. Mr. and Mrs. C. E. Steinhouser Forded over and accompanied the young folks home.

An accident that could have had far worse consequences was that which befell Sectional Stockman, R. A. Good, when he sustained a broken heel by slipping from the roof of one of his houses, which he was repairing, July 28. He is recovering nicely.

Here are some folks who have the right idea about a place in which to spend a vacation. They go further west. They are the Harry Wades, who are visiting Mrs. Wade's parents at Roseburg, Oregon.

Warehouse Foreman and Oil Magnate Augie Berge, spent several days in Lewistown and, I guess in order to do his bit to help Augie's oil wells pay dividends, Machinist Helper George Hanzlik accompanied by his mother and sister Charlotte, spent thirty days motoring through Yellowstone Park and to Pacific Coast points.

The reason that Vernon Seals is looking so blue these days is that his wife is enjoying a visit with relatives at Medford, Oregon. Vernon says it will be just like a second "Honeymoon" when she gets home again.

We are glad to say that Mrs. John Koster, wife of the roundhouse painter, who, due to poor health went to live at the home of her daughter in Washington several months ago is slowly improving in health.

Another car inspector to inspect passenger equipment on other roads, from the cushions, was Fred Strauser. He was accompanied by his family on a journey to Indiana.

A new family in our midst—and they appear to be splendid folks—is that of Lineman J. N. Kerns. They are nicely settled in the American Theater Apartments. Welcome!

Mrs. George Kygger and son, of Miles City, spent several weeks in the city visiting friends.

Storekeeper H. L. Stamp, left for Tacoma to attend a staff meeting August 9. G. A. Dewey was in high command of the local department during his absence.

"Our Maggie" and Nels had their fortunes told at a recent carnival here. Nels, according to the seers, is to be married soon; and "Our Maggie" has two male admirers, a blonde and a brunette. Nels is a blonde and "Spike" is a brunette. Figure it out and get the tin pans ready.

Mrs. Elmer Nissen and sons had an enjoyable visit with relatives at Livingston.

A. I. Christenson, of the Freight House, enjoyed a week's visit at the old home, Detroit Lakes, Minnesota.

Leaving here August 8, Fireman and Mrs. Earl Hogan and small daughter, are enjoying the comforts and discomforts of travel by auto to Portland, Oregon, visiting Earl's mother while there.

Seemingly these Musselshell Division engineers like to get away from railroad motive power while on their vacations. There is Engineer Harper, for instance; he loaded the family in the "bus" and started out for nowhere in particular, heading southeast, that is force of habit, out of here.

West Clinton

The painters from Missouri were here the 1st of August and painted the hotel building and yard office. The "show me" boys did a good job both with machine and brush, and we also enjoyed their visit while they were here.

The young agent at St. Bernice, Harry Edwards, is acting rather important since the station at his town was painted.

Conductor R. A. Stewart and C. S. Silkwood and family motored to Missouri for a

few weeks' vacation the middle of August. Big fish were caught and "some" few got away.

Conductor H. McBride has been in the market for some spectacles so he tried Mr. Kelley's but found them several years too old for him.

Deepest sympathy is extended the family of Brakeman Thomas A. Rowe who met death in the West Clinton yard, Friday, August 10. His death was a shock to all the employees on the division.

F. Stephenson is now working at Crawford Street. No doubt he can give the boys there a few pointers.

George Lundwall, W. C. Glass, J. ("Skid") Nelson and others attended the Blanford baseball game in Chicago on the eighth of August. They report a fine time even though the "home team" lost.

G. Y. M. Kelley has moved to town. He says he likes the "sidewalks of St. Bernice," even if they do kinda hurt his feet.

It is thought that Yard Master G. F. Lundwall may move back to the town of "gossiping men" before long. Come on George, we need you to help pay for our new school building.

Wilbur Tindall of Latta fame is working here and doing fine. M. Torrey also is back and L. Lewis "again" is helping out when he is not doing the Red Grange act—selling ice.

Trainmaster Donald has been dividing his time between West Clinton and Faithorn for the past month, and has been losing plenty of rest.

Optimism prevails in every department at this time. Business shows decided improvement over that of last month. A large number of cars of grain will be loaded and shipped from St. Bernice during the next month and this too is encouraging.

"Herb" says he believes Harry E. is a better clerk than "Mickey." He doesn't think the latter can see so good. Why not try a pair of Joe's SEE LESS glasses?

Chief Clerk H. T. McCown is champion fly annihilator. He and J. Wright closed the office the other day and gave the flies a thrill with double strength cattle dip. It almost got us too.

Clerks R. L. Edwards and Fred Stephenson of the Terre Haute freight office were here the other Sunday for a short stay. Glad to have you, boys.

Conductor H. H. Ferguson is about to join the "Few Clothes" ranks, since having some of his clothes stolen from his caboose at Myron a few weeks ago.

Water is good for the feet but not watches. Conductor Hewitt has found that his watch is not a Waterbury, after finding it in a tub of water.

River Division

Margaret Maher

NEWS on the division is just as scarce as vacation days are for some folks. Won't someone please send me in some news items? This is a call to the folks at Winona, Red Wing and Hastings. However, in skirmishing around for some news it was reported that Operator Walt Smith has been taking a month's vacation spending the time fishing in northern Wisconsin. They say he has been all around except at Brule. Wonder why? For Cal surely would like to enjoy a fishing expedition with Walt.

A very successful Safety First Meeting was held at Wabasha conducted by Superintendent L. T. Johnston. District Safety First Inspector, Mr. Crooker, was present and gave a very interesting talk. A large attendance was reported and some very good suggestions made.

Roundhouse Foreman Mr. John Fleming and niece, Miss Mary Ehlers, departed the middle of August, for the west, on a vacation trip. They will visit at Spokane and Portland, and, of course, will take in Mt. Rainier.

District Master Car Builder Mr. E. F. Palmer, of Minneapolis, made a trip to Wabasha in the interests of the Car Department and looking after the specials that were en route to Cannon Falls. Mr. Palmer is always a welcome caller as his suggestions are valuable and helpful.

Engineer John Hilger and wife departed for a vacation to Seattle and expect to be gone about a month visiting friends. Mr. Hilger will miss the curves along the Wabasha Division, but perhaps will console himself when he crosses the Cascades.

Our famous "Will Rogers," of the River Division, is on his vacation, accompanied by his wife and Master Mechanic and wife, of Miles City, Mont. In case some of the folks on the division are not acquainted with our "Will Rogers" it would not be interesting if I didn't state that it is our worthy Traveling Engineer, Mr. F. G. Hemsey. The party have gone to the northern part of Minnesota and anyone acquainted with Mr. Hemsey will say that he has rightfully earned his vacation and that those near him are certainly enjoying themselves. This chapter will be continued next month.

Engineer Ray Ender and wife of Menomonie have been spending a short time visiting friends at Milwaukee, Fireman Frank McGraw is relieving Mr. Ender during his absence.

Operator George Poeschel, second trick operator at Wabasha, is enjoying a vacation. He is being relieved by I. W. Crawford, St. Paul.

Lineman W. W. Dinnels and wife and daughter have left on an extended auto trip through the southern part and the trip will take them to Denver. They departed from Wabasha and expected to spend some time at Kansas City and continue from there. They expect to be gone a month. Mr. Dinnels is being relieved by Mr. Ben Day.

A picnic was held at Menomonie, Wis., for former residents and particularly those who were employed on the railroad. Engine Watchman Emil Brown is president of the Association and expected to get a full report on this but didn't hear who won any of the races. How about it, Emil?

Here's some food for thought:

The heights by great men reached and kept,
Were not attained by sudden flight;
But they, while their companions slept,
Were toiling upward in the night.

Kansas City Division

Our Trainmaster and Traveling Engineer seem to have some difficulty in keeping their clothes in order when out on the division. We do not know whether someone paid our trainmaster a compliment, or whether it was just natural growth, but anyway one day recently after going over the Middle and West Division, upon arrival at Kansas City his head was too large for his hat, which necessitated his buying a new one. After several hours of window shopping he arrived at a window filled with straw hats marked 95c. He immediately took advantage of what he considered a bargain, went in and purchased one. After making the purchase and starting out again he found that the store next door had a window filled with hats of the same style for 85c. He is still wishing he had window shopped for another two minutes and gone a few steps farther.



Illinois Division Picnic

By C. Richardson, Yard Conductor

On Sunday, July 15th, the employees of the Milwaukee Railroad at Davenport held a picnic at Credit Island. All employees and their families at Savanna were invited and a special train, with Engineer Croghan and Fireman Hardcastle in charge, brought them to Davenport, where several of the large busses of the Tri-City Railway were chartered to convey them from the train to Credit Island.

It was a real day for a picnic and everyone brought a well filled basket, while ice cream, soda, coffee and sandwiches were served at the Inn for those who did not bring enough eats.

After dinner was over a large group picture was taken of all the employees and their families by Mr. Thurber, which turned out very well.

Then the games began—first the ball game staged between the Davenport boys and Sa-

vanna Tigers with the score going to Davenport, 9 to 1. Fire-boy Van Alton, third baseman, played a fine game, but not being satisfied with the first game he had to play another nine innings and is just at the present time recovering from the strenuous games he played. We all feel that with just a little more practice Van will make a second Babe Ruth. Jimmie Tigerman umpired the game and did a little catching on the side and we believe he would prove to be quite a player especially on an amateur team. We understand that Shoulty, the car foreman at Nahant, was at one time a big league man—why not form a regular team right here, from some of this good material we have? Then we could go right out after any of these so-called wild cat teams.

Next came the races. The first was a married ladies' 50-yard race, with honors going to Mrs. Margaret Raisch, of Davenport. Single ladies' 50-yard race was next, with honors

going to Lois Swanson of Davenport; then the little girls' race, with first prize going to Dorothy Asmus of Davenport. The little boys' race was won by Rudolph Lykam of Davenport. Then came the men's 50-yard race and Carl Ferris, who works at Nahant, proved himself a real racer, and secured first prize, but we also found he hadn't a thing on his wife, who came in first in the women's three-legged race with Velma Asman. Jack Beasley and Verne Petersen, both of Savanna, won in the men's three-legged race. Then came the slipper kicking contest, which really is a difficult feat, but Mabel Coat, of Bettendorf, had the honor of sending her slipper far over the heads of the judges, while Mrs. Wm. Teegen had rather bad luck and received the booby prize, but then don't forget to take into consideration, Mrs. Teegen is not a very tall person, which accounts for her slipper not going any further than just a few feet in front

Illinois

The Electric Locomotive (Continued from page 12)

A close observer may note that the electric locomotives have outstandingly good mechanical characteristics. All of the "Milwaukee" locomotives have outside journals and waste packed journal boxes rather than the usual grease cake, inside driving boxes common to steam locomotives. Another thing which will be noticed is the absence of side rods. Although some locomotives, particularly some types of alternating current motors, have their driving wheels connected by side rods driven by one or more large motors, the "Milwaukee" has chosen the individual motor type for each driving axle and is more than satisfied with the results that have been obtained. Yet another splendid feature is the outside location of brake cylinders and brake rigging which makes for ease and reliability of inspection and maintenance.

The atmospheric conditions under which steam and electric locomotives perform to the best advantage are directly opposite. To operate at its highest efficiency, the steam locomotive requires hot or at least moderate weather, but the power available from an electric locomotive is only limited by the rise in temperature in its motor windings or by wheels slipping so if the outside temperature be low, a larger current developing more power may be used without danger of overheating the insulation or melting the soldered connections. In fact blowers are pro-

vided in the electric locomotives to keep the motors cool, for the cooler they are the greater the power available from the same size motor. This is brought out quite clearly by the different ratings assigned to the same locomotive based on longer or shorter periods of time. For example a bipolar locomotive has a starting tractive force of 123,500 pounds which may be used for a very short time in order to start the train. For a one-hour period a tractive force of 48,500 pounds is available, yet the continuous tractive force is only 42,000 pounds.

Another decided advantage in favor of the electric locomotive lies in the fact that the power applied to the driving wheels is uniform throughout the entire revolution of the wheel. This results in greater starting power for a given weight on drivers, and is also one of the important factors contributing toward a very reasonable cost of maintenance.

The inspection and maintenance of the electric locomotive is radically different from that of the steam locomotive with a few exceptions. Many of the mechanical parts, particularly the running gear is patterned after steam locomotive designs, and consequently the care of these parts is much the same as with the steam locomotive, but the boiler, air pump, throttle, and cylinders of the steam locomotive are replaced by electrical apparatus, motor-driven air compressor, master controller, and traction motors. The differ-

ence lies in the inspection and maintenance of these parts, which places the electric locomotive in a very favorable position.

After a comparatively short run the steam locomotive must go to the enginehouse to have the fires cleaned and considerable other work done, during which time it is not available for service. The electric locomotive on the other hand, not being a self-contained power plant but receiving its power from an outside source has a great advantage in that it is available for service at all times day after day with only a fraction of the attention required by a steam locomotive; where the steam engine is only available for service about 52 per cent of the time.

One of the frequent questions asked in connection with the electric locomotives concerns their efficiency. Although they have approximately twice the efficiency of a steam locomotive, the latter has often been needlessly maligned by the uninformed when the two were compared.

The over all efficiency including both thermal (heat) and mechanical losses of any power producing machine is the ratio of the energy contained in fuel or water power at the generating station to the energy available for doing useful work. In the case of a steam locomotive this efficiency does not exceed the small figure of eight per cent under the most favorable conditions. In the case of the electric locomotive the over all efficiency from



men Picnic

of her. In the sack race Velma Asman again took first honors, while Verne Petersen of Savanna took first prize in the men's sack race. In the ladies' one-legged race, Mrs. E. Wilken took first prize. In the free-for-all race of 25 yards for ladies, Mrs. F. Coat of Bettendorf, took first.

While the races were going on a horseshoe pitching contest was also being held, with first honors going to R. Roinfeldt, and second to G. K. DeCoy, both of Davenport.

We thought we had taken care of everyone, when Mr. Thurber appeared on the scene and asked when the fat man's race would be staged, but on account of the extreme heat, we decided it would be too strenuous on those kind of folks and we really thought Mr. Thurber had his share of walking and running when he rounded up the whole crowd for the picture.

G. L. Thomilison and O'Connors took an aeroplane ride over the Island, distributing

folders descriptive of the summer excursion rates on the Milwaukee Railroad. While we understand that the ride was a wonderful one, O'Connors seemed to give a sigh of relief when his feet were once more on good old Mother Earth.

Mr. Flannigan, who could not be with us all day, on account of the illness of Mrs. Flannigan, who underwent an operation about ten days ago, was very kind in helping to take some additional guests to the Island in his car during the morning.

Chester Wylie was there from early morning until late at night working hard on the committee. Framme also was there doing his bit on the committee.

Johnny Pierce who is batching it while his wife is away, had to work during the morning, but he arrived in time for the noon lunch and did his bit during the afternoon.

Teddy Teegen, our car checker, was there

and ran in the running race for men, but lost out on account of a broken leg received some few years ago in a motorcycle accident.

The girls from Savanna proved to be quite shy and during the races and games there wasn't enough competition between the Davenport ladies and Savanna ladies. Here's hoping they got fully acquainted with all the crowd this time and at the next outing they will make the others work a little harder.

It was a wonderful day and the time passed all too quickly for everyone. At 6 o'clock the busses called for those who were taking the train back to Savanna, and they knew they would have to step on it, for Engineer Croghan and Fireman Hardcastle, together with their crew, always bring their train in right on time. Everyone appreciated the fact that the train crew were giving their time willingly to bring some 300 folks down to Credit Island for the Milwaukee Employees' Picnic.

power input at the generating station to power output at the drawbar does not exceed 15 per cent under like circumstances. The losses in generating and distributing system have often been ignored, thus making it appear that the electric locomotive has an efficiency several times that of the steam locomotive. The efficiency of the machine itself, from electrical input to tractive force at the rim of the wheels, may be in the neighborhood of 85 or 90 per cent, and it is this high figure that has probably caused the confusion.

It yet remains to tell of the work of the men who operate the electric locomotives. As with the steam locomotive, two men are used and their old names of engineer and fireman still cling to them, however, the more appropriate term of motormen is coming into use. In all cases they are former steam enginemen, who because of their previous training were able to acquire a thorough knowledge and skill in operation of their new charges in a surprisingly short time. The controls of the electric locomotives were designed with that thought in mind and were made to resemble the controls of a steam locomotive in many respects. The brake valves and many of the auxiliary controls are identical with those of a steam engine, while the master controller lever may be said to have points of semblance with the throttle lever. The one thing conspicuous by its absence is the reverse lever. Reversing the electric locomotive is

accomplished by means of a small lever operated switch on the master controller.

The work of the engineer is much the same as before, but the physical labor of the fireman is very much less. He makes a round of inspection between each station to see that everything is functioning properly, he operates the oil-fired heating boiler, and does necessary oiling. When not engaged in other duties his position is in the left side of the cab where he keeps a sharp lookout and confirms the engineer's understanding of signals and train orders.

Gambling

A guy can gamble with money and when he loses he's down, maybe—but he's not out—gamble with your eyes, hands, body and your life—and if you lose where are you?

Jobs

ONE-ARMED, one-eyed, one-legged men have some hard time gettin' jobs—it's bad enough for a man who's all there to get a job, so while you have your full riggin' be careful. It's worth thinking about.

Near

IF IN spite of being careless you've never had an accident, remember—Old Man Hazard is gonna get you some day and the longer you've missed trouble—the nearer it is right now.

Psychology Applied to Storekeeping

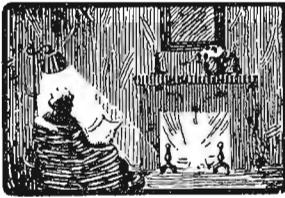
(Continued from page 13)

working conditions pleasant and, instead of ever using the weapon of force, lures the best out of his subordinates. Men must have a clear conception of what is expected of them and be thoroughly "sold" on the importance and value of their work. The progressive executive will establish cordial relations, solicit ideas and develop initiative in his personnel. This structure of handling men must also be backed with something tangible. Conscientious effort and production must receive their due recognition and proper remuneration to promote the right incentive to duty.

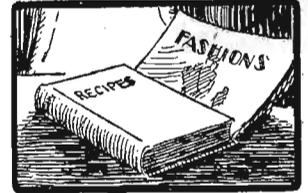
Without good will, business fails and banks break. The storekeeper needs the good will and co-operation of other departments and the entire railroad personnel. The latter should be schooled in the proper use, salvaging, reclamation and scrapping of material. Material economy meetings are recommended. "Economy First" is a rival slogan to "Safety First." It takes advertising and group action to put over big continuous economy programs and it is the business of the storekeeper to keep the fires glowing.

Ambition

YOU wanta get ahead, fine—that's the stuff. You'll need hands, legs and eyes to succeed—you've got 'em now—be careful all the time so you'll have 'em with you always.



AT HOME



For the Young Collegiates

THIS page this month is for the girls who are going away to college and what they shall wear on the campus, what for week-end visits and what for the tea dances, the dinner dances and the various social functions that go along with life in a college town.

