

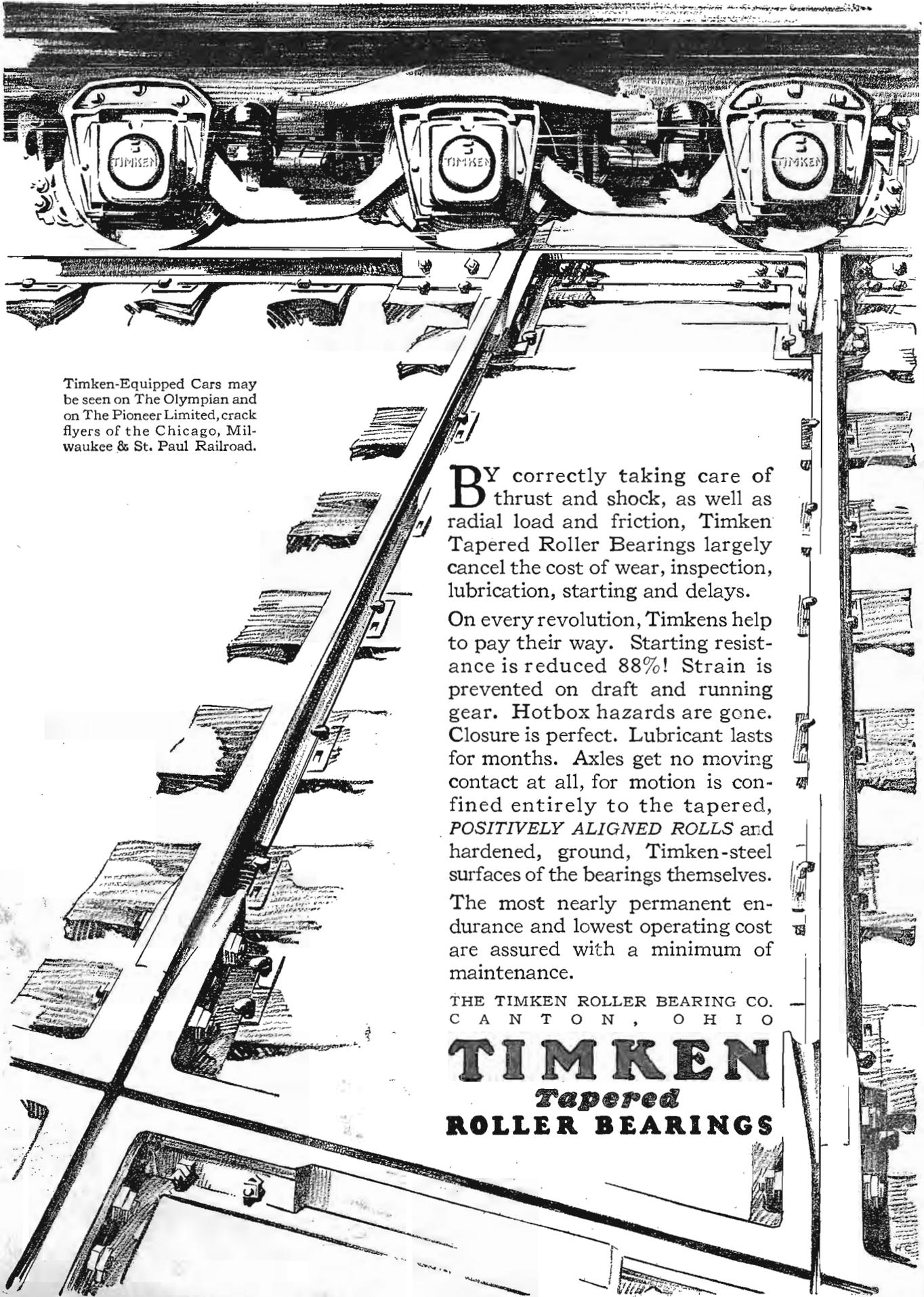
The

MILWAUKEE MAGAZINE

JULY, 1927



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



Timken-Equipped Cars may be seen on The Olympian and on The Pioneer Limited, crack flyers of the Chicago, Milwaukee & St. Paul Railroad.

By correctly taking care of thrust and shock, as well as radial load and friction, Timken Tapered Roller Bearings largely cancel the cost of wear, inspection, lubrication, starting and delays.

On every revolution, Timkens help to pay their way. Starting resistance is reduced 88%! Strain is prevented on draft and running gear. Hotbox hazards are gone. Closure is perfect. Lubricant lasts for months. Axles get no moving contact at all, for motion is confined entirely to the tapered, *POSITIVELY ALIGNED ROLLS* and hardened, ground, Timken-steel surfaces of the bearings themselves.

The most nearly permanent endurance and lowest operating cost are assured with a minimum of maintenance.

THE TIMKEN ROLLER BEARING CO.
CANTON, OHIO

TIMKEN
Tapered
ROLLER BEARINGS

How

down-grade difficulties are done away with

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

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

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

Actual operation is proving the worth of electrification.

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

**AMERICAN LOCOMOTIVE
GENERAL ELECTRIC**

350-13

FALK Castings

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

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

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

The Falk Corporation
Milwaukee : Wisconsin

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The Impressionable Age

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

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

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

First Wisconsin National Bank
Milwaukee

Capital and Surplus Ten Million Dollars



The Gallatin Gateway Inn

THE opening of Gallatin Gateway Inn, The Milwaukee's splendid new hotel at Gallatin Gateway, Montana, took place on Friday June 17th, and an event it was to be remembered by The Milwaukee Railroad and all its friends in Montana. And keeping them company was a goodly gathering from greater distances than the borders of the Empire State of the West which has the honor to give location to this beautiful new tribute to the discrimination of travelers.

The Inn, as we know, was built for the accommodation of tourists to and from Yellowstone Park, via The Milwaukee Railway and the Gallatin Gateway. It occupies a site which in itself is a beauty spot that looks out across the wonderful garden land of the Gallatin Valley to the snow topped mountains of Yellowstone Park and the Continental Divide. The building of Spanish Colonial type, is finished on the exterior in white stucco, with red tile roof, and is so designed that when the need requires, it may be enlarged by adding units at each end, a contingency that even before the "Park Season" was fairly opened was already looming as a very imminent necessity. The front of the building faces a parkway through which winds the drive that leads away to Gallatin Canyon and the Park. At the back are flower gardens and broad walks leading down to the railroad tracks where the Park trains receive and discharge their loads. Nothing more inviting and comfort laden could be devised than the arrangements for caring for the "Gallagater" travelers, who, as they alight from their train see the Inn before them with flower bordered walks, and boxes and pots of gay blooms nodding at them from the terraces and windows, and Old Glory in the blue above, standing out in the breeze, in all its splendor. Similarly, will the sense of its comfort and beauty send the departing traveler happily on his way back from the Park tour—a fit and crowning pleasure to the greatest of all tours.

The interior arrangement, the furnishing and equipment spell perfection and completeness in every detail to both the casual observer and to him who is permitted to penetrate the inner sanctuaries where kitchens, refrigerators, store-rooms, serving rooms, pantries and such like hold possession. Within the wide and hospitable doorways opening from the broad, terraced approaches, is the foyer, 84 feet in length. Over the doorways at either end are high arched windows that

extend to the lofty ceiling. In this foyer are located the office of the Park Transportation and Hotel Company, the curio stands, telegraph offices, information bureau, etc. Opening from this, at one side is the great Lounge-Room 72 feet long, where hopeful happy travelers on their Gallatin Gateway "in" may spend what time at their disposal in serene and delighted contemplation of the beautiful surroundings which The Milwaukee has provided for their comfort and benefit; and likewise enthusiastic tourists on their Gallatin Gateway "out" have time to rest in the great quiet room and talk over their wonderful experiences of the past few days. The Inn, in every detail is an ideal welcome to the coming, and a gentle farewell to speed the parting guest. The lounge room has been furnished with every attention to comfort in an artistic environment. High-arched French windows open on the verandas on each side of the room, and midway is a huge fireplace, large enough for a man with a big log to walk right into. Big promise in this for cozy chats and welcome cheer. The color scheme begins on the floor with a gaiety of tone that softens and blends as it rises to the high, beamed ceiling. The rugs are of deep-piled Worsted Wilton in conventional pattern and brilliant color, and the furnishings lead away from them to suggestions of soft tints and deeper shades. The sumptuous davenports, fireside chairs, deep seated arm chairs and the smaller "occasionals" are covered in mohair of soft blue, rose color, and delicate green with here and there a note of deep color in coverings of tapestry that seem to lead the eye easily to the window draperies which carry shades of green in a wonderful combination. Tables, lamps, a Brunswick Panatlope Machine, piano and everywhere flowers add their beauty and color to this really wonderful interior. The walls of this room are a deep cream color, which is carried out in the ceiling between the heavy drop beams; and the color motif is again met in a wonderful handling of polychrome, on the cross-beams. The wide French windows open out to a broad, over-arched terrace that gives view of mountain grandeur, of wooded slopes and green valleys spreading away to north and south and east and west, the quiet summer breezes enfolding them all.

Opening from the end of the Lounge is the great dining-room with a seating capacity of two hundred people.

Its many windows look out upon the enchanting scenes of this mountain and valley country, while its gay-colored interior, and its beautifully appointed tables give promise of the pleasures that a "Milwaukee dining-service" always fulfills. The color used in this room is yellow, varying from deep orange to the light creams; the window draperies emphasize the darker shades and the table linen, china and glassware carry the lighter tones; and all has the delightful suggestion of sunshine and summer. The kitchen appointments are everything that is up to date in hotel service. There are steam tables and containers to keep the food hot, hot plates and warming compartments of every description and the most improved type; there are cold storage rooms, refrigeration rooms, and ice houses, most perfect in detail and efficiency; there are acres of store rooms for food stuffs with all of it substantial, compact and orderly. There is every modern appliance to assist the chefs, waitresses and other help, such as the famous "Kitchen Aid" electrically operated which does in a trice, the work of two cooks and a boy, and does it, shall we say, better, or perhaps just as well, but quicker; there are egg-boilers that your waitress sets for one minute, two, three or whatever, and when the appointed time expires, out pops the egg, ready for the waitress' hand. No mistake on the "three-minute-egg," possible, with this machine on the job. One can roam through the machinery of the catering part of Gallatin Gateway Inn and find at every hand, the modern and up-to-the minute in everything that pertains to helping the hungry traveler to comfort and enjoyment.

Up-stairs we go to find the twenty-six bedrooms which are the first unit in this construction. The rooms may be used singly or en suite, eleven have private bath-rooms, ten have connecting bath with showers, and five are without bath. This gives a variety of choice, with a price to correspond. The bath-rooms are sumptuously equipped, have tiled floors and hot and cold water. The bed-rooms have twin beds, handsome dressers, tables, lamps, rugs and chairs,—everything that goes to make a comfortable and inviting resting place. The casement windows are daintily curtained and the linen and blankets are of the highest quality.

For those who do not contemplate remaining over at The Inn, but expect to continue their journey on the first

out-going train, there are laboratories, toilets and shower baths, on the ground floor. There are also smoking rooms in connection, for both men and women, restfully furnished with large and comfortable chairs and davenport.

The baggage room opening off the office is equipped with racks and lockers for Park tourists who may wish to leave a part of their luggage; and for the care of that which is sent on from the other Gateways to await those leaving via The Gallatin Gateway Inn.

Of course the staff to handle such a large and efficient institution as The Milwaukee's Gallatin Gateway Inn must also be large and efficient, and to house them, there are bungalows nearby, all very completely furnished and equipped for comfort and enjoyment. In the bungalow devoted to the women of the staff, is a handsome living room, with a "comfy" fireplace, attractive rattan furniture, a piano, book-cases, magazine tables, etc.—all of which the young women, who for the most part are co-eds from Bozeman College, appreciate and enjoy very much. The bedrooms in this bungalow also are attractively furnished, each with twin beds, and there are shower baths, tubs, and all toilet equipment. The men too, have home-like surroundings and all the comforts.

The erection of The Inn was accomplished in record time. From early in March, when the first shovel-full of dirt flew on the premises, until the morning of June 17th, when all was in readiness for the grand opening the building forces under the personal supervision of Assistant Chief Engineer Middleton of Seattle did wonderful work in getting the structure and the surroundings in perfect order. The building was completed by June first, when the decorators under the direction of Mr. L. M. Jones, Superintendent of Sleeping & Dining Cars, took charge of the interior and the work went forward with a rush. To Mr. Jones is due the great credit for selection of the beautiful interiors, the handsome furnishings, the dainty china and glassware, and getting it all in place and ready for the Park Season in record time. Working with him was Mr.

Arthur Naething, who will manage the hotel this summer. Mr. Naething, well known to Milwaukee patrons as the steward of the Pioneer's dining car, (worthy successor to the late Dan Healy) proudly exhibited his kitchens and pantries, store rooms, etc., all of which were stocked and ready for business on the opening minute. Mrs. Naething will have charge of the house-keeping details up-stairs.

With true Milwaukee spirit, everyone connected with the building and equipment of Gallatin Gateway Inn, has turned in and worked to his limit to get the project finished so that Gallatin Gateway tourists might find nothing unfinished, nothing unsightly, but everything beautiful and everything, not only comfortably, but luxuriously complete.

And so we come to the great opening Day of June 17th. Early in the morning, the entire hotel force and the construction forces who still remained to do whatever "finishing" might suggest itself after the whole plant was in operation, were abroad early, putting things in place and preparing for the expected inrush. The railroad personnel were gathering, some had arrived the previous day, and more came in on each succeeding train, so that by eleven o'clock, the railroad family constituted a good sized company in itself.

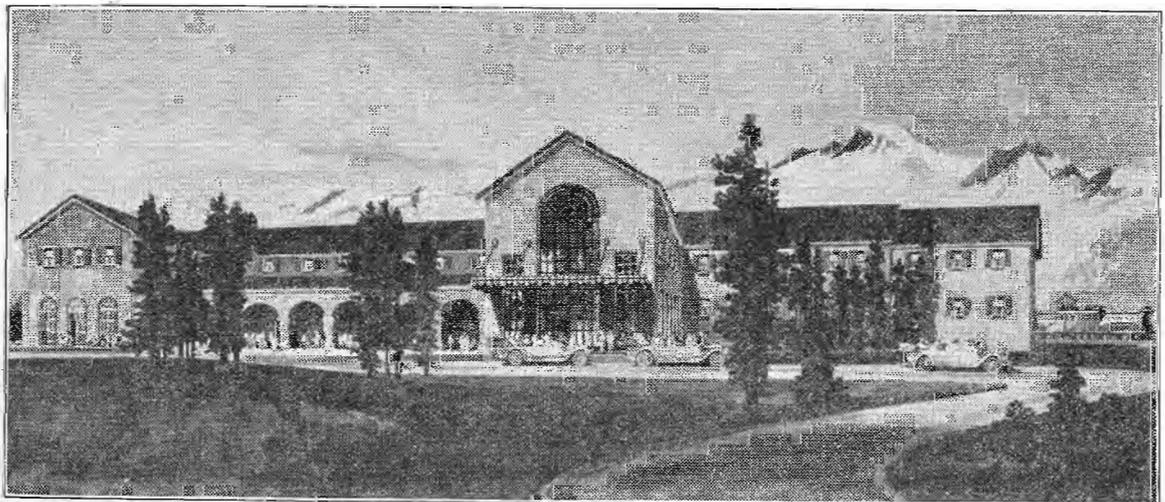
By noon, the highways from all sides were pouring in their auto-loads by the hundreds, and the halls and rooms were crowded with an eager and admiring crowd. Someone was heard to say, as the crowd swelled in proportions,—“Why, I did not know there were so many people in all Montana”. Safe it is to say, that everyone, man, woman and child in all the Gallatin Valley was present in person. They wandered up and down and around, enjoying and admiring everything. When Manager Naething announced that the dining room was open and all who would, might be served with ice cream and cake, it is perfectly safe to say every individual in that vast number became then and there, a

Gallatin Gateway Booster, and a staunch friend of Gallatin Gateway Inn. All day the people came and went, by evening, every available space of standing room inside the building, on the terraces and porches, was occupied. A band composed of the orchestras of all the Yellowstone Park Inns, was present and played dance music with gusto, but alas, dancing was impossible in that great throng. Governor Erickson of Montana stood on the balcony overlooking the Lounge-Room and spoke a few pleasant words, congratulating The Milwaukee Railway on its splendid achievement and praising its officials for their wonderful vision in thus giving to Gallatin Gateway such wonderful prestige. Very soon, there were calls for Mr. Byram, and he also spoke briefly, thanking the Montana people for their interest in The Milwaukee Railway, by their presence, and wishing they might enjoy their evening with The Milwaukee as much as The Milwaukee enjoyed having them as guests.

About ten o'clock, General Superintendent of Police, “Larry” Benson, with the aid of his men succeeded in clearing the dining room, installing the band and then he announced that those who wished to dance could have the opportunity, and requested those who did not want to dance to remain away from the floor. So gradually as the crowd thinned, dancing continued until the weary revelers departed, voting the Milwaukee the greatest Railway on earth, and the Gallatin Gateway Inn the finest hotel in Montana, which it is without question.

A large contingent of the official family were present for the opening, including Mr. Byram and family; Mr. H. B. Earling and wife, with some invited guests from Seattle; Mr. J. T. Gillick; Mr. G. B. Haynes and wife; Mr. W. B. Dixon and family; Mr. F. H. Johnson and family; Mr. C. O. Bradshaw and wife; Mr. E. F. Rummel and wife; Mr. L. F. Sorenson and wife; Mr. H. M. Gillick and wife and Mrs. J. P. Rothman of Mobridge; and many others.

The Inn, will be open during the



Park season with Mr. Naething as Manager; Mrs. Naething in charge of housekeeping; Mr. Kennedy and Mr. Miles of the Passenger Department to look after the routing and comfort of tourists, and Mr. Jones dashing in and out frequently from his very busy office in Chicago to be sure that nothing is overlooked for the health and happiness of all Gallagaters. The building of such a handsome hotel

for park travel via The Milwaukee Railway is a milestone on our way,—one to be noted and remembered, for it is a record-breaker. It is something of which the entire Milwaukee Family may well be proud. It remains now for all of us to keep on boosting, so that the Hotel may soon be proven too small for the demands upon it, and its building justified through its popularity.

Our Advertising Program

THE Milwaukee Road has this year embarked on a widespread advertising program to broadcast its enduring faith in the vast territory its lines serve, and to let the world know the true facts about this remarkable and promising area—the northwest quarter of the United States.

The prosperity of the Milwaukee depends absolutely upon the prosperity of the people and the regions it serves. It is evident, therefore, that the best way to serve the interests of the railroad is to devote our efforts to serving the great regions that are joined together by its lines.

These regions need development—new industries, new outlets for their products, settlers to open their resources. It is our purpose to help them—to let the world know how great they really are.

Our extensive program is based upon the soundest principles, and will give a great forward impetus to the vitalizing of the Northwest. We are convinced that whatever is done to benefit the Northwest will benefit us.

An important factor in the growth and future possibilities of the territory served by the Milwaukee Road is that the basic industries and their corollary industries are concentrated in definite geographical regions. Therefore, in our program, instead of showing all the Northwest in terms of its outstanding industries, it is divided into logical geographical regions, and those regions presented exactly as they are!

The pictures we have drawn are strong, startling, but true. We believe they will awaken in the rest of the country a deeper appreciation of the tremendous resources and opportunities that our territory offers to the world.

We have divided the Northwest into eleven regions to be boldly advertised in important national magazines throughout the year. Millions of influential people in all parts of the United States will read these advertisements and be favorably influenced by them.

Following are the regions we will feature:

1. Puget Sound. Includes all the Pacific Northwest from the Cascade Mountains to the Straits of Juan de Fuca, and, extensively, Alaska and the Orient. It embraces all the cities of Puget Sound, notably Seattle and Tacoma; the Olympic Peninsula; Mt.

Rainier National Park; and the shipping industry that uses Puget Sound as a port.

2. Inland Empire. The region lying between the Bitter Root and Cascade Mountains, drained by the Columbia River and its tributaries. Its metropolitan center is Spokane. We have much to say about the wealth of the valleys along the Columbia. Its lumbering, potential mineral wealth, and the beauty of its mountain scenery are striking features.

3. Industrial Montana. The rest of the country knows little of this growing industrial power that embraces most of western Montana, with its inestimable wealth of minerals and water power. Butte is its natural industrial center, with Great Falls increasing rapidly in importance. Mineral production and hydro-electric power are the significant factors here in regional development. The grandeur of the country is an element of value.

4. Agricultural Montana. This region starts approximately in the lower slopes of the Eastern Rockies and includes such centers as Three Forks, Bozeman, Harlowton, Lewistown, and the great valleys and basins of which they are the centers—such as Judith Basin, Gallatin Valley, Madison Valley, etc. Here is a wheat region famous throughout the agricultural world. Here also is the newly discovered and primeval Gallatin Gateway to Yellowstone Park.

5. Upper Missouri River Valley. This region has no sharp boundaries. It is new country that has proved to be rich agriculturally. There is still much virgin territory though it is rapidly being put under the plow. Western North and South Dakota belong to this region, and it extends into Eastern Montana.

6. Twin Cities. Minneapolis and St. Paul are an excellent example of the regional idea. Though politically separate, they form an economic unit that is the metropolis for the entire Ninth Federal Reserve District—an enormously rich agricultural and mineral region dotted with ten thousand beautiful lakes.

7. Wisconsin. Milwaukee stands in the same relationship to Wisconsin as the Twin Cities do to Minnesota. Milwaukee is a great industrial center and

its trading interests extend to remote parts of the world. Wisconsin's dairying interests are of national importance. The unusual beauty of its northern lakes and forests, add an element of happiness to living in this great state.

8. Iowa. This region is extraordinary. It presents one of the best examples of stable civilization, a region where industry and agriculture are nearly balanced, and the high order of agricultural development.

9. Omaha. This city, with Council Bluffs, stands in a similar relation to Nebraska and western Iowa as do the Twin Cities to the Ninth Federal Reserve District. It is a dominating metropolis and in discussing it we present the story of the entire region it serves.

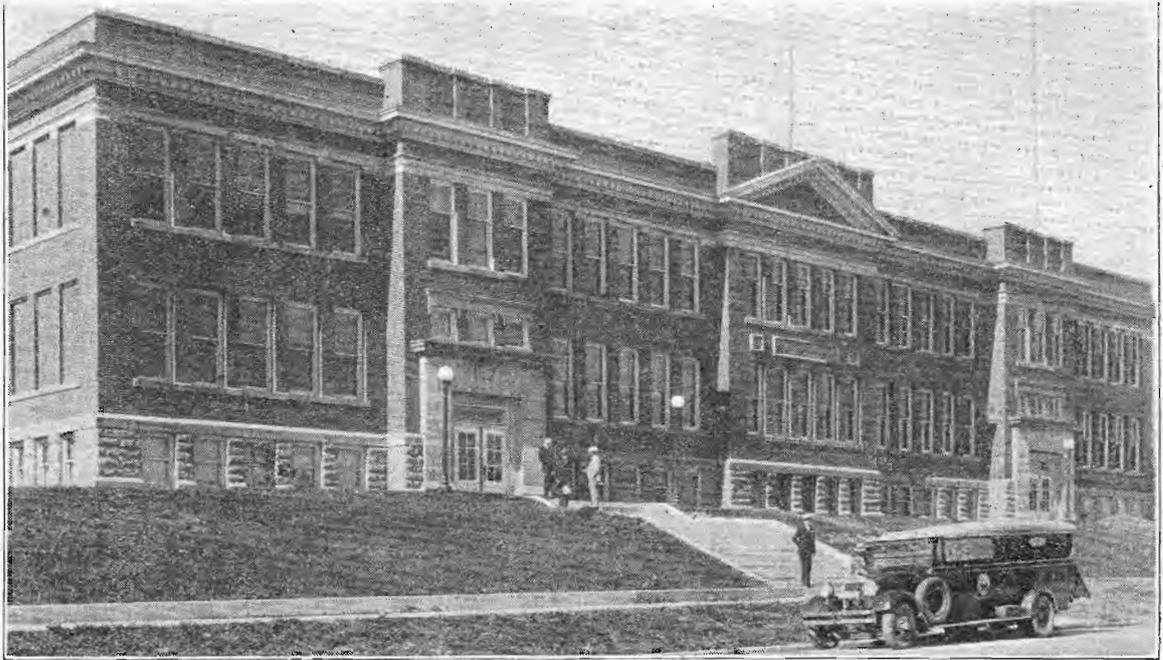
10. Kansas City. Another metropolis expressing the character of an entire region. Steadily, almost spectacularly prosperous, it stands as the crowning glory of one of the richest regions in the country—a great rail center, a great agricultural center, a great industrial center to which the wealth of all the Southwest contributes in a large degree. In telling the story of Kansas City, we include Excelsior Springs, that resort within close touch of Kansas City that is becoming one of the most popular between-seasons resorts in the country, with medicinal springs of great value.