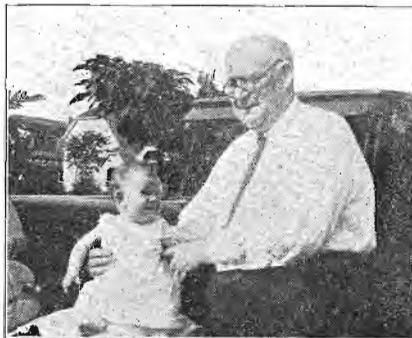
One has to think ahead of summer and early fall togs when getting together the clothes the girls will need up to the Christmas vacation; and first, of course are the "campus dresses." Sports or semi-sports wear is decreed for this costuming, and there should be three or four of these. Perhaps two new ones will do with the sports frocks already on hand and which should be very good for the first fall wear, when white sports frocks with blazer coats and gay sweaters will be very attractive and very smart among the autumn colors of foliage and lawn. But to economically plan the new outfit, a definite color scheme should be adopted so that the coat, the hat and the shoes may be in harmony with each other and with the gowns. The shades of brown promise to be in the forefront this winter, and if the coat chosen is brown, tan or in the beige shades, and perhaps of the new and attractive coat mixtures or plaids, the hat will blend, if it is one of those lovely beige or tan felts that are good all-the-year-round head covering. Then with the beautiful new brown oxfords the girl is ready to consider her campus frocks.

For the utility campus frock nothing could be better than the ubiquitous sweater and skirt model. This could be of a green knitted fabric, if that is liked, because green is so good with the brown shades. An embroidered motif on the sweater could lend a touch of color. The skirt of this frock is pleated and the hem line of the sweater blouse is drawn tightly about the hips, for the tight hip line is mandatory. The sweater is a pull-on with boat-shaped neck line.

Checked tweed or other novelty wool material in two shades of brown, cut in suit style, with plain wrap-around skirt and short jacket with notched collar and revers that open well down over a lighter or cream-color vestee, the coat fastening below that with three buttons. Long, plain sleeves of course. This is a smart and comfortable every-day outfit, and in the bright fall days Mary and Imogene and Lucille and all the rest of them will be quite warm enough stepping out on the campus without a heavier wrap, and yet not suffering with the heat in the classroom. Jersey makes a beautiful campus frock and a pretty one is made with one of the smart new tuck-in blouses, open at the throat, buttoned down the front to a neat little bow which ends an inset of two rows



Rosemary, Little Daughter of R. & S. W. Division Engineer Thos. W. Gannon



Beverly Jean Bennett and Her Admiring Grand-dad, W. D. Carrick

of fagoting put in to produce a vest effect. The skirt may have three stitched plaits at the side, with back and front plain, and a rounded girdele is drawn tightly around the hip line. In a tan jersey with brown shoes, nothing could be prettier or more practical.

An afternoon frock is quite essential, and this may be the one which is designed for one's first appearance on the campus, fresh from the Pullman. This idea suggests a gown of crepe, either Canton, Georgette or Romaine, also in beige or tan so as to be in harmony with the coat and the other accessories. This may be a one-piece affair, a collarless neck, to which may be added for an occasion, a scarf of self-material fastened at the right front shoulder and long enough to float gracefully down from the left shoulder, back. A narrow belt at the upper hip line and some pretty beads makes a simple and smart afternoon frock; and if one can afford it, a broadcloth coat of the same shade or a trifle darker, completes an ensemble; and ensembles are very good for the autumn wear. The girls going to college will perhaps

have an ensemble of the spring vintage which takes care of her traveling needs, and the afternoon frock may be made a little more formal by choosing georgette or one of the other thin crepes. A fur neck-piece makes a charming finish for the afternoon frock.

Then there must be a dance frock, and this might be of canary-colored taffeta; the circular skirt, plain in front but quite full at the back and also two or three inches longer in back than front. A wide pointed girdele in the back draws closely around the high waistline, comes into a narrower shirred center front and ends in bouffant loops and long ends at the side. A smart collar arrangement stands up slightly and then falls back in a straight scarf effect across the shoulders at the back. The bodice blouses slightly, and is sleeveless. The model shown of this frock was a lovely jade green, but it would be a dream in canary yellow with the hem faced with a darker shade to show under the drooping back. Simplicity must be the keynote of the college girl's formal costume, whatever the color or the material, and one new evening frock with what may be on hand from "prep" days will carry the young collegiate at least until the Christmas vacation, by which time she has sized up the situation and will know more definitely what she needs or what she wants.

The accessories to the college costuming are necessary, and by these is the chic young miss known. A pair of brown oxfords for the campus; some sports oxfords of trimmed buck; patent leather opera pumps and satin-slippers to match the dance frock will do very well as a starter. Hats are not so much of a problem for the college girl, because as a rule this somewhat old-fashioned form of head-gear is taboo on the campus, where if head-covering at all is worn, it may be in the form of a gay scarf tied bandanna style around the head, a broad ribbon band or some other distinctive and bizarre conception.

The Little Girl Goes to School

When the school bell rings for "first day" our little girl starts up the path of education, probably, with her pretty summer frocks all daintily laundered and ready for school wear. But when the crisp fall days come, she needs a warmer outfit, but nothing can take the place of the clean, sweet little laundered blouse, so mother may fashion for her, a pleated flannel skirt in a check or plaid with a double-breasted reefer jacket. If the skirt is of red plaid, the jacket is charming of plain red with a little red tam to match. Blue and green plaids with blue reefers are pretty and practical and with a number of washable blouses a little girl is dressed comfortably and becomingly.

The Patterns

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

5888. Ladies' Dress. Cut in 6 Sizes: 34, 36, 38, 40, 42 and 44 inches bust measure. A 38 inch size requires 5½ yards of 32 inch material. To face the vestee with contrasting material will require ¾ yard 20 inches wide. The width of the Dress at the lower edge is 56 inches. Price 12c.

6219. Ladies' Dress. Cut in 6 Sizes: 34, 36, 38, 40, 42 and 44 inches bust measure. A 38 inch size requires 3½ yards of 39 inch material. The flare extensions on the sleeve, if made of contrasting material will require ¾ yard 35 inches wide. The width of the Dress at the lower edge with fullness extended is 1½ yard. Price 12c.

6067. Child's Dress. Cut in 4 Sizes: 2, 4, 6 and 8 years. A 6 year size requires 2¼ yards of 32 inch material. To face the yoke bands with contrasting material requires ¼ yard 27 inches wide. To finish with narrow bias binding, as illustrated requires 4½ yards. Price 12c.

6021. Ladies' Dress. Cut in 5 Sizes: 34, 36, 38, 40, 42 and 44 inches bust measure. A 38 inch size requires 4½ yards of 40 inch material. For facing on cuffs and cascade and for a tie bow ¾ yard 18 inches wide is required. The width of the Dress at the lower edge is 2½ yards. Price 12c.

6228. Dress for Junior and Miss. Cut in 4 Sizes: 14, 16, 18 and 20 years. A 16 year size requires 2¾ yards of 35 inch material for the Tunic Blouse, 1½ yard for the skirt portion of the Slip, and 1½ yard of lining 32 inches wide for the underbody portion of the Slip. The tie collar of contrasting material requires ¾ yard. The width of the Slip at lower edge of the skirt portion is 1½ yard. Price 12c.

6232. Girls' Dress. Cut in 4 Sizes: 6, 8, 10 and 12 years. A 10 year size requires 3 yards of 27 inch plain material and 1½ yard of figured material. If made without suspenders ¾ yard less of the plain material is required. To make waist and long sleeve portions of figured material will require 1¼ yard. Price 12c.

5527. Child's Dress. Cut in 5 Sizes: 1, 2, 3, 4 and 5 years. A 3 year size requires 1½ yard of 36 inch material. Price 12c.

Embroidery design not given.

6233. Girls' Dress. Cut in 4 Sizes: 4, 6, 8 and 10 years. An 8 year size requires 2¾ yards of 36 inch material. To finish with bias binding as illustrated will require 1¾ yard. Price 12c.

6225. Ladies' Morning Frock. Cut in 5 Sizes: 34, 36, 38, 40, and 42 inches bust measure. A 38 inch size requires 3¾ yards of 36 inch material together with ¼ yard of 36 inch material in a contrasting color. To finish with narrow bias binding as illustrated will require 2½ yards. The width of the Dress at the lower edge with plait fullness extended is 1½ yard. Price 12c.

Good Things to Eat

Canned Pears. Wipe and pare the fruit. Cook whole, with stems left on, or if preferred, remove stems, cut in quarters and core. Allow one-third weight in sugar and two cups of water to each pound of sugar. Boil this syrup ten minutes, then put in the fruit, cooking ten minutes. Cook a small quantity of the fruit at a time, removing to the cans as soon as it becomes transparent. Fill the jars plumb full with the syrup and seal. Jars must be sterilized for all canned fruit.

Damson Plum Preserves. Wipe the fruit with a clean cloth wrung out of cold water and prick each plum several times, using a darning needle. Then weigh. Make a syrup of three-

fourths their weight in sugar and one cup of water to each pound of sugar. As soon as the syrup boils, skim and add plums a few at a time. Cook until soft. Put into sterilized jars.

Sweet Pickled Peaches. Boil two pounds of brown sugar in one pint of vinegar to which a one ounce stick of cinnamon has been added, for twenty minutes. Dip the peaches into hot water and remove quickly. Rub off the fur with a piece of cheese cloth or a towel. Stick each peach with four cloves, if liked, and put into the syrup. Cook until soft and seal in sterilized jars.

Corn Relish. Cut the corn from one and one-half dozen ears. Run one small cabbage through the meat chopper. Chop one bunch of celery and two green peppers; peel and slice four onions. Put the vegetables in a preserving kettle and pour over one quart of vinegar. Mix two cups of sugar, one cup of flour, one-half cup of salt, one-half teaspoon of mustard, one-quarter teaspoon of cayenne and one-half teaspoon of turmeric and add one quart of vinegar. Combine the two mixtures, bring to a boil and let simmer forty minutes. Fill glass jars and seal.

Bottled Tomato Sauce. Peel and chop twelve large tomatoes and two onions, put in

kettle and add three bunches of celery, four green peppers, two tablespoons of salt, two tablespoons of sugar and three cups of vinegar. Bring to the boil and let simmer for an hour and a half. Fill bottles or jars and seal.

Rail Rumbblings from St. Paul

Allen

ALEC McCOOL says his luck has changed.

He found eight dollars the other day. He didn't exactly find it, but almost like finding, to win it.

The city is planning on changing the name of Hazel Park and calling it Sullivan's Park.

We are glad to have Sam Adams back with us after an absence of two months, due to an automobile accident.

Charles Martineau sure has an eye on the old homestead, he is out there again, looking it over.

Charles Harrison is looking ahead for the next dance marathon; at least he is in training for it now.

George Turner has gone to the dogs. In other words he attended the dog races at Savage the other evening.



SPECIAL COMMENDATION

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

Section Laborer Arne Mattson, Champion, Mich., discovered a washout on Superior Division, three miles west of Republic, while on his way to Republic in an automobile. A large beaver dam had broken and washed out the highway so that he was unable to cross. This made him think of the condition of the railroad, which was about a quarter of a mile distant, and walking over to the railroad he saw that about ten feet of the track had washed out. Knowing that No. 2 was due in a short time, he placed two torpedoes that he had in his pocket, on the rails and sent his brother, who was with him, to a nearby farmhouse for a lantern and a shovel. With the lantern he went to flag No. 2. On the opposite side of the track was an automobile that had to go back to Republic, so he asked the driver to go to the depot and notify the section foreman. Then Mr. Mattson went back and was at work with the shovel long before the section foreman was able to reach the point, although he started as soon as he got the word from the depot. Mr. Mattson saved a bad derailment and possibly the loss of life.

C. M. Keefe, operator at Duplainville, on July 20, noticed a car in train 36 that appeared to be off center, and immediately notified the dispatcher. Train was stopped at Elm Grove, where a broken truck was found on this car. No doubt a serious accident was averted by Mr. Keefe's prompt action.

On July 18, at 1:15 P. M., fire was discovered coming from one of the fans in the main office, over the mill, at Minneapolis shops, by Mr. Tom Ward, who put the flames out by slapping them with his hat.

On July 21, Ex. East, passing Elberon station about 9:20 A. M., Agent Hasse discovered car with truck out of place and back about three feet from its proper place. Agent Hasse took immediate action to stop the train and the car was cut out at Keystone with the truck back in the middle of the car and the center pin missing. To illustrate the importance of closely watching passing freight trains, the following letter to Mr. Hasse from Vice President J. T. Gillick, is quoted: "Mr. Flanigan has shown me the telegram that he received from the chief dispatcher at Perry advising that you looked over a freight train passing your station this morning, and discovered a truck out of line, and signalled the train to stop, thereby preventing an accident which might have blocked the main line. Blocking the main line of the Iowa Division means more today than it ever did before, because of the on time freight schedules that the division has. Our schedules are so important that if we miss arriving at Council Bluffs on time we miss the U. P. connection and are thereby advertised in the California country as being a railroad that takes one day longer to move its freight than do our competitors. We all appreciate your prompt action and your attention to the service."

Car Man Stanley Gasran, Division Street, Chicago, rendered valuable assistance on July 7th at 1:25 A. M., when a double load for the Illinois Steel Company came uncoupled

and four large logs rolled off, blocking the tracks. This assistance was most valuable in clearing the tracks and getting things going again with a minimum delay. Also rendering material assistance in this emergency were Fireman C. McLaughlin, Engineer H. Kelly, Switchmen E. J. Webb, Charles Poull, Yardmaster Wm. Barbour and Foreman W. S. Lehman.

Section Foreman L. L. Lowe, Cranston, Iowa, on July 29, discovered a car of merchandise in train extra, 8258, east, on fire, and immediately notified the conductor. Train was stopped and the fire extinguished, preventing what might have been a serious loss to the company.

Engineer J. K. Smith and Fireman H. Schuler, discovered fire in car located at top of Galewood Yard and by running their engine along side of the fire, were able to extinguish the flames by using the deck hose. Some boys playing in the car had set fire to it, and but for the timely arrival of these two men, not only this, but several more cars might have been destroyed.

Roadmaster W. T. McNamara noticed brake beam dragging from car in train 641, departing for the Wabasha Division, on July 19, and promptly reported same to the conductor who took steps to remedy the defect.

Section Foreman George Abbas, Forreston, Illinois, while off duty on Sunday, July 15, noticed stock train passing the station at Forreston, with brake beam dragging and stopped the train, no doubt averting a derailment.

Des Moines Division Conductor W. E. Raaz, and Brakemen Ridenour and Cunningham, rebraced car of meat set out at Herndon by Iowa Division, when the car was discovered by them with hot box. The co-operation of the Des Moines Division crew is greatly appreciated.

Agent George Thorpe and Section Foreman Steve Sapoci of Tripp, S. D., at the time the Hirsch Elevator at that point was destroyed by fire, through their efforts moved one carload of corn and one empty box car which were standing on the track adjoining the elevator. Their efforts prevented the destruction of the carload of corn and the empty.

Car Inspector Frank Borchardt, Kansas City, has rendered splendid service by his prompt and efficient inspection and otherwise conditioning cars of berries and vegetables moving out of Kansas City on train No. 26.

Section Foreman J. R. Fielder, Starr, Illinois, on arrival at work on the morning of June 20, noticed the rail near the section house badly nicked, evidently by a broken flange. The mark was new and he immediately called the attention of the dispatcher who stopped No. 72 at the first station and found car with sixteen inches of flange gone. No doubt the prompt action of Mr. Fielder averted a derailment.

Those of Us Who Do G. P. F.

THE Traffic Department at St. Paul commends Brakeman J. S. Feipel on the River Division for securing a passenger from St. Paul to Chicago.

Brakeman E. E. Godwin on the Iowa Division prevailed on a salesman friend to use the

Milwaukee from Chicago to Omaha and return. This passenger makes frequent trips between Chicago and Omaha, and had always used a competing line. He reports his experience so pleasant on our road, that he is going to be a steady customer.

During the month of August, Herb Smith, in the office of the General Superintendent of Transportation at Chicago, secured four one-way passengers, Chicago to Seattle, and one round-trip, Chicago to Lewistown, Mont. This is fine Herb, and we hope you will keep working.

Traveling Auditor G. F. Richmond influenced the routing our way for the entire month of July of automobile business going to a consignee at Dubuque.

Mrs. R. E. Buckman, whose husband is a ticket clerk at Dubuque turned in the sale of two passengers from Dubuque to San Francisco and return.

Brakeman B. Rasmussen on the Wisconsin Valley Division secured 6 passengers, Wausau to Milwaukee, and return. Mr. Rasmussen also secured the promise of an automobile dealer at Wausau that his future consignments would be routed our way.

Conductor W. Bernard, on the Wisconsin Valley Division, has been explaining to people in his territory our improved freight train service between Chicago, Milwaukee, and the Valley territory. One concern at Minoocqua made a trial with two cars of fruit from Chicago; and our service being satisfactory has now promised that we will have five to six cars per week for the balance of the season.

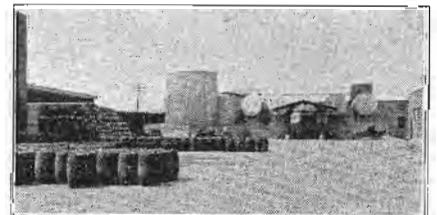
In the month of July, Rate Clerk J. P. Dickey at Galewood secured diversion on 21 long haul merchandise shipments.

The Passenger Department commends Yardmaster J. J. Zuest at North Ave., Milwaukee, who promoted the sale of two tickets to Marinette.

Ray M. Spankowski employed in the freight house at Milwaukee secured a carload of high class to Minneapolis.

We again hear from Frank Wallace, Yard Clerk at Milwaukee. In the month of July, Mr. Wallace secured long haul on a car of hides and also on a carload of salt.

Our section foremen are among our best boosters, one of the late evidences of their loyalty is the securing by Section Foreman A. Peterson of Armstrong, Minnesota, of two first-class passengers from Chicago to Armstrong, after the business had practically been conceded to a competing line.



Standard Oil Company Warehouse on Milwaukee Tracks, Mason City, Iowa

Perry Williams has been working in the Yard Office a great deal lately. He says he sometimes forgets it's not an uncoupling lever he has in his hand and nearly breaks his arm swinging a pencil.

"Slim" Tetzloff and Wayne Stevens are having a neck-and-neck race for a certain young lady's affections. "Slim" had the inside track while "Windy" was out on the weed burner—but things have changed.

E. F. Waterstrat, Perry Williams, E. Mittlestadt and Jimmy Munro, represented the Othello Golf Club in the Big Bend Tournament in Spokane. Mr. Waterstrat is trying to get a gilded cage to put his "birdie" in that he made up there.

Machinist Helper Fred Waring is taking an extended trip to California.

Heard Conductors Donovan and House arguing as to which Conductor got the North end local and it was settled that it was between Conductors D. J. Kelly and Tim Linehan.

Conductor Boardman is sporting a new Panama, has to get out the ear flaps when he is called for the GHX at Cle Elum.

Conductor Hennessy returned to work out of Malden. Conductor Wright intended to go over and visit Spike, but he states Spike said at the Malden parties they sang, "What, No Women."

Conductor Noble is off the Warden line for a month's vacation, guess she's too hot these days in the desert.

Superintendent Fuller and Chief Dispatcher Hays shot a couple rounds of golf while here for the Safety First meeting, Trainmaster Manley hearing them talking about going out in 61 and back in 65 and not knowing anything about golf thought they were talking about veterans of the civil war.

Trainmaster Grobel was transferred to Avery. Ed's many friends on the Idaho Division wish him the best of success with his new duties.

Note in last month's magazine R. C. P. gave us another boost in regard to the population of our fair city, perhaps at the Pioneer picnic there will not be so very many from Othello, but will say that those that start for there will not get lost on their way as R. C. P. did going from Spokane to the Gallatin Gateway Ball at Bonney Lake. Malden papers please copy.

John Morgan has the use of Roundhouse Foreman Wickland's roller skates since Jack was relieved of the calling nights.

Rumor that Sibel is bidding in a position at Miles City. Sibel is sure there when it comes to getting the notes for the magazine.

Chicago Terminals

Guy E. Sampson

VACATION time is here and as the correspondent is to accompany his family to the Kickapoo Woods to spend his vacation and will not return before the 15th we have to get our items out rather early, but we must write a few any way.

Because: Engineer Roy Visgar passed around the cigars and all on account of a bouncing baby boy born to him and Mrs. Visgar, August 1.

And Switchman Stone also passed around the same weed because the stork visited his home last month also.

Mrs. Wm. Rands spent a week-end last month visiting at the home of Superintendent Harry Gibson at Ottumwa, Iowa.

Jos. O'Keefe and family enjoyed a vacation and autoed to Iron Mountain, Michigan, where they spent a week at a summer cottage and just rested and fished and Jim says that he did both. On their return trip he spent a few hours with Superintendent J. H. Valentine and enjoyed talking over old times in the Chi terminals together.

We recently received a circular put out by

Geo. P. Nichols & Bro. showing the bleeder attachment which two of our switchmen patented in March, 1927, and we were sure glad to learn that some one had taken hold of the useful idea the boys worked out. It will be remembered that the magazine at that time printed cuts showing the principle of the attachment and a detailed report of what the boys had worked out. Being a Safety First, as well as a real time saver addition to our present-day equipment we feel sure that in time it will be applied to every freight car and save its cost every few weeks while in operation. We are also glad that our own men figured the idea out.

Bensenville, which is the extreme west end of the Chi Terminals, has just finished six miles of paving and the town that is the home of Chapter No. 3's clubhouse is sure getting to the front having increased in population from 500 in 1920, to about 2,000 at this time. Many terminal employees have built or purchased homes in this beauty spot to eliminate the riding of from 12 to 15 miles each morning and evening. In the last four years that little city has spent over a million dollars in public improvements and those who have not seen it in the last eight years would easily get lost. With the building up of the town the railroad's business has increased also, as many new business places have started up and the old ones are doing a much larger business. Hundreds of carloads of material had to be shipped in for the water, sewer and paving jobs and all were handled with the least delay possible.

Mrs. Wm. Walthers is at this time visiting on the West Coast, having gone to Western Canada to attend the wedding of her cousin. While she is not personally a Milwaukee employee, W. J. W. is, and for that reason we want to give her credit for her interest in the Milwaukee's financial receipts. Her personal solicitation obtained four paid fares from Milwaukee to Seattle, the parties going on the same train she did, as far as Seattle.

We hear reports that a well is to be drilled near Bishop's office so employees won't have to carry water from the rip track or the new well at the east end of the yard. That's fine, it will not only save time, but will give the boys at the west end fresh water at all times.

Guy Sampson and wife went to Milwaukee, July 31, to attend the funeral of Mrs. Herman Hartwell, who was the widow of a veteran employee who died twelve years ago, mother-in-law of Wm. Wilson a veteran employee who died three years ago, and grandmother of Arthur and Lawson Wilson, both employees in Milwaukee terminals now. She died at the ripe old age of 85 years and had been interested in Milwaukee railroad activities for many years, having so many of her nearest relatives employed by our road; and having known many of the former-day officials and their families. The sympathy of all employees is surely extended to the bereaved ones she has left behind.

Switchman Blevans, who has spent much time in the hospital this year is again able to work on the night coach run between Western Ave. and Bensenville, but has to make tri-weekly trips to the Milwaukee Hospital where his operation was performed.

"Kickapoo" says he had the pleasure of seeing his old friend E. J. Brown in Milwaukee the other day and enjoyed a few minutes' chat. First time they had met in years, while in former years they worked together continually on the Old Lax Division. It sure seems like old times when two old rails meet.

Trains are now using the new inbound freight track around the west end at Bensenville and doing so to the perfect satisfaction of both road and yard crews. Much less delay to both crews. We are wondering how we ever got along with the old system so long.

3 Tons Heats 8 Rooms

"With the Bulldog Furnace I used 3 tons of hard coal last winter to heat our 8 room house."—Lester F. Coons, Ellenville, N. Y.

More Heat With Less Fuel

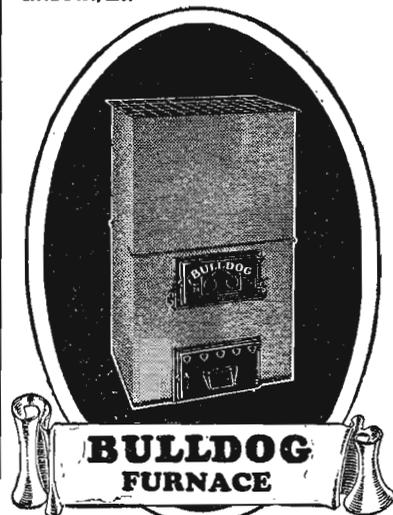
"I have had my Bulldog furnace for three winters. It takes the place of two heaters and then some, burning less coal with much more comfort. Every room is warm. Give me a Bulldog for comfort!"—Walter N. Burlingame, 41 Rural Ave., Lowville, N. Y.

Keeps Home Cozy With Less Fuel Than Stove

"I am sending a snapshot of my country home in which we installed a Bulldog Furnace. Will say that with the severe winter our house has been cozy at all times, with less fuel than was used for one stove."—A. E. Durggins, Rt. 4, Cumberland, Md.

After 6 Years—"Heats as Good as Ever"

"Our furnace has been in use 6 years and heats as good as ever."—Arthur Cloepfil, E. F. D. No. 1, Rock Port, Mo.



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Fits any Height of Basement
You Install It Yourself!**

If you are even thinking of a pipeless furnace, or any furnace, write for our free catalog. The Bulldog is one furnace you MUST investigate. Comes completely erected, fits any height of basement, goes through any door and you install it yourself!

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Babson Bros., Sole Distributors
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Without obligating me in any way please send me your free catalog and special offer on the Bulldog Furnace.

Have you a basement? Yes No

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PATENTS

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PRIME'S PLUGS

**THE PRIME
 MANUFACTURING CO.**
 MILWAUKEE, WIS.

Bishop's office has at last found its permanent resting spot and is now where it will remain, we hope.

Des Moines Division Items Frenchy

MR. LEO. McGOVERN has sufficiently recovered from his recent illness to be back on the job again. We are all glad to welcome him back.

Mr. and Mrs. C. H. Embick are the proud parents of a small daughter born July 16.

Page Thirty-two

Miss Dorothy Krisinger has returned from a vacation spent in the northern part of Minnesota at a summer resort. She reports a fine time.

Mr. R. H. Conrad has returned from a vacation, guessing he spent most of it around Des Moines having a good rest.

Miss Bernice Russell spent her vacation during July in Colorado visiting her brother and seeing the sights generally. She thinks that is a pretty fine country, especially Nederlands.

Miss Jean McGinnis is entertaining Miss Irene O'Brien of Dubuque who is in Des Moines taking the Cosmetologists' examination.

Mr. Ed. Olson and wife were Des Moines visitors recently.

Mr. Glee Olson relieved Fred White while the latter was on the weed mower.

Owing to the correspondent leaving very shortly on her vacation she is a little short of items. Perhaps next month she can do better.

Twin City Terminal Happenings

N. A. H.

MR. G. E. PASSAGE, Division Master Mechanic at Terre Haute, was a caller at South Minneapolis offices during his vacation.

Mr. John Goodrich, General Boilermaker Foreman and Supervisor of Water Treating Plant, has purchased 400 young pigs to use as bait for cod fishing in Lake Chanhassen. He has also purchased a new Ford ton truck to haul in the cod fish. Mr. Goodrich decided upon going into this business while on his vacation at Sunset Lake, and if it is a success, which he is sure it will be, he most likely will devote all of his time to the business in the near future. Mr. Goodrich is a very enterprising man and may secure Hoover for a partner in business.

Traveling Engineer F. G. Hemsey is enjoying himself on his vacation up in the northern part of Minnesota with Messrs. Rivers and Riccius.

Traveling Engineer Blase when delivering fish to his friends apologizes for not having time to clean them too, and this is no fish story either.

The sympathy of all employees is extended to Mr. E. B. Crooker, District Safety Inspector and family, for the loss of their daughter 17 years of age.

Our Fuel Supervisor E. J. Kervin came back from his vacation and said had he known it was going to be so hot, he wouldn't have taken his vacation just yet—the only way he could keep cool was to go to Lake Nokomis with his bathing suit.

Messrs. Wandberg and Edlund are again resuming their duties after their vacations.

The Northwestern National Bank took a picture of South Minneapolis plant from an airplane besides various other scenes about the premises to be used in their paper which they publish each month.

Mr. Wm. R. Barber, engineer on the Iowa Division, was in St. Paul recently in the interest of the Pension Association and was successful in securing a good number of new applicants and through the magazine wishes to thank O. D. Wolke and M. Medinger for their assistance and to all employees who signed up for the pension. Mr. Barber has visited the several departments in Minneapolis and was quite successful due to the interest Mr. G. Larson took in behalf of the Pension Association—he feels grateful to all who lent their assistance.

"S. C. D. Office"

F. B. H.

WE understand that during his vacation, Wm. Gutbrod, Jr., called at the office several times and on one occasion gave the office force a rare treat in showing them what the well-dressed man wears—white trousers with

black stripes, blue coat, straw hat, tan and white oxfords. I hope I haven't missed any of the details.

Leona Schultz has just returned from her vacation and though she didn't take any long trip she enjoyed a few games of golf and reports a pleasant and restful vacation.

Erv. Weber showed up today with a lovely coat of tan—evidently he had a real vacation.

Lucile Janzen has returned to work looking rested and happy to be back. She took several short trips and attended her sister's wedding—all of which tended to make a fine vacation.

Fern B. Hawkins was called home from Montana during her vacation on account of the serious illness of her father. Mr. Black passed on just twelve hours before her arrival. The office force expressed their sympathy through the means of a beautiful floral spray.

We are sorry to hear that Mrs. Kreil has been very ill but glad to know she has been released from the hospital and hope her recovery will be very rapid.

Mr. E. J. Rippberger was in the city on business Saturday and he called at our office and greeted old friends. Come again, Mr. Rippberger.

Mr. C. R. Gilman was confined to his home for more than two weeks account illness. However, we are very happy to announce he is now back at the office looking and feeling fine. He wishes to thank the Sunshine Club for the beautiful flowers sent him.

Irv Clouse has at last grown a real mustache. Some one suggested that he looks like Ronald Colman now and he resented it because he says that he has Colman backed right off the map. Judge for yourself!

Walter Stark spent another vacation down in Iowa and came home single. Can you beat it? We can't figure out whether Walt is bashful or the girl doesn't love him. However, he did give me a glimmer of hope by telling me very confidentially that he may get married next year.

Our Chief Clerk, Mr. Poenisch, spent his vacation out on the coast and he reports a very good time. He says that now he doesn't blame the coast people for bragging about their country and climate for he is convinced that they surely have something to brag about.

According to the number of our people spending vacations in the West, I can safely say our office believes in the old saying, "Go West, etc." Frank Skola spent his vacation out there, too. He says he spent most of his time in the mountains around Butte.

Julia's love for dogs prompted her to rescue a tiny little water spaniel the other eve. But Buddy rebelled when she brought the little puppy home so now she is looking for a real good home for the puppy. Please don't all speak at once.

Harold Mittag has gone to New York on his vacation. We hope we will be able to give all the details of the trip next month.

Mrs. Gregory has been very generous with her flowers. Almost every week she brings a huge bouquet and then makes a smaller one for each girl's desk. They make the office so bright and cheery—am sure everyone appreciates Mrs. Gregory's thoughtfulness.

Irv Clouse brought his young son's photograph down to show the gang and we all agree that Dick is a mighty fine little chap and we don't blame Irv for feeling extremely proud of him.

John Kozlowski fooled us when he took his vacation, he said he thought he'd go to Yellowstone but changed his mind and spent most of his time at South Shore Park and small lakes near the city.

We all join in hearty congratulations and best wishes for a very happy life for our newlyweds, Mr. and Mrs. A. C. Schroeder. We feel very much interested in this couple as Mrs. Schroeder was formerly Miss Ruth Reidel of the old

"MCB" family, and now Mr. Schroeder is one of the present "SCD" family. Mr. Schroeder returned to work this morning after a pleasant honeymoon which was spent in the West—we understand they toured Yellowstone and Mount Rainier, returning home through the Canadian Rockies. After the Schroeders are all settled in their new home the office force will be over—now be prepared Ruth and Art! We often threaten to do this but one never can tell when we will carry out the threat.

We are grieved to announce that Wm. Gutbrod has resigned and left the railroad, for we can't imagine who will take "Major Hoople's" place in the office now.

Fred Gollash has been assigned to Harold Mundt's position and Harold promoted to William's as Machine Operator.

It is rumored that Mr. Haas spent his vacation up north but to date we have had no official report—now we are wondering is he such an honest man that he won't tell one of those big fish stories or is he too modest to tell of his achievements.

Anyone who has had a long hard day at the office and desires a little respite from the heat might inquire of Herman about the cool, refreshing nightly tours between here and Chicago. (Doesn't that sound as enticing as some radio advertisements?)

The boys up on the "shelf" as they call the file room, would surely be interested in this aforesaid note if good fortune had not come their way in the form of an electric fan. They just about melted during our terrific heat wave. We all suffered but am sure Frank hasn't cooled off yet.

Mr. Deppe was called West on business, so he combined a bit of pleasure with it by taking one week of his vacation after the completion of his business, spending most of his vacation in Portland with his parents. He reports a splendid time, but lots of hot weather.

La Crosse and Northern Division Items

Eileen

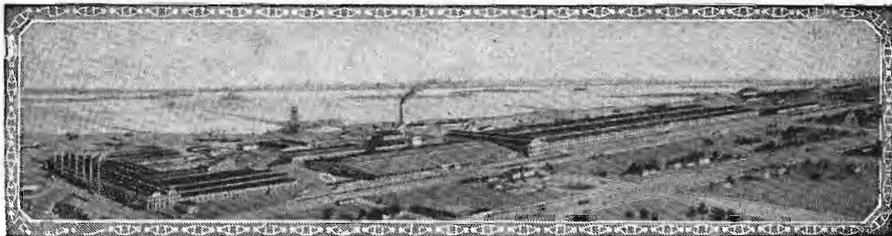
ON Train 433, July 18, smoke was seen coming from the rear coach on top of the vestibule, caused no doubt from a spark from the engine. The two heroes of this occasion proved to be none other than A. J. Schmaus of Berlin and H. Wiley of Fond du Lac. Coming from different cities, each was going to show the crowd how they handled such things in their home town. Schmaus came with a pail and a can full of water, but either from lack of force or poor equipment was unable to raise either from the ground. Then Wiley came forward, speedily climbed to the top of the car and put out the fire. Both of these fellows deserve mention for their careful observance and ingenuity.

Earl Burns has been telling us about those that he caught, and also about the big ones that got away. He has been spending two weeks' vacation in the northern part of Wisconsin.

Operator John Robertson of Horicon is vacationing for a month at Long Island, New York.

Section Foreman Ed Rode of Fox Lake reports the arrival of a baby girl, Eleanore, at his home recently. Arthur Otte, section foreman at Hartford, reports the arrival of a boy. Art is happy thinking that there will be one steady man in his crew in the future, and it won't be long before Ed will have a fine young lady to prepare his favorite dishes.

These Essex cars must be real vamps. Boilermaker Wm. Dresner has traded in his Essex for another car of the same make, and we hear



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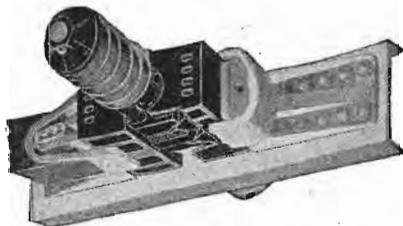
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CHICAGO OFFICE McCORMICK BLDG.
CANADIAN OFFICE TRANSPORTATION
BUILDING MONTREAL

that Ed Monogue is also ready to swap his car, but he says, "Nothing else but another Essex."

The chemical weed destroyer has covered the Northern Division and only three bosses have met their Waterloo to date. We consider this a good showing, and we hope there won't be any more.

And here is another who has fallen prey to the Essex car—Engineer M. J. Coughlin became so enamored of automobile riding while driving back and forth to Iron Ridge with Jas. Monogue, he has purchased a brand new Essex.

During Operator Burn's vacation from Hori-con, we had the pleasure of meeting A. A. Kott of Milwaukee, who joined our ranks, and who we are pleased to note has secured a position as operator at Granville. We enjoyed his working with us immensely.

La Crosse Yard Switch Foreman Edw. Weber and "Jumbo" Lutiger recently returned from a short fishing trip with a very generous supply of pike. Ed says, "We are going to redeem the price of beefsteak," and they seem to be getting on first rate.

We are sorry to chronicle the death of Conductor John Brady of the Northern Division, which occurred on July 23 after an extended illness. Jack was considered a first-class employce and was well liked by his fellow workers and the officers.

Another death we are sorry to hear of is that of Mrs. Art Worner, wife of one of our La Crosse Division conductors. We take this means of extending sympathy to Mr. Worner.

Engineer Dan O'Leary and son Donald, have returned from an extended western tour, which included Washington, California, Salt Lake City and other points of interest.

Trainmaster W. G. Bowen and family were Portage visitors recently. Mr. Bowen was meeting all his old friends on the Division where he was formerly Chief Dispatcher and Trainmaster.

A timely suggestion has been offered—that badges should be furnished to the work train crews on the west end so they can be distinguished from the members of the extra gangs. They are tanned and tattered, wear Mexican hats and even grow moustaches—would you believe it?

Due to the extreme hot weather, Engineer-Farmer Bill Coughlin has discarded his overshoes and left the yard to take a work train on the west end.

Switchman John Coughlin and Conductor Colgan recently went on a fishing expedition at Durand—funny, but they simply won't tell us what luck.

Chief Dispatcher Kilian and Mrs. Kilian have returned to Portage after a motor trip to points in Illinois and Wisconsin.

Coal Flat Miller has been deposed as President of the Dumb Bells Club by Erick Erickson. Erick's presidency was gained in a most unique way, a happy combination of circumstances and superb diplomacy—by walking home coatless and hatless in a driving rain, while his poor Nash stood parked in back of the depot crying for someone to take it home. about 11:00 P. M. Erick heard the cries of his car and returned to the depot to take it home. He has been voted President by acclamation. Other members of the club are Coal Flat, Vice-President, EH Secretary, Wee-Wee Treasurer. Mac, Bud and Paul are members of the Membership Committee while MS and DG are acting on the Publicity Committee. "Watch Us Grow. We Are Not All in Gymnasiums" is the motto adopted. This being a very exclusive club, the rest of us are anxiously waiting for an opportunity to prove we are deserving of membership.

At a very beautiful wedding at the Country Club, Miss Dorothy Miller, formerly of the Division Master Mechanic's office at Portage, became the bride of Mark Sutton. We are now

casting eyes toward Esther who caught the bride's bouquet. Mr. and Mrs. Sutton will reside in Manitowoc where he is employed as athletic coach.

I. & D. Items "Proxy"

A FAREWELL party and dinner was given at Wayside Inn at Clear Lake, Ia., August 1, by the girls in the Mason City offices, in honor of Marie Fiala, who is to be married August 8. Marie looked very charming in a yellow outfit, and was the picture of a bride-to-be. The tables were very tastefully decorated and the presentation of a corsage bouquet finished off the delightful dinner.

Mrs. Carpenter Kendall made a trip to Mason City, August 2nd. We were very sorry that her time with us was so short.