11. Eastern Dakotas. The Dakotas, east of the Missouri River, form a region of particular interest to the railroad, because here is where the flood of corn is pouring into the wheat country. The old-fashioned one-crop idea is definitely giving place to richer and more varied crops and diversification is coming into its own. The Dakotas are, in a sense, Iowa in pioneer form, rapidly being transformed by modern transport, modern implements, and modern ideas.

These regions are the limbs and organs of a great body. Each has its own peculiar characteristics and functions, yet all are knit tightly together. Through this body, reaching it in even its most remote parts, runs the Milwaukee Road like a great arterial system carrying life and nourishment.

Without the service of the railroad, the body would sink into torpor. It would die. In the same sense, if the body could not absorb the material that the railroad brings it, and could provide no raw material to keep traffic in healthy circulation, then the railroad would die! Both body and artery depend upon one another. Both railroad and the region it serves are interdependent, and the greatest prosperity comes when both are active and healthy.

In addition to the advertisements covering the eleven regions outlined above, there are two comprehensive advertisements covering the entire system. One of these "comprehensives," headed—"The glamor of the Old West," is reproduced in this issue of the Milwaukee Magazine. The other comprehensive will appear in an early issue.



The Rapid City High School, Where the United States "Summer Capitol" Is Located.



The Summer White House, Where President and Mrs. Coolidge Are Spending Their Vacation



"Squaw Creek", Where President Coolidge Catches South Dakota Trout, Which He Says Are Larger Than The Vermont Variety



On the Highway to the Summer White House



A Main Business Street in Rapid City

The pictures on the opposite page show the Summer Capitol at Rapid City, S. D., the terminus of the Black Hills Division; the State Game Lodge in the Black Hills, at present the Summer White House and the famous fishing ground of President Coolidge. Rapid City is a busy little spot this summer and the Black Hills Division is doing a record business.

The Locomotive Spring Song Dedicated to the Brotherhood of Locomotive Engineers

'Tis green along the right of way,
I speed away at break of day.
The rigors of the wintry blast
Are now, thank God, things of the past.
Eulphant vigor thrills my veins
As rushing, thundering o'er the rails
I sound titanic calls afar
Awakening nymph, and bud and flow'r
The mountains answer back to me
Joining resonant symphony.

'Tis green along the right of way,
But whether morn or evening gray
I trust my Master's steady hand
So firm—the best in this broad land—
He knows my every mood and power
And guides me safe, past signal tower.
He knows the dangers in my path
He knows the terror of my wrath—
And though but flesh and blood is he
Love binds him sure and fast to me.

'Tis Spring upon the right of way
'Tis joy to speed through all the day.
I am a living thing of steel
Serving man for his common weal;
No fear for thunder or the storm
No fear for any living form—
I look the Storm King in the eye
And calmly wink as I go by—
For Lo! The master of my fate
Keeps watchful eye at throttle gate.

I speed away at break of day
'Tis green along the right of way,
The fearsome shadows of the night
Now flee, as pearly matin light
Caressing hill and dell and bower;
Imparts new life to frond and flow'r;
And as the East begins to gleam
I quench my brilliant headlight beam
And shout a welcome to the Morn
Though fearing neither night nor storm.

The breath of Spring floods right of way
I chafe to rush and roar away
Where fields are wide and flowers grow,
And crystal streams from melting snow
Come singing down through glen and vale

In brilliant sun or moon-light pale.
Then come with me, I'll do my best
To take you where your heart may rest—
My Master, I, with all my power
Will see you safe through every hour.
Pittsburgh, Pa., April 1927.
John A. Shoemaker.

A Narrative of Names W. D. Severance, Chief Clerk to General Agent, Portland

WE attended a FAIR in Fairport where the main exhibit was an ARK from Newark containing a COW from Cowgill eating HAY from Hayward, a BEAVER from Beaver Dam, a BEAR from Bearmouth, a CAT from Catlin in a BAG from Bagley, a COON from Coon Rapids, a DEER from Deer Lodge, an ANT from Antwerp, a RAT from Stratton, an ELK from Elkhorn, a BEE from Beebe, a BIRD from Bird Island, a DOVE from Andover, a FOX from Fox Lake, a HEN from Goshen, a HAWK from Hawkeye, a MARE from Marengo, a NEWT from Newton, a RAM from Ramsey, a TURKEY from Turkey River, and a WOLF from Wolfred; not overlooking the BASS from Bassett, the CARP from Carpenter with a FIN from Finley, nor the three letter word meaning serpent from Aspinwall.

A MAN from Mankato played a CELLO from Monticello accompanied by a BOY from Boyden tooting a HORN from Hornick and a MISS from Missoula with her DRUM from Rathdrum;—these three constituted a BAND from Bandera rendering a CORD from Cordova, while GUS from Augusta was moulding a statue of CLAY from Clayton.

He got an ARM from Armour, the BEARD from Beardsley, CHINS from Hutchins, the CHEST from Manchester, an EYE from Hawkeye, the HAT from Manhattan, a HAND from Chandler, a HIP from Winship, the MOUTH from Portsmouth; the SKIN from Ruskin and a SHOE from Shoecraft.

Several towns sent in different things to be assembled on the grounds to represent a HOUSE from Newhouse. A GENT from Regent, who said he got the ITCH at Mitchell was doing the assembling with a SAW from

Sawtelle, an AX from Paxton and a PICK from Pickett, which he carried in a KIT from Kittredge.

He had a STONE from Gladstone, a STICK from Stickney, SAND from Sanderson, PIPE from Pipestone, a PAN from Panama, a PLANK from Plankinton, a ROD from Rodney, a RING from Ringling, a LOG from Logan, a LATCH from Potlatch, a LOCK from Havelock, a CAN from Tuscan and a BELL from Campbell. Inside the house was a HALL from Newhall, a MOP from Cosmopolis and a RANGE from Granger which burned GAS from Gascoyne and COAL from Coalmount. The DEN came from Linden and the BED from Bedford.

A COOK from Winnecook served STEW from Stewart, HAM from Oldham, a BUN from Rathbun, an APPLE from Appleton, SAGO from Sargola and a PLUM from Plum Lake in a DISH from Dishman as well as CORN from Cornell accompanied by COFFEE from Coffee Creek. The lunch was not a success because the LAD from Gladwin forgot the SALT from Saltese, the JAM from Jamaica and the GIN from Virginia.

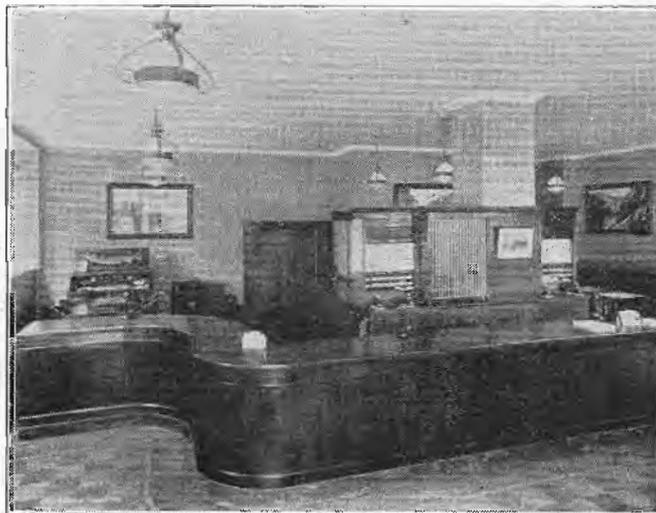
The SUN from Sunset went behind a cloud and the RAIN from Rainier began to fall so we cranked up our FORDS from Giffords and with a HONK from Shonkin left for home.

Milwaukee Parlor Car Named for "Lindy"

NOT to be outdone in acclaiming Colonel Charles A. Lindbergh, The Milwaukee has added its bit to the honors that are being heaped upon "Lindy," by naming one of its finest steel parlor cars for him. In the following letter General Passenger Agent W. B. Dixon thus advised the flying hero.

"On behalf of the officials and the 60,000 employes of the Chicago, Milwaukee & St. Paul Railway, we wish to add our hearty congratulations to those of the millions you have received. We have taken the liberty of naming one of our new steel parlor cars 'Lindbergh' in your honor."

And whether Colonel Lindbergh knows it or not, it is some honor to have a car on the Pioneer Limited named for him. The car is of the finest, and the train is top-notch all the way through.



The New Chicago City Ticket Office on the Corner of Clark and Monroe Sts.



THE above is a picture of a display in the window of the First National Bank at Riverside, Ill., which is the outcome of efforts on the part of Mr. H. E. (Hub) Smith, employed in the office of the General Superintendent of Transportation, which brought out

much favorable comment for The Milwaukee from the thousands who daily pass that bank window.

The following verses were contributed by Mr. Smith, and are based on the letters of the alphabet in serial order. Mr. Smith in insert.

A. B. C. Railway Rhyme
Written for the CM&St.P. Railway Co.,
By H. E. Smith
Office—General Superintendent of Trans.

A for the Air-Brake
 with a grip like steel
 Whenever applied
 It stops every wheel.

B for the Baggage car
 Filled to the dome
 With trunks and valises
 Of travelers bound home.

C for the Coaches
 Clean, comfortable and warm
 Carrying our passengers
 To City or farm.

D for the Dispatcher
 By night and by day
 He gives orders to trains
 Avoiding delay.

E for Electricity
 Modern power and light
 Our electrified line
 Makes your trip a delight.

F for the Fast Mail
 As it rushes along
 The postal Clerk sorts letters
 In the pouch they belong.

G for the Gates
 In City or farm
 Keep away from the track
 When you see they are down.

H for the Highway
 A road 'cross the track
 Stop, Look & Listen
 If there's danger—Hold Back.

I for the Inspector
 How important he feels
 When he puts in the "dope"
 And taps on the wheels.

J for the Journey
 We advise you to take
 If you travel our way
 You will make no mistake.

K for the Kitchen
 An de cook he is dar
 First call for dinner
 In de Dining Car.

L for the Locomotive
 And the Engineer feels
 That he is the Captain
 On the King of the wheels.

M for the Mile post
 They are all painted white
 No sooner you see them
 Than they're gone out of sight.

N for the Newsboy
 He is out "on the drum"
 Selling books, papers, magazines,
 Cigars, candy and gum.

O for the Olympian
 For the Coast and Yellowstone
 via Gallatin Gateway
 Wonder trip—*All our own.*

P for the Pioneer
 World famous train
 If you patronize it once
 You will come again, and again.

Q for the Questions
 Of any service, time or train
 Our Passenger representatives
 Will be glad to explain.

R for the Railway
 The inventors great dream
 Civilization owes great progress
 To electricity and steam.

S for the Sleepers
 Excelling the best
 Come all ye travelers
 We will show you the best.

T for the Tracks
 Over which the trains glide
 Also for Ticket
 Which secures you a ride.

U for the Usher
 A Red Cap at the Station
 To carry bundles and grips
 And give correct information.

V for the Viaduct
 Our tracks, over streams
 Built of cement, stone
 and giant steel beams.

W for the Whistle
 With its loud shrieking noise
 All heed its warning
 Look Out—Girls and Boys.

X for the 'Xpress car
 Piled full of things
 Wait until Christmas
 And see what it brings.

Y for the Y
 A track on the ground
 Where we turn a whole train
 Or an engine around.

Z for the Zeal
 Our employes display
 For the comfort of all
 Who travel our way.

Timken

Mathias Axel Seivert
(With Apologies to Longfellow)

The shades of night were falling fast
 As thru the Cascade Mountains passed
 A train, that bore mid snow and ice
 An axle with a strange device;
 Timken.

In happy homes it passed the light
 Of household fires, warm and bright
 Above the spectral glaciers shown
 But from its axles not a groan;
 Timken.

And thru the night its electric load
 As on o'er the famous Milwaukee road
 Its speed and safety nowhere else is known,
 And still from its axles not a groan;
 Timken.

At break of dawn, as westward bound
 Upon its flight to Puget Sound
 With miles behind, its speed unknown
 But from its axles not a moan;
 Timken.

The journey ends, the train's reversed
 And eastward like a thing accursed
 It speeds, a train of world renown
 But from its axles not a sound;
 Timken.

We ran a straight 50 car train of Pontiac Motors out of Bensenville, Tuesday morning June 7th, train running on CTXB Time, everybody being on their toes and doing their best to get train out of Bensenville, moving toward U. P. Transfer, Council Bluffs. Here's hoping we have many more shipments such as this, and I know that the service all the equipment gets coupled with the splendid co-operation of all Departments at this end, that it will not be due to any negligence on any ones part if we don't. All we ask is that shippers give us a chance to show what fast, safe and reliable freight service the Milwaukee can give and is giving.

Prairie Du Chien Lockup Sale

E. A. Lalk

"LOT No. 300, an assortment of Roofing Paper," cries the auction clerk.

"Is it worth \$25.00? Is it worth \$10.00? Yes. \$11.00? \$12.00? \$13.00? and sold to No. 25," shouts "Bill" Zimpelman, the Claim Department's Auctioneer, as only one paddle remains raised in the final bidding. On May 11th and 12th the annual sale was held by our Company at the Lockup at Prairie du Chien.

Fourteen hundred and sixty lots were sold in less than twelve hours of selling. To say that it was a revelation to the on-looker for the first time is putting it mildly.

What is it all about? How do they do it? System—is the answer. At Prairie du Chien this Company has a long warehouse used exclusively for storage of unclaimed and damaged freight. For a year the articles are accumulated from all parts of the system east of Butte. Everything you can imagine—from machinery to tin toys—from saxaphones to unclaimed baggage; all manners of damaged goods, and articles astray. To take a walk through this house just before a sale is a good lesson in claim prevention. You see here an article lost for lack of proper marking, another damaged because of poor boxing, another damaged by water through someone's carelessness, and still another due to shippers not giving proper attention to knocking down; poor containers of tin, wood, or paper; rugs by the dozen damaged by hooks, acid, or grease. The records show the wonderful work done to prevent damage and loss because the sales today are much less than in the past, yet, there is plenty of room for improvement.



C. H. Dietrich, Freight Claim Agent

Just before the sale, all articles are numbered and catalogued. Then for two days the house is thrown open to the buyers for inspection. The larger buyers list and examine the articles, and then buy by numbers. After the sale starts, no inspection is permitted, nor do the buyers see the articles at the time of purchase. Paddles with numbers are given out to buyers, their names taken and listed. The buying is

very rapid. The auctioneer does the running up of the bid, not the bidder, and the article is knocked down to the last hand or number up.

It is a strange crowd that attends, second hand dealers, farmers, country merchants, and nearby town folk.

Very little trouble is experienced either during the sale or after. The purchasers have learned the honesty of our Company's officials and know that everything is on the square. When the buyer completes his purchase he deposits 10% of the price of the article to be shipped, and the goods are delivered free at any point on the C. M. & St. P., and the money not paid is collected through advances.

The sale is under the personal supervision of C. H. Dietrich, and he sure does a good job. The house is in charge of an elderly Frenchman, Jack Fernetto, who has been with us for years. A splendid and competent employee. One of the amusing things about the place is his army of cats which come only at his call, which he gives in French—"Lechat." Plenty of cats, no rats, is his slogan.



Jack Fernetto

A sale of this kind has many amusing sides as well as pathos to it. Here may be found a lot of household goods with old albums and enlarged family pictures, a child's wagon, a high chair, or the family bible, wedding dresses, Indian relics, stamp collections, and many other cherished articles the owner would gladly have, and we would gladly deliver if we could.

Farmer's wives bidding for rugs is amusing. The natural woman's instinct to barter and trade, or take her time to examine and make up her mind is of no avail, the sale goes so fast that by the time she decides what she wishes to do, three or four rugs are sold, and as a rule, very few rugs are bought by women. By the time they make up their minds the sale of rug lots is over.

The Claim Department are to be complimented first on their shown ability to eliminate claims by education of our employees, and secondly, for the wonderful way in which they conduct this sale.

Ridin' Up The Old "Bug Line"

Dedicated by "A Traveling Man" to the Old Zumbrota Branch

The old Bug Line it twists and turns
it's way up the hill

The first good rest it gets is when
it reaches Millville,
And when all is ready they turn and
twist some more

They keep close to the river and
ever hug the shore.

The hills are above you the river
down below

Accidents seldom happen the speed is
always slow

To hold his job on this railroad the fireman
has to learn

To throw curves, drops and upshoots to make
the fire burn.

When they reach Hammond they cut the
train in two

To speed up the city traffic and let the
people thru.

The conductor gives his orders right in the
train men's ear

On one curve it's the fireman on an another
it's the engineer.

At Zumbro Falls the train men brush up their
working clothes

As ladies run this village as everybody
knows.

On curves below Mazepa the brakemen
easily jump

From the car behind to the one way up
front.

The mail clerk gets so bewildered on the
ever twisting track

That he puts the mail for Chicago in the
Pumpkin Center sack,

But when you reach Zumbrota about fifty
minutes late

Everything is lovely for the rest the way
it's straight.

Yes I feel a little twisted, but I'll straighten
out some day

You never know what you've missed 'til you
try it so they say,

There is one redeeming feature on this wiggle
waggle line

They have the most accommodating train crews
that ever you could find.

Passenger Limited Train and Engine Crews Remembered

WHEN the new Pioneer Limited train stood in the train shed at Union Station on Saturday May 21st, the train and engine crews were most happily surprised when a representative of the Ball Watch Company appeared among them distributing neatly boxed little packages with the compliments of the Watch Company. It did not take the recipients long to solve the mystery and the boxes came open with haste, disclosing for each man, a new Model, 16 size, 21 jewel white gold-filled Ball Watch. The lucky men were: Conductor, Henry L. O'Neill; Brakeman, Thos. P. Mahoney; Flagman, Ralph F. Himmelhoch; Engineer, John L. Slattery and Fireman Albert C. Rasehke.

THE MILWAUKEE MAGAZINE

Union Station Building
Chicago

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CARPENTER KENDALL, Editor
Libertyville, Illinois

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Charles G. Juneau

An "Appreciation" by L. K. Sillcox

NO sadder duty befalls than to announce the loss of a near and dear confreere, and when he is so well known and as universally respected as Charles G. Juneau the duty becomes a trust, an opportunity to express what all have long silently felt. As an officer in charge of men he was dearly beloved and in this position he was quiet, even tempered and well poised. Friendships meant more to him than words can express and his sympathy for men endeavoring to progress was one of his many wonderful attributes.

The data of his life show:—

Charles George Juneau
Born Milwaukee—December 12,
1875. Died May 26, 1927. Heart
attack.

Home address 240 Washington Circle,
Wauwatosa, Wis.

Married Anna K. Kratzat
Daughter Marion, age 24 years
Son Fred, age 21 years
Son Charles, age 13 years

Started with Chicago, Milwaukee
and St. Paul Railway October 16,
1895 as Blacksmith Apprentice—
served four years

February 6, 1906 appointed Assistant
Foreman
Appointed Foreman May 6, 1906
February 1918 appointed General
Foreman
August 1918 General Supervisor
Freight Department
June 1920 appointed Master Car
Builder

Affiliated with

Masonic Order

Kilbourn Lodge No. 3
Kenwood Chapter No. 90
Kenwood Council No. 34
Ivanhoe Commandery No. 24
Tripoli Temple A.A. O.N.M.S.
Consistory - - President of Class
Order of Eastern Star
Elks
Knights of Pythias and Dokeys
Milton Benevolent Association
Spanish American Veterans

was Department Commander and
Junior Vice-Commander in Chief.
Vice President, Western Railway
Club.

Mr. Juneau's death was caused by a
heart attack which occurred Sunday,
May 22nd, after his return from a trip
on the road.

Interment took place May 31st in
Forest Home Cemetery, Milwaukee,
under the auspices of the Masonic
Order and the United Spanish War
Veterans. The active pall-bearers
were Messrs. L. K. Sillcox, C. J. Hol-
lond, J. F. Comee, A. B. Wegener,
W. Robertson, and E. A. Burchard.
The honorary pall-bearers were
Messrs: H. E. Byram, J. T. Gillick,
D. C. Curtis, W. W. K. Sparrow,
H. H. Field, H. E. Pierpont, O. N.
Harstad, C. O. Bradshaw, C. H. Bu-
ford, H. B. Earling, R. W. Anderson,
H. W. Williams, C. H. Bilty, J. J.
Hennessey, F. D. Campbell, J. A. Dep-
pe, J. E. Mehan, C. Petran, L. B. Jen-
son, G. Reichart, E. F. Palmer, M. J.
Lacourt, W. Snell, M. M. Dick, D.
W. Kelly, J. C. Prien, E. A. Lalk,
Dr. N. S. Jensen, representing the
Elks, Peter Vanecsek, representing the
Milton Benevolent Assn., A. Seiden-
schwartz, representing the Knights of
Pythias, V. R. Hawthorne, represent-
ing the A.R.A., and Bruce Crandall,
representing the Western Railway
Club.

Mr. Juneau entered the service of
this railroad as a Blacksmith Appren-
tice on Oct. 16, 1895, and served four
years. On Feb. 6, 1906 he was ap-
pointed Assistant Foreman, and three
months later became Foreman. In
February 1918 he was appointed Gen-
eral Foreman of the Blacksmith Shop,
and in August 1918, General Super-
visor of the Freight Department. On
June 1, 1920 he was appointed Master
Car Builder.

His rapid promotions were the re-
sult of his hard work, indomitable
courage, perseverance, ambition, and
unswerving loyalty. Having served in
the ranks he was quick to appreciate
the hardships and difficulties of the
workmen, and although a strict disci-
plinarian, he had a very sympathetic
nature and an understanding of human
frailities, and this inevitably led him
to temper his discipline with mercy.
He was a great believer in the Golden
Rule with a square deal for everyone,
and he practised these virtues in his
everyday life. The profusion of floral
offerings before he was laid away,
came in a large measure from the
workmen with whom he grew up and
served, attesting their love for the
sterling character of the man and
the superior officer, and this love and
esteem was shared by all with whom
he came in contact.

While it seems unreal that he has
passed away, he will be sadly missed.
Our sincere and heartfelt sympathy
goes out to the widow and children
but they can take some comfort in the
knowledge that he has left them a
beautiful heritage of a noble character,
a true christian husband and father,
one who was highly esteemed by
everyone who knew him.

The Puget Sound Pioneers Club

THE seventeenth annual meeting of the
Puget Sound Pioneers Club will be held
in Butte, Montana August 15th and 16th. All
employes and their families are cordially in-
vited to attend the festivities. A special in-
vitation is extended to members of the Veteran
Employes Association living on Lines West;
and to any visiting Veterans from Lines East.

All intending to attend this Get-Together
are requested to notify Mr. J. J. Flynn, Deer
Lodge, Montana, with the number in each party
so that proper arrangements may be made to
take care of everyone in the best and most
comfortable manner.

Following is the program of events for the
two days: Meet at New Finley Hotel, 10:30
A. M. August 15th, to register and get lo-
cated. At 1:00 P.M. trip over the B.A. &
P.R.R. to Anaconda to visit the big smelter
of the A.C.M.Co. Returning from Anaconda,
banquet and entertainment during the evening.

August 16th, Automobile Trip to interesting
points, including the Roosevelt Drive and
Harding Way, over the Continental Divide. In
the afternoon an underground visit to the
Leonard Mine, the largest and most up-to-date
copper mine in the world. At 7:00 P.M. those
wishing to do so, may visit the Kennel Club
and witness the Dog Races, after which a
dinner and dance at the New Finlen Hotel
Ball Room. TAPS.

\$36,000 vs Nothing

UNDER the above caption, the Be-
loit (Wis.) Independent says a
whole lot in the following editorial:
"The Chicago, Milwaukee & St. Paul
Railway Company has a monthly pay-
roll of \$36,000 in Beloit. Practically
all of this is spent here where the rail-
road folk make their headquarters. At
least, so states R. M. Telfer (Agent)
and this veteran railroad official cer-
tainly should know the facts.

Freight hauling has increased very
materially since cold weather and
blocked roads have put a temporary
quietus on truck hauling in and out of
Beloit. This situation gives the rail-
road officials a check on the amount of
business which is being taken from
them by these carriers.

Where does Beloit reap any benefit
out of the truck companies? Do they
maintain a \$36,000 monthly payroll
here? Not by a whole lot. Outside of
a little gasoline they buy nothing here.
And still the taxpayers expend thou-
sands of dollars annually to keep roads
open for these trucks, while the rail-
roads are forced to maintain their own
right of ways clear them of snow, and
pay taxes besides.

Mr. Beloit Businessman: The next
time you are faced with a choice of
shipping via truck or railroad, please
remember what Mr. Telfer has said
about the \$36,000 monthly St. Paul
payroll and govern yourself accord-
ingly."

The foregoing, written of course dur-
ing snow blockade season, is neverthe-
less excellent material for all railway
employes to embody in their "talking
points" and to bear down with all possi-
ble emphasis wherever and whenever it
will seem to do the most good.

The Olympian Train

By Edmond S. McConnell

CHAPTER III

AS the evolution of the locomotive symbolizes the development of railroads, so does the modern passenger car denote the transformation since the days of the stage coach. Originally passenger coaches were but little more than old fashioned stage coaches mounted upon flanged wheels to enable them to stay on the rails. From the very first it was necessary to pull more than one small coach, so simple bumper and coupling devices were naturally developed. Then some inventive genius conceived the idea of grouping several stage coaches on a single rigid frame, and he had really evolved the rudimentary form of the compartment coach—a form which still persists in Europe despite the obvious advantages of the corridor coach.

In America there were a few early attempts to copy the type of railway carriages which had been developed in England, but the rigid wheel-base of the English railway carriages was ill-adapted to the poorly built American railways with their frequent, sharp curves. In order to overcome that difficulty an American inventor devised the four-wheel center-bearing truck, and four wheels quickly gave place to eight. The center-bearing truck was a marked advance for it permitted the truck frame to pivot about a center pin or kingbolt through a cross sill or body bolster near the end of the car, and in that manner allowed the wheels to follow the curvature of the track regardless of the length of wheel-base. It also served to separate the running gear from the underframe and car body as a unit of design.

One of the first cars built with the new type of trucks was a most pretentious vehicle compared with what had gone before. It was thirty feet long, the four-wheel trucks being attached near the ends in much the same manner as at present. There were seats on the flat roof which was reached by a ladder in one corner, and the car body itself was divided into three compartments. After a few months its builder tore out the cross partitions and introduced end doors and a center aisle. With this improvement the forerunner of the modern passenger car came into existence. The new type of car came rapidly into vogue, and though they were sorry affairs as compared with such as the Olympian's equipment, Americans were very proud of them. In common with the locomotives of the time they were so gaily painted and decorated as to make the circus band wagon seem subdued.

By degrees car bodies were lengthened to forty, fifty and sixty feet, accompanied by general improvement in structural design. Features of safety, comfort and convenience were added. The clearstory roof resulted in improved ventilation, and crude schemes

of lighting and heating were introduced. Other improvements came one by one—the automatic coupler superseded the dangerous link and pin coupling, better framing came with the increased use of steel, platforms were improved, and the invention of the air brake solved the problem of controlling train speed. Then came the platform vestibule, which in addition to affording protection to passage from car to car, has made the disastrous "telescope" collision impossible. Hand in hand with all these there were improvements in interior appointments and in decoration in keeping with the raised plane of American taste. About 1906 all-steel construction began to come into use, and the underframe and car body were radically changed and improved.

Simultaneously with the development of underframe and car body, there were wonderful improvements in trucks, wheels, and running gear in general. The earliest types of running gear were developed from the springless colliery wagon with the bearings or journals inside the wheels. Later inverted U-shaped pedestals were attached to the sides of the underframe, and the axles turned in boxes which permitted a slight vertical movement between the jaws of the pedestal. Brass bearing metal was interposed between the journals and the tops of the boxes which also served as receptacles for lubricants. The center-bearing truck was a vast improvement for it transmitted the load from the car frame to an independent truck frame, which permitted greater length and capacity of cars. Outside journal bearings were introduced about the same time, and springs also became an important part of truck construction.

The costly, wrought iron wheels originally used in England were supplanted in America by cast iron wheels with hard chilled treads. Then as steel came into use, steel tires on cast iron wheel centers were introduced for fine passenger equipment. Methods were devised for making solid forged or pressed steel wheels—and more recently rolled steel wheels offer the same safety and wearing quality.

In England draw gears developed from the links and hooks by which colliery wagons were connected in trains, and buffer springs between the cars were used to absorb the shocks incident to starting and stopping. In America a more complex draw gear was devised to take the place of both of these devices. The buffer shocks were taken by a central iron drawhead and transmitted to the car underframe through a set of heavy springs beneath the car platform. Cars were connected by links held by pins through the drawheads. This loose coupling became very objectionable as cars increased in size and weight, and because of the

physical hazard in coupling such cars. Then the automatic coupler and the friction draft gear more securely attached to the underframe were devised. A further improvement was effected in the platform vestibule, whereby the roof was extended and the platform, including the steps, was enclosed with a steel framework.

Brakes have always had an important function on railway cars, and their development has kept pace with the other improvements. It was but a brief step from the lever-operated blocks of wood applied to a single pair of wheels on the colliery wagon to the wheel-and-chain-operated brakes on the early railway cars. Cast iron brake shoes replaced metal faced blocks of wood, and than a double leverage was arranged to apply the brakes practically to both ends of the car. There the development of hand brakes practically ceased and efforts were concentrated on various forms of power brakes which would operate on the train as a unit rather than on the individual cars. Various mechanical arrangements were tried; the vacuum brake was proposed, but the problem of controlling long and heavy trains was finally solved when the air brake was invented. The air brake has played such an important part in the development, and in the present day operation of railroads, that the subject is worthy of a chapter by itself.

The earliest experiment in sleeping cars was in 1836, but it was not until the sixties that their use became usual. With long journeys another problem was introduced, and attempts were made to serve meals in some of the early sleeping cars, but the so-called "hotel" car was not generally satisfactory, so the modern dining car has been developed. The success of sleeping and dining car service was followed by the construction of other specially designed cars, such as parlor and observation cars, for long distance travel. Then came other special cars—club cars, library cars, modified dining cars called buffet or cafe cars in combination with club or observation sections.

The equipment of the Olympian represents the most modern of all-steel construction, embodying all the features of safety and comfort that a hundred years of car building have produced, until today this train offers the luxuries of a well appointed home or a metropolitan hotel, and even the accident insurance companies recognize it as one of the safest places in the world.

The running gear of the Olympian's cars is representative of the most modern all-steel construction. The truck frame is a solid steel casting. Wheels and axles are forged from the finest steel and subjected to minute chemical analysis and rigid inspection, for safety is the first consideration in these vital parts. The heavy leaf and coil springs in the trucks determine the easy riding qualities, and they are carefully designed and heat-treated to insure a maximum of resilience. Side bearing extending upward from the truck sides minimize any tendency toward swaying on curves. The latest improvements

in brakes—the clasp brake, whereby two brake shoes are applied to every wheel—are standard equipment on the **Olympian**, and brakes no longer screech and clatter when the air is applied.

The interior decoration of the **Olympian's** equipment has reached a high state of perfection. New woodwork wherever wood is used is carefully cleaned and sandpapered and a natural wood filler is applied followed by the proper stain. Then comes a coat of shellac, and while being sandpapered, the ceiling receives three coats of ivory paint, the gold leaf striping is applied, followed by two coats of varnish. The woodwork then received two coats of the finest inside finishing varnish, the last of which is allowed to dry for seventy-two hours. The varnished surfaces are twice rubbed with raw linseed oil and rottenstone, each rubbing followed by hand polishing to bring out the natural grain and beautiful lustre of the fine cabinet woods. The **Olympian's** equipment is refinished on a schedule of twenty months between shopping periods, and with each trip to the car shops the woodwork is thoroughly washed with soap and water, revarnished, rubbed and polished, though parts which have been renewed or repaired require the complete finishing process.

The Pullmans in use in the **Olympian** are steel throughout. The interior finish of this metal is a masterpiece of decorative art. All metal surfaces are enameled in soft colors striped and

lined with gold and delicate shades. It is the most beautiful and comprehensive treatment of this class of decoration in the world.

The exterior finish of the **Olympian** is one of the masterpieces of the painter's craftsmanship, for it must successfully withstand all the extremes and variations of climate that a continent can produce, the abrasive action of dust and cinders, and the wear of repeated washing and cleaning. The bare steel is carefully cleansed with a sandblast, rough surfaces receive a coating of putty glaze, and the first priming coat of iron oxide is applied. This is surfaced with sandpaper and water, and the second primer of white lead and linseed oil is applied which is lightly sandpapered after drying. Three coats of orange yellow body color are then applied, the last two containing increasing proportions of varnish. Following the second and third coats of body color, two coats of a special, unfading, red paint are applied to the letterboard, window sash, doors, and vestibule interiors. Two coats of the most durable outside finishing varnish complete the body painting. At each shopping period the car is thoroughly cleaned with soap and water and then repainted starting with the first coat of body color, for the priming coats of iron oxide and white lead preserve the steel from corrosion for a much longer period before it is necessary to sandblast the car.

Perhaps you have wondered what

purpose the various boxes and tanks beneath a passenger car serve? Large rectangular boxes, one on either side of the car, contain the storage batteries for the electric lighting system. The water supply is carried in a cylindrical tank covered by an insulated box to protect the water from freezing. A small tank nearby contains air under pressure to lift the water from the tank to the washrooms. In another place two huge reservoirs contain compressed gas for the emergency lighting system. Four smaller tanks are the auxiliary and supplementary reservoirs for the double air brake equipment on each car.

Have you wondered at the maze of pipes beneath the cars and the three hose couplings at the end of each? The largest of the three is for the steam heating pipe, the next smaller hose connects the brake pipe of the air brake system, and the smallest hose connects the air signal pipe whereby the conductor or brakeman may signal the engineer from any place on the train.

There are other things about the cars which are most interesting—the two separate systems of lighting and heating, the air brakes, the safety devices—but these are deserving of chapters by themselves. However the thing which animates the whole, which puts the surge of life into the inert cars—the thing which makes the train—is the locomotive, of which we shall tell you in another chapter.

Talking Points

THE following material is quoted from a pamphlet entitled "Some Economic Phases of Transportation," recently issued by the Bureau of Railway Economics:

"According to the latest authorities, the steam railway mileage of the world aggregates 757,834 miles. One-third (33.1 per cent) of this total lies in the United States. Although we have one-third of the railway mileage, our area is less than eight per cent of the world total, while our population is less than six per cent of the estimated total population of the world.

"The American railways in 1926 comprised a plant which: Represented a book investment in excess of \$23,000,000,000—this without reference to the greater value the railways claim.

Earned \$6,379,481,000 in operating revenues.

Expended \$4,666,257,000 in operating expenses, including nearly \$3,000,000,000 paid out to employees in the form of wages and salaries.

Put \$1,559,000,000 into circulation in the form of purchases of fuel, materials, and supplies utilized in railway construction and operation. Paid \$388,682,000 in taxes and \$506,955,000 in interest on funded and unfunded debt.

Employed an average of 1,782,000 employees of all classes.

Originated a total of 1,335,693,000 tons of revenue freight, and handled 860,343,000 passengers.

Current Railroad Topics

"The public service supplied by the railways of Class I in 1926, stated in terms of revenue ton-miles and revenue passenger-miles, was as follows: 444,038,510,000 revenue ton-miles, or 3,791 ton-miles per capita. 35,486,926,000 revenue passenger-miles, or 303 passenger-miles per capita.

"In other words, the railways performed a service for the average American citizen in 1926, equivalent to hauling for him 3,791 tons of freight one mile, in addition to transporting him an average distance of 303 miles.

"The railways of Class I in 1926 originated a total of 1,335,693,000 tons of revenue freight. Of this tonnage, products of mines represented 757,252,000 tons. The next largest group of commodities was made up of manufactured goods (296,067,000 tons), while the third largest group was agricultural products, including live stock. If the collateral tonnage represented by flour mill and packing house products be added, the total tonnage of agricultural and related products was 138,028,000 tons."

"Compilation of special reports received from railways of Class I indicates that a total of \$1,559,000,000 was expended by them in 1926 in the direct purchase of fuel, materials, and supplies. This amount was 12.0 per cent greater than in 1925, and 16.1 per cent greater than in 1924, but 10.4 per cent less than in 1923. The annual average during the four-year period from 1923 to 1926 was one billion five hundred and eight millions of dollars.

"Comparative figures of railway purchases for the past four years are as follows:

| | |
|------|-----------------|
| 1923 | \$1,738,703,000 |
| 1924 | 1,343,055,000 |
| 1925 | 1,392,043,000 |
| 1926 | 1,559,032,000 |

Total four years \$6,032,833,000

"These figures cover only purchases made directly by the railways. They do not include the value of materials and supplies purchased indirectly for the railways by contractors who carry on construction work, who build equipment, or do other work for the railways on a contract or lump-sum agreement basis.

"Every one of the four large groups of items comprising railway purchases—fuel, forest products, iron and steel products, and miscellaneous—showed increases in 1926, compared with 1925.

"The railways are generally regarded as among the most important purchasers of manufactured and other products in the United States. Statistics of their purchases for 1926 continue to support this belief.



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

Freight Cars of Private Ownership Part 1—Tank Cars

THE handling of freight cars of private ownership is governed by American Railway Association Mileage Tariff No. 7-E, showing "Mileage Rates and Rules Governing the Payment of Mileage and Equalization of Mileage on Cars of Private Ownership." This tariff is divided into two sections—Section 1 covering cars of private ownership other than tank cars, and Section 2 covering tank cars only. Due to lack of space this article will cover tank cars only. The principal rules in the tariff referred to are as follows:

"Item 88, Rule 10: MILEAGE ALLOWANCE ON TANK CARS OF PRIVATE OWNERSHIP"

"(a) When tank cars are furnished by shippers or owners, mileage at the rate of one and one-half ($1\frac{1}{2}$) cents per mile will be allowed for the use of such tank cars loaded or empty, provided the cars are properly equipped; payment will be made to the owner or to the party who has acquired the car, as shown by its permanent reporting marks (see Note 1 of this rule); mileage will be computed on basis of distance table applicable between stations of origin and destination over route of movement.

"(b) No mileage will be paid for switching movements at terminals, nor for movement of empty cars for which charges are assessed under freight car tariffs, nor will the mileage made by cars moving under such empty freight car tariffs be included in the empty mileage referred to in Item No. 90, Rule 11 (or reissues) hereof.

NOTE 1. The acquirement or ownership of a car referred to in this rule will be identified by the permanent marks painted or stenciled on the body of the car as evidence of new acquirement or ownership. The carding, placarding or boarding of cars will not be recognized as evidencing their acquirement or ownership.

"(c) Paragraph (a) does not apply to new cars nor newly acquired cars (see Note 1 of this rule). Regular tariff rates must be charged for all empty movement (a) of new or newly acquired cars from point at which manufactured or newly acquired to the point at which they are first loaded, or to a home point of the owner or of the party who has newly acquired the car as shown by a change in the permanent reporting marks (see Note 1 of this rule); and (b) on new cars being returned empty from such loading at home point to original point of manufacture."

Item 90-D, Rule 11: EQUALIZATION OF MILEAGE ON TANK CARS OF PRIVATE OWNERSHIP. Except as otherwise provided in Rule No. 10.

"(a) Tank cars of private ownership will be moved empty without charge at the time movement is made, between stations or junction points on the lines of railroad parties to this tariff (either individually or jointly), including delivery to connecting lines, subject to the following conditions:

"(1) Except as provided in Notes 1 and 2, should the aggregate empty mileage of any owner's cars on June 30 of each year, or at the close of any such yearly period as may be mutually agreed upon, exceed the aggregate loaded mileage on the lines of such railroads, individually (or jointly when mileage accounts are computed jointly) (see Notes 3 to 15, incl.), such excess must be paid for by the owner,

either by an equivalent loaded mileage during the succeeding six months, or at tariff rates without minimum, plus the mileage allowance that has been paid by the railroads to the owners on such excess empty mileage. Cars not completely unloaded and returning from destination to the original shipping point with a remainder moving at less than the carload charge will not be regarded as loaded cars for purpose of mileage equalization.

"(2) Any excess of loaded mileage over empty mileage of any owner's cars at the end of the accounting period will be continued as a credit against the empty movement of such cars for the ensuing twelve (12) months.

"(b) Paragraph (a) does not apply to new cars or newly acquired cars (see Item No. 88, Rule 10).

"NOTE 1. Empty mileage caused by error of the reporting road or of another road will not be charged to the car owner in the equalization account of the reporting road and the empty mileage which would have been made by the car had there been no error, shall be charged against the owner in the equalization accounts of the road or roads via which the car should have moved, provided claims for such adjustments are made by the car owner within six (6) months from the last day of the month in which the error occurred.

"NOTE 2. When a private tank car company or owner discontinues business or disposes of its tank car equipment, any excess empty mileage balance which has accrued to date of such action, on the tank cars bearing the reporting marks of such company or owner shall be subject to bill as of that date at tariff rates without minimum, plus the mileage allowance that has been paid by the railroads on such excess empty mileage balance, unless the new owner who acquires the tank car equipment agrees to assume all of the obligations of the former owner under this rule, in which event all mileage made by such cars under the old reporting marks subsequent to the change of ownership shall be taken into the equalization account of the new owner."

It will be noted the rules provide that the owners will be paid $1\frac{1}{2}$ ¢ per car mile covering the loaded and empty mileage made on our railroad with the proviso that at the end of the yearly accounting period if the loaded and empty mileage is not equalized the car owner is allowed the next succeeding six months to equalize the excess empty mileage with an equivalent number of loaded miles and if this is not done then bill is prepared against the car owner for the excess empty mileage in accord with Western Classification Tariff which in general provides a charge of 15¢ per mile and when bill is rendered under such circumstances it also includes refund of the $1\frac{1}{2}$ ¢ per mile that was previously paid to the car owner. Any loaded mileage balance existing at the end of the accounting period is carried forward to the credit of the car owner during the next twelve (12) month accounting period, but not beyond.

The car owner need not equalize loaded and empty mileage on individual cars. The mileage balances are made up to show the aggregate loaded and empty mileage of the total cars handled of each ownership, therefore, individual cars may make an empty movement over our line without any loaded movement to offset without charge to the

car owner provided some other cars of his ownership made equivalent loaded movements on our line and were moved empty via some other railroad.

American Railway Association Car Service Rule 13 Reads as Follows:

"13. When private tank cars are unloaded, the owner will issue instructions for empty movement to the agent at point of unloading either direct or through consignee. The agent will bill* each car to final destination showing name of the consignee and full route, using standard form of Revenue Waybill; the word "consignee" in this connection signified the party to whom the empty tank cars is forwarded.

*The word "bill" in this connection covers non-revenue billing, which must be on the standard form of waybill."

Generally speaking, tank car owners dispose of their empty cars through instructions given to the consignee who in turn gives billing instructions to the agent when car is unloaded. It is important that tank cars be billed on standard form of Revenue Waybill showing complete routing through to destination, naming each individual junction point where cars are to be interchanged from one railroad to another, and if billing received from the consignee does not show this information, the agent should insist on its being given. If there is any difficulty in securing such information or delay in forwarding empty tank cars due to consignee not providing billing promptly, or in event consignee is unable to furnish billing instructions, complete facts should be reported to the Car Accountant by wire for handling with the owners. At times the billing instructions from the consignee orders cars returned to point of origin via reverse route. Under such instructions the agent must carefully examine the inbound billing and be sure to show the complete routing and junction points via which the car is to move.

Records are maintained in the Car Accountant's Office to indicate the loaded and empty mileage earned monthly by classes of cars of individual ownership for equalization purposes. At the end of the accounting period June 30th of each year totals are accumulated and balances drawn. When excess empty balance exists on June 30th and the car owners fail to equalize such balance with equivalent loaded mileage within the subsequent six months ended December 31, bill is prepared for the amount of mileage unequalized at tariff rates plus amount originally paid car owner at the stipulated rate per mile.

The rules provide that empty mileage caused by railroad error shall not be charged to car owners equalization account, and the proper billing of empty tank cars is therefore a matter of vital importance.

American Railway Association Circular D 11-197 dated May 5, 1925 covering equalization of loaded and empty mileage made by private tank cars—allowances for empty mileage caused by railroad error, provides as follows:

"1. The erring railroad is responsible for empty mileage created by diversion or misrouting of tank cars of private ownership and the road over which the empty mileage was made in error must eliminate such mileage from its equalization account with the car owner and will bill against the erring road for the mileage thus eliminated, at tariff rates without minimum, plus the mileage allowances paid to the car owner.

"2. The road which eliminates from its equalization account empty mileage created by error of another road must notify the road or roads over which the car or cars should have moved and such road or roads must include in their respective equalization accounts with car owners the empty mileage that would have been made if the car or cars had been handled in accordance with owner's instructions."

It will be noted when shipper's instructions are not fully complied with, it not only results in excess empty mileage on the C.M.&St.P. Ry. for which no compensation is received, but also obligates us to assume the mileage that may accrue on connecting lines at tariff rates of approximately 16 1/2c per mile.

Question No. 9

On interchange reports Column 10 I show as point of shipment either line or switch. Connecting lines insisting show point of origin and if switch use name of consignor. Is this necessary?

Answer to Montevideo

Manner in which you are handling is general on entire line. No necessity showing point of origin of business delivered connecting line other than separation between line and switch. If name of consignor in switching district or point of origin on line haul business is shown it gives connecting information that may be used in a traffic way. You are correct in refusing such information.

Question No. 10

Does the use of a rule 2 or 3 car in trap car service violate instructions received from FCD sheets in other words using a Rule 2 or 3 in inter-terminal or intra-plant movement?

Answer to Sioux City, Ia.

If the car is located at a junction point with the owner it is proper under Car Service Rules to use a Rule 2 car for a inter-terminal movement to the car owner.

If car is not located at a junction point with the owner, it is proper under Car Service Rules to use it for an inter-terminal movement to the railroad from which originally received.

It is proper under Car Service Rules to use a Rule 3 car for an inter-terminal movement to the railroad from which originally received or to any railroad if to secure loading in the connecting line switching district to or in the direction of the home road.

It is not proper under Car Service Rules to use foreign cars for local inter-terminal movement on our own railroad or for intra-plant service. Aside from it being improper under Car Service Rules we do not at any time want to use foreign cars for such inter-terminal or intra-plant movements on account of the per diem expense and the fact that system cars are usually available if proper efforts are made to apply that equipment.

Question No. 11

A rule 4 car moving to our line is used by us for loading to or via home road. Would we receive the mileage charge?

Answer to Sioux City, Ia.

No. The following interpretation was issued by the Committee on Car Service October 1, 1923:

"Question—Does the loading or use of a car being handled under Rule 4 nullify the right of road performing the service to collect for all or any portion of the service rendered? Answer—Yes."

Question No. 12

In Car Service Rule 2 what is meant by the wording "Foreign cars at home on a direct connection," etc?

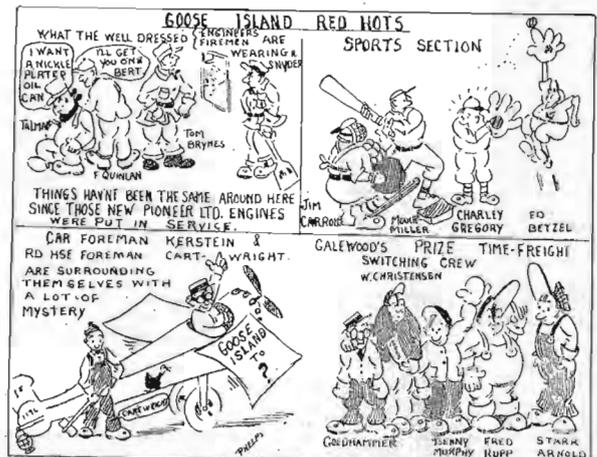
Answer to Kansas City, Mo.

Refers to cars that one of our direct connections consider at home on their line. For example, CRI&G cars are at home on the CRI&P a direct connection.

The ARA Committee on Car Service are now considering a more clear wording of the rule.

From Here to There

Have you heard of the Railway
Going from here to there,
That rolls on Timken Bearings
And cools with Frigidaire.





Paper Written by Car Repairer
Wm. Waymack—and read at
Safety Meeting April 11th
1927

WHENEVER I am called upon, or hear anyone else called up in a case of this kind, it reminds me of a gentleman whom I knew quite well, who at a certain civic meeting was called on for a speech. He rose to respond and started out—"Ladies and Gentlemen, this is a surprise to me—I was not expecting to be called upon to make a speech"—where-upon he drew forth a lengthy address which he proceeded to deliver.