John Nelson and family went to Cheyenne, Wyo., to visit relatives.

J. F. Kasak returned from a trip to Mitchell about the middle of August.

CEM spent his vacation, the last two weeks in July, in northern Minnesota. If the beautiful coat of tan he acquired means anything, he must have had a good time.

W. A. Lindquist, PFI at Mason City returned from a two weeks' vacation in the northern woods of Minnesota and reports a very nice trip, also an exciting time. It would seem that while fishing he went to sleep and his arm fell over the edge of the boat with his hand in the water—and one of those big Northern Pike came up and severely injured his arm.

Al Keyes, Tomah, returned after several weeks spent in the Twin Cities.

Ralph Joynt has purchased a new Chevrolet Coach. Why the extra heavy bumpers on the rear? It must be to keep the new Fords from damaging the back of the car. We understand that the new Fords can't pass Ralph in the Chevrolet.

E. J. Sullivan has joined the ranks of the new Ford owners.

Leo Montgomery spent his vacation in the Black Hills. He seems to be entirely satisfied with his good time. We hear he intends to go there again.

Speaking of cars, Clifford has gone and sold his faithful Ford and is now displaying a new Chevrolet Coupe. Why the run on Chevrolets in the Mason City offices? No wonder the Chevrolet dealers could afford an excursion to Clear Lake August 10th.

William Mutschler, son of Chief Clerk C. E. Mutschler, is vacationing with his aunt in Butte, Mont.

Nell Carney has the position left vacant by Marie Fiala's leaving in the Division Master Mechanic's office. Miss Carney is not a new employee, as she worked here before and is welcomed back by all her fellow workers.

Traveling Engineer W. J. Johnston and wife visited their daughter Mary at Albion, Nebr., and from there left for the Black Hills.

E. J. Dougherty, night roundhouse foreman at Mason City, was married to Mrs. Marie Stromer, while he was on his vacation in July.

F. H. Dickhoff spent two weeks' vacation at home with the love birds. Arthur Lunsman acted as yardmaster while FHD was away.

Julius Wiele underwent a minor operation the latter part of July. Julius seems to have recovered in fine shape.

If anyone is looking for FHD we believe he can be found at his father-in-law's helping him to fix a gate.

The circus on August 8th caused a great deal of excitement and quite a few Milwaukee employees forgot the hot weather long enough to attend. It left Mason City over our line for Austin.

It seems that it happened like this. As Clifford Smith was going along very peaceful like, in his little Ford, he came to a place

which had been started for a cellar and later was boarded over. The wind had removed the boards making it very convenient for the Ford to ramble in and come to rest in a reclining position, but at a very serious angle. So serious in fact, that a crane had to be sent out from the Ford's favorite repair shop to restore it to its owner in good shape. From all accounts it is none the worse for the experience.

C. Krumm, Agent, Charles City, is having a couple of weeks vacation. His place is being taken by A. C. Longley.

F. M. Chase, Agent at Everly, is expected back from a three week's trip having been relieved by Art Choate. This ought to put Chase in fine condition to handle the fall business.

D. O. Levin, Operator on this Division, received word of his mother's death in St. Paul. Our sympathy is extended to Mr. Levin.

F. J. McDonald of the Train Dispatcher's office spent a few days at Dubuque in August. Presume he will look up some of his former haunts.

Proxy is sufficiently chastised. After writing up the annoying habit Leo and Don had of getting delicious looking ice cream cones at just about 1 P. M., one of the said cones was purchased and presented to her gratis. Thank you! There will be no more remarks about this matter.

Has anyone heard that Ben King has another new car? We hope we have the latest dope. At the present writing Ben is known to possess a smart Whippet Roadster. When we first knew Ben he had a Willys-Knight Overland, then one day he was the owner of a Hupmobile Sedan, then there came in quick succession a Whippet Sedan and now a Whippet Roadster. Evidently Ben believes that variety is the spice of life.

Irma Wilhelm of the Superintendent's office, attended a Y. W. C. A. conference at Okoboji the latter part of July.

W. F. Ingraham underwent a minor operation during the latter part of July, and is recovering nicely.

W. P. Woodhouse, baggageman at Mason City, has been granted a 90-day leave of absence on account of sickness. George Foreman has been appointed temporary second baggageman.

Understand Ruth Scott chaperoned a group of young girls in a cottage at Clear Lake in August. Does Ruth look like a good sensible chaperone?

We are very glad to hear that Mrs. Jess Mathewman who was very ill, is now recovering.

The Milwaukee baseball team gave an exhibition of what kind of ball they play July 25th, when they beat the B. & O. team, one of the strongest teams on the Mason City League, with a score of 5-2, in an exciting game. We heard from an outsider that it "Sure was some game!" Our team certainly has the spirit and we hope that the rest of the ball season will bring like victories for the Milwaukee.

We have just heard from some members of the Milwaukee baseball team that they are quite anxious to have a game with one of the other Milwaukee teams. They would be glad to hear from some of the other divisions having teams, with regard to a game.

"Electric Flashes from Deer Lodge and the West Rocky Mountain Division"

By Willie

AGENT B. E. McELHENNY of Alberton, has returned from Los Angeles, where he was called on account of the serious illness of his sister. Mr. Mc and family and H. H.

Brown and wife are spending a week or ten days at a lake in the northern part of the state.

Mr. and Mrs. Wm. Hellman of Deer Lodge, were pleasantly surprised by a visit from Mr. Hellman's parents, who drove out from Sanborn, Ia.

Hostler W. B. Jones and family of Deer Lodge spent a couple weeks visiting in several coast cities.

Now can anyone tell the cause of the unusual business and the always awful pleasant smile of Mr. and Mrs. Floyd Sterling? Well, if you will promise not to tell anyone I'll let you in on it. You know the first grandchild is a very important thing to be busy about and the question now is, does the young lady look more like grandma or grandpa.

Joice Sterling Whitworth is the name of the young lady. Mrs. Whitworth was formerly Miss Harlette Sterling.

Dispatcher J. P. Phelan spent a part of his vacation in Banff, Canada. Since he returned I have heard of lots of folks going there and I have been wondering what the attraction is up there. Well, it must be just Canada that's all.

Now I told you so—Mary Schnittger and Mr. Jas. Kerns were married June 29th in Albany, N. Y. They are now located on their farm near Hoosick Falls, N. Y. The Division extends to them congratulations and best wishes.

Mrs. C. C. Cole and son have returned from a visit with relatives in Kansas City.

Miss Syble Hobert of Othello, Wash., paid Deer Lodge a visit the last week in July, in the meantime looking up all the engineers and

fremen that she had buffaloeed while working in the Round House office at this place.

Bue Evans, Hank Kantner and Perry Spaulding spent a delightful trip camping and fishing on the Madison. Wonder who did the cooking and who the dish washing? Nobody said anything about fish, did they?

Grover and Frank Hanneman also went fishing on the Madison, but I know they got some fish, 'cause I heard a fellow say that he heard another fellow say that he heard that they got some fish and also mosquito bites.

Mr. and Mrs. J. E. Pears visited relatives in and around Spokane the last week in July.

L. R. Kemp and family are visiting in Spokane and other cities in Wash., including Seattle and Tacoma.

Mrs. J. E. Schecter and two sons are visiting in St. Louis and points in Ill.

Jack Slatts and wife are spending a vacation in Wis.

It is so hot that it is impossible to go out and collect anymore news so you will have to be satisfied this time.

S. M. East

H. A. W.

ENGINEER Bob Herrman is back to work on the S. M. Division, after an extended leave of absence due to ill health. He appears to be in excellent health at the present writing and we are sure it won't be long until the old time Bob will be fully re-initiated on his run.

Bernice Sherman, Payroll Clerk in the Mechanical Department, has returned to work after a two-weeks' vacation in northern Minnesota.

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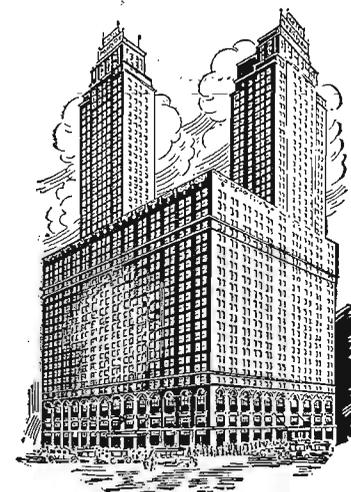
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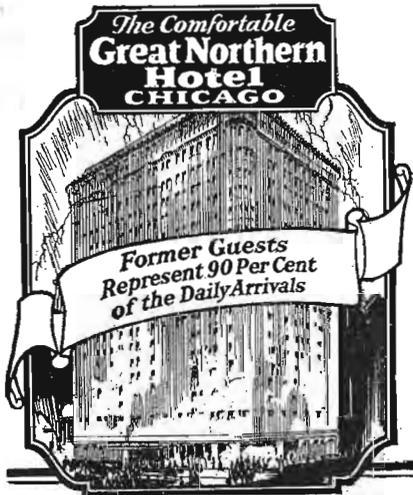
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Chief Dispatcher Valentine is having a short vacation in the northern part of Wisconsin. Understand he and Cal got quite intimate and on several occasions were fishing in the same brook. Suppose we will hear the same fish stories that the Senators and Representatives will hear in Washington, D. C.

Marcella McShane has resigned her duties as Road and Material Clerk in the Superintendent's office at Austin, to take up new duties with more work and less pay. On August 19th she will be married to Mr. Charles Goodrich of St. Paul. Best wishes are extended to Mr. and Mrs. Goodrich.

Rose Krulish and Evelyn Trenary are taking a trip through Yellowstone. Understand the weather is very cool out there and there are probabilities of them cooling off.

Page Thirty-six

Edmond Doyle has been appointed as Road and Material Clerk to fill the vacancy made by Marcella's resignation. The position of Stenographer has been filled by Henry Lucas of Madison, S. Dak.

Kermit has returned to work after a vacation in northern Minnesota. Understand he didn't go alone.

Mrs. G. A. Van Dyke has returned to "Work" after a short vacation in California.

Mrs. William Heman, wife of our faithful Bill, has gone to Lanesboro for a short visit with friends.

V. J. Williams and brother Guy, visited with Ed Reaside on Sunday, August 12th. Ed is confined in the Vet's Hospital at Fort Snelling. Reports are that Ed is improving rapidly.

Engineer P. G. McCarthy was an Austin visitor during the early part of August. Pat hasn't been on the job for some time but still manages to get around to see old friends.

Bob Galligan, formerly Division Accountant at Austin, called at the Superintendent's office during the early part of August. Bob now holds a position with the Interstate Commerce Commission and is doing fine. We were all mighty glad to see him.

Now that the Legion Convention, the circus and the largest portion of the vacations are over, we will soon be settled down and everything will go along with the usual pep.

Traveling Accountant Brackett called at Austin on August 9th. Incidentally he took in the Ringling Bros.-Barnum & Bailey Circus.

HAW! HAW! HAW!

Drippings from the Ice Bunkers

Sonia

Announcement!

Plea after plea went forth to the boys on the line to give the little girl a hand with some news, but to no avail, there was no response. Since they've made no cum back with "Drippings from the Ice Bunkers" and the Refrigerator Service Department has been hogging the colyum, it has been decided to change our colyum heading to Refrigerator Blues.

Sounds rather cold, doesn't it? But let's define it. When you say "Refrigerator Service Department," anybody knows it holds a hot-stepping-up-to-the-minute gang. And what are blues? They're notes, joyous notes, wicked notes and sad notes; and notes are news. There we have it—hot news clothed in an icebergish name to hold it together, what? Does that Chesterfield the gang? Well, then, let's have all the "hot news" possible to start under the new caption next month.

Welcome

To our new co-worker, Miss Mary Griffith, employed in the capacity of Check Clerk.

Puzzles

Will the gamboling brown-kneed lambkin (Agnes) tell us about that mysterious guy by the name of Nate?

Solve the puzzle, Bill. We're still wondering why you wished to be known as "the blonde boy" on that picture postcard you sent us from Saugatuck, Michigan. We always thought the femmes preferred brunette gentlemen.

Sign of the Times

Looks suspicious, Mac—and there has been a new pretty note in that lucky little Irish face of yours. What besides good golfing is the great attraction down at Delavan.

One can tell Rosie ran down and gave Broadway and Coney Island an if-ish treat, coming back with that Noo Yawk brogue.

Claude says he's got very close to nature since his vacation—having a very big hole in the sole of his shoe. Sounds like "back home and broke."

Moral

Our own clean-cut Gene Tunney of the Refrigerator Service Department tells us—"They who think themselves superior to their fellowmen in the end look up to those whom they thought were nobody."

Dubuque Division

E. L. S.

AGENT H. J. HANSEL of West Union, was granted a 90-day leave of absence effective August 7th, to take position as Traveling Auditor. A. M. Hembling, recently of the Ann Arbor Railway in Michigan, is relieving Agent Hansel at the present time.

Recent visitors at Dispatcher's Office: Mr. F. J. MacDonald, Dispatcher of Mason City dropped in to see the dispatching force August 11th. Operator F. J. Dwork who has been on the sick list for several years called August 9th to see the boys. His health is improving.

Superintendent E. A. Meyer is the owner of a new Nash Sedan, and Dispatcher W. O. Wright is sporting a new Buick Sedan.

Elmer and John from the Superintendent's office were in Chicago July 28th and 29th. Although it was Elmer's first visit to the Windy City, and John's second visit, no stiff necks were reported.

We are glad to report that Agent Thompson of Spring Grove is improving in health. He is still quite ill but is improving slowly.

Glad to see Conductor Cutting back at his work again.

Agent E. Hurley of LaCrescent leaves on his vacation August 11th for about 3 weeks. Walter Hogan of McGregor will handle the station during his absence.

Fred G. Anderson, formerly Agent at Volga City and other stations on Dubuque Division, who has been on the list of superannuated Agents for some time, died at his home in Pasadena, California, July 19th.

There was quite a bad washout out on the Waukon Line the fore part of August which necessitated almost the entire renewal of Bridge K-1392.

Chief Carpenter Farley and Division Engineer E. H. Johnson have been on bridge inspection for the past several weeks.

Walter Lewin, Tapeman in the Engineering Department at Dubuque, resigned his position here to accept one in Los Angeles, California.

This Division has hired six new operators since June, as follows: K. A. Laugen, working 2nd trick at Preston, Minn., during the absence of Agent Ott; M. T. Sokol, working 2nd trick at Turkey River; C. G. Whitsell, 2nd trick at Gordon's Ferry; Walter Hogan, Relief Agent at McGregor; Mrs. M. J. Abel, 3rd trick at Gordon's Ferry; A. M. Hembling, Relief Agent at West Union.

Agent Peter Ott of Preston, Minn., on 90-day leave of absence, is being relieved by his son, William.

B. F. Ottoway, from the Iowa Division, who has worked almost steady on this Division for the past three months, has returned to that Division and is at present working 2nd trick at Green Island.

Trainmaster Hotchkiss departed on his vacation for St. Paul and Seattle, August 9th.

Conductor L. E. Dunham is laying off on account of knee injury he received some time ago.

Train Baggage man Glen Bock laid off fore part of August. Brakeman Martin F. Powers relieved him during his absence.

A certain young man from the Superintendent's Office invited a certain Miss to ride home with him in his new Graham-Paige Sedan one evening after work. He had been bragging up the superior qualities of this car for some time, so for curiosity she accepted his invita-

tion, but after getting in the car found it wouldn't start, and he had to send for a mechanic to get it started. In the meantime, F. Earl Eckstein came to the rescue with his humble "Chev." (which is always in good running order and has plenty of gas) and took the lady home.

Madison Division

AMONG the vacationists: Storekeeper Krenke and wife of Janesville, are sightseeing round Grindstone Lake in northern Wisconsin. Also Chief Caller Siebert and wife—whew, won't the fish stories be thick now.

Painter Waldo Luchsinger is on the sick list. Hope he gets well real soon. Somehow or other, we miss that smile.

Gosh, it's hot as hot can be,

It's going to make a poet out of me,

Burnette is on her vacation too,

Those days are all too few.

Margaret Roach did tour the west,

Bet she didn't get much rest.

Harriet was up on the farm,

Which didn't do her any harm.

Berdel, I am looking for some news,

Sort of matrimonial views.

Understand JAM went cross the pond,

Of the otherside, he is fond.

There is nothing like a real vacation,

But coming back to work is—well, damnation.

R. & S. W. Division

Lillian L.

MR. EDWARD J. ANDERSON, Agent at Florence, passed away at the Veterans' Hospital in Milwaukee on August 1st, after an illness of several months, although he continued his work up to about two weeks previous to his death. Prior to going to Florence in December, 1926, he was employed in the Chief Dispatcher's office at Beloit. Mr. Anderson was a veteran of the World War, having served in France for more than a year.

He is survived by his widow, one son, Eugene, aged four years, having passed away in October, 1927.

Funeral services were held in Beloit on August 4th. Interment at Clinton cemetery.

We extend sympathy to the family and friends.

Understand Frank Thomas is in need of a guide to get him safely from the Dispatcher's office to the street after completing his work at 11:00 P. M. Frank likes to take a short-cut, and one night when he was trying to make it a little shorter than usual, fell into a six-foot ditch near the Osborne oil station, where the city had been doing some excavating.

We are glad to learn that little Miss Beth Snively, who has been seriously ill, is somewhat improved, although it will be some little time before she will be able to be out again.

Mr. and Mrs. Wm. E. Bates and son Billy visited with the former's parents in Cleveland, Ohio, during the latter part of July.

Roscoe Askey, accompanied by Operator Ray Harkness and wife, took in the sights in northern Michigan, July 5th to 18th. Ray reports he had a hard job bringing Askey back from those Lake Superior breezes.

Understand while the animals in the Hagenbeck shows were being unloaded in the yard at Beloit, one of the horses took exception to "Ham" getting quite so close and nosed him out of the way.

Wonder if we cannot arrange to have a little radio concert on the new dispatcher's phone occasionally. Won't someone ask our radio expert, JLB, if he cannot swing it?

We wish to extend our sympathy to Machinist John Crowley, in the loss of his mother, who passed away in Milwaukee on July 31st. Funeral services were held from the residence

at 4209 National Ave. to St. Florian's Church on August 3rd. Interment at Holy Cross cemetery.

There's great rivalry between JC and TEP as to which one will ride the circus and carnival trains.

Fireman Perle Lloyd and Miss Harriet Burger were united in marriage in Rockton on July 14th. Mr. and Mrs. Lloyd will make their home at 318 Burr Oak Ave., So. Beloit. Congratulations and best wishes from the R. & S. W.

Of course, this is just a rumor, but we hear our own dear Esther at Freeport is about to be wed. Someone asked her if she was to be married soon and she didn't deny it. Perhaps we will have something definite to report in the next issue.

Kenneth Zimmerman spent his vacation in the east, visiting Niagara Falls, Toronto and Montreal.

Assistant Trainmaster Pratt is sporting a new Ford Coupe.

If anyone is in doubt as to the way to spell "necessary" just ask Art Wobig.

Mr. A. F. Hale, Warehouse Foreman at Freeport, with a record of 30 years in the service, passed away at his home on July 24th. Mr. Hale has been confined to his home since March 27th. "Allie" as he was familiarly known, was a very efficient warehouse foreman, and his friends were legion. Funeral services were held on July 26th and were attended by all of his associates. We extend sympathy to the family and friends.

Marvin and Lloyd both came in the other morning sporting vivid green ties. Guess they got their dates mixed and thought it was St. Patrick's Day.

See you all at the picnic on August 19th.