I have no such excuse as I have been requested to write a short paper on "Safety First" to be read at this meeting. That word "short" appeals to me. I could look up and quote no end of statistics, but think it better to talk from experience, and all of my experiences along these lines have been while in the employ of the C. M. & St. P. Ry., where I have worked for more than 45 years, starting in 1881 when the Omaha Extension was being built and entering Tama City on the 1st C. M. & St. P. train ever to enter that city—it being a work train laying track.

Why I mention this is to show I was on the job considerably in advance of the present Safety First Movement and long before the 18th Amendment was passed, when saloons were wide-open and recklessness was at its height, and when accidents serious and fatal were at a maximum.

One factor that has contributed greatly to the reduction of accidental injuries on the railroads was the passage and enforcement of the U. S. Safety Appliance Laws, requiring Rolling Stock and Motive Power being used in inter-state traffic to be equipped to comply with same, and into which the railroads and car owning companies have entered whole-heartedly. And in addition to that, they have promoted and encouraged the Safety First Movement. At least this feature has been carried on by the C. M. & St. P. Railway Company for quite a number of years past.

I have been present at nearly all meetings held at Savanna for several years and believe I never attended a meeting but what some unsafe conditions were reported remedied, which had been brought up at previous meetings, or had been reported by letter.

Among the many things provided by the Companies to safe-guard the men in the different departments, are red lanterns, red flags, fuses, torpedoes, blue flags and blue lanterns, also first-aid packages in all cabooses and all baggage cars. These things should be taken good care of; lanterns filled,

wicked and cleaned, and other things kept clean as possible, renewed when too dirty and always kept convenient for immediate use. The Company furnishes these protections and remedies for employees on duty.

The employees should always take good care of these facilities; one item, the first-aid kit, should under no circumstances be used for other purposes. For instance, if a piece of waste is not available the kit should not be broken into and the absorbent cotton and bandage material used for cleaning lamps and lamp chimneys.

Another matter that occurs to me is the Highway Crossings. The Railways have placed crossing signs—STOP, LOOK, & LISTEN at all grade crossings; in many cases they have placed wigwag signals—at others, electric. In some places they have placed flagmen and gates at crossings. These various devices are duplicated in many instances. In some instances they have made crossings under-ground while others are placed over-head by bridges.

But, despite the many safe-guards that have been provided in various ways and places at a great expense to the Railway Companies, it does not follow that unsafe conditions may not at any time develop. Therefore, it is necessary that eternal vigilance and care should be exercised by both the Railway Companies and employees. In consideration of all the pains-taking efforts and expense incurred by the Companies, it now behooves the general public and employees to discontinue all unsafe practices and to always be careful.

From Paper Read at the Northern
Montana Safety Meeting May
20th, 1927 Prepared by Chief
Dispatcher E. B. Cornwell

Safety First

SAFETY FIRST! Those are the two most suggestive words I know of. They apply to every phase of human life, domestic and industrial. We safe-guard our health, wealth and happiness by careful consideration of ways and means to that end, but every now and then, we hear of some brother worker who becomes careless in the pursuit of his duties, and who pays the penalty by loss of life or limb.

Probably 99% of personal injury accidents are preventable if proper care is exercised in the performance of our duties. Statistics prepared by the National Safety Council show that ten lives are lost in the United States every hour by accidents, most of which were preventable had proper care been exercised.

Most of the accidents on our railways are due to thoughtless disregard of rules and instructions. I do not believe that rules and instructions are intentionally violated, but that it is done carelessly, without giving a thought to the consequences. It is because of this thoughtlessness that most accidents occur.

If every one will practice Safety First continually for a reasonable length of time, it will soon become a firmly established habit, so that we will unconsciously do the right thing all the time.

There is one particular thing which I would like to impress upon all of you, and that is—contributory negligence. If any employee observes a fellow employee taking dangerous chances, or if he observes any dangerous condition of any kind, and fails to take action to prevent it, he is guilty of contributory negligence; and should an accident occur on account of such dangerous condition, he would probably feel that he was in part responsible for it.

Let us observe SAFETY FIRST all of the time.

Paper Written by C. Kacer, Iowa
Division, Atkins Machine
Shop May 27th, 1927

IF work is to be the means of life, and not of death, the places where it is carried on must be made safe. In the early days when manufacture was literally by hand, and was carried on by each craftsman in his own home, or small shop, this was a simple matter. Today, when hundreds or thousands of workers toil under one roof amid high-power and rapid moving machinery, with shafting and belting whirring overhead, with the tremendous forces of steam and electricity straining at their leash, and under conditions over which final control rests with the employee, industrial safety has become a very much more complex and important matter.

Through the co-operative effort between employers and employees, industrial accidents are being brought to a minimum, but if this record is to be maintained there must be no halting in our campaign for Safety.

The tremendous toll of life—to say nothing of the suffering and loss of time—that the workers have endured as a direct result of accidents, is appalling. The great majority of these accidents were preventable had a little precaution been taken.

Of the various occupations, mining, especially metal mining, is the most hazardous, resulting in the largest number of deaths in proportion to the number employed.

Railroading, electrical work and quar-
ring are high on the list.

In agriculture, the introduction of power machinery has added to the earlier risks due to live animals, while general factory work, in relation to the occupations just named, is comparatively low.

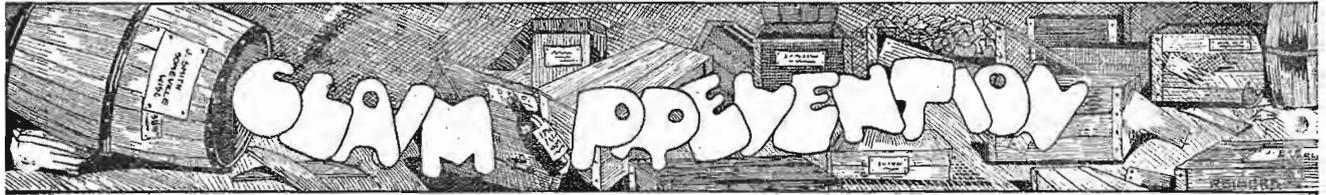
But—taking industry as a whole, it can well be said that greater heed is

being taken for the protection of life and limb.

Through the concerted efforts of employers, and employees, many a life and limb are being saved, likewise much sorrow, suffering and anguish is being dispelled.

We, of the Atkins shop here, can feel justly proud of the record we have made in the last one hundred and twenty-two days.

Let us keep up the good work in the future by closer co-operation and a firm consideration for one another's welfare and happiness.



Claim Prevention on the Milwaukee Road

ONE of the big improvements in rail operation in recent years is the reduction in loss and damage to freight shipments.

All railroads have given this subject much attention as they realize that every claim presented means annoyance to the shipper as well as loss to the carrier.

The MILWAUKEE ROAD has been quite successful in reducing claims. Its Claim Prevention Bureau, established some years ago, follows every case of error, whether improper loading, wrong billing, delays in transit, etc., and after ascertaining cause of the claim, action is taken to prevent recurrence.

To keep the subject alive in the minds of all employees, meetings are held at short intervals at division headquarters and important stations, attended by local officers, foremen and others, at which all possibilities of improvement are thoroughly discussed.

As a result of this concentration on claim prevention the percentage of loss and damage of freight claim payments to freight revenues has been brought down from 2.94 per cent for the year 1920 to .79 per cent for the year 1926, a decrease in claim payments of more than 72 per cent.

There has been a decrease of more than 65 per cent in payments per car of live stock handled; a decrease of 91 per cent in claims per car of flour and mill products; an 87 per cent decrease in claims per car of fresh fruit, vegetables, eggs, butter, etc.

Some 28,700 carloads of fresh meats were handled by the MILWAUKEE ROAD last year and the claims averaged but 20c per car: On about 49,000 cars of automobiles the claims per carload averaged but 64c: On petroleum the claims per carload averaged 25c and but 20c per carload of cement.

Problems of the Station Agent in Preventing Claims on Freight

Courtesy of New York Central Lines

THERE are as many phases of the freight loss and damage question as there are classes of employes.

Since our constructive knowledge of any subject is largely confined to our actual experience, in discussing the cause and prevention of claims, I ne-

cessarily must adopt the method of a Mattoon policeman.

This policeman had instructions to report all dead animals found on his beat. When he discovered a horse dead on Moultrie Avenue, not being able to spell "Moultrie," he solved his orthographic difficulty by laying hold of the horse's tail and dragging it across to Sixth Street. Likewise, I am limited to one avenue of approach in a discussion of prevention of claims, and that is station experience.

To appreciate fully our progress in any endeavor, it is an advantage to look back and see how far we have traveled on the journey. Our earliest claim statistics—with figures trailing the dollar mark like the tail of a comet—have been dropping numerals from year to year, but what basic changes in our methods have contributed to this desired shrinkage?

A review of practices at smaller stations twenty-five years ago may furnish the answer. At that time our remote Claim Department existed in the minds of the agents and train crews, like the childhood Santa Claus—they believed there was one, but never saw it.

Local freight runs were slavish and long. No overtime allowance compensated for the weariness of long hours, hence to speed the departing shipments at way stations, without regard to where and how they lit, was the usual practice. When leaving a station one man rode in each car having freight to unload at the next station, with the car door open. If no flag, indicating freight to be loaded, was displayed, the man in the car began discharging freight on the approaching platform, and continued operations until out of freight, or out of focus. A few pieces carried by could be brought back the following day. A two-hundred-pound box of bacon would be hurled to the platform with crackers and shoes. If the box burst, the bacon skidded across the platform. If the agent was not present the neighborhood dogs were, and it was the agent's task to find whose dog had the bacon. Kegs of black powder and explosives hit the rock platform in the same manner, for the Bureau of Explosives,—and Colonel Dunn—had not yet cast their threatening shadows.

After a two-bushel sack of beans had been elevated from the car door to the shoulder of a six-foot conductor,

and dropped on a board platform, the beans having escaped between the cracks, the conductor's report read that "he knew they were unloaded carefully, for he unloaded them himself." Was the claim agent told? Yes, sometimes, and when nothing happened, we had the feeling of "What's the use—there ain't no Santa Claus, anyway."

Station forces were equally lax. Over, refused and unclaimed freight was little heeded, for like the poor, "they were always with us." Families of rodents fattened and thrived, even to the third and fourth generation, on the contents of sacks of sugar and other edibles, awaiting the call of the "Unclaimed." "Over" freight lingered long in the "dead house," making no attempt to match itself with corresponding shorts, while the owner at the next station, perhaps five miles away, fretted and fumed. A piano which had an illegal separation from the original billing a year previous, was found buried beneath pyramids of unclaimed freight at a larger station.

Like all progress, the advancement of claim prevention has moved in cycles. There have been flows and eddies. Our backward slide, incident to the war period, furnished the impetus for the great effort resulting in our present commendable showing, and the end is not yet in sight.

No class has assisted more in accomplishing these results than station forces. "How can we further assist?" is the present attitude. There is no "cure-all," no "Thus do thou," that will suffice. We have been, and are still learning by experience—here a little, there a little. Are we living up to our best knowledge? That is the vital question. A resume of what most station forces know, should furnish the measuring rod for our performance.

In unloading a car of any commodity, we know that our first duty is to examine the car from the outside for any visible defect. If there is none, after taking seal records we make an inspection of the contents before men are permitted to enter the car. We are then equipped with information to furnish claim and police departments, if subsequent loss and damage exists. There are many outward signs when all is not well within.

The handling of short and damaged freight is fully covered by freight claim agent's rules, available to all. Carry-

ing out these instructions is only our reasonable duty. It is the doing of a little bit more than is required that weighs heaviest on the scales of performance. In making such reports, do we follow the line of least resistance, and grudgingly furnish the facts called for, or do we seek the contributing cause? We know that when we furnish a "fit car for a fit load," we have started the shipment right; that when such cars are sent out in practically damage-proof condition, and handled with the same consideration, we have stopped a claim, and claimed a satisfied shipper.

But are we taking the trouble to match the car with its lading? We know that shipments loaded by shipper and unloaded by consignees have no verification by agent, and that seals and seal records of such shipments are the best claim insurance, but are we safeguarding the Company's interests by such records?

In the handling of perishable shipments, the Claim Department is dependent on our inspections and reports. Are inspections honestly made and reports rendered? Are cars re-iced to offset delays, and ventilators adjusted to changing temperature? If not, we are obstructing the forward movement referred to.

We know that anything preventing quick delivery of shipments at destination increases the claim hazard, and that a quick turn-over is as essential to railroad operations as to any business. We know that it is annoying to consignee to have to furnish proof of ownership in claiming his own, but do we exercise sufficient care in making, revising and forwarding outbound billing? Many claims can be headed off at their source, which is the billing station. The receiving clerk is the official judge of the suitability of all shipments offered for transportation. Is he watching out for the improper container, the old marks, the improper description of contents and the inflammable and explosive requirements? Is the fear of the loss of business at competitive points influencing his strict enforcement of such rules? Too much officiousness loses business, but it is

left-handed loyalty to take all that comes, just as it comes. Sufficient potential trouble, without visible signs, will at best pass your inspection, and the labors of the Claim Department are in no immediate danger of abatement.

Then, it is not as we know, but as we do the essentials that fixes our rating as an asset or liability to our company. How, then, have we advanced and how shall we continue to advance, the work of cause and prevention of claims?

The answer, I think, is supervision, and more supervision. The smaller station, to which I have referred, was formerly run along by the Agent as his private business, with the Company underwriting his errors and losses. The infrequent visits of minor officials—at times guiltless of any knowledge or interest in station operations—left him alone and unaided to meet his station problems. When transportation and claim departments began establishing contact with him through traveling supervisors, he resented the intrusion. He felt that his private domain was being invaded and his liberty spied upon. To report the error of a fellow agent or employe was an ethical violation which merited contempt.

But the supervisory movement came on apace. Bureaus were established and the inspectors multiplied. Unwelcome they came—first pitied, then endured, then shall I say, "embraced?" Yes! the arrogance of officialdom—largely a creature of our own imagining—has been replaced by helpful instructors and assistants. We have learned that to invite criticism is to open the door to the helpfulness of others; to command the assistance of accumulated experience in solving our station problems.

Do Not Abuse the Box Cars

G. S. T. Circular 83

IT would seem to be an elemental principle of good railroad operation that box cars, new, rebuilt or otherwise in condition for transportation of grain or food products, should not be made unfit for such high class loading through-being used for loading commodities that leave the floors and sides

impregnated with oils, grease, or offensive odors. Yet the frequency with which cases of such misuse are reported to the Car Service Division indicate the necessity for more effective instructions and closer supervision over the class of car furnished for loading commodities that manifestly belong only in rough freight equipment.

Specific instances of the abuses of the best box cars are becoming so numerous as to make it necessary to conduct a general campaign of education among employes. The loss of service and waste of money involved in repairing such cars is considerable.

The importance of conserving equipment suitable for the grain trade in view of prospective heavy demands this summer gives particular point to the importance of this subject.

Cars suitable for rough freight loading usually predominate in any assortment of box cars. Therefore enforcement of the suggested restriction should not affect the car supply of shippers of rough commodities.

Bensenville Car Department News

H. and S.

WE suppose Chicago Terminals Car Department employees will be surprised to see the Car Department busting into print in the Magazine, but I guess it is about time, as I have not seen anything concerning them in the magazine for the past ten years. One of the motives which prompts the writer into trying his hand as a reporter, is the proud feeling he has of the Bensenville Car Department Baseball Team, which is solely composed of Car Department men on Bensenville Repair Track and Car Inspectors in the Bensenville Train Yard.

They have played two regular scheduled games so far, both games being with the Yard Clerks, and they have emerged victors in both events. Their first game winning by a score of 9 to 7 and their second by a score of 4 to 3. All concerned take a keen interest in the team and wish them all success possible.

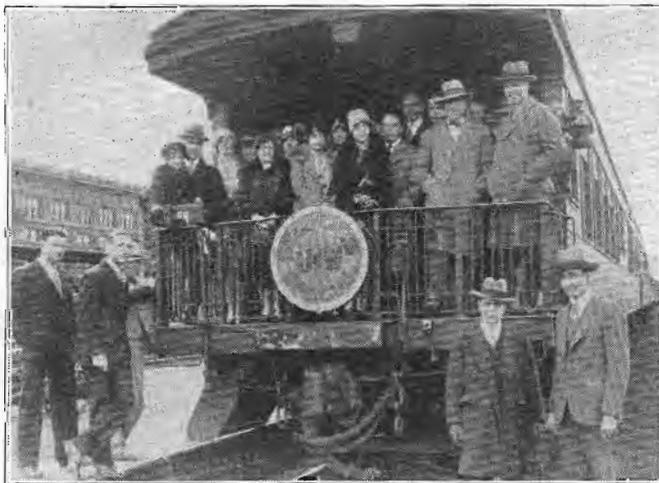
We are just about thru with Spring house cleaning on the Rip Track having our buildings painted, also our Inspectors building in the Train Yard, all of which show very nicely, making a very nice appearance.

Work seems to be picking up considerably at the end of the Terminal resulting in more crews being put in pools of the three divisions running in and out of Bensenville which is a sign which we all like to see.

The boys are all planning vacation trips, putting in their pass requests and talking of fishing spots. Notice a lot of passes are made out for Detroit which sets me wondering what attractions that fair city offers, don't suppose Canada across the river has anything to do with it, the fellows probably wanting to give the Ford Motor Works the once over, probably.

Our C&M No. 63, Fast Twin City Time Freight, which is just one of the Fast Time Freights which originate out of our West Yard, which has been regularly departing at 9:00 p.m. has been set ahead to an 8:45 p.m. departure, and is going out on time regularly which is what all concerned, are striving for.

Evelyn Trapp has been OK'd off of the Rip and is now working in H. J. Cameron's office and Smitty being a bad order has been sent to the Rip.



A University of Washington Students' Special Leaving Seattle on Vacation

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

General Governing Board

DURING the year 1926, Mrs. Byram and other General Officers visited the following chapters of the C.M.&St.P.Ry Women's Club:

Terre Haute, Bensenville, Tomah, La Crosse, Austin, Montevideo, Kansas City, Milbank, Miles City, Lewistown, Three Forks, Deer Lodge, Marmarth, Mobridge, Aberdeen, Mitchell, Sioux Falls, Sioux City, Perry, Green Bay, Channing, Portage, Wausau, Madison, Janesville, Beloit, Savanna, Dubuque, Marquette, Mason City, Sanborn, Ottumwa, Marion, Des Moines, Council Bluffs, and Milwaukee. Since January 1st, 1927, the following Chapters have been visited: Harlowton, Butte, Spokane, Seattle, Tacoma, Minneapolis, Jasonville, and Terre Haute—which means that since January 1, 1926, all chapters outside of Chicago, with the exception of the Black Hills Chapter, which has just been organized have been visited by our President General.

It is impossible to state in a few words the vast amount of good work done among "Milwaukee" families which has not actually required an expenditure of the Club's funds. Our women have gone into the homes and rendered such assistance as was needed at the time of sickness and death, cared for children, gathered together for the purpose of sewing clothing for the needy, visited the hospitals, secured medical attention for employes, and in innumerable ways assisted "Milwaukee" employes and their families, lending a helping hand wherever it was possible to do so.

We stand ready to render every assistance within our power, and hope that we may show by our good works that we are organized only for good and to help our fellow workers and their families on this great railway system of which we are a part.

Sanborn Chapter

ON Monday eve, Feb. 14, the Sanborn Chapter entertained their husbands at a Valentine party at the club rooms. There was a good attendance and the evening was spent at auction bridge, five hundred and rook. Prizes for winning the greatest number of games were presented to Mrs. C. H. Stanfield and Frank Johnson. The party was concluded by the serving of refreshments by the committee in charge, Mrs. Frank Johnson, Mrs. A. K. Foote, Mrs. Chris Lemkuil, Mrs. Fred Wagner, Mrs. Mary Guse, and Miss Myrtle Melvin.

The regular meeting for March was held on the evening of the 18th. After a short business meeting the evening was given over to a sewing demonstration given by Mrs. A. V. Brady assisted by Mrs. A. D. Shaw.

The April meeting was held on the evening of the 15th, at the club rooms. Following the business meeting rook was enjoyed. The Welfare Committee reported a large number of calls made and flowers sent to the sick and those in sorrow, also cards and letters of cheers and donations of food sent to homes where there was illness. The Chapter plans to hold a Bake Sale soon and apply its proceeds on furniture for the Club room.

Portage Chapter

AN interesting program was enjoyed by the members at the meeting which was held at the club rooms Saturday March 5th. Af-

ter the business, Miss Elizabeth Bauer gave two beautiful piano selections; Mrs. P. C. Stroud three entertaining readings which were greatly appreciated by those present. Miss Anna Laura Gebhardt, teacher in the Portage High School gave an interesting sketch of her recent trip to Europe. Following a social hour the committee served a five o'clock luncheon.

Every Wednesday afternoon in March the Club House was open for the members who wanted to learn to play auction bridge. Mrs. R. C. Dodds and Mrs. O. H. Frick gave instructions.

A bridge party was given at the club house on March 17th. There were ten tables which were decorated in green. Light refreshments were served.

Eight Vanishing Teas were given at the club house in March. Several hundred women attended these teas which were a wonderful success.

April Report

The regular meeting was held at the club house, Saturday April 2nd at 2:30 P.M. After the business meeting a social hour followed. Bridge and "Cootie" were played. Light refreshments were served. Mrs. F. P. Miller first vice president of the club is acting president while Mrs. O. H. Frick is out of town. Mrs. A. Farnham was appointed secretary in place of Mrs. Urban Budzein who resigned on account of ill health.

Some shrubs, bulbs and plants were donated to the club by several of the members and were planted on the grounds around the club house.

Five members of the club attended the luncheon at Milwaukee April 28th.

Savanna Chapter

Anna M. Bohne, Historian
SAVANNA Chapter of the C.M.&St.P. Women's Club met in their club house Monday evening May 9th with Mrs. M. Thurber presiding.

Reports of the various Committees were given. Mrs. Sheetz, Chairman of the Ways and Means Committee, reported having cleared \$28.50 at the afternoon bridge party of May 5th, given by the Board of Directors and \$75.00 proceeds from the Safety First dinner served in the club house Wed. evening May 11th.

A card party is also planned for Monday Eve May 23, bridge and five hundred to be played. A "Callatin Gateway" ball is being planned to be held in the CM&StP depot.

Mrs. Smola Chairman of the committee reported 101 calls made during the month and 54 cards sent.

Much important business was transacted. During the meeting Mrs. Thurber read a letter from Mrs. Byram complimenting the Savanna Chapter on having such a nice club house, and made special comment on the wonderful cooperation given by the men of the division. Mrs. Byram also thanked the club for having named the club house The Lydia T. Byram Community House.

After the business meeting five hundred and refreshments were enjoyed.

Seattle Chapter

Dorothy Hall, Chairman Publicity Com.
THIS last month has been a busy one with the Seattle Chapter, but not spectacular. There have been good deeds for comfort and

cheer of those who have had illness and misfortune which we hope have been more effective than the mere telling of them.

At the suggestion of Mrs. Ennis a canned fruit and jelly "shower" was held at our last meeting which brought forth many luscious-looking jars to be sent to those who are ill, who might enjoy something of this sort more than flowers.

Mrs. A. A. Wilson gave us a very lovely pillow to raffle to swell our funds and we are very interested to know who will be the lucky person.

Thru the efforts of Mrs. O. O. Mercer, a sub-chairman of the House and Furnishing Committee, the Seattle Chapter took over Hamrick's Uptown Theatre on the night of May 2nd. The occasion was made a real railroad night, two round trip tickets over the Milwaukee to Mount Rainier being given as a door prize and a picture showing electrification along our line from Harlowton west being run in addition to the regular program. Members of the House and Furnishing Committee and their husbands were patrons and patronesses for the evening and Milwaukee girls were ushers and candy-sellers. While it has not been determined just yet what the proceeds were, there is every indication that the furnishing fund will be considerably increased.

Sioux City Chapter

Mrs. M. R. Landon, Historian

THE chicken dinner given by Sioux City Chapter, March 22nd, in compliment to its new members, was well attended and enjoyed by everyone. At six PM, a bountiful dinner of chicken, mashed potatoes, gravy, salad, pickles, rolls, jelly, apple pie and coffee was served, which was followed by a business meeting. A program of entertainment was arranged by Mrs. Burton Johnson, and was a pleasant feature of the evening.

A lovely farewell party was given by the employes of the S. C. & D. Division to Mr. and Mrs. A. J. Elder, Mr. Elder having been transferred from this Division to the Terre Haute Division as Superintendent. Dancing was enjoyed, and some beautiful gifts from the employes of the Division were presented to Mr. Elder, while the members of the Women's Club gave Mrs. Elder, who has been our very efficient president, a set of sterling silver teaspoons. Both Mr. and Mrs. Elder were quite overcome by these testimonials of regard from the employes and club members.