Iowa (Middle and West)

Ruby Eckman

MACHINIST RICHARD CREWS of the Perry force, was off duty for about three weeks in July and August, on account of an injury his daughter sustained. Virginia, who is six years old, was struck by an auto truck while crossing the street at her grand parents' home in Marion. She sustained a compound fracture of the skull and a broken arm. The little miss was in the hospital for about three weeks and was then able to be moved to her home, so her father came back to Perry to resume work.

The sympathy of many friends on the division was extended to Engineer Henry Nichols the middle of July on account of the death of his granddaughter, Margaret Camp. The young lady who was eighteen years of age, with very bright prospects for a useful life was a close companion of her grandfather. She passed away after an illness of about two weeks with heart trouble.

Lavon Maxine was the name which engineer and Mrs. Oliver Jensen gave to their little daughter, born July 25. The baby is the first in the home.

Machinist Wm. Barker and family who spent their vacation in July, visiting relatives in Altoona, Pa., were in an auto accident, resulting in Mrs. Barker getting quite a severe cut in her head. The accident delayed their return home about a week.

Clyde Hamilton who has been telephone and telegraph maintainer at Perry for the last three years, was transferred the fore part of August to Webster, South Dakota, to a similar position. The new location is one which Clyde has wanted for some time, as it brings him closer to his home, which is at Milbank, S. D. R. B. Shover was sent to Perry to take Clyde's place.

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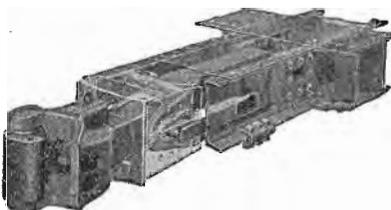
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Ticket Department

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HARTFORD :—: CONNECTICUT

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There is a new road master on the Iowa Division between Perry and Marion, since August 1, as T. C. Barrett came down from Wisconsin and took charge of the work. J. H. Johns, who was on the job, went to Wisconsin to work, as road master. Mr. Johns made many friends on the Iowa Division who regretted seeing him leave. Mr. Barrett is back in home territory, as he worked on the Iowa Division before going to Wisconsin several years ago.

Operator G. E. Madsen returned to work on the second trick at Weston, July 25, following a vacation spent in California. Mrs. Madsen and children accompanied G. E.

Machinist Charles Moore and family spent their vacation with relatives in California.

Perry freight house platform has just recently been supplied with two "Blue Boys," the new model four-wheel roller-bearing trucks, which are being purchased by the company for freight-house platforms. The trucks are very handy and help the platform force with their work.

Three callers have been cut off the force at Perry and the calling of men who have no phones and who are not at home when called is done from the roundhouse. Heretofore a force was necessary up-town on account of keeping a passing car record of all cars through the Perry yard, but with the new manifest car record system the record books were discontinued.

Operator Loyal Howlett was in the Perry Hospital in July, for an operation for appendicitis. Loyal was taken sick while attending a dance at Perry and the operation performed as quickly as possible after the diagnosis. The young man recovered nicely and returned to Coon Rapids until he was able to resume work.

Machinist Harold Hass of the Perry force, was on the enforced lay-off list during July and August, on account of an injured hand. Harold is a member of the Milwaukee Boosters Kitten Ball team and had a finger broken while playing ball.

Richard Singleton, a middle division brakeman, was called to Council Bluffs, July 20, by a message telling him of the death of his sister. The sympathy of the division is extended to the young man as the loss of his sister is the fifth member of his family to die within the last two years, the parents and two brothers having died at intervals of a few months.

Mrs. Ben Moore, wife of one of Perry's veteran engineers, died at the family home in Perry, July 20. The passing of Mrs. Moore was very sudden and unexpected. While she had been in poor health for some time her condition was not considered especially serious. Mrs. Moore was the sister of Mrs. Eber Needer, Mrs. F. L. Hanner and Mrs. Frank Morgan, all of the Milwaukee family.

Alice Bowman of the Car Department office at Perry spent her vacation with relatives in Colorado.

Engineer Billie Murphy kept "back" for a couple weeks while Mrs. Murphy and Helen went to Boston to see Lt. Wm. Murphy, U. S. N., who is superintendent of the Boston Navy yard. Billie was seen taking quite a few of his meals out, so he must not be a first class cook. After Mrs. Murphy and Helen returned they enjoyed a visit from Lt. Charles Murphy, U. S. N. and his family. Charles, who has been stationed in Chicago, is being transferred to San Pedro, California, for a few months, and will leave with the Pacific Fleet about the first of the year for a two-year cruise. He will be assigned to the California, the flagship of the Pacific Fleet. During his absence Mrs. Murphy and the baby will remain with her parents in California.

Conductor Harvey Whitlock's wife and grandson Donald Whitlock and Mrs. L. Huerman, mother of Train Dispatcher Ralph Wright, and Ralph's daughter, Wilma, left the middle of July, for a visit with relatives and friends in California.

Mrs. E. O. Kinser, wife of the agent at Coon Rapids, died July 18, at a hospital in Des Moines, following a long sickness. Burial was made at Coon Rapids.

General Yard Master James Kanealy of Perry Yard spent a very enjoyable vacation this year by taking a trip to California. He and Mrs. Kanealy went there to visit relatives and friends. They were accompanied on the outward trip by their niece, Gloria Anne Kanealy, who has been spending the last year with her grandmother in Des Moines and with James' folks at Perry. The little miss made things hum while visiting her folks in Perry as James has three boys in his family and the little tot got just about what she wanted all the time. Mr. and Mrs. Kanealy wanted to bring Gloria Anne's two sisters home with them but the parents would not permit it.

After Mr. Kanealy returned to work Assistant Yard Master Ralph Van Horne who relieved him transferred to the night job to permit Night Yard Master Edward Bauyard to enjoy his annual vacation. Ed and his wife also went to California stopping en route at Sylvia, Kansas and on the way home at Pocatello, Idaho, to visit relatives of Mr. Banyard. Ed and his wife also had a pleasant trip.

Paul Cushman of the Car Department who lives on an acreage had his hands full working at the car shops and at home for a couple weeks while Mrs. Cushman and two of the children visited relatives in Colorado.

Division Master Mechanic W. N. Foster and family enjoyed their vacation at the lakes in Northern Iowa. They had as week end guests General Foreman A. J. Kressen and Travel-

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ing Engineer S. Einerson one week and Assistant Foreman Hoes and Assistant Master Mechanic J. P. Lutze another week.

Gerald McRunnells three-year-old son of Fireman Wm. McRunnells, died at the family home the fore part of July. The child got hold of some matches and pressed one into his ear, causing an infection which induced a form of meningitis. He was seriously sick for several days before his death.

Everet Evans, the water supply man at Perry, accompanied by Ticket Clerk Ralph Murphy and wife, spent their vacation in Northern Minnesota.

Machinist Gerald Heinzleman has been off duty for several weeks on account of sciatic rheumatism. He and Mrs. Heinzleman went to Excelsior Springs, where Gerald took the baths and treatments for a couple weeks.

Mrs. Laura Nerndorf, daughter of Mr. and Mrs. Oscar Woolson, was married July 28, to William Helmar, of Dawson. They will live on a farm near Dawson.

Engineer W. B. Howe, wife and daughter, Catherine, left the fore part of August, for a couple weeks trip through the east. They planned on spending part of their vacation in Washington, D. C. with relatives.

Seth Craig, a cousin of Conductor Charles Craig, came with his family from Newburg, New York, for a visit in Perry, while on their way to Colorado, to visit his father, Wm. Craig. Seth who worked on the Milwaukee during the summers while he was in school is the minister in charge of the Presbyterian Church at Newburg, N. Y. While in Perry he filled the pulpit of the local Presbyterian church and his many old friends were pleased to have an opportunity to hear him.

Mildred Cox, daughter of Conductor George Cox, of Perry, was married in Excelsior Springs, July 29, to Ivan Castor of that city. They will make their home in Kansas City.

Harry Boynes, of the roundhouse force at Perry, was off duty the fore part of August on account of the death of his wife's mother who was killed by falling in front of a C. G. W. train while at Fort Dodge. The lady had been in poor health for some time, being subject to heart attacks and while no one witnessed the accident, it is presumed that she had a heart attack just as she neared the railroad tracks.

Engineer Wallace Rawson and wife were at Arlington, Iowa, the latter part of July to attend a family reunion. About sixty-five of Wallace's folks were present and they spent an enjoyable three days.

C. E. Evitts, labor foreman at the Perry roundhouse had the pleasure of a visit from his sister Ina Crowson and her friends Miss

Katherine Hinchley from Boston and Harold Rue of Oklahoma, in July. It was the first visit of the young ladies to Perry and as both are working for the Boston and Maine Railroad they were interested in the same department work on the Milwaukee.

Joe Weidman, foreman of the freight platform at Perry, has a new attraction at home now, since the birth of Miss Donna Joanne on July 27. This little one is the first in the family.

Engineer Louis Dibbern and Mrs. Myrtle Holland of Bouton, were married on July 26, at the M. E. Parsonage at Adel. They will make their home in Bouton for a while as Mrs. Dibbern has been manager of the telephone exchange there and will continue her work until her contract expires.

Wisconsin Valley Division Notes *Lillian*

MR. R. H. JANES spent a day in the Superintendent's office.

Messrs. J. T. Gillick and P. C. Hart are spending a few days at Minocqua, fishing.

The time freight schedule between Minocqua and New Lisbon is very much appreciated by the shippers—this means about 48 hours freight service between Minocqua and Chicago, a service that cannot be excelled even on the main lines. It will be a clear saving of at least 30 hours over the present service.

Dr. A. H. Morse, one of the oldest doctors in Wood County, died at a hospital at Wisconsin Rapids, Sunday, Aug. 5th after suffering a paralytic stroke. He practiced in Babcock 35 years, coming to the town when it was a prosperous logging and railroad center. He was the Company physician for many years. The Wisconsin Valley Division employees extend sympathy to Mrs. Morse and family.

George Hoefft had the good fortune to hook and successfully land a muskallonge near the McCleary bridge at Wausau, that weighed 26 pounds. A number of fine fish have been taken from Rib River and Lake Wausau this summer and it is becoming recognized as one of the most fruitful places in the state.

Angry Motorist: "Some of you pedestrians walk along just as if you owned the streets."

Irate Pedestrian: "Yes, and some of you motorists drive around just as if you owned the car."

Mr. L. W. Spratlin is spending part of his vacation at Sayner.

Mr. William McCarthy submitted to an operation the first of the week at a hospital in Milwaukee, and is getting along as well as can be expected. Mrs. McCarthy will remain with him until his condition is such that he can be removed to his home in Wausau.

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Sizes up to 5½ inches

GLOBE STEEL TUBES CO.

Train Dispatcher H. L. Vachreau and family are spending their vacation at Manson Lake.

Mr. B. Rasmussen secured 6 passengers, Wausau to Milwaukee and return, who went to attend a convention. He also solicited M. L. Tisch, automobile dealer, and secured a promise that they would route their business via our line.

Conductor W. Bernard explained our new time freight service to Minocqua Fruit Company at Minocqua and succeeded in getting them to route, car of melons and a car of fruit via our line out of Chicago. If the service is satisfactory this will mean 5 to 6 cars of fruit and vegetables per week during the lake resort season.

Mr. and Mrs. A. W. Warner and Mrs. Fred Becker have returned from a motor trip to Canada. They spent some time at Port Arthur—we are not sure that it was choice or necessity. They report a delightful trip.

Gaylord Carpenter, general clerk in the freight department is away on his vacation, motoring, fishing and outing. Mrs. Carpenter is accompanying him on the trip.

Mr. John Rhoades, formerly section foreman on the Valley Division, paid us a visit recently, while on his way to Gleason to visit his brother Cloyd Rhoades. John is now comfortably located in a new home at Elkhorn, Wis., and is happy and contented. We were very glad to see him.

Preparations are in full swing to make our city as attractive as possible in anticipation of the arrival of President Calvin Coolidge, who is expected to be in Wausau Wednesday, August 15th, coming here to take part in the ceremonies of the American Legion Convention. Business of all kinds will be suspended, at least part of the day, and everyone will have an opportunity to see as well as hear the address which will be given by the President at Marathon Park. An attendance of 50,000 people is expected to visit our city.

Mr. and Mrs. H. H. Wheelock of Prescott, Wis., are visiting their son H. O. Wheelock, Division Car Accountant.

Miss Cloris Czmsnske entertained friends at her home at "50." The evening was much enjoyed and delicious refreshments were served.

Louis: Do you like Kipling?

Mildred: Why, I don't know. How do you Kipple?

General Office—Chicago

Vila

MR. AND MRS. J. HARVEY COSTELLO have just returned from their vacation at Druce Lake, where they have a summer home. On July 28th and 29th they had for their guests Mrs. Beatrice Morrison, and the Misses Vera Snapp, Margaret Pagels, Grace Baldwin, Grace Doyle, and Vila Graves. It is needless to say everyone had a pleasant week-end with such a host and hostess as Mabel and Harvey.

One by one they get the "elevation" habit. Now it is George Schreiber who has left our ranks after four years in the Engineering Department to join the Evanston Track Elevation Force. Hope you like the new work.

All the time she has been keeping this from us. Who? Why the young lady in Room 831. Now we know she rolls her own (we don't mean cigarettes. Well, anyway, it was almost a hundred in the shade that day, and we hope she was comfortable.

At last we have supremacy in the Advertising Department. Newman, the Texas Cyclone, was run flat in a mile race which was won by Reilly the Flash, from the near West Side, with Van Buren of Elgin fame running a close second. Up to this writing the loser has not yet paid the bets.

Mr. O. J. Franklin, assistant to General Roadmaster, who for a number of years has

lived in Janesville, has moved his family to Forest Glen. He should feel very much at home there as there are a number of railroad folks living in that town, and don't forget Forest Glenners, make the Franklins feel at home.

Dedicated to: The Two Graces, The Heavenly Twins, The Naptha Artist, One Golfer and Historian, "Our" Accountant and her Pal.

Some miles from the city,
There's a cottage so pretty,
Where you can swim,
And you can sleep,
Get a coat of tan,
Perhaps something to eat.

But oh, what a time we have on Monday.

Trying to recover from the strenuous Sunday.

On July 21st Mr. George L. Walter, motor car inspector, acquired a new title. If you want to make him feel good just ask him how the new grandson is, and "Grandpa" Walter will give you a smile worth while.

Miss Wheeler of C. N. Bainbridge's office, leaves for a two weeks' vacation Yellowstone Park, making several days stop-over at Canyon Camp and Old Faithful.

VACATION PAST—WHAT NEXT?

Vacation days are over, and how very short they seem,

We'll keep them in our memory just like a golden dream.

Vacation days have gone away, we've bid them sad adieu,

'Tis true the saddest parting for working folks like me and you.

But after all is said and done, we have a year of work ahead,

The question is: what shall we do? We can't mope 'round like dead.

The days are growing shorter, the sun is losing pep,

But the moon is shining brighter on every front door step.

Imagine the bunch gathering at somebody's home some night,

The autumn breeze escorts them in the moon-beams' wicked light.

A little dancing—singing—that's like our bunch,

Then all at once they holler, "When do we get our lunch."

Jerry is a promising tenor, so we are told,
He can sing all the latest songs, even if they're old.

Paul Jones knows some ditties that he can recite,

Something like "The woman who had her bedroom painted white."

Marilyn says her boy friend is much too slow,
And that to the party herself she will go.

So Jim Flynn, Jerry and Don may have a good chance

To have this lovely lady as a partner when they dance.

Now all you girls with big blue eyes,
And all you guys with loud neckties,
Pinch yourself to see if you're dead,
Open your eyes, you're not now in bed,
Perhaps you're day dreaming, or else in a trance,

WE WANT A PARTY— WHO'LL TAKE THE CHANCE?

As the result of an item in the last issue of the Magazine, I have a note from a young lady who wants to know, if we are contemplating running a Matrimonial Bureau. Far be it from me to start it but I could refer them to the writer of the item of last month. However, the party would get some help as the writer of the above mentioned note has offered

to fill the position of "Aunt Mary"—Advisor of the Lovelorn.

East H. & D. Division

Maude Hamlin

PRETTY hot these days to be plugging along, but seems as if we have to do it anyway, regardless of what the thermometer registers. Anyway it's too hot to concentrate on news, so will try to do better next month.

Margaret Andres, clerk in the dispatcher's office, is on her vacation, going by car to the Black Hills and Yellowstone Park. She was accompanied by three other young ladies and we will expect some lurid descriptions, Marg, of what you saw and did.

Mrs. Henry Helgerson's mother, Mrs. Pearson, passed away August 10, and was buried at Montevideo on the 13th. Mrs. Pearson had reached her ninetieth birthday and made her home with her daughter. We wish to express our sympathy to Mr. and Mrs. Helgerson in their loss.

Steel gang finished laying the 100-pound steel rail at Milan on August 11 and are now in the vicinity of Bird Island. Roadmaster Ronning now has a surfacing gang working on the sections at Milan, getting things in first-class shape after laying the 100-pound rail.

Yours truly has been enjoying a visit from her sister, Mrs. L. W. Kelly and daughter Colleen Catherine, from Tacoma, Wash., who leave today (August 14) for their home, after spending two weeks hereabouts.

Local Storekeeper Arthur Lowe, and wife, have returned from their vacation. Art says he was glad to get back, what with the hot weather and mosquitoes, etc., to contend with.

Have already started hiring new men in anticipation of heavy business this fall. Some of the extra men who have been away during the slack seasons, are again reporting for work. Hope we can keep them all busy.

New treating plants at Milbank and Minnesota Falls are about ready for operation. Should have very little trouble with the water on the East H. & D., now that we have so many treating plants.

"Red" Middlebrook has gone and left us—went to the West Coast for a few weeks, expecting to look in on Los Angeles, San Francisco, Portland and other points. "Red" says he needs a vacation after putting in over a year working steady.

The O. R. T. held a meeting at Montevideo the latter part of July, in the Ladies' Club Rooms. Mr. C. E. ("Bunny") Moore, of Stewart, acted as Chairman, and Messrs. C. R. Latourelle and H. C. Kearby, of Chicago, addressed the meeting. There was quite a good attendance, mostly from the east end of the H. & D.

Took five engines out of white lead last week—two went to Austin, three for our own H. & D. Looks like business was picking up already.

On August 8, Mrs. B. A. Shea, wife of leverman at E-122 was taken suddenly ill and was taken to a hospital at Minneapolis. Unable to learn any further particulars at this writing, but hope Mrs. Shea is on the road to recovery before these notes are read. Mr. Shea accompanied his wife to the city, which left no extra leverman at the tower, and Mr. Stielow and Mr. Abernathy put in some long hours as a consequence. 83 in the shade too, but as Stielow said, "You didn't have to stay in the shade if you didn't want to. Matter of choice."

Julian Sauvageau is getting to be a regular traveling steno these days, having accompanied Mr. Hills to Minneapolis to hold an investigation there August 9.

Stock Yard Superintendent Rasdall reports pretty good progress cleaning and disinfecting the stock yards at Monte. He has a gang of twenty men working every day, and will complete the work in a couple of weeks more.

Oscar Olson, B. & B. carpenter, is in the local hospital, laid up account getting hurt when motor car jumped the rail the other day. Oscar didn't think he was hurt very much at the time, but later developments necessitated an operation. Expects he will be about in a few weeks, however.

Mrs. D. R. Davis, wife of our roundhouse foreman, is spending her vacation at Ottumwa, Davenport and other places in Iowa. D. R. D. has to eat "out" three times a day now, and is anxiously waiting for the word that Mamma is coming home.

Milwaukee Shops

H. W. G.

PAT McMAHON, old-timer blacksmith helper, whose report of his death came near getting in the magazine was found to be considerably alive, out at the county buildings. As Mark Twain would say, "report greatly exaggerated."

Veteran Engineer Carroll is at Freeport and not getting along as well as was hoped. Mr. Carroll is an old C. & M. engineer.

Engineer Wm. Gardner is home from a long layup at Sioux City and he is only fairly holding his own.

The sympathies of all who know him go out to our former Boilermaker Foreman Abe Lucas in the recent sudden death of his wife, which occurred Wednesday evening, August 8, in the hospital at Escanaba, after a motor ride on their way to Negaunee. The funeral was held at Green Bay their home town, Friday, the 10th. Mrs. Lucas lived in Wauwatosa, our near neighbor, and a neighbor to all who knew her far and near. She had been in rather poor health for two or three years, but we had hoped she would be with us for a long time yet. The daughter, Mrs. F. R. Ellsworth and family also live in Wauwatosa.

This is vacation time for many of the boys and girls. Mr. Bilty is out in the state somewhere for a week or two. Tom Scott was also out in the state from July 20, for a week or ten days. Al Telefsen and family were up north two weeks. So was Ray Petrie, and now Cora Quiennett is up home in Escanaba, and we have not received a single picture postal yet. Mrs. Pershing in the phone booth was at Niagara Falls and Yellowstone Park and brought back some 120 nice photos. "Leonard" was on his trip. Harold Montgomery started his three-day vacation the 11th, but then he got married same date to Miss Mary Sterner of Milwaukee. Congratulations all around. Harold is our Jack Dempsey of the office, and up to late in the week carried a bridge bandage over his proboscis which the shop nurse smoothed up just in time for the wedding. Horton and family are up north on the Mississippi River.

Miss Ruth Forrest, daughter of assistant foreman of R. H., is a newcomer in the office. She is not so very big, but then, O my!

The boilermaker foremen held their annual staff meeting in Milwaukee this year, August 6-7. They were invited to the Globe Boiler Works the first afternoon, with a trip to a scrumptious supper at Cedarburg in the evening. Shjogren says he never ate such a big piece of beef stein in his life. The Globe Company set this up.

Mr. Nystrom is up among the mosquitoes (at Minocqua), however, not so many mosquitoes this year.

A new noise is on the air. The 15-minute movement whistle at the repair tracks.

A new punch in the car tin shop adds another big tool to Foreman Art Schultz' machinery.

The main driveways around the shops are being cemented for the heavy trucking service, pretty well ripped up at present, but just wait until they are all finished.

There is also prospect that the old S. M. P. office building will be stiffened up now that other repairs therein are under way. This is one of the oldest S. M. P. office buildings in the west. Now used as a roundhouse office and telegraph office and headquarters for Horan and O'Neil.

President Scandrett's circular on the efficiency of our locomotives, is quite a puff for all concerned. Mr. Scandrett is going to be the recipient of a nice photo emblem of the presidents, and the early and late locomotives in monogram form.

Lantern pictures and movies of the Milwaukee Road, on lawn out in Wauwatosa, evenings seem to take very well, especially with the kiddies.

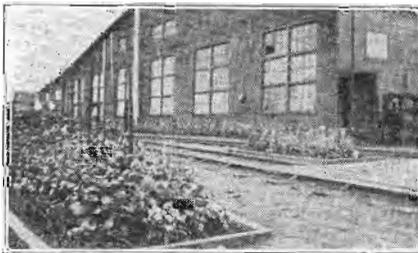
We hear that Mr. F. D. Underwood, our old-time railroader, is in the hospital in New York, leg fracture or something of the sort. Hope you will soon get out of that "F. D."



Assistant Woodmill Foreman M. Grummel and His Flower Garden



Power House Engineer E. Meshenik With His Flowers



Flower Gardens at Tacoma Shops

Tacoma Shop Notes

"Andy"

MR. J. A. WRIGHT is on his vacation—where he is spending it, we are not quite sure, but have a very good hunch that at least a portion of it will be spent in Canada.

Mr. A. J. Kroha is planning on spending his vacation on a trip to Alaska; this no doubt will be a very enjoyable trip, and while he is up there he might take a run over and look over the North Pole and have a chat with Santa Claus and give him the straightup on Junior.

Harvey L. Snyder is also framing up his vacation, which we understand is to be spent at Glacier National Park. He expects to feed the fish there and also do a little yodeling in the mountains, that is yodeling is about as far as he will get in that mountain climbing business.

Mike Waking started out a few weeks ago with the intention of going to California, but he only got as far as Portland, and he had to come back and keep the railroad going—we were wondering if he refused to cross that bridge on account of the toll charge, and the river is a little wide there for swimming.

We have heard that our old friend and radio side-kick, Joe Straussmann, has left this neck o' the woods, and is now located at Milwaukee, as cost accountant. We wish Joe all the best of luck and much success on his new job—we hate to see him leave, but we hope that we hear from him once in awhile, and let us know how the static is performing back there—the old set ought to pick up many stations now, and practice up on its selectivity.

Ethel and Walter have bought a new Essex automobile—some class now.

Bill Coors came back from his vacation, spent in California, wearing a brand new straw derby he bought fifteen years ago—pretty good hat, but it fits a little early.

Chas. Stevens spent his vacation motoring around down in Oregon, visiting all the points of interest.

The Copenhagen stock took a sudden drop recently, due to an item appearing in the local newspapers—it has also set a number of the boys at the shops to thinking, and wondering whether or not they are going to furnish more margin.

Joe Cregan is spending his vacation visiting with relatives in the East.

When an explosion of fifteen tons of powder occurred recently in the harbor many people thought that Jim Stevenson had dropped one of his shoes—the effect is somewhat similar.

Rose Richmond we have heard, gained four pounds recently—isn't that terrible—well she right away went on a diet—then stepped on the scales and found she was four pounds under the standard weight, then she immediately doubled up on the feed, then weighed and found she was four pounds over—then vice versa, then some more vice versa, etc.; well it was later found that she had been weighing herself on two different scales, and one was out of order, so she feels much better now.

W. J. Lauckhart, our shady stenographer, is planning on spending his vacation all over the East; he intends to visit Chicago, New Yawk, Washington, and many other places. He will just hesitate, he figures on going over Niagara Falls, we are not sure if it will be inside or outside the barrel. At Washington he will try to visit the President, at the other points he will merely visit the Chief of Police, leave his finger prints and gain permission to enter the city.

Kansas City Division

C. M. G.

IT IS desired to have items of interest from all the departments on the Kansas City Division in the notes of the Milwaukee Employees' Magazine and if some interested party would just take a few minutes of his time to make a record of any incident or happening and forward same to the Correspondent, Superintendent's Office, Sherman Street Station,

Ottumwa, Iowa, it shall be greatly appreciated. Also, if the agents, or employees, at the various stations, know of any particular item of interest same should be sent to the Correspondent.

Special pipe train from Milwaukee made a record run on the Kansas City Division between Nahant and Kansas City. The train departed Nahant at 9:30 A. M. and arrived at Coburg at 6:11 P. M. Pipe was delivered to the M. K. & T. at 6:50 P. M. in time to catch the M. K. & T. train due to leave at 7:00 P. M. Also during the month of July handled 244,000,000 gross tons over the Kansas City Division, which is the heaviest business that the division has ever handled. Some 4,900 cars of oil were handled, which is the largest number of cars of oil ever handled in any one month and we are in hopes of reaching the 5,000 mark during August.

Steve Brown is relieving Agent T. E. Manso, Lawson, who is on a vacation touring the west, including a trip through Yellowstone Park.

Traveling Engineer H. R. Howard and family returned on July 18 from a vacation spent visiting in Minneapolis, St. Paul, Stillwater, Austin and one week fishing at Prior Lake, Minn. Mr. Howard has had little to say regarding the week's fishing and we learn that his young son, Gene, proved to be the real fisherman and supplied the family with fish during the entire week.

Ralph Lowe has been appointed roadmaster on the East Division, succeeding E. Schoech, who has been assigned to the same duties on the Terre Haute Division.

Roadmaster F. M. Barnoske has a new granddaughter, Nancy Ellen, who arrived at the home of his daughter, Mrs. W. C. Smith, St. Louis, on July 15. Mr. Barnoske made a special trip to St. Louis to see the new arrival. On August 8 Mr. Barnoske left for Montevideo, Minn. We understand this is to be an inspection tour of his farm. We know he is a good roadmaster but we doubt his ability as a farmer, in fact, we feel that he would never do as a laborer in a farm gang.

Mr. and Mrs. J. W. Sowder and daughter Norma, and Mr. and Mrs. Harold Henson, attended a convention of the State Grand Lodge of the Knights of Phythias at Fort Dodge on July 31, August 1 and 2. Mr. Sowder is a member of the grand lodge standing committee and Mr. Henson went as a representative of the local organization. We learn that Harold deemed it necessary to secure return transportation, other than that which had been furnished him before he left for the convention, and in making request at the Fort Dodge Office for the return transportation he failed to include his wife. He had been married for just one month at the time of the convention, and the cause for this action on his part is quite mysterious to everyone. It may have been intentional and again it may have been just "plain forgetfulness." The convention was said to be strictly dry and it could be that he just forgot that he was no longer single and carefree. However, before leaving he was reminded of the fact that he had not come to the convention alone and arrangements were made for his wife to return home with him. And they lived happy ever after.

W. C. Davis, agent at Cranston, who was off for several weeks on account of undergoing an operation, has recovered and returned to his work.

Time Inspector S. J. Farley, of Minneapolis, spent several days during the first week of August in the superintendent's office checking firemen's back payroll.

Night Chief Dispatcher John Niman spent his two weeks' vacation during July on his

farm near Sigourney. Farmer John is quite efficient as a tiller of the soil.

The Milwaukee picnic at Wildwood on August 1 was well attended and the usual appetizing array of food was placed before the guests. During the early evening the officials and the employees put on the annual game of baseball. Sides were selected and one was known as the socks (COCK) and the other as the Rails. The COCK, as usual were on time, the Rails held up, however, the game didn't end in a tie. Pitchers Wilson and Klahn were well warmed up and they did everything, they could to keep the ball from meeting the bat. Trainmaster Givens ranked fairly good as a catcher, but that ball just would not make connections with the glove and Walt got some pretty good exercise going after it. Traveling Engineer Howard sure made a reliable first baseman, he was always on the job and at the bat he was not so far behind Casey. Bob Dove, professional batter and runner, was good at stealing bases, made several round trips and scored a-plenty for his side. Babe Ruth sent his regrets in not being able "to be with the boys" and get in the game, but with H. L. Kremer doing his stuff we didn't need Babe Ruth, as the three base hits and home runs were plentiful. Had some mighty good support from other employees of the Mechanical Department, names unknown. However, the real stars of the evening proved to be the young sons of Trainmaster Givens, Traveling Engineer Howard and Roundhouse Foreman MacCaughey, the boys were in good practice and knew their stuff. Myron MacCaughey, as a shortstop, was a "whiz." Anyone who has not received special mention please take no offense. Next year we shall arrange to have a printed program of all the players and we'll then know "Who is Who and Why," and give everyone his due. The persons of note among the spectators were Dispatcher Jno. A. Sanford and Roundhouse Foreman MacCaughey.

Engineers E. B. Jones and E. C. Colville have qualified as motormen. On August 11, Engineer Jones made his first trip on Train No. 32, electric motor car between Kansas City and Mystic, relieving Engineer VanBuskirk, who is on a two weeks' vacation, which he is spending in Wisconsin trying his luck in the fishing game.

Division Storekeeper G. C. Sheridan seriously injured his foot while attending a picnic on July 29. He was participating in a baseball game when a wild throw was made and the ball struck his ankle, disabling him temporarily, and it is still necessary for him to use a cane in walking.

Dispatcher J. G. Upp and family are spending two weeks at Spirit Lake. Before returning to Ottumwa Mr. Upp will make a short visit to his farm in Montana.

W. C. Bell, agent at Washington, is on a vacation and L. R. Carbee is acting agent during Mr. Bell's absence.

The question is, do we or do we not have a single, eligible assistant roundhouse foreman at West Yard? The news quickly and rapidly circulated that Norman Hopp went all the way to Chicago to secure a marriage license, thinking none of his Ottumwa friends and acquaintances would know of it, but, we all know that he has either done it or is going to very soon. Norman, you better "fess up," for just as soon as this magazine is published and some of our single young ladies get next to the fact that you are carrying that marriage license around with the space provided for the name of the lady involved, left blank, there will be one grand hop over to the roundhouse and if there are not already two Hoppes there will be shortly, for this is leap year.

Splinters from the Wooden Shoe *Brownie*

ONE of the important items of this month is the Odd Fellows special, which was operated on Sunday, August 5, from Milwaukee to Green Bay. This business was secured through the solicitation of one of our firemen, Frank King. Train consisted of seven coaches and dynamo baggage car and crew consisted entirely of Odd Fellows, being: Fowles, engineer; Krist, fireman; Phillips, conductor; Westbury, baggageman, and Brake-men Loper, Grebe and Patz. Train left Milwaukee at 8:05 A. M., arriving at Green Bay, 11:20 A. M., leaving Green Bay, 6:00 P. M. and arriving Milwaukee, 9:30 P. M. Passengers were allowed to detrain within one block of the Odd Fellows Home, which was very much appreciated by the passengers.

We also ran two Cherry Pickers' specials during the month of July, one being on July 23, engine 6201, Conductor Stien, Engineer LaChapelle; train consisted of five coaches, handling 282 boys; and the other on July 25, engine 6113, Conductor Stien, Engineer LaChapelle, handling three coaches with 178 girls. These boys and girls came from points south of Green Bay and are handled from Green Bay to Sturgeon Bay by the G. B. & W., where they spend some two or three weeks picking cherries.

On July 30 we held one of the largest Safety First Meetings that have been held for some time, there being 74 present, every craft being well represented. We felt that if we could get a representation of this kind at every meeting that it would not be long ere our Safety First movement would be on the top and we would have no more accidents, and that is what we are all striving to attain. An important feature of the evening was the paper which was prepared and read by Switchman Earl Proctor. This paper was very interesting and brought an important message to all present.

Mr. James O'Keefe, general yardmaster, Chicago Terminals, paid Mr. J. H. Valentine and family a visit for a few days.

Conductor Frank O'Malley who has served considerable time as yardmaster in the Iron Ore District is now trying out the way freights on the main line.

Now that the new ore cars are coming, all the boys at Channing look as if they had gained a few pounds in weight; and they are also busy telling the mining people of the good service they will get from now on.

Yard Foreman Arnold McGregor is laying off for a vacation and we understand that there are a number of the boys at Green Bay would be pleased to see him return to work in the near future.

Conductor Dan Caine, who has been laying off for the past year or so, is now out on his farm near Wausaukee and from the last report we understand he is somewhat better and hope to see him around again soon and back in the service.

Conductor John Havey has been on the sick list for the past two or three weeks. We all wish him a speedy recovery.

Roadmaster C. J. Schweikert and Extra Gang Foreman Julius Nelson are sure making a good showing in putting the track in shape between Randville and Channing.

Roadmaster Pat Neugent has been on the sick list for some time. He has been in the hospital due to a stroke, but is now at home, but in a very serious condition. We all miss Pat around the office, as he always had a good word and fish story of some kind every morning. We hope and wish to see him back soon.

Conductor J. H. Rowley, Trains Nos. 91 and

MAGNUS COMPANY

(INCORPORATED)

Journal Bearings and Bronze Engine Castings

NEW YORK

CHICAGO

92, has, as usual, located at the Terrace Flats, Elkhart Lake, for the season. It appears that the invigorating air and clear water bathing are beneficial to the entire family.

Way Freight Conductor John Stien was requested to take charge of Train No. 31, August 4, Milwaukee to Champion, and on Monday, August 6, was in charge of Train 6, Champion to Milwaukee. Trainmaster at Milwaukee, reports entire train delivered intact, which discloses the fact that Conductor Stien is able to handle both freight and passenger trains.

Ticket Agent, F. X. Spartz, Plymouth, while in the act of delivering baggage to patrons, slipped, stepping off high platform in baggage room, spraining ankle of right foot. Foot has been placed in a cast, causing it to be necessary for him to be absent for an indefinite time. Second Trick Operator Foley has been delegated to act as first trick operator and ticket agent.

Henry Reinholz, formerly employed as warehouseman, Hilbert Junction, has been advanced to foreman in the Plymouth freight house. Heinie believes Plymouth is a wonderful place to live in.

Approximately one and one-fourth miles of street have been paved at Plymouth this season, involving 52 carloads cement and 4 carloads reinforcement material. Through the hearty solicitation of the entire station force all material was received via the Milwaukee Road.

Perishable Inspector Mike Zieloski of Plymouth recently purchased a high-powered automobile; not long after it was amputated by a tourist, recovered through the efficiency of our chief of police. Damage slight, only radiator leaking and valves had to be ground. Mike advises in case he ever meets the tourist there will be some reckoning.

Two new additions were added to the Plymouth, Wis., patrons. The Plymouth Flooring Mills Co. locating opposite the freight house, dealing in flour, feed, hay, etc., and the E. W. Bohnsack Co., who have erected buildings for a rendering plant and new siding is being built at the present time. Both concerns are wonderful assets to the Milwaukee Road, secured by the station forces.

Carl J. Luth, formerly yard clerk at Iron Mountain moved to Plymouth and is now employed as clerk at Elkhart Lake during the summer season.

The managements of the summer resort hotels at Elkhart Lake advise that all records have been broken and are daily turning tourists away for lack of accommodations.

Engineer Robert C. Crane of Elkhart Lake has let contract for erection of a double garage, to be finished shortly. He has disposed of his large launch and instead purchased a 1929

Buick, to be delivered as soon as the garage is finished. There will be some 75 mile speeding going on after that.

Grading of State Trunk Highway 57 between Elkhart Lake and Plymouth is progressing nicely and paving will be started shortly. It is anticipated that paving consisting of six miles will be finished by October 15.

Mr. and Mrs. J. F. Bronoel, of Ontonagon, returned Monday from a visit to Marinette, Wis., and other old familiar points. Their daughter, Mrs. Kehoe and her children of Marinette, Wis., accompanied them home. They made the trip by auto. R. Bronoel relieved his dad during his absence at the station.

The appearance of the ticket office at Ontonagon has been greatly improved by the addition of the new window shades.

Mr. Valentine, was an Ontonagon caller on July 19.

Mr. R. P. Junker, demurrage inspector, was at Ontonagon between trains, on July 24. Ralph is looking fine after his trip to Canada and why?

Business at Iron Mountain, Mich., compared with a year ago in July, showed a nice increase. This station has been in red ink for the past couple of years, due to activities at the Ford plant. Things look brighter and the Ford Motor Co. are speeding up on production and no one will appreciate this increase more than the local agent.

Coast Division

C. C. C.

EFFECTIVE August 1st, Mr. J. N. Strassman, traveling accountant, west of Mo-bridge, was promoted to the position of cost accountant at Milwaukee, Wis. It is with a distinct sense of loss that we report "Joe" leaving lines west, he was always a welcome visitor at the different division headquarters, yet we congratulate him in his new position. We will also miss the delightful hospitality so often extended by Mrs. Strassman, when she opened their lovely home on different occasions to her many friends of the railroad group.

Sympathy is being extended to Agent R. A. Kinnear and his two sons of North Puyallup, in the death of Mrs. Kinnear, which occurred July 21st. Mrs. Kinnear was an active worker in the Milwaukee Women's Club, North Puyallup Women's Club, and the Eastern Star Lodge.