Sioux City Chapter voted at its last meeting to serve a breakfast to the Monahan Post Band, on the morning of their departure for Paris.

The Chapter has been successful in raising \$50.00 for the Lydia T. Byram Scholarship Fund.

Milwaukee Chapter

Gladys M. Horn, Historian

THE regular monthly meeting of this chapter was held at the usual place at 8:00 P. M. Monday March 21st.

An invitation from the County Federation of Women's Clubs was given to all members of this chapter to join a Women's Chorus which they are planning to organize.

Mrs. Mason reported attending a meeting of the League of Women Voters. The purpose of the meeting was to organize a new City Charter. Mrs. Mason's report was very complete and interesting.

Mrs. Juneau, Mrs. Mason and Mrs. Judge attended a meeting of the County Federation of

Women and explained various subjects discussed at this meeting.

The General Board meeting of the women's club will be called to order at 10:00 A. M. April 28th at the Hotel Pfister.

Following the meeting a program consisting of vocal selections by Miss Mona Larkin, who was accompanied by the piano by her mother, several dance numbers by Jane Prince and a monologue entitled, "The Family Train" rendered by Mrs. Crout was given.

The program was greatly enjoyed by all and Mrs. Whiteman is to be congratulated for the wonderful entertainment she arranges.

Refreshments were served by the committee in charge. The Board meeting was held in the Club Rooms on April 6th.

Terre Haute Chapter

Flossie Waggoner, Historian

ONE of the most enjoyable affairs of the Milwaukee Women's Club was "Guest Night," which was held at Grotto Hall, on April 26th. Huge placards advertised this and it was indeed delightful to see so many present and we were very much pleased with the new members and contributing members received, as a result.

The program was very good and showed much talent among the children, as well as older folks. Talks were made by Mr. A. J. Elder, Superintendent, M. M. Dick, District General Car Foreman, T. J. Lentz, General Car Foreman, V. E. Engman, Chief Carpenter, C. W. Pearce, Division Storekeeper, and several others, which were very interesting and showed they were back of the Women's Club and would assist in any way, especially in repairing the Club House, which has been given us. At the conclusion of the program orthophonic music, dancing and cards were the diversion of the evening, after which refreshments of ice cream and cake were enjoyed.

The regular business meeting was held at the Anchor Hall on May 12th, inasmuch as the Club House was not ready for occupancy.

Minutes of the Governing Board Meeting held in Milwaukee on April 28th were read by the Corresponding Secretary and other correspondence disposed of in the usual manner. Reports were made by various committees and we were advised by the Chairman of Ways and Means that she has arranged for a Euchre Party and a demonstration of the Frigidaire Refrigerator, on May 19th and 20th. She also reported the rummage sale netting us \$21.50.

There was so much enthusiasm over the "Guest Night" party that another one is planned for June 10th, at the Vigo Baking Co., as we have found it takes many social events for the success of any Club or undertaking.

Kansas City Chapter

Dorothy Jackson, Historian

ON March 2 the regular monthly business meeting was held. A very large number of members were present. The Treasurer reported \$187.88 cash on hand February 22 and disbursements \$173.20, leaving a balance of \$14.68. The Mutual Help Chairman, Mrs. Henry Risken reported a balance on hand \$37.42. It was decided to send gifts to Milwaukee Employees in the hospital and a food shower was planned for a needy family to whom this club has been especially helpful in the past.

Mrs. Long, Civic Chairman, reported individual subscriptions to the Lincoln and Lee University amounting to \$649.00. This is evi-

dence of interest on the part of our members in a promising civic proposition.

Mrs. Frank Biesecker, Chairman of the Ways and Means Committee, reported \$44.25 taken in at the dance, Feb. 22.

Mrs. W. H. Leahy, Membership Chairman, reported sixteen new members. Mrs. Leahy is planning a membership campaign for the near future. Through her efforts the club membership has increased greatly. Mrs. Leahy is an ardent worker and has contributed her services in this capacity in a very lovely manner. We are ready to support and boost her efforts to make our membership greater.

It was moved and carried the Milwaukee Women's Club join the Council of Clubs.

Following the business meeting there was dancing.

An old-fashioned box-supper is planned for April 6.

Green Bay Chapter

REGULAR meeting Green Bay Chapter was held Thursday evening May 5th in our new Club Rooms, President Mrs. John F. Dunn presiding. We had a large attendance and members were overjoyed at the wonderful homelike appearance of our new Club Rooms. Our House and Purchasing Committee—Mrs. W. E. Bartlett and Mrs. H. R. Jones, Chairman, Mrs. John F. Dinwoodie, Mrs. H. E. Bennett and Mrs. Chas. B. Cheaney certainly used good judgement and thru their untiring efforts we have the cosiest and brightest Club Rooms in the group of Chapter homes. It is so clean and shiny inside, all freshly painted in white and gray with a very fine picture of our President General Mrs. Byram and one of Mr. J. T. Gillick, Chief Oper. Office gracing our Club Room walls and our nice new furniture, dishes and everything to make a home pleasant. Green Bay Chapter surely will be more than happy in their new home. A rising vote of thanks was given by the Club to these Committees for their efficient work. Also a letter of appreciation was voted by the Club to Mr. J. T. Gillick and Mr. F. E. Devlin for making our Club Rooms possible.

Splendid reports were read by various committee Chairmen. Mrs. W. H. Hart, held a very success cake sale down town.

Our Chapter sympathizes with Mrs. R. G. Bishop and Family in the death of her husband, who for many years was operator at Hilbert.

The members with our President, who attended the meeting of the Governing Board in Milwaukee on April 28th reported having a very pleasant trip. The luncheon at the Pfister was very good as was also the luncheon served us in the Business Car thru the courtesy of Supt. F. E. Devlin.

Our meeting closed with a delightful program given by Mrs. Jas. Koeha, Chairman, Dr. C. C. Comee, Misses Eugenia Deering, Helen McKee and Alice Neugent appearing, after which refreshments were served by Mrs. Geo. A. Waldron.

Montevideo Chapter

Maude Hamlin, Historian

THE formal opening of our Club House for the Public was held on our regular meeting night, April 21st, to which all our railroad families were invited and to which a large number responded. Our count showed 112 present.

Mrs. Sizer conducted the meeting and at this time informed us of her intention of attending the meeting in Milwaukee on the 28th, and has promised to recount to us the business transacted there.

Mr. Gould of the Eagle Theatre spoke to us for a few minutes, asking us to sponsor a picture at his theatre, "The Scarlet Letter" to be held May 25, 26, and 27th. It was decided to do so and have an advance sale of tickets.

The following ladies were appointed chairmen of the various committees for the coming year: Mrs. Tucker on Sunshine Committee; Mrs. Hazeltine on Ways and Means; Mrs. Ruehmer on Entertainment; Mrs. Mace on Membership and Mrs. Lofdahl on Program.

Several new members and contributing members were added to our ranks at this meeting. Mr. O. P. Ronning, our venerable Roadmaster, presented our President with a beautiful chair, her especial property, and the announcement was made by Mr. J. J. Brown. Right here we want to say that Mr. Ronning has been busy with his forces beautifying our premises with lilac bushes and other shrubbery and also planting a lot of trees and grass and clover seed about the building. We are very grateful for this help and hope to have our Club House and surroundings look very nice this summer. We wish also to thank some one for the two nice settees which were donated by the Company, and also Mrs. Ellis Schmitz for the two nice reed rockers she gave to us. We are certainly proud of our quarters now and our meetings will be a pleasure to us in such nice rooms.

It was decided to hold a card party on May 2nd. Mrs. Hazeltine and Mrs. Ben Sundem being on the committee. Did not have a large crowd at the party, but had a nice time nevertheless and everyone enjoyed a pleasant evening and a splendid lunch. Mrs. E. E. Yound and Mr. Fred Ambie captured high prizes and the consolation prizes went to Mrs. Mike Daman and Mr. Ben Nordquist.

To go back to the opening of our Club House—we enjoyed a nice program following the business meeting. Program consisted of the following—Piano solos by Miss Lucy McHugh; Vocal solo by Mrs. R. E. Sizer; violin solo by Hubert Aaronson; vocal duet by Mrs. Ben Thill and Mrs. Frank Linehan, and songs by the crowd as a concluding number, after which we danced until about eleven o'clock. A committee served a fine lunch at this time and everyone declared they had a fine time.

Our dance on May 9th was a big success both socially and financially. It was a "Check-erboard" affair, and you had to jump for a number when the orchestra cried "number" and whoever was standing on the lucky number won a prize. Candy in beautiful pastel shades was served by Mrs. Ryaman, Mrs. Hazeltine and Mrs. Sundem. Our net receipts was about \$50.00, which was very good, as we were unlucky enough to draw a rainy night again, which somewhat lessened our crowd no doubt.

Spokane Chapter

Mrs. R. C. Peterson, Corresponding Sec.

THE May 10th meeting of Spokane chapter was conducted by Mrs. W. F. MacDonald at the Union Station Lunch Room, a one o'clock luncheon preceding.

Report of the Mutual Benefit Committee Chairman showed a sum of money given to a needy Milwaukee Family. Also a great many sick calls having been made.

Letters from the General Governing Board were read and discussed.

Mrs. G. Hill Chairman of the St. Maries Unit sent us a check covering membership dues of new members taken in at that point.

Our May Day Ball held at the Union Station went over strong in spite of the fact that it was on Friday the 13th. See Idaho Division writeup.

Aberdeen Chapter

Mrs. W. O. Hiddleston, Historian

THE regular monthly meeting was held in the Club Rooms at 8:00 P.M. Thursday May 5th with President Mrs. E. H. Soike in the Chair.

Thirty members were present and seventeen new members were taken in. A goodly number of the new members were formerly of Montevideo having moved to Aberdeen due to the consolidation of the Aberdeen and H & D Divisions. In addition to the seventeen active members we also enrolled four contributing members.

The Relief Committee reports the expenditure of \$5.86 for shoes for needy families.

Twenty-five dollars was pledged to the Red Cross for the relief of the Flood Sufferers.

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

Mrs. Elliot was appointed a Committee of one to confer with the Superintendent of Schools for the purpose of determining some line of endeavor on the part of High School Students. This is to be a merit that is not now recognized with a prize. It is the desire of the Club to offer a suitable prize for the particular line of endeavor decided upon.

The Club sponsored a dance at the Roof Garden on Friday April 29th. The dance was a huge success financially, \$75.05 being cleared. Better than one hundred couples enjoyed the dancing from nine o'clock to midnight. The Committee in charge consisted of Mrs. C. N. Williams, Chairman, Mrs. B. M. Smith, Mrs. B. M. Smith, Mrs. A. C. Zick, Mrs. A. M. Phelps, Mrs. R. P. Kauppi and Mrs. W. O. Hiddleston. Mrs. Williams and Mrs. Smith deserve a lot of credit for the success of the undertaking.

A card party was held at the Club Rooms on May 12th, Mrs. E. H. Soike, Mrs. C. Johnson, Mrs. A. M. Phelps being in charge. Fifteen tables of bridge and whist were played. High bridge prize was won by Mrs. B. M. Smith and whist prizes were awarded to S. W. Davis and Mrs. A. C. Zick. The other prize in bridge was awarded to Mr. Hoskins.

Mrs. Steiger and Mrs. Davis were hostesses at the last meeting and served a very delicious lunch and provided a very enjoyable program. Mrs. Leary rendered a solo dance. Miss Inga Gerup gave two readings and Miss Louise Milligan accompanied by Mrs. Hiddleston sang. The program was greatly enjoyed.

Marion Chapter

Ethel M. Seager, Historian

THE regular monthly meeting of the chapter was held April 14th in Memorial Hall. The meeting was called to order by the President Mrs. M. J. Flanigan. Each member reciting our club motto.

The chairmen of the different committees reported. Membership, Mrs. L. A. Turner reported 175 new members since last meeting which brings our total membership to 408, showing the good work done by this committee in their recent drive.

The sick committee, Mrs. Roy Blackledge, chairman reported 60 calls were made and 27 cards sent, flowers sent to bereaved families. Mrs. Chas. Laroy thanked the members for their cards and sympathy during her moth-

er's illness. We were glad to have our Vice-President with us again.

The sunshine committee, Mrs. L. Peckosh reported seven cases assisted with medical attention, clothing, etc.

We were very much pleased by a donation from the men at Atkins who collected \$55.60 to be used for a worthy case by this committee. We appreciate this excellent cooperation very much.

A discussion as to the advisability of using names or members resulted in a motion being carried to use members in the future.

A committee for Sunshine work was appointed. Mrs. F. Francik, chairman, Mrs. W. K. Butler, Mrs. C. A. Hayner to handle the Sunshine work in Cedar Rapids.

The social hour was spent in refreshment and a piano solo was given by Miss Geraldine Gordon. Chairman of the refreshment committee was Mrs. Chas. L. Carrington.

Perry Chapter

Ruby Eckman, Historian

MAY 11th was a big day for both the Perry Chapter and the Council Bluffs chapter as the Perry ladies were guests of the Council Bluffs chapter that day. Sixty ladies accepted the invitation and from the reports which were circulated the next day or so there were one hundred and forty more of the two hundred members of the Perry chapter who wished they been privileged to do so.

The Council Bluffs ladies did themselves proud in entertaining their guests. They served breakfast to groups of fifteen at four homes. This was followed by an auto ride then a luncheon at the Chieftan hotel with an afternoon entertainment of cards and a miscellaneous program. Mrs. W. J. Fuller, Mrs. V. Hansen, Mrs. Oscar Woods, Mrs. John Evans and Mrs. Arthur Heiser brought home the prizes. To make sure they had dined their guests sufficiently a lunch was served before their train left in the evening. A special coach was attached to 7 and No. 8 for the accommodation of the party. It was a tired but happy bunch which returned home that evening.

The ladies have also been busy at the more serious matters of their work as death and sickness have visited the Milwaukee family and the members of the club have shown their spirit of willingness to be of service when service was needed.

Dubuque Chapter

Myrtle Bock, Historian

DUBUQUE Chapter varied their usual order by having the April meeting in the afternoon and found a number of members in attendance who are unable to go in the evening.

The various committees had their usual good reports. The Ways and Means Committee reported Twenty-eight Dollars and Thirty Cents earned with the Card Party during March. Another card Party is scheduled for May 6th and the Committee has completed arrangements for sponsoring a movie during the first week in June. Everyone is working to make the movie a big success and then we will have vacation until Fall, as the summer picnics are about all we undertake. By the time the regular May meeting arrives several other enterprises will have been completed and we expect will add a considerable sum to our treasury.

During March the Sunshine Committee made cash donations of Forty-seven Dollars and Seventy-five Cents, they made sixty-four visits

in cases of sickness and deaths and sent out ten cards. This Committee is always a busy one as attention is given every case where sickness or need of assistance is reported.

Dubuque Chapter is making a relief work the first aim so we were particularly pleased to have Miss Maher, Superintendent of County Poor Relief give us a talk regarding her work in the administration of Public Relief. Her talk was very interesting and instructive and gave us a better idea of the great need of charitable work in every line.

At the conclusion of the meeting refreshments were served and the remainder of the afternoon spent socially.

With summer approaching and so many members going away regular meetings in the hall will probably be dispensed with, so it was decided to have a party immediately following the business session at the regular May meeting. The Committee plans to make this quite an event and a large crowd is expected.

Chicago Chapter Union Station Unit

ONE never knows just what the month's meeting is going to be like—and perhaps therein lies its charm. At any rate, when the meeting for this Merry Month of May developed into a tea at the Arts Club, on May 7th with Mrs. H. E. Byram, our President General as guest of honor, we felt it was indeed our lucky month. You know the Arts club by this time, I'm sure, so I shall not detail about that, but perhaps you don't know that all those lovely tulips that from the center of the table flirited so gaily amid their surroundings of dainties, came from Mrs. Dynes' garden, and she has many more, as a peek into the legal department during tulip time will show you.

We were glad to have so many members present—over a hundred I hear—and so many new faces which we hope will soon become familiar (not old) faces. Five o'clock came very soon and we reluctantly went our various ways with the hope that some other lucky day we may have Mrs. Byram with us again.

As for the exhibit, which was merely incidental anyway—it seemed at least to arouse more or less interest and I am sure you formed your own opinion without much hesitation. We are prompted however to quote Eleanor Jewett (Art Critic for the Tribune) who, in speaking of the exhibit by Kuniyoshi, said: "Kuniyoshi has departed far from the footsteps of his ancestors. They would turn in their graves could they see what he is perpetrating in the name of modern art." Her remarks with regard to Emil Ganso's work were along the same line. And we couldn't help contrasting those atrocities with a soft little moonlight scene that hung on those very same walls a few weeks ago, the work of a Chicago artist of whom I am sure you know a great deal, Mrs. Heman H. Field.

Austin Chapter

Mrs. H. B. Hinckly, Historian

HOW do you do, dear friends and readers of the Milwaukee magazine. No doubt you are looking for my obituary, here I am 220 Avoirdupois. I want you to know that the Austin Chapter and members are thriving and well. I am going to try and tell you in my crude way what we have been doing for the past four months.

February 15th under the supervision of the ways and means committee a very successful card party was given at K. C. Hall.

Bridge, 500 and Bunco was played, prizes were awarded to the following: bridge first and second, Mrs. H. E. Keck, Mrs. M. C. Crosby, at 500 first and second, Mrs. W. R. Smith and Mr. Fred Valentine, Bunco, Mrs. Chas. Opie. Lunch was served by the social committee from all reports the event was a success both social and financial, there were 200 in attendance.

March 10 the Executive Board met at the home of the President, Mrs. Van Dyke and a great deal of business was disposed of, it was voted to hold our future board meetings at the different homes of the board members, as Mrs. Van Dyke held all board meetings at her home we thought this an imposition on good nature. Samples of the silver and dishes purchased by the house committee were on display and met with the approval of the board members. A delicious lunch was served by the Hostess.

Ways and means committee put on a rummage sale April 22 and 23rd. A dance the 26th of April proceeds added to the welfare fund.

April the 20th the Chapter met in regular review at the Y.W.C.A. rooms with 135 in attendance, after the regular routine of business and club songs, the following program sponsored by the entertainment committee proved to be very successful.

Song, Clancy's Wooden Wedding, sung by little Alice O'Brien for an encore a reading The Haunted House.

A dance by four girls: Adeline and Dorothy Boyer, Frances Farley and Anna Sladak. Piano solo, by Miss Mae Wells.

Impromptu C. Minor. One of a Venetian suite; By Nevins.

Two songs by Mrs. Carl Voelker, Dreamy Carolina Moon and a Swedish song the program being an unusual good one it was enjoyed by all present, looking forward to another, Mrs. Voelker. Lunch consisting of sandwiches, cake, pickles and coffee served by the social committee.

Tacoma Chapter

Mrs. J. W. Stevenson, Historian

TACOMA Chapter held its annual card party May 16th at the Women's Clubhouse. There were sixteen tables of Bridge and Five Hundred, and pretty favors were given for high score in each. Following the game Mrs. Beechwood and her aids served delicious refreshments.

The Club met for its regular monthly meeting May 29th at twelve-thirty. These noonday luncheons are proving very popular and are well attended. After luncheon the club adjourned to the auditorium where the regular business meeting was held.

The Club deeply regrets the death of a member, Mrs. Wm. Alleman who passed away at St. Joseph's hospital after several months of illness. Owing to her long sickness Mrs. Alleman has been unable to meet with us for some time, but she was a loyal and interested member whose untimely death is deplored by all and our sincerest sympathy goes to the bereaved family.

Mrs. Sommers chairman of the Sick Committee reports less than the usual amount of sickness, there being only two in the hospital at the last visit of the sick committee.

It was voted to discontinue meetings during the summer months and the next regular meeting will be a noon luncheon Aug. 29 at the regular meeting place.

The annual mid-summer picnic will be held June 21st at Pt. Defiance Park. A six o'clock picnic dinner will be served, dinner to be pro-

vided by the members. Coffee and ice cream to be furnished by the club. A program of sports will follow the dinner. All Milwaukee employees and their families are cordially invited to attend. Mrs. Cook and Mrs. McCoy the rival captains of the membership drive reported gratifying results but wished to devote more time to the work, so it was decided to continue the drive through the summer months, and have the final report and decision on the contest at the first meeting in the fall.

At the close of the business meeting the satin pillow donated by our president—Mrs. Chas. Negley was raffled. Little Doris, daughter of Mrs. Wm. Sommers drew the winning ticket from the box. It was held by Mr. Richard Banger.

Fifty dollars were realized from the raffle and the club decided to use this money as the nucleus of our Lydia Byram Scholarship Fund. The club members feel that great credit is due our president—Mrs. Negley for the splendid start we are able to make in this field as she not only made and donated the pillow but personally took charge of the raffle, and spent much time and energy in disposing of the tickets.

The club has done considerable along these lines already, but with a larger fund to draw from we feel that we can greatly extend this branch of work and hope to assist many children of Milwaukee employees to continue their education.

Mason City Chapter

MASON City Chapter, always active, presented to the delighted citizens of Mason City, a musical treat that reflects much credit on the Women's Club, here; and on the directors of the event.

On the evening of April 28th, our Choral Club gave Alfred R. Gaul's cantata "Holy City," at the High School, to an appreciative and "capacity" audience. More than 50 singers took part in the production, under the leadership of Mrs. W. F. Ingraham. Mrs. Ingraham is a singer of more than local fame and has had wide experience in chorus direction. She also took a solo part, which was rendered with a fine sense of musical values. She has a charming and sympathetic voice. The other soloists were: Milton Dalvey, tenor; who sang "My Soul Is Athirst For God" and "To The Lord, Our God"; Oscar Sorlien, baritone who did wonderful work in his rendition of "A New Heaven and a New Earth." Mrs. Robert Quandahl sang the contralto solo, "Eye Hath Not Seen" with much feeling, displaying a beautiful voice, carefully trained. Miss Irma Wilhelm second soprano soloist, sang "Come Ye Blessed" in a manner that brought forth hearty applause. The quartette rendition of "The Fining Pot Is Silver," given by Mrs. Ingraham, Miss Wilhelm, Mrs. Quandahl and Mr. Quandahl; and the duet "They Shall Hunger No More" by Mrs. Ingraham and Mrs. Quandahl were pleasing and received with much applause. The chorus work was exceptionally well done, showing hard and conscientious work on the part of all. The accompanists were Mrs. M. M. Wolverton at the piano, Dale Patchull, violinist and Miss Beatrice Davis, cellist who performed their difficult roles admirably.

Des Moines Chapter

THE Des Moines Chapter of the Milwaukee Women's Club held its regular monthly business and Social meeting at the home of Mrs. C. H. Embick on the evening of May 27th. This meeting was well attended and

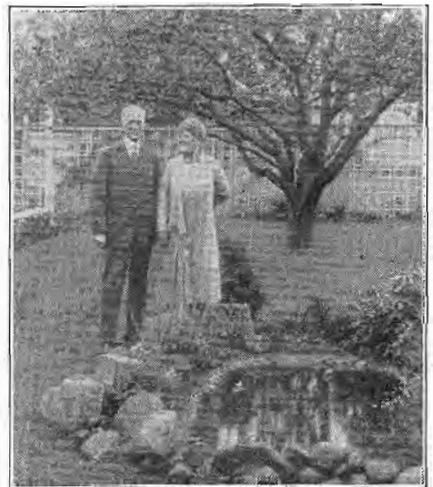
everyone reports having spent a very enjoyable evening.

The Chairmen of the different committees submitted their reports and we were glad to learn that our membership is increasing, several new members having enrolled.

The Ways and Means Committee report that their magazine drive was a success and that as a result of same several dollars were added to our Treasury. All members were urged to save their magazines this summer as we will have another drive this fall.

At the present time plans are under way for Club Rooms and we hope in the next issue of this magazine to be able to tell you all about them.

It was decided at this meeting not to hold regular business meetings during the months of June, July and August, but a special meeting will be called when the Club Rooms are completed.



Mr. and Mrs. Chas F. Negley and Their Pretty Home, "Dunmovin", Puyallup, Wash.

Above you see Veteran Chas. F. Negley standing with Mrs. Negley in the dooryard of their lovely home at Puyallup, Washington. Mr. Negley started service with this company January 1st, 1890, as stenographer to Mr. W. O. Daviel, General Foreman of the Car Department at Chicago. He was promoted to position of Material Clerk in charge of accounting for the (then) C. & C. B., the C. & M. and the Evanston Divisions.

In 1893, the Chicago Terminal Division was created, and Mr. Negley took charge of the Material Accounting of the new Division. He was promoted to the position of Chief Clerk of Chicago Terminals in 1896.

Wishing to go out on to the new Coast Extension, Mr. Negley was given the position of Chief Clerk to the Superintendent at Malden, Wash. From that place, he was transferred to fill the same position at Miles City, Montana, in 1910. In 1918, Mr. Negley was again transferred to Raymond, Wash., as Chief Clerk under Superintendent J. F. Richards of the Puget Sound & Willapa Harbor R. R. This sixty-six miles of track became a part of the Coast Division in the spring of 1919 and Mr. Negley was again transferred to Tacoma, as Assistant Chief of the Coast Division, where he still is.

Mrs. Negley is President of Tacoma Chapter of the C. M. & St. P. Women's Club

AT HOME



HAZEL M. MERRILL, Editor



Mrs. Donald C. Walter, Formerly Mary L. Merrill, ("East Wind") of President Byram's Office; and her young son, Donald Jr. 6 Months Old



Junior, Little Son of T. W. Burtness, Secretary of the Company, Milwaukee Junior is 21 months Old



Dorothy Alice Helton, 11 Years Old. Daughter of Dispatcher R. A. Helton, Milwaukee

A National Park on Your Kimono

HAVE you seen the new printed crepes, pussy-willows and other silk fabrics, Well you can lie down for your siesta any day, if you so choose, and may be clothed in a lovely scene from Yellowstone Park (Gallatin Gateway of course) or something showing Mount Rainier or a bit of grandeur from any other one of the great western playgrounds. If you will get out the good old magnifying glass and inspect the lounging robe on the lady above, you will find she is more magnificently enwrapped than the Queen of Sheba, because she has the wonders and beauties of the great West all around her.

The motif and design for this unique production originated with the silk manufacturing company of Mallinson & Company, who offer the following as their "inspiration" for the novel idea: On the walls of Cave-Men, of Indians and of pre-historic races in the western mountains, forests and plateaus, there have ever been found crude efforts at pictorial art portraying the grandeur of towering peaks, majestic cataracts, primeval forests and all the combined beauties of the regions they knew and apparently loved; and the artists of today seeing these primitive cave scratchings, have caught the idea and are coming to realize that one of the finest sources of "motif" lies in the wild natural beauty of the mountains of America. So, leaving their copying of old-world methods and subjects, they have branched out on a line of their own, that includes strictly American subjects. In accordance with this new

movement come these novel creations from one of the leading silk manufacturers of this country, and you may have Old Faithful, Crater Lake, Yosemite, Pike's Peak, The Grand Canyon, Mount Rainier and Paradise Valley; or any other bit of grandeur you may happen to fancy, in which to enwrap yourself, either for the morning's sport of the afternoon siesta. It is remarkable that such clear and comprehensive pictures can be achieved in the weaving of silk; and each design shows some new side of the vast wealth of natural beauty from which the artist has drawn. Woven into these exquisite little scenes are flowing rivers, waterfalls, rugged mountains, forests clear-cut against the sky; soft clouds and melting distances. Truly it would seem that thus patterning the wonders and beauties of Nature in the silk of our gowns does surely open a new era in the history of American commercial art.

A Pretty Sports Frock

While the young lady in the picture above seems to incline to a kimono expression of her love of the beauties of Nature, perhaps as attractive a use of the printed silks described, as any may be found in the sports blouse. A pleated skirt of plain silk with the blouse done in the printed fabric, would be "fetching" on the golf links or anywhere else that the useful sports gown does duty; and sports gowns are perfectly all right any time of the day up to six o'clock, the directors of fashion tell us. Any of our Milwaukee women folk indulging in a garment made from a printed silk of this kind, will certainly, out of loyalty to the Cause, choose hers from the Gallatin Gateway Yellowstone Park silks.

Fashiongrams

NO startling changes have been reported in fashion for late summer and early fall.

Blue seems to be the favored color—from navy to pale pastel.

Printed foulards, crepe de Chines, Georgettes, chiffons, and taffetas are popular, with small designs, excepting in plaids, which are quite large.

Grouped fullness remains popular with plaits at the side or front. Shirring may be used, while inverted small tucks are the newest means of achieving fullness.

Bows and jabots decorate frocks. Monograms are chic.

Some frocks have higher waistlines. New coats are tailored.

The black satin coat is the sensation of the summer season.

Boleros and short jackets remain popular.

The apron tunic is a new fashion note.

The Patterns

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

5778. Girls' Dress—Cut in 4 Sizes: 8, 10, 12 and 14 years. A 12 year size requires 1½ yard of 27 inch lining for the underbody, and 2¼ yards of 40 inch other material for the Dress. Price 12c.

5855. Ladies' Dress—Cut in 6 Sizes: 34, 36, 38, 40, 42 and 44 inches bust measure. A 38 inch size requires 1¾ yard of lining for the underbody, and 3¼ yards of 40 inch material together with ¾ yard of contrasting material. The width of the dress at the lower edge is 2¼ yards. Price 12c.

5854. Ladies' Dress—Cut in 8 Sizes: 38, 40, 42 44, 46, 48, 50 and 52 inches bust measure. A 44 inch size requires 4¾ yards of 32 inch material together with 1 yard of contrasting material. The width of the dress at the lower edge is 1¾ yard. Price 12c.

5861. Misses' Dress—Cut in 3 Sizes: 16, 18 and 20 years. An 18 year size requires 2¾ yards of 32 inch material together with ¾ yard of contrasting material for the jabot, and ¾ yard of 27 inch lining for the underbody. The width of the Skirt at the lower edge with plaits extended is 1¾ yard. Price 12c.

5831. Ladies' Apron Frock—Cut in Small, 34-36; Medium, 38-40; Large, 42-44; Extra Large, 46-48 inches bust measure. A Medium size requires 3¾ yards of 36 inch material together with ½ yard of contrasting material 10 inches wide for facing on pockets and 5¾ yards of bias binding. The width of the Frock at the lower edge is 1¾ yard. Price 12c.

5851. Child's Dress—Cut in 5 Sizes: 1, 2, 3, 4 and 5 years. A 4 year size requires ¾ yard of plain and ¾ yard of figured material 40 inches wide. If made all of one material 1¼ yard is required. Price 12c.

5829. Ladies' Dress—Cut in 7 Sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust meas-

ure. A 38 inch size requires 4¾ yards of 32 inch material together with ½ yard of contrasting material. The width of the Dress at the lower edge with plaits extended is 3¾ yards. Price 12c.

5880. Girls' Dress—Cut in 4 Sizes: 6, 8, 10 and 12 years. A 12 year size with long sleeves, will require 1¾ yard of 27 inch lining, and 2¼ yards of 32 inch material, together with ¾ yard of 27 inch contrasting material. If made with short sleeves the Dress will require 2¼ yards of material 32 inches wide together with ¾ yard of contrasting material. Price 12c.

5847. Boys' Suit—Cut in 3 Sizes: 2, 4 and 6 years. A 2 year size requires 1¾ yard of 36 inch material, if made without contrast and with long sleeves in the Blouse. If made as in the large view it will require one yard of one material for the Trousers, and for collar and cuff facings, and ¾ yard of other material for the Blouse. Price 12c.

5843. Child's Dress—Cut in 4 Sizes: 4, 6, 8 and 10 years. An 8 year size requires 2¾ yards of 32 inch material together with ½ yard of contrasting material 32 inches wide. Price 12c.

5845. Child's Play Suit—Cut in 5 Sizes: 1, 2, 3, 4 and 5 years. A 3 year size requires 1¾ yard of 27 inch material, together with ¼ yard of contrasting material for facing on pockets, tabs, and leg bands, and 5 yards of bias binding put on as illustrated. Price 12c.

5826. Ladies' Dress—Cut in 6 Sizes: 34, 36, 38, 40, 42 and 44 inches bust measure. A 38 inch size requires 4¾ yards of 32 inch material, and ¾ yard of contrasting material. The width of the lower flounce is 2¼ yards. Price 12c.

Good Things To Eat

Moulded Salmon, Cucumber Sauce. Remove salmon from one can, rinse thoroughly with boiling water and flake. Mix together one half tablespoon salt; one and one half tablespoons sugar; one tablespoon flour; one teaspoon dry mustard and a few grains cayenne. Add the yolks of two eggs; one and one half tablespoons melted butter; three fourths cup milk and one fourth cup vinegar. Cook over boiling water, stirring constantly until mixture thickens, then add three fourths tablespoon granulated gelatine that has been dissolved in cold water and strained. Fill individual mould, chill and serve with:

Cucumber Sauce. Beat one half cup heavy cream until stiff; add one fourth teaspoon salt, a few grains cayenne and, gradually, two tablespoons vinegar. Mix together with one cucumber, pared, chopped and drained through cheesecloth.

Lemon Cream Rice. Pick over and wash one half cup rice, cover with cold water and let soak over night. In morning, drain and place in double boiler. Add three cups milk and cook until rice is soft. Add one half cup sugar, grated rind of lemon, whole, if small or three fourths if a large lemon; one and one half teaspoons lemon juice; three fourths teaspoon salt and the yolks of two eggs, slightly beaten. Cook until it thickens. Turn into a buttered pudding dish and cool. Beat the whites of the eggs until stiff, and gradually add two teaspoons of sugar. Cover the top of pudding with the meringue and bake in a moderate oven long enough to brown the meringue.

Pear Conde. One cup boiling water and one half teaspoon salt in the double boiler. Place on the fire and gradually add one half cup of rice that has been thoroughly washed. Stir continually with fork. Boil five minutes and then place the top of the boiler in the under part and steam until the rice kernels have absorbed all the water. Then add one and one half cups milk and continue steaming until soft. Add three tablespoons sugar, yolks of two eggs, slightly beaten. Mound on a serving dish and dot over with halves of pears cooked in their own syrup, to which one third cup sugar has been added. Sprinkle all with ginger.

Corn Pudding. Two cups popped corn, finely pounded. Scald three cups of milk and pour over. Let stand one hour. Add three eggs slightly beaten; one half cup brown sugar; one tablespoon butter and three fourths teaspoon salt. Turn into a buttered baking dish and bake in slow oven until firm. Serve with cream or maple syrup.





This vast system serves the NORTHWEST

*SHORTEST AND
MOST MODERN ROUTE
TO THE
PACIFIC AND THE ORIENT*

IN THE Northwest, reaching from the Great Lakes to the warm slopes of the Pacific, we have today the startling spectacle of Twentieth Century industry and civilization suddenly crowding upon virgin country and pioneer settlement.

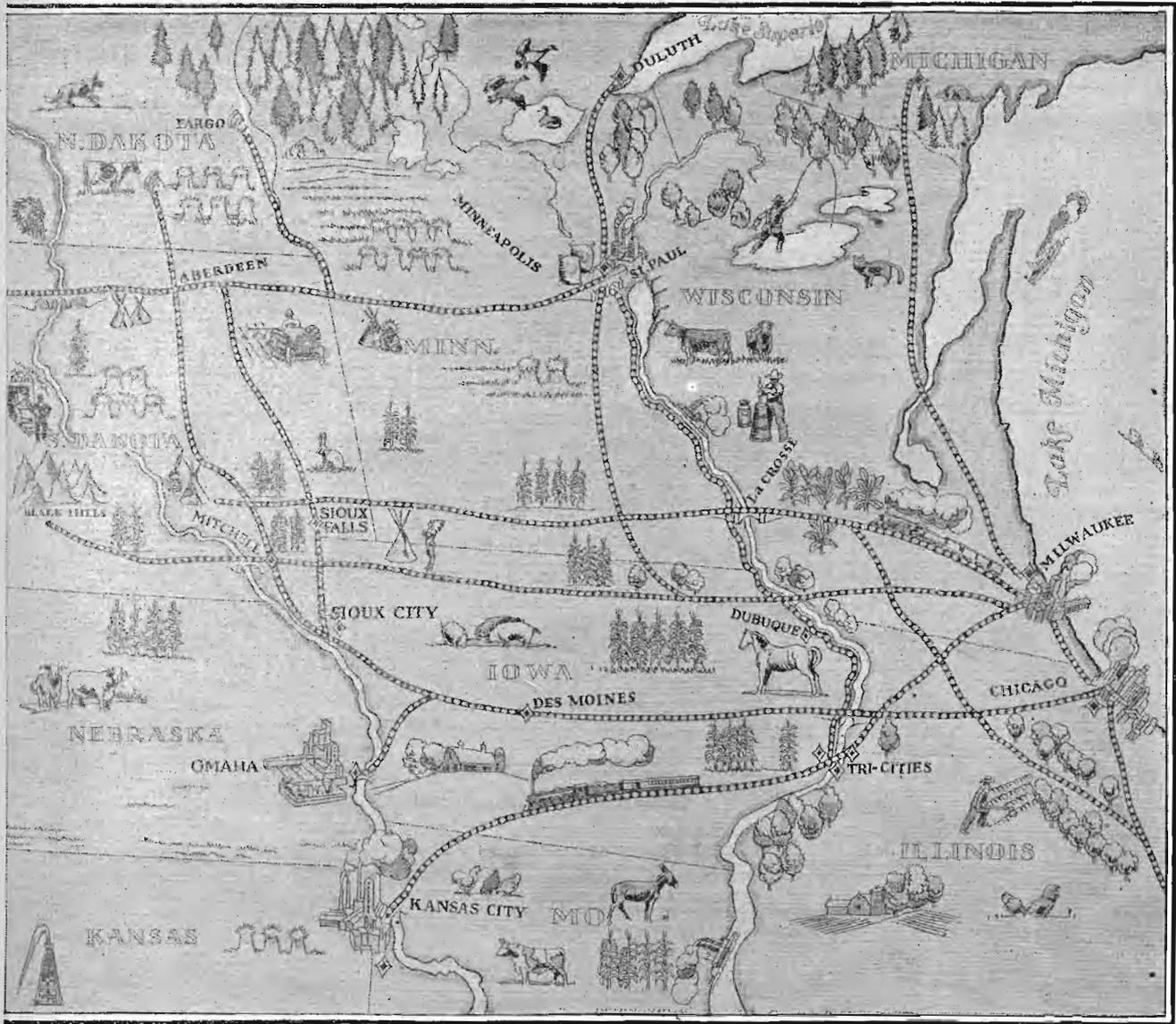
Deep ruts of wagon trains still mark the prairieland that is being plowed and harrowed by multi-unit mechanical monsters. Enormous rivers wind for hundreds of miles through open reaches, though huge power plants are already harnessing their colossal might. Humming giant electric locomotives have conquered the mountains. Broad shining cities send the pinnacles of their skyscrapers high against mountain backgrounds of primeval forest.

The Northwest—roughly one-fourth

The

the area of the United States!—is the roof of the continent. It is the birthplace of rivers whose waters reach the Japan Current, the Gulf of St. Lawrence, Hudson's Bay and the Gulf of Mexico. The Mississippi rises here amid green lush hills. The mighty Missouri is born in a broad sweet valley rimmed with mountains of jade and frosted silver. The brawling Columbia roars down from glacier-crowned mountain peaks.

Corn, the golden gauge of civilization, is sweeping far out upon the plains. Wheat is flooding the open prairie and the fertile benchland. The mountains are gorged with an inestimable wealth of minerals. Washington alone has enough coal to supply the Nation for 126 years. From one pocket in the Rockies two billion dollars' worth of copper and allied minerals have been extracted. The Northwest is a region of bewildering diversity whose resources have only been lightly touched.



MILWAUKEE ROAD

THE DEVELOPMENT OF THE NORTHWEST has depended almost entirely upon the railroads, over which a ceaseless torrent of people and raw materials and manufactured commodities pour. They are the highways of this region.

The picture map gives only a sketchy idea of the vast extent of the Chicago, Milwaukee & St. Paul Railway. The pioneer of the Northwest has a system today of over 11,000 miles, forming a network that spreads from Chicago to Kansas City, Omaha and Sioux City; to Milwaukee, Upper Michigan Peninsula, Minneapolis-St. Paul; and to Spokane, Seattle, Tacoma, and the Olympics.

For 660 miles across four great ranges—the Belt, the Rockies, the Bitter Root and the Cascades—*The Milwaukee Road is electrified with power drawn from swift rivers*, the most modern achievement in railroading.

Milwaukee passenger cars are now being equipped with roller bearings—a

revolutionary improvement first adopted by this road.

In rolling equipment, too, The Milwaukee Road keeps the lead. Its great limited trains are internationally famous. Among the most notable are *The Olympian* and *The Columbian* running between Chicago and Seattle and Tacoma; *The Pioneer Limited*, between Chicago, Milwaukee and the Twin Cities; *The Arrow*, between Chicago, Omaha and Sioux City; *The Southwest Limited*, between Chicago, Milwaukee and Kansas City; *The Pacific Limited*, between Chicago and San Francisco. An army of 60,000 trained employees operates The Milwaukee Road.

Most diversified of routes

This is the logical route for your trip to the Pacific. Most varied. Most beautiful. And here you see the restless genius of the American people in the last tremendous surge across the continent to the nearest point of contact with the Orient.



Chicago, Milwaukee & St. Paul Railway
Room 884, Union Station, Chicago, Ill.

Make a check before the region that interests you. We have the closest co-operation with Chambers of Commerce and other business organizations who will supply you with detailed information.

- | | |
|---|---|
| <input type="checkbox"/> Puget Sound | <input type="checkbox"/> Eastern Dakotas |
| <input type="checkbox"/> Inland Empire | <input type="checkbox"/> Omaha—The Western Gate |
| <input type="checkbox"/> Industrial Montana | <input type="checkbox"/> Minneapolis-St. Paul |
| <input type="checkbox"/> Kansas City | <input type="checkbox"/> Wisconsin |
| <input type="checkbox"/> Agricultural Montana | <input type="checkbox"/> Iowa |
| <input type="checkbox"/> Upper Missouri R. Valley | |

Name _____

Street _____

City _____

SPECIAL COMMENDATION



A. J. Edel, Station Clerk, Montgomery, Minn.

Those of Us Who Do G. P. F.

OUR old friend "Hub" Smith now in Chicago office of the General Superintendent of Transportation, secured two passengers to Seattle; and his friends on their return reported they never had a nicer trip on any railroad.

Freight House Foreman William McCall at Cedar Rapids is still soliciting coal business. General Agent Coffey reports that Mr. McCall recently influenced five cars of coal from Kentucky to a consignee located on a competing line at Cedar Rapids. Mr. McCall is a salesman.

The Traffic Department reports from Mason City that Baggage man W. H. Woodhouse furnished information to secure four passengers to Chicago, four to eastern points; one to Janesville, and one to Madison. We want to hear from you again, Mr. Woodhouse.

We hear from Lines West. Chief Carpenter F. J. Welch at Tacoma was instrumental in securing two and one-half round trip tickets between Tacoma and Minneapolis. We recall Mr. Welch on the Lines East, a number of years ago and know that his many friends on this end are glad to know he is still hustling.

Train Baggage man J. T. Sibbert at Tacoma turned in a tip that sold two tickets Puyallup to Chicago. Pleased to know that there are business getters on the west end and hope to hear from more of them.

Rate Clerk J. P. Dickey at Galewood, in the month of May was successful in diverting 41 shipments to our line. He never sleeps.

Chief Claim Clerk, J. W. Slatery at Galewood recently had inquiry on the movement of an interline shipment; shipper wanted to know when delivery had been made to connecting line at Chicago. Mr. Slatery produced the information promptly and at the same time posted the shipper on routing that would give his business better time in the through movement. That is another

way to make friends for our Railroad—when you can tell a patron in a nice way anything about the railroad business that will show economy or that will give him better service; you are doing something for the patron which is sure to be appreciated. Not only that, but if you become so well educated in the railroad business that you can be of benefit to shippers and receivers they are going to look to you as a source of reliable information; and it is going to lead to your personal benefit. The Galewood Station has a lot of smart fellows like Mr. Slatery. In fact, it is a high class organization all around.

Harry Burns, Warehouse Foreman at Kansas City, continues in the favor of his friend down in Oklahoma and we are told about another car of eggs which they advised Harry of routing in care of our line Kansas City to Chicago.

Brakeman-Solicitor A. E. Snow on the Kansas City Division, secured a passenger from North English to a point in the state of Washington after the passenger had been solicited by competing lines. Nobody can take anything away from Mr. Snow that he goes after.

Assistant Chief Clerk W. E. Johnson at Kansas City turned in routing on a car from Chicago. Nothing unusual about this from Bill Johnson. General Southwestern Agent J. S. Adsit tells us there is nobody connected with our Railroad in the Kansas City territory who has more friends than Bill Johnson, and that he is a fellow who uses his influence to secure business for the railroad. Mr. Adsit also tells us that there are a number of other fellows in the Operating Department, down there who are always working to secure business for the railroad, and we know that they couldn't do it for a nicer fellow than Adsit.

Miss Lola Lundberg, Stenographer in the station at Rockford, secured three passengers to Kansas City and return. Miss Lundberg came with us when the Gary Line was taken over and I would say she is one of the considerable assets of that property.

Rate Clerk Harry Williams at Kansas City, secured routing on three long haul carloads. You can't overdo it, Harry.

General Agent Coffey at Cedar Rapids tells us about Otto Lambertsen his Chief Clerk, who secured routing on ten carloads of molasses in care of our line at Kansas City. It is the first time we have heard from Mr. Lambertsen, and we hope it won't be the last.

Kansas City Division Conductor William Kelly turned in a tip on four passengers to Madison, Wis. Glad to hear from you Mr. Kelly.

Revising Clerk Robley Davis in the Kansas City Station, who has been with us only a couple of years, secured a carload of strawberries to Dubuque and two carloads to Cedar Rapids, all of which had been routed via competing lines; and got the shipper to promise our routing on all future movements. These boys at Kansas City are making their Division a high class railroad.

Yard Clerk Frank E. Wallace at Milwaukee continues his good work, and his latest was a carload to Oshkosh, Wis.

Yard Clerk Earl Arndt at Milwaukee secured a diversion to our Terre Haute Division on business that had been short routed. Everybody should know that our Terre Haute Line route gives us considerable more revenue in the division of rates than when the business is routed via Chicago. We can give fine service in both directions through Terre Haute Division Junctions, and there is every reason why our shipping friends on the railroad should favor us with the longer haul routing and greater revenue. We hope everybody will watch for business that is short routed, and attempt to secure a longer haul.

Yard Clerk Ray McGrath in Milwaukee is another fellow up there who watches the long haul routing via our Terre Haute Line. This month he reports two cars diverted to the long haul routing.

General Agent T. A. Morken at St. Paul reports that Chief Clerk Flynn in Agent Graven's office influenced the sale of three tickets to Chicago. Mr. Morken says that he often receives information from Mr. Flynn that enables him to route passengers over our line.

Special Commendation

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

Yard Foreman C. Woldt, Union Street, Chicago for special interest in protecting the company's revenues by requesting inspection on a carload of "toy cedar chests," which were found to be fancy boxes all glass-equipped; and which carried a higher classification and rate than the chests.

Superior Division engineer Andrew Rasmussen reported a broken rail about 1200 feet west of Oconto, June 8th, which was immediately repaired.

Superior Division, E. A. Johnson reported a broken rail about 1000 feet east of Middle Inlet, June 9th. Prompt investigation and repairs were made.

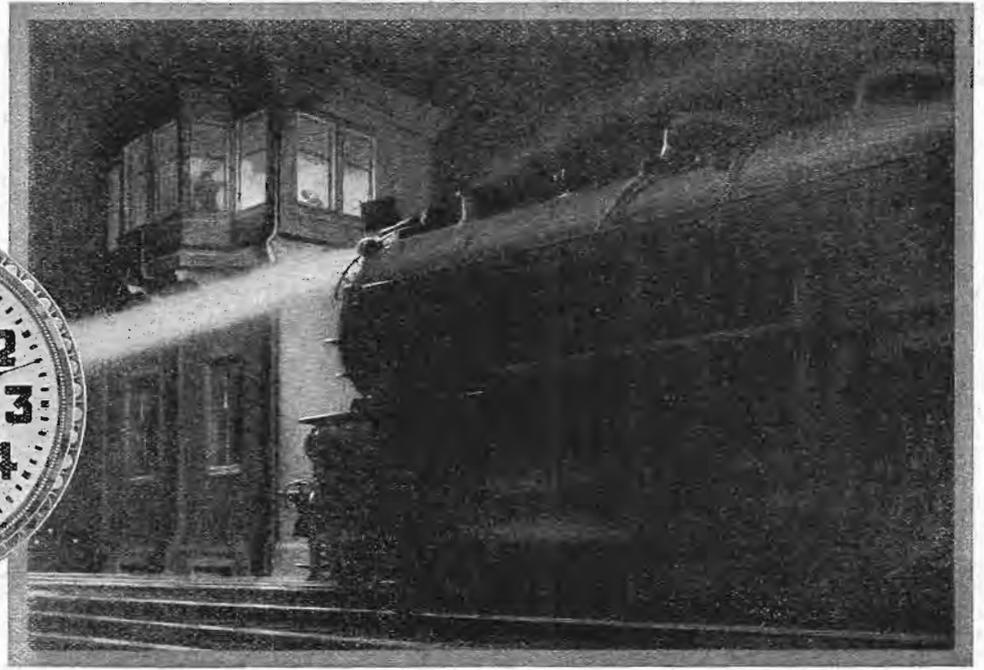
Operator E. G. Hill, Spring Hill, Indiana discovered brake rigging down on Extra on 7705, north, while train was passing Spring Hill Tower.