Mr. W. H. Miller, formerly of the superintendent's force at Tacoma, and now with the Southern Pacific Company at Los Angeles, was a visitor in Tacoma in August.

Eddie Herzog of Mr. Hamilton's office, with Mrs. Herzog, spent a part of his vacation at Paradise Valley.

Tie Plates :: Derailers

**Highway Crossing
Signals and
Accessories**

**THE RAILROAD SUPPLY COMPANY
BEDFORD BUILDING CHICAGO, ILLINOIS**

Where Savings are Safe



Capital, Surplus & Profits \$2,000,000
Resources Over \$25,000,000

**MAKE WOOD
Last Like Iron**

Creosoted Douglas Fir lasts like iron for bridge building, structural work, docks, railroad ties, cross-form of our new KORRUGO arms, etc., and for Paving in the Creosoted wood.

Pacific Creosoting Company

Northern Life Bldg.

Seattle, Wash.

Mrs. T. E. Corbett and son Joe, left August 14th for San Diego, California and other cities in the south for a visit of several weeks.

Arthur S. Benson has been appointed trolley foreman to succeed the late E. S. Kirkpatrick.

A. A. Kirkpatrick, age 81 years, passed away August 6th at the home of his daughter in Tacoma. "Kirk," as he was familiarly known among his friends, had not been in service for some time owing to ill health, but often called around at the depot to see the "boys." He was No. 1 on the Tacoma Eastern Conductors' seniority list, having entered the service March 15th, 1901.

Brakeman Elmer A. Smith, for the past 15 years in this company's service, passed away August 10th in a Seattle hospital, after several months' illness.

The many friends of Trolley Foreman E. S. Kirkpatrick were shocked to hear of his accidental death on July 26th, which occurred while repairing the trolley on main line near Ellensburg. Mr. Kirkpatrick had held this responsible position for the past six years. To his wife and little daughter sincerest sympathy is extended.

Wm. J. Carr, formerly yardmaster at Everett, passed away July 27th at his home in that city, after an illness of several months. For the past three years Mr. Carr held the position of State Safety Inspector for the Department of Labor and Industry, State of Washington. Mr. Carr was prominently connected with the Elks and Knights of Columbus lodges of Everett.

At the Cross Roads of the World

Roberta Bair

THE Railway Company, in connection with the state authorities of Illinois, who are building a super highway, 40 feet in width, from Kankakee to Chicago, are constructing a subway at this point which will take a 60-foot girder to span.

J. T. Averitt, coal traffic manager, spent a few days of his vacation in Terre Haute visiting his brother and enjoying some of our fine Indiana weather.

We wonder if P. M. Eldridge's curiosity over a Utah license is justifiable for him sticking his head through an office window.

J. F. Loftus, roadmaster, and his extra gang, were on this division for four weeks and laid 24 miles of rail. They left August 9 for Sparta, Wisconsin. (The Terre Haute division officers were very much pleased by the work of this gang.)

Misses Alice Church and Marie Tuemler, of the Terre Haute offices, are slated to spend their vacation in the west—Seattle and Yellowstone being on their list.

The superintendent's office force and families enjoyed their annual picnic at Twin Lakes, Paris, Illinois, afternoon and evening of August 10. The day was ideal, the crowd congenial and with such recreations as baseball, swimming and boating, together with a delicious feast, it is no wonder the affair was one that will long be remembered.

The annual baseball game was held with Had Stewart's team winning after nine long and rough innings, the score being 8 to 7. Jack Stewart's team started off strong in the first inning and scored five runs. They were using a loaded bat that they had brought along but after taking the bat from them, they were helpless before the slants of Elder until the seventh inning, when he weakened with the bases full and one out. But Stewart came to the rescue and Has. Smith made a sparkling double play unassisted, which retired the side. Jack Stewart had to leave the game in the sixth inning on account of the intense heat as they were making it pretty hot for him. He

was relieved by Hubertie, who fared no better, as Kid Stewart's team was hitting hard and timely. Stars were numerous as not an error was chalked up on either side and several nice catches were made. Knuckey and Smith featured at fielding and batting for Kid Stewart's team and McDonald and Bragdon for Jack Stewart's team. Umpire Amour was mobbed twice but outside of that he handled the game in nice style, in fact, he looked better there than playing.

HOT SHOTS SEEN AND HEARD AT THE PICNIC

If Mr. Elder's slogan for baseball: "Wear them out and then beat them," didn't work just the opposite when Stewart's side beat them and then wore them out. Mr. Elder could have probably done better only that his shirt formed a balloon and he was up in the air most of the time.

Permission has been granted to Marie Tuemler to start two days ahead of the rest, so she will get there in time.

Just why Tom Walters didn't drive his freshening machine.

David Harris was to box three slow rounds with Mr. Elder, but Harris didn't show up so Elder was awarded the judges' decision.

If Fred Mancourt and Doc Heller like beans and if they shouldn't have been charged double.

If Lew Amour can't make more money playing ball than anything else.

If Mr. Reed didn't prove to be a real sport participating in all the entertainments.

Raleigh Cole wanted to take his Chevrolet along and try it out on the Paris speedway but Margaret wouldn't let him.

Just why Ed. Knuckey had to start home so early and if he shouldn't have brought her along.

If Jack Stewart is about as crabby on a ball field as he is in the office.

If everybody got to see Ruby Currie in her bathing suit. If they didn't, she will show it any evening after four.

If Harley Smith didn't play a whiz of a game at second base, giving the crowd thrills galore knocking down hits around the middle sack.

If Tim Coldwell won't make a good first baseman when he grows up.

If it wasn't an expensive and rough picnic for Leo, since he lost his socks.

If Edna Pfeiffer wasn't just about starved by the time she reached the picnic at Twin Lakes and if she wasn't ready for breakfast when she got home.

If Bobbie Bair didn't gain several pounds while at the picnic and if it was all due to the fresh air.

If Jane Amour isn't just about the noisiest girl on a picnic anyone ever saw.

If Marie Stwalley shouldn't have been a nurse, from the way she takes care of Howard and Leo.

If everyone shouldn't know by this time what kind of underwear Howard Stewart wears.

If Sam Amour and Henry Denzler didn't make a few fancy dives which thrilled the crowd immensely.

If Fred Pearce and his family didn't eat so much that they were so heavy in his little Ford returning, that he blew out a tire.

Dubuque Shops "Jingles"

"Oosie"

We do not know—

We dare not say

BUT

We THINK she soon

Will sign—

"O. K."

Our idea of simply nothing—
We here state it very free,
Is the guy who at the ball games
Seeks much publicity;
Requests his friends to page him
Then whispers LOUD—That's me!
(Guess Who?)

Watch out for real fish stories!
We soon will learn just how
For a few of our "expert" anglers
Are trying their luck right now.
They will probably deal with a merchant
To make their fables stick—
We'll let 'em think we believe them
If they don't lay it on too thick.
Every "boss," mechanic and wiper
Is fishing (it seems) this vacation—
'Tis an art, some agree, but others you see
Think it merely a light occupation.

Our SHOPS ball team—it's the berries; we have some REAL talent this year; of coping the City Champeenship—there isn't a bit of fear. With Harry Neu the General Manager, they are going over the top. And we girls boosting big from the Grand Stand—they simply don't know the word STOP. We've attended each game (?) of the season—to show that we're for them, you see; that's what you call Co-Operation, and they with us do agree.

The Pennant is theirs for the asking; they've earned it—we're proud of our Team. On the MAP is where they have placed us. Hurrah for the '28 TEAM. (We understand little Yimmie S. has proved to be a REAL MASCOT and deserves a lot of the praise.)

Dark are the clouds 'round about us—
We're lonely and sad as can be—
Do you ask us the cause of our sorrow
Our tears and our deep agony?
We have reason—yes, plenty we answer,
Fate has been quite unkind we say
For Hans Jess—the pride of our outfit
Is transferred to Savanna today.

There's a certain young man in Milwaukee—

(We wouldn't for worlds tell his name),
Who thought he was back in OUR city,
And tried to pull off a wee game.
It seems that his wifey and Louis.

At an eating house dined one fine night
They finished their meal and were leaving
When Old Timer had quite a bad fright.
For he found by inspecting his pockets

He had not a dime nor a pence—
And when he told it to Heinrich,

He found that Heinrich had sense.
For he took no chances on Louis

His kind he had met twice before
So he took by the arm Looey's wifey

And Looey he showed to the door.
"Security, Mister, go get the jack."

Needless to say—Louis hurried right back.
(Moral: When you come to visit your home
folks once more—remember the pals you knew
as of yore.)

Out Where the West Begins Trans Missouri Division

D. H. A.

ANOTHER month has rolled by and it is time for the notes again and we haven't an idea in our head. These hot dog days take away all our "Pep" and about the nicest thing we can think of is to get our bathing suits on after work and go do to the swimming pool at Lincoln Park for a good old swim. Let us hope that ere another month rolls by this hot weather will be over with and that we will have our old ambition back.

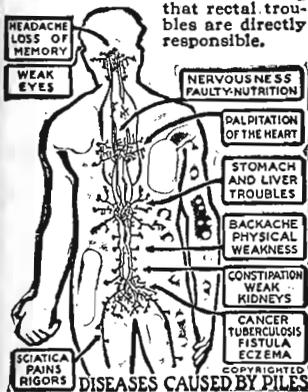


The McCleary Sanitarium, Largest Institution in the World Devoted Exclusively to the Treatment of Rectal and Colonic Diseases.

A Treacherous Affliction Healed Without Surgery

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

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



Let Us Heal You With Our Mild Non-Surgical Treatments

The McCleary mild, non-surgical treatments for piles have brought new hope, new joys and happiness to thousands who had forgotten the blessings of perfect health. Entirely discarding the old, harsh surgical methods, these treatments do away with the horror and pain of cutting away pile tumors with the knife, burning with a red hot iron,

or searing with electric needle. The McCleary treatments also avoid the dangerous effects of chloroform and ether and have proved a boon to many thousands who have availed themselves of our services. Over 75% of the people we treat are referred to us by some of the thousands we have cured.

Mail This Coupon NOW!

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

Please send me without cost or obligation of any kind a free copy of your book on "Curing Piles Without Surgery" which I understand is fully illustrated, copyrighted at Washington and printed in colors. Also include your mammoth reference and testimonial list.

Name.....

Street Address.....

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

Over 14,000 Healed! The number of persons who have been healed of piles or other rectal troubles under the McCleary treatments now exceeds 14,000 and includes the names of people from every section of this country, from Canada, Cuba, Hawaii, Alaska and foreign lands. Among these are scores of prominent business men, bankers, farmers, mechanics, railroad men, ministers, lawyers, housewives, teachers, society leaders, etc.

Let us send you our reference list containing the names and addresses of many, many thousands we have cured and numerous letters from grateful patients telling what they think of our treatments. This list has grown to such mammoth proportions that it now equals a 12-page newspaper in size. We will gladly send it free postpaid.

If you are one of the hundreds in every community who suffer from piles or some trouble, you should give a matter so important as your health immediate attention. Mail the coupon today and get the facts, or if you prefer write a personal letter describing your trouble as accurately as you can. Your letter or your request for a free copy of our book and reference list will receive immediate attention, but do this now.

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

Superintendent and Mrs. H. M. Gillick, of Miles City, spent several days here on business. Their many Moberge friends are always glad to welcome them back.

Mr. and Mrs. Harry Conger and daughter, Helen, are spending two weeks at Lake Enemy Swim.

Traveling Auditors C. L. Kellar of Miles City, and A. W. Luedke of Lewistown, Montana, checked the Moberge freight office and ticket office July 23 and 24.

Mrs. Leo Middleton and daughter, Joedson, returned from their vacation spent on the West Coast. While in San Francisco they attended the convention of the Brotherhood of Locomotives Firemen and Engineers and their auxiliary.

C. M. Bono attended the boilermakers staff meeting held at Milwaukee.

Mr. and Mrs. W. B. Donohue are enjoying a visit from Mrs. Donohue's sister and brother-in-law, Mr. and Mrs. Cecil Clemens and son of the Panama Canal Zone.

Phil Carolyn, operator at Marmarth, recently lost a wrestling match with a cream can and is now spending an enforced vacation at the Mowbridge hospital with a broken toe.

Mary Van Dyne of the superintendent's office was called to Barnesville, Minn., to attend the funeral of her brother-in-law, who was killed in an auto accident at Fostoria, Ore.

We understand that one of our popular agents on the North Line spent his vacation in Chicago and while getting the roof of his mouth sunburned gazing at the tall buildings, he was relieved of his watch, annual passes, money, etc. Let this be a warning to others contemplating a trip to the "Windy" city.

Mr. Axel Strand, master car foreman of Deer Lodge, Mont., spent a few days here on official business.

Ed Cummins, our popular claim agent, of Miles City, spent a week in Omaha, attending the claim agent's convention.

Miss Julia Karl, comptometer operator in the superintendent's office was displaced by Geraldine McCarthy. Miss Karl left for Seattle. She made many friends during her stay at Moberge, and we hope to see her back with us again some time.

Mrs. Hugh Ross spent the week-end visiting friends at Aberdeen.

Word received from Mrs. Louise McComb states she is spending a pleasant summer in the East, with her daughter, Betty. They have visited New York City, Baltimore, Washington, D. C., and are now in St. Louis.

Mr. and Mrs. "Red" Richardson have returned from a fine vacation spent touring in the West as far as Denver and Grand Junction, Colo., and from there on to Kansas City, where they visited with relatives.

Mr. and Mrs. Arnold Running and son and Mr. and Mrs. H. E. Riccius of Miles City, spent a day here, visiting friends. They were en route to points in Northern Minnesota, where they will spend their vacation at the lakes there.

Miss Edith Eide, stenographer at the Store Department, spent her vacation at her home at Deer Lodge, Mont. We understand there was an added attraction there this time.

Mrs. Emil Johnson and son, Diek, have returned from Chippewa Falls, Wis., where they spent several weeks visiting relatives.

The Milwaukee Railroad Company has increased the size of their loading platform at Faith, due to the increase of shipments from that point.

The many friends of Mrs. R. S. Lewis regret to hear of her recent illness and we all hope for a speedy recovery.

Geo. H. Pederson, of Milwaukee, general chairman of the machinists, spent a day in Moberge, conferring with the local machinists.

Mr. and Mrs. Frank Schneider are the proud owners of a brand new Dodge sedan and we rejoice with them as we are getting a number of nice rides in it.

The most popular topic of conversation now-a-days is vacations. A great number of our Milwaukee family are now taking their vacations in all parts of the country and will come back feeling refreshed and ready to dig in and get more business for our good old C. M. St. P. & P. Railway.

Mrs. Oscar Vachreau and daughters, Florence and Delores, are spending their vacation at Merrill, Wis., and in Michigan.

Excitement ran riot at the rip track the other day when a rattle snake made its appearance. The boys succeeded in killing it and it had five rattles and a button.

Iowa (East) and Calmar Line

J. T. Raymond

AGENT F. G. ZEISER, of Browns, was called away August 5, on account of the death of his mother at Maquoketa. Many friends on the division sympathize with Mr. Zeiser and family in their bereavement.

W. H. Campbell, formerly of this division, but now located at Seattle, as agent of the Milwaukee road, visited friends in Marion recently. He is looking well and expressed himself as being much pleased with life in the far Northwest.

Gerald Cooper of Marion, who was employed at Atkins, went to Milwaukee in July, to complete his apprenticeship as machinist, which will take nearly two years.

Matt Mullen, assistant foreman at Atkins roundhouse, started on his vacation August 1, visiting in Kansas City and a son at Manly, Iowa.

Miss Anna May Lafferty, of Atkins roundhouse office force, spent her vacation visiting in Omaha and Yellowstone Park.

Engineer and Mrs. L. C. Low have returned to Marion after spending two months at their cottage at Lake Okoboji.

H. R. Meyer, division storekeeper, Marion, was absent from duty on a two weeks' vacation.

Operator Mac Stewart is at Rochester having several operations. He has been a pretty sick man but at this time is reported to be improving slowly.

For the past several weeks the large extra gang with General Foreman L. W. Winfrey have been working through Marion Yard, Marion and Indian Creek, renewing ties and gravel. It is expected that they will soon extend their operations to the westward track, Marion, and Paralta, and then on both tracks between Indian Creek and Atkins. It is a much-needed improvement.

On August 2 the Milwaukee Passenger Station Clinton was abandoned and we are occupying the new Union Passenger Station jointly with the Chicago, Burlington & Quincy Railway, C. B. & Q. operators in charge. It is located about four blocks east of our old station, this relieves Operators L. F. Fialo and D. D. Devore, Operator L. B. Swearingen taking the job as operator in freight house, Clinton.

For amusement Mr. L. A. Patton, agent at Waucoma, Iowa, looped the loop with a bicycle on a tight rope stretched from the town water tower to the flag pole located in the community park. The bicycle was constructed especially for the occasion. A perfect landing was made. As this was Agent Patton's first attempt he received many hearty congratulations from those present. We appreciate the dexterity exhibited by Agent Patton and wish him success in future exhibitions of his pet hobby.

Station agents and section men of the Milwaukee road from five towns gathered in Hawkeye for their second annual picnic at the

community park. An attendance of about 80 was expected, but employees from Arlington, Fayette, Strawberry Point and West Union, were kept away by rain. Those present were: Agent and Mrs. Foster Smith and children, Fort Atkinson, Agent and Mrs. T. H. Burns and Bernadine Muldoon and Gretchen Meyer, Jackson Junction, Agent and Mrs. L. A. Patton, Waucoma, Agent and Mrs. G. E. Finders, Myron and Lyle, of Donnan, and from Hawkeye, Agent and Mrs. L. H. Baker and children, Mr. and Mrs. Newton Lee and children, Mr. and Mrs. James Lee, Cora and Katherine, Mr. and Mrs. John Winkelman and L. E. Bopp.

Assistant Timekeeper C. S. Cornelius of the superintendent's office, Marion, and wife, have gone to Northern Minnesota for a two weeks' vacation.

Agent H. E. Ramsey of Oxford Jct., is taking a month's vacation. Operator Huffman is relieving him during his absence and Operator D. D. Devore is working second trick in place of Huffman.

Agent J. R. Harding, of Wheatland, is taking a two weeks' vacation. Relief Agent A. E. Hanna, relieving.

R. J. Seager, passenger brakeman, went to Minneapolis, August 13, on committee work in connection with the B. of R. T.

Passenger Conductor F. B. Cornelius went to Chicago, August 15, on committee work in connection with the O. R. C.

Passenger Brakeman C. H. Wescott, wife and daughter, have gone to California for a several weeks' stay in the hopes that the change will benefit Mrs. Wescott's health.

W. E. Webster, who has been flagging on Nos. 107 and 108, between Manilla and Madrid, has taken the flagging job on Nos. 19 and 8, between Marion and Omaha, during Mr. Wescott's absence. E. T. Poole relieved Mr. Webster on Nos. 107 and 108.

Train Baggage G. A. Larkin, wife and daughter, have gone to Denver, Colo., for a visit with relatives.

Passenger Conductor C. R. Cornelius is taking his annual vacation and expects to be off duty for several weeks. Conductor Lee Tolbert is relieving on Nos. 3 and 4, between Omaha and Marion.

Relief Clerk Harry Van Fossen visited relatives in Norfolk, Virginia, and incidentally took a swim in the ocean, but said he did not stay in very long on account of the water being colder than he is used to in Iowa.

Squeaks from the C. & M.

ANOTHER month has rolled around and as it comes time to send in our news items we have to rack our brains for something to write about. If all the boys would just "kick in" with an item or two, we could have our division well represented.

Conductor "Brick" Stoffer has resumed work after an extended leave and has taken a job running in the pool.