Aberdeen Division conductor J. Kellan, Train Extra 8619, April 6th detected a sprung axle on car loaded with lumber for Chicago. Axle was sprung so very slightly that it required close inspection to discover this condition as his train was pulling by him at Craven, S. D. Car was set out.

Section foreman Peter Whitman, Amasa, Wis., discovered sand board down on No. 99, March 9th and brake beam dragging under train No. 98, March 17th; and in each case made special effort to notify train crew.

Terre Haute Division brakeman F. A. Newkirk, on the morning of June 14th, found car loaded with stone from Oolitic to Chicago with a broken arch bar. His timely discovery no doubt prevented a derailment.

Photograph reproduced by
permission of
Pennsylvania Railroad



Skilled operators in a thousand towers guide these Swift Trains— by Hamilton Time

FROM Tower to Tower the signal is flashed, miles ahead of the speeding train. "Clear the way for 28."

The Broadway Limited is coming through the night.

In each tower in turn, the operator repeats the order into the 'phone from which it has come.

A click of tiny levers. Half a mile away the switch swings into place and the signal sets.

Silence. Then far away in the distance a dim murmur grows quickly; swells to thunder. The black bulk of the locomotive and its train of cars pushes past. The Broadway Limited is speeding onward, timed with a precision equalling that demanded by scientists in laboratories.

The men on whose shoulders rests the responsibility of bringing the Broadway Limited in on time know the value of accuracy. If you ask them what kind of a watch they carry, the chances are they will say: "A Hamilton." Hamiltons are found the favorite wherever accuracy and dependability are needed. The railroad men of America are demanding more Hamiltons every year, for they know that in this watch is found everything needed in railroad time service.

Ask your jeweler to show you the Hamilton 992 in the new railroad model cases. They are available in 10 or 14 karat filled gold, beautiful in design, sturdy in construction, dust-proof, and with other refinements that amply protect the precise time-keeping instrument within.

We will be glad to send you a copy of the "Timekeeper" and a Hamilton Time Book. Address

HAMILTON WATCH COMPANY
905 COLUMBIA AVENUE LANCASTER, PENNA., U. S. A.

Hamilton Watch
"The Railroad Timekeeper of America"

Terre Haute Division conductor J. M. Thompson discovered a broken arch bar on car of stone from Bedford to Chicago, and had car set out.

Superior Division conductor D. C. Tibbetts and engineer, B. Buntin, train No. 74, May 25th, discovered a broken rail about a quarter of a mile west of Spur 197; and another one near a farm crossing west of Middle Inlet. Same were promptly reported and repairs made.

Towerman Fred Dols, Hopkins, Minn., has been highly commended by Superintendent R. C. Ryan of the M. & St. L. Ry. in the following letter to Superintendent Nee: "Towerman named Fred Dols working at the tower near Hopkins, on May 27th, reported a broken rail in our track 700 feet east of the crossing. We appreciate very much his thoughtfulness in reporting the defects in our track which permitted us to repair before there was any trouble. Will you please convey our appreciation to Mr. Dols, filing a copy of your notice with his Personal Record."

ONLY TWO CLASSES

The following comment was made by Mr. James H. Drew of the Ohio Brass Company, Mansfield, O., who wrote it on the back of one of the menu cards of the Pioneer Limited: "There can be only two classes of riding public who do not fully appreciate the excellence of the dining car service on the C.M.&St.P.,—those who use it exclusively and those who do not use it at all." Mr. Drew evidently thinks the people who use Milwaukee Dining Car Service exclusively are without means of comparing its superiority over other dining cars. The people who appreciate Heaven are the ones who have "had some fifteen minutes of Hell."

Credit Where Credit Is Due

H. & D. Division conductor Pat Cully is always the Good Samaritan when occasion requires, and one of his kindly acts came back to him in the following pleasant letter written by Mr. J. T. Wingate of Platte, S. D. who was the grateful recipient of Mr. Cully's courteous attention: The letter was written to our Agent at Platte, and says "Having a few moments of leisure, and feeling disposed to give credit where credit is due, I want to tell you about the excellent treatment and service which I received on my way from Mitchell to St. Paul, over the Milwaukee Road. Mrs. Wingate informed the conductor Mr. Pat Cully, that I was not feeling well, and from this time until I was safely on board the sleeper at Aberdeen, this conductor surely gave me real service and careful attention, looking after my comfort and welfare. He helped me to secure my ticket and berth on the sleeper, and even asked the porter to look after my comfort.

I have thought of this little trip many times since my return home, and wondered how I could show my appreciation to this conductor. If you have an opportunity, in any way, I hope you will let him know I was and am sincerely grateful for the excellent service and attention given me."

Service The Same

Commercial Casualty Company

Dear Mr. Haynes:

Thanks very much for telegram that was received by me at Montevideo, Minnesota wishing me a pleasant trip. You will recollect that some twelve or thirteen years ago I made a trip on the Olympian to the Pacific Coast and I was very much interested on this trip to see how the service compared today.

I was wondering whether the Milwaukee had maintained the high-class service on that train that they started out with. I

am very glad to be able to say to you that I could see no difference in the service today than when the train was first started. The high-class service is certainly maintained, and I cannot speak too highly of your sleeping car conductor, Mr. Allen; the steward, Mr. A. W. Olson is certainly a wonder and has a wonderful personality. Your chef, Mr. Widder, certainly knows how to prepare food. Every meal was enjoyed very much by me and I can assure you that the trip was very pleasant, thanks to the courtesy and kindness extended to me by these three gentlemen. The weather was, as you know, extremely cold and some places as low as thirty degrees below zero but notwithstanding this terrible cold weather and heavy snows, we were practically on time for the greater part of the trip."

Yours truly
(signed) R. S. Greene

Pacific Limited Porter Recommended

Mr. L. M. Jones,
% CM&STP. RR.,
Chicago, Ill.

Dear Sir:

I wish to recommend your porter in car Keechelus S-31 running from San Francisco, California to Chicago.

His name is Andrew A. Brown. His courteous attention to me and politeness was well noted. It is a pleasure to recommend such a man.

Trusting that I may have the pleasure of riding on his train again, I remain

Respectfully

(signed) David L. Nedwin
3906 Ainslie St.,
Chicago, Ill.

On April 15th, as train No. 406 was approaching Brownsville, section foreman Chas. Koehn heard a car grinding for over a mile and as soon as it came to a stop examined it to find out the cause. He found that one of the side bearings had somehow become misplaced, causing truck to slew side ways which naturally made the wheel grind up against the rail. It could be plainly seen how it had gnawed on the rail. If it had struck a lip or loose joint there would have been a derailment without question. Mr. Koehn should be recommended for his alertness, first in hearing the car—second in his efficient examination of the car—and third in his faithful persistence in seeing that the car was repaired before it left Brownsville station. He and his men raised car body and replaced bearing and truck straightened out. This was car St. P. 88988.

Madison Division

C. S. FERGUSON who volunteered to take over our part of the Magazine did fine but he up and quit us. He has accepted a position with the Dane County Highway Commission. Bon Voyage Ferg.

Now we are looking for another aspirant to write our column. If any one would like this job let us know. The more columns the more glory.

T. B. Huggins, Agent at Belmont—the home of the first Wisconsin Capitol has just rounded out 34 years of service.

As a Paint Foreman, Ray Corbett makes a good "Horse Radish" Grinder." Powerful stuff—"Whistling Rufus."

Don't understand Carley Mooney being sick. He is the fellow that is always up and at 'em. Glad to hear he is recovering. Jim McGuire is on passenger during Mr. Mooney's illness.

August Enders is coming along nicely and we understand will soon be back on the old job between Milwaukee and Mineral Point.

Understand Pete Conelly is laying off to look over his celery industry. Orders for the famous "Celery Compound" are coming in fast.

Mineral Point is making preparations to celebrate its 100th anniversary to be held the

first week in August. It is the oldest City in the State and has many features of historical interest. Mr. Pagel should arrange one of the days for "CM&STP Day." We should all attend this celebration.

E. S. Reynolds has resigned the agency at Juda and is now working as operator on C&M Division. Operator Joe Stocks has taken the agency at this point.

Our worthy Timekeeper George Whalen with his new Wife is at this time spending their honeymoon in dear old California. Have a good time George.

Ed. Murray who has been connected with the Engineering Department at Miles City has been assigned to this Division as Chief Carpenter. He will make his home in Madison.

We are glad to hear that Fred Zimmerman who has been at Excelsior Springs for his health will return to Janesville and be with his old time friends.

Anybody finding a pocket note book will please get in touch with W. C. Kenney.

John J. Brady—Veteran Engineer

Madison Division

JOHN J. Brady, age 71 years veteran engineer for the past fifty years, died at his home in Richland Center, Wis., Monday May 2nd, after a brief illness.

Mr. Brady entered the service of the "Milwaukee" road in June 1877 as a mechanic, and was the first engineer on the Richland Center branch after it had been taken over by the "Milwaukee" road. Mr. Brady delighted in telling of the wooden rails, the first engine and how they would stop between stations for fuel which was piled up at intervals along the right of way. He was a hard worker and always had the interest of the "Milwaukee" road at heart, working overtime when necessary without compensation, that his engine might be in condition to make his run the following morning. He was a booster for the road he worked for, not only in his department but for the freight and passenger department as well.

Everyone knew him as "Old John" and his acquaintances were numerous who held him in highest esteem.

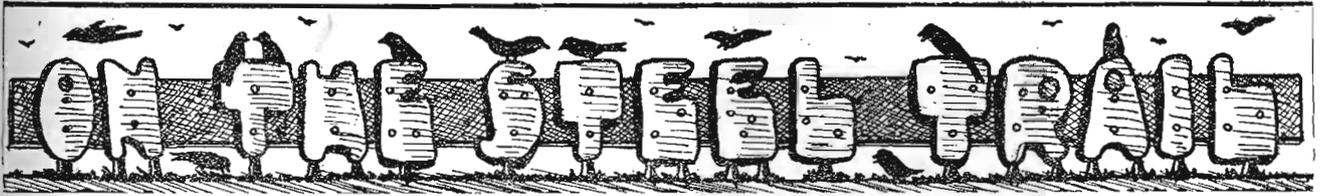
He was a member of the Veterans Association, of which he never missed a meeting, taking great pride in the fact that he was its second oldest member.

He was born April 13th, 1856 and promoted to engineer on August 1st 1880. Most of this time he worked on the Richland Center Branch where he was working up until a week before he died.

He is survived by his widow, three daughters and one son.

The right of way and station surroundings on the I&D Division are being kept in such an excellent manner this Spring, that Mr. Ingraham, has been the recipient of several complimentary letters, as well as newspaper clippings, commending the employes for the interest they have taken in making it a most attractive railroad.

Courtesy Meetings are monthly affairs in the Northern District, and it is not usual to mention any particular person as being extremely courteous, but there is a man at Mason City, who is on the platform at train time each day, and the donor of this item has observed this particular person performing courtesies each and every day, assisting ladies with children and luggage, giving information to those appearing perplexed, and in many other ways, which we feel he should be commended for. This person is Mr. J. F. Kasak, Car Foreman.



Musselshell Minutes

Helen Kirwan

"AND the next day it rained—and rained—and rained." The floodgates are certainly opened on us. Before long we'll be developing web feet and croaking for all we're worth. However, we won't kick—as this country can stand a lot of irrigation and precipitation and a few more ations.

Mr. Skacel from Milwaukee came out and paid us a visit, stayed for the stockmen's convention and then gathered up his papers and left pronto. I'm inclined to believe he's the fellow who wrote "Lead Pencil Profits," as that's his specialty.

Mr. Paul Prevey of Dr. Koyl's office has been out this way looking after the new drilled wells which have been put down on the Musselshell during the past year. Mrs. Prevey and son Paul Jr., accompanied him.

Mrs. Charlotte Parker is spending her vacation down in the good old state—I-O-WAY, visiting old friends and relatives.

Mr. C. J. Swane, new division engineer on the Musselshell, is out this week on an inspection trip with the superintendent. Mrs. Swane arrived recently from Milwaukee. Musselshell folks welcome the Swanes to the 'wooly west.'

Jim Shine returned to his work at Moberge after spending some time with home folks here.

Miss Vionne Wagner left for a trip to Chicago recently and Miss Delores is taking her place as steno in the freight office.

Mrs. T. C. Corbett is spending the week with relatives in Sioux City, Iowa.

The stockmen's convention in Milestown was a big success. A great number of out-of-town visitors were here and the celebration reminded one of Roundup time.

By the way—when Mr. Murray was leaving, he asked me to express, thru the medium of the magazine, his sincere thanks and appreciation for the fine leather bag which was presented to him as a token of remembrance by the Milwaukee folks in Milestown just before his departure.

The baseball club is in the process of organization for the season's activities and the boys are training hard for the first game. A lot of sore thumbs and lame backs developed the first week, but they are well past that stage now and are stepping lively.

Supt. A. C. Bowen, Mrs. Bowen and son Edward expect to leave shortly for an extended trip in eastern and southern states, including a stop-off at Washington, D. C.

W. N. Ross, Phil Kearney, J. Bruce and a number of other local Milwaukee fellows exhibited their pet canines at the local kennel club show and copped a lot of fine prizes—no wonder they're so 'dog-gone' proud of their purps.

James M. McDuffee, of the Engr. Dept., was our first bridgroom of the season. His marriage to Miss Virginia Shirmer of this city took place recently. They tried to keep the matter a secret and slip away to Butte, but some of their friends were in on it and showered them generously with rice when they

left on No. 17. (Next time, Jim, you want to order those passes in advance.) Congratulations, folks. Next?

Mr. and Mrs. John Lappan, formerly of Miles City, passed thru Miles recently on their way to Chicago where Mr. Lappan expects to work in the Mech. Dept. Mrs. Lappan was formerly Miss Hilda Widmann, daughter of Mr. and Mrs. J. Widmann of this city.

Nora B: In answer to your come-back, you ought to know better than to pick on a red-top. No, anything else but—the kind of person you mention. Come again, and see if I care.

Please take it away from her and give her a new one. Won't ya huh? Give my regards to Miss Lindskog when you see her, please.

Deer Lodge and Missoula Division

M. E. S.

DISPATCHER L. A. Whaley is on his vacation and has gone to Cleveland, Ohio for a visit.

Chief Dispatcher and Mrs. Magette have left for the East on their vacation and will visit in Iowa with Mrs. Magette's people and then go on to North Carolina to visit Mr. Magette's mother.

Emmet Peterson, who was formerly a call boy at Alberton but now at Avery, seems to have formed the habit of still "calling" at Alberton. Wonder why?

Mr. Frank Hyde is piloting a new Dodge car. Understand he may drive East but will pass up Chicago.

Mr. E. P. Brink is at his desk, 2nd trick at Alberton having recovered from a recent operation for appendicitis.

Mr. A. M. Heaney of the rip track force at Deer Lodge is at Rochester, Minn., for medical attention.

Operator Ralph Coon is back at Alberton, the three operators having been put on again. Mark Hite is filling the position at Avery formerly held by Mr. Coon.

Mrs. Geo. Nick of Tacoma is visiting with her brother, Lou Boedecker, and family. Mrs. Boedecker's many friends will be pleased to know she is recovering rapidly from a recent operation.

Storekeeper and Mrs. Carr are leaving for the Storekeepers' Convention at Milwaukee. Miss Murphy, Mrs. Carr's sister is accompanying them.

The Milwaukee Women's Club of Deer Lodge will give a Gallatin Gateway dance June 21st. This will be a Bear of a dance. Don't forget the date.

The new club house of the Milwaukee Women's Club is nearing completion and will be opened June 6th, at which time they will give a "waist measure" party. Believe me, we are all dieting for the occasion, even Sybel.

Wedding bells will soon be ringing in the Superintendent's office. Will tell you next month.

Paul Dorsey is Conductor on a new Willys Knight. That town of Alberton is just alive with new cars. B. E. McElhiney, Agent has a new Studebaker.

Graveling is in full swing, with two crews

at Drummond and a short strip is being covered around Tarkio.

Percy Harnock is sure proud of that little new daughter. Her name is Juanita Marie.

Russel Nash has gone to Milwaukee on Company business.

John Lappin has completed his apprenticeship and has gone to Chicago to work.

Conductor Frank Walzers and wife have gone to Sioux City, Iowa and other eastern cities for a month's visit.

Agent Logan of St. Regus is attending meeting of Operators at Chicago. Mr. Logan is Local Chairman of the Missoula Division.

Thomas Lang Yard Brakeman and Miss Margaret Knop were married at Missoula on May 19th. Congratulations.

Milwaukee Store Department Notes

A. M. H.

STATION JFE has been off the air for some time. What's wrong, Joe?

Everybody is happy in the Stationery Department again. That lonesome look has disappeared from Edna's sweet face, and she is again the "Smiling Stenog."

Welcome home, Al and Morgan. There's no place like home, and, evidently, no one like those you left behind.

A flood relief fund has been suggested for Wauwatosa. No doubt, Cy will trade in the Buick for a canoe.

It's a good thing John Wandell doesn't wear that gray suit every day, as one whole afternoon was devoted to admiring John's Chicago outfit.

Leon wants every one to know she still has her new beau, only his newness is wearing off. Get your glasses out, folks.

Lil Wendorf had us all guessing, when she wore a wedding ring for a day. Just getting accustomed to it, we suppose, 'cause "It won't be long now."

The delicious steak dinners served at the Ogden Cafe are well worth the trip to the East Side, and you can well believe this, when I tell you that Gertrude Kiely after having partaken of one of these sumptuous meals, actually gave away a perfectly good chicken-salad sandwich, which she had been foolish enough to order before she received an invitation to be one of a party of a jolly threesome. You are all very familiar with this little escapade, I am sure.

Did you see the Minstrel Show at St. Roses, and did you recognize the two Milwaukee Shops' stage luminaries, Joe Toohey, the gold-fish eater, and Jim Zozourek, the tореador? Of course, Adelle Dobrunst was there to guard her position as Milwaukee Shops' Prima Dona.

Wedding bells rang for Fred Justen on May 5, and he also said, "I do," "I will," etc., and thus his single blessedness hath ended. Congratulations, Mr. Justen.

"Milk-maid Millie" Holdorf is the latest feminine big game hunter. Her most recent achievement is the capture alive of a ferocious mouse. Probably she and Tom Horan are figuring on invading the African jungles. It's a mouse a piece now. Edna Kufalk envies Mildred's bravery, and she only hopes that

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some darling little mouse makes an appearance in the near future, so that she herself can display some of her prowess.

Milwaukee Shops H. W. G.

ENGINE 6109 with the new color clashes to match the color scheme of the train created quite a pleasing sensation here.

Mr. Mehan Asst. to MCB is on an extended trip to the coast.

Mr. Earl Brady of Seattle called at the office the 13th, having been at Richland center act. funeral of his father Jno. J. Brady the pioneer engineer of that branch, notice of which is in another column.

Mr. J. A. Anderson and office force have moved over into the building with R. W. Anderson SMP Tool Supervisor Kinsey is in where JAA moved out from.

The passing away of Engineer Sol Tuttle of the old P.D.C. Div. at Madison Mar. 2nd, at the advanced age of 90 years, removes from our midst one of our oldest Engineers of the system. Mr. Tuttle started with the Milwaukee Road way back in 1862, 65 years ago.

Engineer Handler Joe Roberts and wife have returned from their two or three months trip to Southern California. Joe reports a most pleasing trip.

Our old time friend Clement F. Street of the Stoker Company now Consulting Engineer, Chicago, made a business trip to the Shops April 6th, looking quite natural for all these years, since he used to be our chief Draftsman.

Mr. Chas Komschilies Car painter died Feb. 27th, and Carpenter Thos Walsh died Mar. 20th, both were old timers and faithful employees of the Company.

August Stabe Car dept. machinist died April 9th, after a prolonged illness. Funeral services were held April 12th at McKinley Masonic Temple, interment at Amherst, Wis.

George Lawton, formerly switchman at Milw. Shops died March 30th as the result of an accident. Interment was at Portage, Wis.

The Olympian and Pioneer Limited train cars equipped with roller bearings and other modern improvements are leaving the shops every day now. Truck Foreman W. O. Davies is kept busy riding these cars from the shops to Chicago.

Some of our General Foremen have the habit of leaving their reading glasses home on every April-Fools day, this is not so bad if one did not happen to be called to Chicago on short notice.

Mr. Olsen from Mason City is in the building for awhile. Harry Miller is in and out of Chicago for a time.

Mr. W. H. Gardner has returned from a sojourn in California for the last two months.

Asked as to whether superannuated employes and widows are on a separate mailing list for the Employe's Magazine, this has been referred to the Editor. As we understand it, there is no mailing list aside from the lump packages to the different shops and offices over the system, and that magazines to individuals off the plants are evidently sent them by their friends.

Idaho Division R. C. P.

AGENT C. H. Coburn of St. Joe spent Sunday May 15th with his friend Herbert Spencer, first trick operator at Avery. These boys have been close friends for years.

Conductor Bob Elliott of St. Maries is back on his old job, the tramp logger between St. Maries and Plummer Jct.

Operator Bill Ashton of Spokane office visited

friends at his former station, St. Joe, May 15th. Bill reported a dry time.

Agent C. H. Copen, Elk River, is looking forward to spending the summer months in the Spokane Dispatcher's office. Last year "Cope" spent most of his time looking out of the window at the fire apparatus go by.

Conductor R. W. Duell is taking a vacation. Conductor Frank Noble has the Warden line run during Duells absence.

The dance given by the Milwaukee Women's Club in Spokane Friday May 13th was a great success both as to attendance and a financial standpoint, over 250 attending. The Union Pacific employes contributed very generously toward swelling the attendance. The main waiting room of the Union Station was secured through the courtesy of Station Superintendent W. M. Gleason, who personally assisted the ladies in making the dance a happy one for all. He was extended a letter of thanks by the Club members for his kindness. Mrs. C. R. Strong, Chairman of the dance Committee, we are told, is to be given most of the credit for staging the dance so successfully. Miss Madge Murphy was the banner ticket seller. A senior Prom dance at Malden and a dance at St. Maries this same date kept many away from these points on whom the club can usually depend to support them. Hartleys Orchestra furnished the music. Punch was served by Mrs. N. H. Lombard assisted by Mrs. T. J. Linehan, and cards furnished for those who wished to play. Many were heard to remark that they had the best time of their lives.

We regret that we shall have to write of the death of the Father of our Agent at Dal-kena, Wash. Mr. Stephen's death occurred in California and H. B. Stephens our Agent was able to get relief and attend the funeral which occurred at Santa Clara, Calif., where Homer Stephens formerly agent Marcellus, Wash., is now living. We are sure all the P O R Men and Friends of these sorrowing people. extend their Sympathy to the Bereaved.

Our Agent A. J. White at Metaline Falls now has a Clerk at that point and we are sure he is not mad at the turn of affairs. Mabel Viets former Clerk took the position. The position she held as Clerk at Lone was taken by Kelly Hudsons, daughter—Frances.

W. R. Russell, Agent Spirit Lake, attended the Funeral of F. G. Hill former Supt. of this Idaho Division who was buried in Seattle April 23rd.

OTHELLO

'Tis whispered that Machinist Stinbaugh was obliged to shift gears while attempting to negotiate the post office hill. The Rucksteel axle did not seem to function properly.

Machinist Helper Chas. Morgan is sporting a new Chev. touring. Pretty keen what I mean.

The Everglades (Cummins Car) is rather swell with a new floor. Understand that you have to take off your shoes now before entering.

Clerk Robinson from Avery tried the Banana Belt for about a week but gave it up as a bad job.

Machinist Helper Sheridan says that he would like to play golf. Maybe he will some day if he practices enough.

R. H. Clerk Helen Lee who was bumped by Clerk Robinson is now back at Othello and hitting on all six as usual.

Boilermaker John Lent can beat anything in golf when he gets mad. He broke his car down the other day and had to walk out. Was he mad? Ask Storekeeper Ellis.