Brakeman L. Bartman who was painfully injured at Milwaukee some time ago, is slowly improving at Milwaukee Hospital. Hurry and get back on the job, "Les."

Conductor George Clarey says that education comes high, and Brakeman Henry Meyers says it was easy money. It cost George \$25.00 to learn whether Mr. Gillick had ever been superintendent of the Chicago Terminals.

Brakeman Strommen and Roberts have deserted the time freights and taken pool jobs.

Yardmaster Fred Miller at Galewood says that the more he sees of some people the better he likes his pipe.

Engineer "Smoke" Williams was injured July 4th, and is still carrying his arm in a cast. "Smoke" says he is not enjoying his vacation very much.

Dependable RAIL ANTI-CREEPERS

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

Conductor A. S. Jensen has returned from a tour of the East, and reports a very pleasant trip.

Conductor E. J. (John) Moran is now a licensed stove mover. But John does not guarantee his work.

Some people can get their sunburn in this part of the country, but Brakeman Terwilliger had to go all the way to New York for his.

Engineer Roy West has resigned from the time freight service and has taken one of the Terre Haute runs.

No, the Frank Courtney who attempted to fly across the Atlantic is not our freman Frank Courtney.

Just because Brakeman Henry Furman was seen coming out of a bake shop wearing pants like a baker is no sign he is one.

Conductor C. E. Mattison is now the skipper on 91 and 92, with Brakemen Beal and Drews as his ablebodied assistants.

As a fisherman Brakeman Glenn Thomas makes a good turtle catcher.

Illinois Division

M. J. S.

MACHINIST Apprentice Arthur Knowles, Savanna round house, received an injury to the little finger of the right hand necessitating amputating the member near the second joint. He was working on an engine when the finger was caught by a heavy wedge weighing 50 pounds. Mr. Knowles was taken to the City Hospital at Savanna and later went to his home at Sabula.

Assistant Superintendent Lloyd Donald and family of Bensenville, are visiting with Mr. Donald's parents at Savanna, and will remain for the Centennial celebration August 19th, 20th, 21st and 22nd. They motored to Savanna from Minocqua, Wis., where they spent a week at the lake at that place.

The opening of the new Union Station of the C. M. St. P. & P., C. R. I. & P. and C. B. & Q., was held at Clinton, August 1st. All three railroads will handle the passenger business through the Union Station, located just east of the Fourth Street subway. Passenger train No. 51 on the C. B. & Q. was the first train to pull into the new station.

A large engine being transferred from the American Locomotive Works in the East to the Union Pacific Railroad attracted the attention of several at the Milwaukee yards at Savanna, August 11th. It measured 108½ feet, weighed 403 tons, and held 22 tons of coal, with a capacity for 18,000 gallons of water. This type of engine is for use in the mountains.

Dispatcher and Mrs. Geo. Humphrey have returned from their vacation spent at the lakes and points of interest in Wisconsin. They also visited relatives at Hampshire and Chicago.

Brakeman Fred Smith, Jr. is getting along as well as can be expected at the Savanna Hospital, from his recent injury received at Forreston, when he fell from car which he was riding and had right arm torn from his body. Brakeman Smith showed remarkable courage and grit in the endurance of pain and the shock of the accident, walking from the scene of the accident to the passenger train No. 19 which was on its way to Savanna, and retaining his full senses at all time.

Mrs. A. J. Elder and daughter Janet of Terre Haute, Ind., visited with her parents, Engineer and Mrs. W. H. Dahl at Savanna recently.

B. & B. Carpenter Frank Wires, wife and son Jack and Mrs. Wm. Wires, wife of chief timekeeper, have returned from Winner, S. D., where they visited with relatives.

Mrs. Grant Dahl and son Max, wife and son of yardmaster, left for Minneapolis where they will visit relatives and be accompanied home by their son and brother Keith, who has been spending the past number of weeks there.

Switchman and Mrs. Jerry Hummel and four granddaughters, Cayula and Frances Phillips, and Mary Jane and Dorothy Hummel, and nieces Irma and Ilene Hummel, left for a trip to Chicago, Buffalo, Niagara Falls and New York City.

Engineer and Mrs. Boyd Latham are enjoying a vacation trip to Green Bay, Milwaukee, the Dells and other points in Wisconsin.

Engineer and Mrs. Garfield Watson have gone to Excelsior Springs for a couple of weeks' vacation.

Engineer M. J. Nash and wife left for Evanston where they will be met by Mrs. Nash's parents, Mr. and Mrs. McHenry, for a trip to Springfield, Ill.

File Clerk Doris Calchan of superintendent's office and Dispatcher's Clerk Viola Donohue have returned from a week spent at Denver and Colorado Springs. Their vacation included a trip up Pike's Peak and rodeo at Cheyenne, Wyo.

Donald Gregg, son of Engineer Harry Gregg, student at University of Milwaukee, is spending the remainder of the summer with his parents at Savanna.

Boilermaker Foreman Joe Reese, Savanna roundhouse, and Mrs. Reese returned from a three-weeks' visit at La Crosse, Adams and Milwaukee, Wis. At Milwaukee, Mr. Reese attended a boiler foreman's staff meeting which was in session for a week.

Gang Foreman Wm. Sheets, Savanna roundhouse, and wife, are vacationing at eastern points and will visit Niagara Falls, Boston, New York and Washington, D. C.

Engineer Leonard Johnson, wife and son Seward and daughter Dorothy attended a family reunion picnic held at Community Park

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makes any small car look better, last longer and worth more. A few hours work and your car will look like new. Clip this ad now and send with \$2 for 1 quart Auto Black, 1 pint Top Dressing, Sandpaper and Brush.

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MINING and DISTRIBUTING
BITUMINOUS COAL

HYMERA-PREMIER

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CHICAGO

at Stillman Valley, recently, 75 relatives being present.

Congratulations are extended the new bride and groom, Fireman Rudy Brock and wife on their recent marriage at Lanark, Ill. Mrs. Brock was formerly Miss Florence Krafft, daughter of Engineer Fred Krafft of Savanna. Mr. and Mrs. Brock will go to housekeeping in the home owned by the groom at Savanna, Ill.

Division Accountant R. E. Thoren, wife and son Bobbie, spent a week's vacation at Lake Waubesa at Rockford, Ill.

B. and B. Foreman Lynn Castle and Matt Christensen attended the Maintenance of Way Convention held at Minneapolis recently. Mr. Christensen was a delegate from the Savanna Lodge No. 55. Mr. Castle, who has been the secretary-treasurer of the organization for the past three years, was re-elected at this convention for another term of four years. Mr. Castle is a brother of Engineer J. P. Castle of Savanna.

Rail Mill Foreman Clarence C. Taylor and Miss Mildred Krafft, daughter of Engineer Fred Krafft of Savanna, were united in marriage July 3rd at the home of Dr. and Mrs. F. A. Sword of Lanark, Ill. Mr. and Mrs. Taylor will make Savanna their home and will reside in the bridegroom's home in Oak Park.

A little daughter is a new arrival at the home of Machinist John Dyer, Jr. and wife at their home in Broadmoor, Savanna. Congratulations are extended.

Sympathy is extended to Conductor John Bertoncetta account the death of his mother, Mrs. Catherine B. Adams, at her home at Davenport, July 23rd, death being due to gall stones. Mr. and Mrs. Bertoncetta attended the funeral services which were held at Davenport, July 25th.

Congratulations and best wishes are extended to Rail Mill Office Clerk Arthur Ferguson and Miss Lucille Altenbern on their marriage which occurred June 18th at Chadwick, Ill. Mr. and Mrs. Ferguson went on a wedding trip to northern points and are now residing at Savanna.

Miss Lillian Parsons, comptometer operator at superintendent's office, enjoyed a week of her vacation visiting relatives at Waverly, Kansas.

Conductors J. L. and A. V. Sophy and sister Miss Zoe, have returned from a month's vacation spent at Hot Springs, Ark., St. Louis and Oklahoma.

Agent A. J. Reinehr, wife and daughter Mary of Savanna, are enjoying a vacation in Canada and Quebec.

Engineer Wm. McMahon and wife have gone to Hiland, Wyo. where they expect to stay for some time.

Veteran Machinist Helper John Dyer, Sr. of Savanna roundhouse died at the Savanna City Hospital June 4th, where he was a patient for some time for dropsy and heart trouble, which caused his death. Funeral services were held at Savanna, June 7th, with interment at the Savanna cemetery. He is survived by his son John Dyer, Jr., and his daughter Lillian. Also a brother, Walter Dyer, station baggage-man at Savanna. Deepest sympathy is extended to the immediate members and relatives of the family.

Miss Julia Flint, the only daughter of Line-man Ed Flint was united in marriage August 11th, to Mr. John S. Greenleaf of Savanna. Immediately following the ceremony, the bridal party and guests repaired to St. Paul's Parish House where an 11:30 o'clock breakfast was served in three courses. Covers were laid for 60 relatives and invited friends. Mr. and Mrs. Greenleaf left on a short motor trip to points in the north and after Sept. 1st will be at home to their friends at 202 N. Pickney Street,

Madison, Wis., where Mr. Greenleaf is manager of the Baldwin-Coy Buick Company. Several pre-nuptial courtesies were tendered the bride, among them being a lawn party, with Mrs. W. M. Thurber and Mrs. Chas. Seitzburg as hostesses, the members of the board of the Railway Women's Club as guests. A gift of silverware was presented to the honored bride-elect. Mrs. Greenleaf was the successful physical director in the Rock Island schools and will be missed in school circles. Congratulations and best wishes are extended.

Engineer Harry Carmichael and nephew Keith Dahl, made a good catch of two large pickerel at Sand Slough, south of Savanna recently. The one that Mr. Carmichael caught measured 33 inches long and weighed nine and one-half pounds. The pickerel caught by Keith was 25 inches long and tipped the scales at five pounds. Engineer and Mrs. Carmichael, Yardmaster Grant Dahl, wife and sons Max and Keith, and Engineer and Mrs. Wm. Dahl motored to Sand Slough for a picnic dinner and the fish were caught about 7:00 o'clock.

Deepest sympathies extended to the bereaved wife and daughters of William R. LeMaster, agent at Bartlett account his death which occurred July 4th. Mr. LeMaster had been failing in health for some time. He was born March 31st, 1882 at Wyoming, Iowa, and lived in Bartlett for a number of years. He was a member of the Order of Railway Telegraphers. Mr. LeMaster started work for the company Oct. 1, 1906 as agent at Mannheim, and served at several stations on the Ill. Division up to Feb. 15th, 1920, when he was assigned to Bartlett station. He is survived by his wife and two daughters, Mrs. Fred Wendler and Miss Orpha LeMaster of Bartlett. Funeral services were held July 7th. Co-workers acting as pall bearers were as follows: Operators J. P. Collins, C. Noffs, Howard Eldred, W. Westphal, Ed Outward and Agent F. B. Losey. A beautiful floral piece was given by former employees and friends as an expression of sympathy. Interment was made at the Bartlett cemetery.

The Eye of the I. & D.

F. E. P.

DID some one say that the west I. & D. was dead? Well, we are right here to tell you that we are not. We are sorry that our items were not in last month—they were sent in but may appear in the next issue.

Blacksmith Ole Anderson and wife have just returned from a month's vacation spent in Iowa and Illinois and report a fine time. Ole tells a good fish story—but we wonder about it.

C. H. Bradbury and wife have returned from a two weeks spent at Lake Malack, Minn.

The shop men extend sympathy to machinist helper Lou Brown in the loss of his brother; also machinist helper Benj. Peterson whose brother passed away at Lanesboro, Minn.

A familiar face was seen around the office at Mitchell the other day—that of Frank Murphy. Mr. and Mrs. Murphy were here for a visit with Mr. Murphy's parents.

Night roundhouse foreman Adam Herbner and wife are spending their vacation in points in Wis.

Harvest season is here and it is very apparent each day at Mitchell when the north freight pulls out. There are anywhere from 50 to 100 men each day riding north to the harvest fields.

Has anyone heard from our old friend Hanson—maybe the bright lights are too much for our young boy.

Helen Hasslinger of the freight office and Miss Ann Dunnigan are spending their vacation in Yellowstone and Salt Lake City. Gee, girls, we hope you have a wonderful time. We aren't sure they will be Miss or Mrs. when

they return but we know they are "missed."

Boilermaker foreman Wright, boilermaker Sundquist, storekeeper West and machinist Roy Peterson and families spent their vacation at the northern lakes in Minn. They brought us back some fine fish but we heard a rumor that they bought them—how about it, boys. Ask Jack and Ed if they are afraid of large birds.

Machinist John Thoming is relieving machinist Ollinger for a month. Mr. Ollinger and family are out at Spokane, Wash.

Government inspector O'Neil was at Mitchell July 18th and gave us a splendid report. Yes, we have a real organization at Mitchell.

IMPERSONALS

Harry Grinder is planning on going to Vivian, S. Dak., where he will undertake an extensive study of fall hay.

Phil West is now writing a book entitled "Memories of Almina."

Frank Moulton, the whirlwind boxer, has been seriously considering a position as trainer for Gene Tunney.

Jack West: Say, Harry, who is that new girl you had last night?

Harry B: That isn't a new one, Jack, that is the same one repainted.

James Johnston, machinist helper at Mitchell, was convinced that there was nothing too good for his girl so he offered himself to her. Congratulations, any way, Jim, and we wish you all the happiness of married life.

SLANG

It may be wrong to say "you bet,"

Or "not on your life" or "gee";
But somehow slang puts a "punch" in things
Which otherwise would not be.

It may be wrong to say "sure thing"

Or to call your best friend a "brick"
But somehow slang adds "pep" to your words
And simply turns the "trick."

And really now what does it matter

If a man says "bully" for good,

If he "plays the game" "on the level"

Just as a "good scout" should?

Besides being harvest time it is also hay fever season—if you doubt what I say, ask engineers Grundland, Bradberry and Walston. They can tell you the truth.

Andrew Parsons, who has been on the sick list for the past three or four months, returned to work at Mitchell roundhouse this month. Glad to have you with us again, Andy.

The work of constructing a new steel span over the Milwaukee has begun and no doubt there will be many extra gangs working out there.

Engineer Carl Becker has returned from a fishing trip to northern Minn.

We were all glad to see Rev. Wm. Peterson at Mitchell again. Pete will be remembered as our call boy at Mitchell and was a dandy friend to all. He is now in charge of a church in Wisconsin.

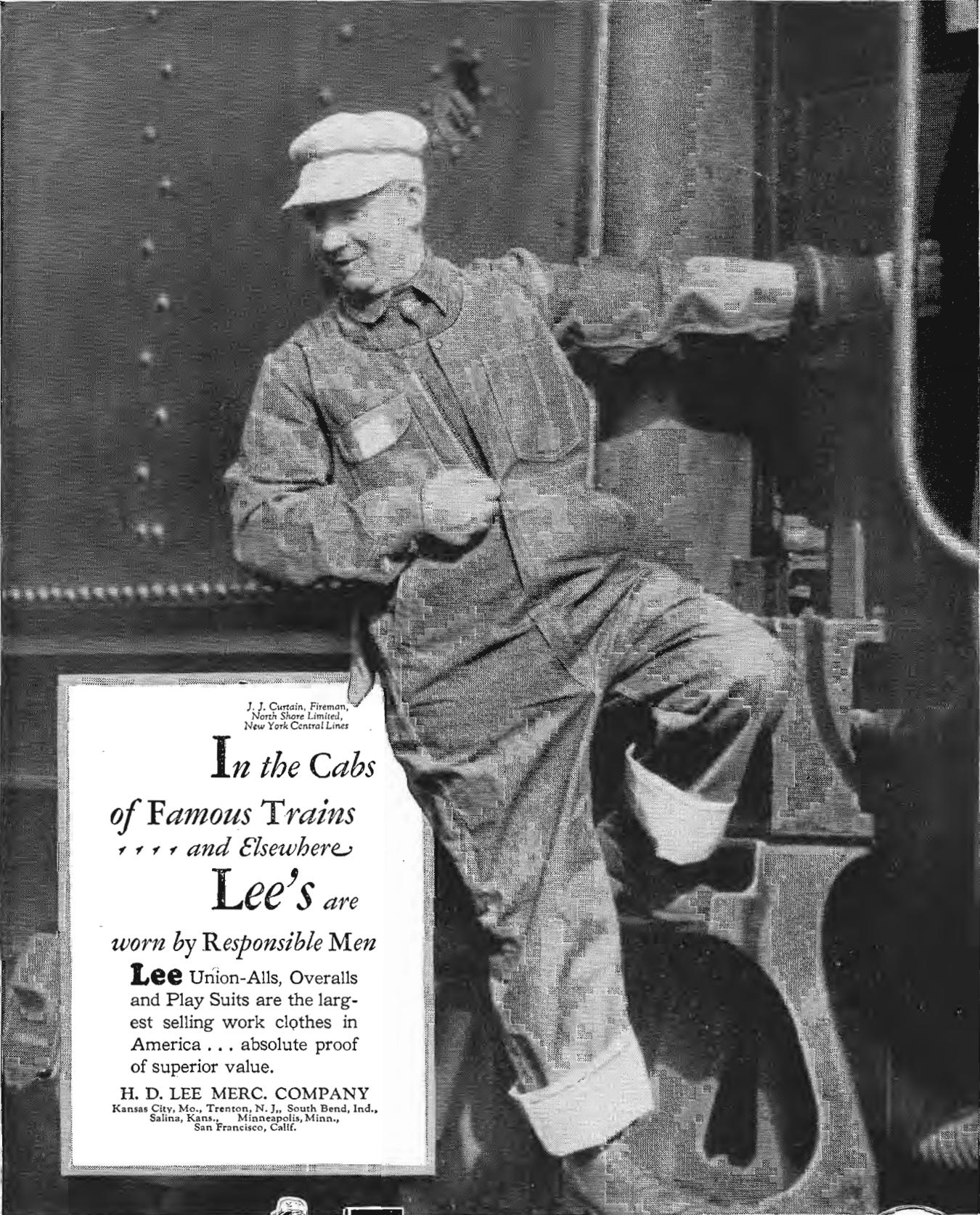
Painter Lyle Paullin and wife have just returned from a motor trip to Texas and Oklahoma.

THE MILWAUKEE TRACK TEAM

Standing Broad Grin	J. Johnston
Standing Joke	P. M. McMahon
Hop-Skip and Jump	E. Helander
High Gurgles	H. Binderup
Low Standing	The Most of Us
Hurling Hot Air	Earl Platte
Throwing a Bluff	Ed Standton
Delay Staff	C. H. Bradbury
	A. Herbner, C. Cross

Machinist Bernard Guse of Mason City is working extra at Mitchell during the month of August. Does it seem kind of natural, Billy?

Last but not least, please take note of the parking in front of the roundhouse at Mitchell. We have real grass, flowers and everything—thanks to E. O. Wright for his untiring efforts in this work.



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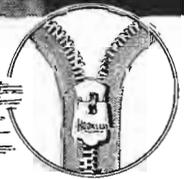
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Now in Season



FOR the next three months you can enjoy Flame Tokays, Seedless Thompsons, Sugary Muscats, Crisp Emperors, Juicy Alicantis, Sombre Hued Zinfidels, Tasty Malagas. Many other varieties.

So many table uses—the ideal between-meal lunch—distinctive salads—cool, crisp ices—refreshing drinks—etc.

They are good for you too—packed with natural fruit sugar—rich in mineral salts—skins valuable as bulk and roughage—and luscious flavor. Serve these wonderful grapes often and delight the whole family.

Your fruit store or grocery man has them. They are plentiful now and comparatively cheap.

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