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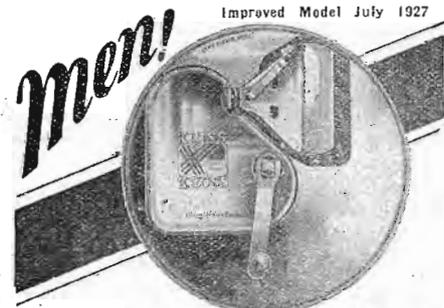
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Louisville, Ky.

Storehelper Morgan is back at Othello again after relieving Storekeeper V. Caswell at Spokane for a couple of months.

Yardmaster Whalen is now about to take up golf. All I can say is that golf sure has got a long ways to go up.

Clerk G. McMannomon and Operator Young are also trying their hands at cowpasture pool. One says that he is doing it in order to reduce the other in order to pick up weight. Use your own judgement.

Speaking of reducing; Wiper Sol Thurman has been trying out the McCoy treatment and is now having trouble keeping his shoes on.

Car Foreman Guest and Car Clerk Weber made a flying trip into Tacoma May 14th to attend the Foreman and Clerks meeting at that point.

R. H. Foreman Waterstrat and Yardmaster Whalen were the representatives of Othello at the dance given by the Women's Clubs at Spokane May 13th. They both report a very enjoyable time.

Stiny demonstrating new Rucksteel Axle for Fords. Now watch this Br-Br-Br-Br-xxx bang. Darn thing did not go that time.

Blacksmith A. B. Johnson is back on the job again after being laid up account of severe burns. Glad to see him back again.

I wonder who scratched Slim Tetsloff nose. They sure did a good job.

Yard Condr. D. C. Clark and wife returned from a pleasant trip through Calif. Yard Condr. Greer spent a few days visiting at Portland.

Engr. Jas. Maher was taken to the St. Maries yard engine, sure miss Jims happy smile and cheering voice.

Traveling Engr. Emerson always on arrival at Othello, looks for line up on the silk trains.

Condr. Chas Donavon is in doubt as to what make auto he will buy but looking over Condr. Gaynor's garage no doubt as to the plan of his garage.

Condr. Linehan is working between Dishman and Spirit Lake, Tim here's hoping the Law and Order Committee eases off a little so you can get into Spokane.

Understand Trainmaster E. M. Grobel has a little trouble getting on to the dialing system recently put into effect in Spokane by the Telephone Co. He could get the number OK but when it came to the color he drew the line.

Kansas City Division

O. S. D.

TRAVELING Engineer Walter W. Bates has been transferred to the Terre Haute Division, his successor being Harry N. Howard from Mason City. Mr. Bates' family will remain in Ottumwa until the close of the school year.

Steam shovels were located at Northern Junction loading dirt to be used in restoring the banks from Liberty to Polo, and they are now at Mystic loading mine cinders which will be used to restore the banks East of Polo.

J. P. Whelan with his district stele gang completed loading the 100 pound rail on the West Division and on Rutledge Hill and moved to the Iowa Division on April 28th.

Surfacing gang, with Genl. Foreman P. Clarey, are now surfacing track from Liberty to Polo.

During April had a nice increase in our oil business over April a year ago, an increase of 824 cars. Everybody is commenting on the large amount of agricultural implements and tractors that are moving over the Division enroute to the Southwest.

Mrs. M. Reynolds, wife of Condr. Mike Reynolds, who is at the Ottumwa Hospital, having undergone an operation, is reported getting along nicely.

Martha Brown, who has been away for three weeks on a vacation, has returned to her duties as Operator at West Yard.

Raymond P. McGovern, Traveling Time Inspector, will be on the Kansas City Division for a limited time, he is now checking Superintendent's Office. Mrs. McGovern and young daughter have joined Mr. McGovern and they will be located at the Ballingall Hotel during their stay in Ottumwa.

B. O. Johnson, Instrument man from S C & D Division, H. C. Munsen, Instrument man from Iowa Division and L. I. Evans, Rodman

from Dubuque Division are now assisting with the tie inspection on the Kansas City Division.

Cliff Carnes has been promoted to City Passenger Agent at Des Moines. Cliff made a host of friends among the traveling public at Chillicothe and certainly is deserving of the promotion that he has been given. While we know that he is going to succeed, we take this opportunity of wishing him every success and good luck. C. E. Brown of Williamsburg has gone to Chillicothe to relieve Mr. Carnes.

J. W. Calvert, Agent at Ottumwa, made a hurried trip to Arlington, Wisc., on account of the serious illness of his sister.

Mrs. Margaret Williams, Cedar Rapids, Iowa, sister of Jno. Evans, Chief Carpenter, died at her home on May 9th.

Miss Jerry Long, Stenographer in the Chief Dispatcher's Office attended the funeral of her grandmother at Aledo, Illinois, who died on May 9th at the age of ninety-four years.

Wade Smith connected with the Mechanical Department at West Yard has gone to St. Louis where he has accepted a position with the Christy Manufacture Company.

The April luncheon given at the Milwaukee Ladies Club House for the young ladies of the Superintendent's Office was held on April 20th, and was in the form of an Easter Party. Nell Bowen and Mildred Kissingner acted as the hostesses.

Mr. Riley, who for months has been a patient in St. Joseph's Hospital, and who recently had the misfortune of breaking his leg, is improving very nicely.

Well, Spring is here, the birds are sweetly singing; for our file clerk the wedding bells will soon be ringing. June is the month, we don't know the exact day; But, her days of single blessedness are few in number anyway. Hope to tell you more about it in our next month's bit of news. Here's hoping we can shower her with rice, old boots and shoes.

Mrs. R. E. Dove, who recently came to Ottumwa to make her home, Mr. Dove now being employed in the Engineering Department, Superintendent's Office, has gone to Sioux City on a business trip. Bob surely misses her and he looks so sorta' blue, and we often hear him hummin' 'Just a Wearyin' for You.'

Safety First Meeting was held on May 17th in the Knights of Columbus Hall, about 150 men of the Kansas City Division attended. The program was preceded by a dinner served by the Ottumwa Chapter of the Milwaukee Women's Club. During the dinner music was furnished by Miss Ilee Sowder, pianist; Miss Marguerite Kissinger and Everett Curtis, soloists; and readings were given by Miss Cecilia Judge. The address of the evening was given by A. W. Smallen, general supervisor of safety-first work from Chicago. W. H. Cobb, district safety inspector, of Savanna, Illinois; J. G. Goolrich, general chairman of shopcrafts, Milwaukee; and R. H. Cunningham, rodmaster of Chillicothe, Mo., were the out-of-town guests. B. F. Hoehn, Superintendent of the Division, presided, assisted by other local officials.

B. H. McNancy, Chief train rules examiner and his assistant, P. L. Rupp, of Milwaukee and Chicago, respectively, were in Ottumwa on May 17th, giving rules examinations to the train masters and dispatchers.

Tacoma Shop Notes

"Andy"

THE diamond industry experienced a great spurt of activity recently. That sounds like a notice to investors from the financial page of the Daily Blah, but listen dear folks, this is what caused the rush in diamond busi-

ness. Miss Ethel Schmidt, charming, good looking as well as talented, Comptometer Operator in the Store Department at Tacoma, checked in for the usual eight hours of toil the other day, laboring under the load of a diamond about the size of a pineapple, rated at about three carrots, two beets and an onion, very beautifully set in a ring of white gold and platinum, and correctly fitted to the digit on her left hand usually reserved for engagement purposes. Ethel's prince charming, and winner of her hand and heart, we are informed is none other than the handsome brute Walter Jennings, also a member of the Store Department force. This news came as a complete surprise to their great host of friends and bill collectors, in fact we always thought that Ethel and Walt were mere casual acquaintances, however, be that as it may, we all wish to extend our heartiest congratulations, and compliment Walter upon his rare judgement in choosing such a fine young lady as Ethel as a life partner, for we feel that she will be able to support him in the manner that he has been accustomed to. We wish to offer this advice to Walter, to always buy your bakery goods at the store for two reasons, one—there will be no reason to have a rolling pin around the house, for if Ethel can handle the household artillery, like she handles the comptometer—well—Walt will just be out of luck, that's all, and the second reason is that there will be no newly wedded biscuits to glum up your digestion and disposition. We have not as yet heard when the fatal event will take place, that is, where she says "I do" and he says "So do I" and the Reverend, or Judge as the case may be, says "pay me" then the honeymoon, then when two try to live as cheap as one until they find out it can't be did, etc. However, summing the entire matter up in a nutshell will say that it is the beginning of the end of a beautiful and very colorful railroad romance.

We have been told that Chris Hansen was slightly mixed up in the legal organization of this city recently. Chris, as the story goes, one day was peacefully driving along in his Chevrolet and at the same time carrying a very serious conversation with Elizabeth McKnight, who was sitting at his side. So intent was Chris in his conversation that he failed to notice that traffic signals displaying a brilliant red until he has passed up a couple of them and made a few left hand turns where where was not supposed to do such things, and there is where the mighty arm of the law stepped in and called a halt to such ruthless and flagrant violation of traffic laws. Well violation of traffic laws seem to be quite a common thing, but what puzzles us is what topic of conversation would cause a man to go color blind and weaken his eyesight to such an extent.

Merle Gay, has taken seriously to the study of astronomy. He expects to go in pretty heavy for supds this year and wants to be sure that he gets them planted during the proper position of the lunar orb. Merle advances us some choice information to the effect that when supds are planted along astral lines, their flavor is greatly enhanced. We were wondering if it will give them the flavor of Moon, or just an ordinary kick. Maybe they grow with foam on.

J. E. Brady, has been called east on account of serious illness of father.

F. Lowert, is back on the job following a period of illness.

Gale Kirkland, was called to Chicago on account of serious illness of brother.

E. Meshisnek, is back on the job following an absence due to the death of his brother, ac-

count Carbonado Mine Disaster.

Alex Sowa, well known machinist at Tacoma shops was married recently. Congratulations.

Mrs. P. R. Horr, has been visiting in California for some time, which has left P. R. H. to shift for himself. He has spent most of his time along decorative lines, having painted the inside of his home. His countenance has recently reflected great joy, and upon further query, we were advised that the Mrs. is on her way home.

Ed. Daly, watchman, at Tacoma shops has proven himself just as good a floriculturist, as he is watchman. He has a floretum in front of the power house, which displays a splendid array of flowers. Atta boy Ed, those blossoms will sure brighten the place up considerably.

Mrs. Harris, wife of Officer Harris, of the Tacoma Police Department, has been helping out in the Store Department for a couple of weeks on the comptometer job.

Mr. A. J. Kroha, is an ardent golfer, but has not followed the sport since his ailment some time ago, however, we have heard that the bug has got him again, and no doubt he will soon be a familiar figure on the links.

Henry Rosenberg, has just bought himself a new Chevrolet Sedan, and he has also a camp on Clear Lake. Henry is all fixed up now. He has a car and a place to go, without somebody telling him to move on, no parking here.

The Ford Sedan of August Broz, was backed over the bank and into the bay recently, fortunately the tide was out and there were no casualties. The occurrence however furnished stimulus to the poetical sense of Paul Jasmer, who submits the following:

Aug Broze's Car in Bay

On Monday the 9th of May,
August Broz's car went in the bay,
It was a Ford Sedan you bet,
And August at the wheel did set.

August wanted to go ahead,
But Lizzie otherwise had said,
The grade was steep where she went down
To take a bath in Puget Sound.

August objected with all his might,
But Lizzie had to have her right;
And an army of 25 valiant men
Did drag her back to shore again.

At the Cross Roads of the World

Roberta Bair

BUSINESS on the Terre Haute Division is as good as could be expected owing to the fact that all but the strip mines are closed account the Miners' Strike which was called April 1st.

Wanted to know—

If Everett Heller isn't the shiek of the office and just when he is going to announce it.

Just how Marie and Tom are getting along. If Henry Denzler could appreciate Ignace Paderewski.

If Marie Stwalley is going to start a dancing class.

If Ruby Currie won't make a good butcher's wife the way she handles herself in the office.

If Mt. Olive shouldn't be proud of our Chief Dispatcher, Asa Smith.

If Fred Pearce shouldn't have been a rooster the way he struts around with that new suit on. Just when he is going to get a toupee.

A STITCH IN TIME SAVES NINE

Applications are pouring in for membership

Lukens
Locomotive
Firebox
and Boiler
Steel



Champion
Structural
and
Boiler
Rivets

Tyler Lapweld Steel and Charcoal Iron
Boiler Tubes

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17

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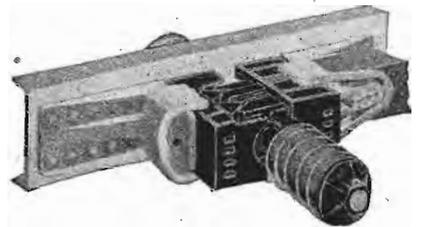
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CARDWELL FRICTION DRAFT GEAR



UNION DRAFT
GEAR COMPANY

CHICAGO OFFICE MCCORMICK BLDG.
CANADIAN OFFICE TRANSPORTATION
BUILDING MONTREAL

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 Cloepfl, R. F. D. No. 1, Rock Port, Mo.



**Comes Completely Erected!
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!

No Money Down!

Small Monthly Payments

The Bulldog is sent you for free inspection. Then, if satisfied, you make only small monthly payments, at our amazingly low price! Factory connections in both East and West. We ship from nearest point. Don't consider buying any furnace until you find out about the Bulldog. Write at once for our special offer and our free catalog, together with the wonderful record of Bulldog success. Get ready for winter NOW! Mail this coupon today!

Bulldog Furnace Co.

Babson Bros., Sole Distributors
19th and California Ave., Dept. B-509 Chicago
Without obligating me in any way please send me your free catalog and special offer on the Bulldog Pipeless Furnace.

Have you a basement? Yes No

Name _____

Address _____

in the Harold Patton's Sewing Circle for emergency repairs. Anyone desiring to enroll, see Mr. Patton's assistant, Howard Hollis. NO MORE WEDDING BELLS FOR ME, I'M AS HAPPY AS I CAN BE

That seems to be the state of affairs at 728 Crawford Street. Mary and Joe have returned from New York where they have been honeymooning, and are at home to their friends in their beautifully furnished apartment. It takes Joe two hours, actual count, to wash and dry two plates, two saucers and two cups and about six pieces of silver. Any information wanted regarding prices on groceries, fixing pantry shelves or scrubbing front porches, call J. J. McMahon.

GOODY, THE CAVE MAN

Step right up ladies. All you have to say is "Still love me, Goody and How Much?" Leave the rest to Albert. He doesn't say much but he's a demonstrative chap. Ask Catherine.

The stork visited the home of Mr. and Mrs. J. H. Stewart April 15th and left an 8 pound daughter, Suzane. Mother and baby are doing nicely. Mr. Stewart is Chief Clerk to out Superintendent Mr. A. J. Elder. The new addition makes two daughters, the other being named Joan.

The stork seems to have been on very friendly terms with the Traffic Department during April since he left with this department both a boy and a girl.

A son, Richard Warren, arrived at the home of Mr. and Mrs. Preston M. Eldridge, April 1st. Mr. Eldridge is Special Coal Agent.

A daughter, Josephine Alberta, came to the home of Mr. and Mrs. E. L. Hollis, April 18th. Mr. Hollis is Chief Clerk to Div. Frt. and Pass. Agent, Mr. Fagan.

M. C. B. Gossip S. E. R.

IT is with deepest regret that we have to record the sudden death of Mr. C. G. Juneau, Master Car Builder. He is greatly missed by all. Our sincere sympathy is extended to his family in their bereavement.

We are sorry to say that Gertrude Stark has had a nervous break-down. We miss you very much Gertrude and hope you will be back soon.

Martin Biller was off sick for a week but is again with us.

Gene Kleiner decided that he missed his calling so has left us to sell insurance. Best of luck Gene.

Joe Roesch also decided that an office job was not for him so he left to become a carpenter. We certainly will miss Joe's cheerful smile and we wish him success in his new work.

With these two gone, many changes have been made in the office. John Kozlowski has taken Gene's place and Fred Gregory is now filling Joe's job. Edwin Parks is the new man in the Billing Office. Harry Mentel has been placed in the Billing Office so we have another new office boy—Clarence Seidler. Frank Beck is the new clerk on the Equipment Desk during Edwin Weber's leave of absence. Ida Neumann is the stenographer taking Gertrude Stark's place. To the four new members of our office force we extend a hearty welcome and hope you will enjoy being one of us.

I don't know if seeing the exhibition train or spring fever caused our MCBites to get the wanderlust, but Loraine Adolph went to Champion, Clifford Cullen to Lone Rock, John Kozlowski to Kilbourn, Frieda Loosan to Madison and Kansas City, Gertrude Haas to Chicago, Walter Stark made another trip to LaMars, Ia. (I believe this warrants looking into. How is she, Wallie?) Harriet Badger went to Min-

neapolis, Fern Hawkins to Hastings, Julia Weins to Chicago. Last but not least Ruth Martens, Edith Hamman, Helen Horan and Dorothy Yakes went to Niagara Falls and Detroit. I understand they had a wonderful time, both on the Canadian side and the American side. They wouldn't say very much about it but their eyes certainly sparkled when I asked for details.

While May 31st to most of us was just another pay day, to Erwin Weber it was the last of his bachelor days. He is now spending his honeymoon somewhere in the west as he had transportation to Tacoma, Mt. Rainier, Vancouver, Portland and Yellowstone Park. We extend our congratulations and best wishes to the newlyweds.

Between Mrs. Gregory and Ethel Carpenter we have been well supplied with flowers. They are very pretty and we thank both of you for them.

I don't know if Julia Barrows is planning to ride in the Kentucky Derby or drop into the 400, but anyway she has taken up horse-back riding. Julia says she's pretty good—in fact better than the Prince of Wales. She hasn't fallen off yet.

The other day Steve was overheard to say, "I wasn't driving fast but I passed up a lot of fellows who were."

The other night a Ford driver ran over another man and stopped while his victim was still under the car saying, "You'll have to excuse me. I'm just learning how to drive." Al Barndt and several others claim that this is a true story and that it happened at 35th and Wisconsin.

All who weren't at the dance certainly missed a wonderful time. What dance? Why the barn dance at Ethel Carpenter's farm. Believe me nothing was missing.

Although Mr. Mehan has worked for the road many years, he never had an opportunity to go West until this month. He certainly enjoyed it. Just get him alone for a few minutes and if you haven't been to the West Coast, he will have you convinced that you should go and if you have been there, you will be ready to go again.

We don't know whether Mr. Wible bought a certain straw hat with the intention of having it grow to proper size, but the one he wore one morning certainly was an embryo hat.

Rail Rumlblings from St. Paul Allen

AT a meeting recently Genl. Supt. Christopher spoke of slogans being adopted by the different railroads also that he might consider putting on a campaign for a good slogan.

Mr. Graven started something when he spoke to the boys about it for we have since heard many very good ones suggested by employes here.

The following one was turned in by team track foreman Edward Coy which we believe to be exceptionally good:

"Business goes where it is invited and stays where it is well treated."

The C. M. & St. P. have a baseball team entered in the Saturday league at St. Paul and the team is doing nicely having won all their games so far.

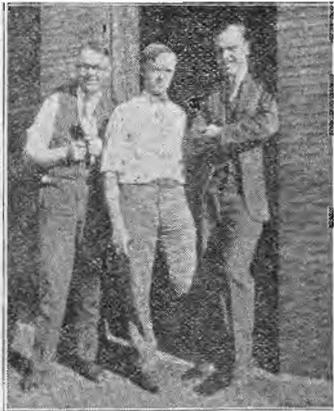
Joe Kulischek spent his vacation at Little Falls, Minnesota. Knowing that Colonel Lindbergh got his start there he figured that would be just the place he was looking for.

It's a fact. None finer than the new Pioneer Limited.

We would like to see the C. M. & St. P. band at the Minnesota State Fair this year. I

believe we would all like to take the liberty to suggest that. Let's delegate Mr. Fahey who is chairman of the band committee to carry this suggestion up the line.

Mr. Bob Cree Western Weighing Inspector at the St. Paul freight house is spending his vacation in California.



The Three Musketeers: Bob Conrad, N. P. Van Maren, Herbert Jacobs, of D. F. A. Hilliker's Office

Des Moines Division Items

Frenchy

MR. and Mrs. W. C. Moody are rejoicing over the advent of a little new daughter Betty, Rose Ella, born May 27th. We are expecting the candy and cigars most any time now.

Condr. C. V. Shannon is taking a 90 day leave of absence and with his family has gone to California with the hopes of benefiting his wife's health.

Nels Young and wife spent Decoration Day in Storm Lake.

Kent Hamilton and wife visited friends at Panora Decoration Day.

Miss Ruth Berman completed her high school course graduating from the Storm Lake school recently.

Miss Marion Elliott visited friends at Milford during June. Mrs. Elliott spent the week end of June 4th there also.

Mr. G. A. Williams and family spent Decoration Day in Ft. Dodge.

Okoboji station opened for the summer season June 1st.

Miss Jean McGinnis visited over Decoration Day with friends and relatives in Dubuque.

Miss Florence Nelson spent Decoration Day with her people at Rockwell City.

We regret to announce the death of the mother of Orville Owens, clerk at Rockwell City which occurred on May 26th. Mr. Owens wishes to thank, through the magazine, the boys on the road and other friends for the beautiful flowers which were sent at this time.

We wish to announce the marriage on June 3rd at Adel, Ia., of Miss Thelma German and Chas. Newell. We join their many friends on the division in wishing them all the happiness possible. Miss German was formerly employed in the Superintendent's office at Des Moines and every one knows "Dutch" Newell. (Candy and cigars now in order, "Dutch.")

We have the following from H. Berman: Agent Cook, better known as Jack Dempsey, has taken over the heavy work at Okoboji for the summer months.

Express Messenger Painter who has been on 33 and 34 for a good many years, has been displaced by a Mr. Barton. Mr. Painter has taken a run on the Chicago Great Western.

Archie Groom, agent Arnolds Park, who

has been spending his vacation all winter at the park, is getting ready for the heavy summer business.

D. C. Hollett who has been braking with conductor Earl Adams, has taken the job as conductor on No. 97 and 98. We suppose he is wearing his tie now.

L. E. Bates, better known as 802, is figuring on moving to Storm Lake, displacing W. C. Moody on branch baggage run who will take the braking job. This will result in Geo. Mc Cutcheon moving back to Des Moines.

Brakemen Gant and Miller and wives took in the Moose Convention at Cedar Rapids during early part of June and report a fine time. Any one with something with more raise to it than an alarm clock please donate it to Ed. Rooz as the alarm clock has failed to meet his wife at 5 PM several times.

Wisconsin Valley Division Notes

Lillian

MRS. J. W. Sullivan has returned to her home at Wausau after spending the winter in California.

Mrs. Arthur Beilke was operated on for appendicitis, at the home of her parents, Mr. and Mrs. James Smith. She is convalescing at this writing and hopes to be able to be out soon.

Mrs. Peter McNeil, wife of Flagman Peter McNeil, passed away at her home on Sunday, May 29th, after an illness of several months. Sympathy from the employees of Wis. Valley Div. is extended to Mr. McNeil and daughter.

Mrs. A. McGinley and son Nile went to Valley City, North Dakota, to visit with Milo McGinley who teaches in the high school at that city. Mrs. McGinley remained until the close of school at which time Milo accompanied her back home, to Wausau.

Time Keeper, Clifford Flagel, spent the week end and Decoration day, visiting with his parents at Milwaukee.

Mr. Tony McMahon, roadmaster, for the north end, has accepted a like position on the La Crosse Division, with head quarters at Portage, we regret to see him leave our division, but the move meaning a promotion for him, we also are pleased to extend congratulations. Mr. Cunningham, of the Kansas City Division, has taken the place vacated by Mr. McMahon, and we welcome him to our city and to our midst.

Little Miss Helen Dexter, daughter of Conductor and Mrs. J. E. Dexter has been seriously ill with plural pneumonia. Her condition, however is much improved and we hope to see her round and about, busy with her playtime, soon.

Mr. and Mrs. Charles Conklin Sr., were called to Nashua, Iowa on account of the death of a relative.

Dan O'Brien, Engineer, has been confined to St. Mary's hospital on account of illness for sometime.

Miss Eorothea Wells, daughter of Engineer and Mrs. D. Wells, and Stuart Manson, of Wausau, were united in Marriage at Evanston, Ill., on May 28th, in the presents of immediate relatives only. Wisconsin Valley Division friends extends best wishes for a long and happy wedded life.

Mrs. P. Darrow, and Son Fred Kerr visited with friends at Wausau over the week end.

Mrs. P. H. Nee, of Aberdeen, So. Dakota is visiting with her mother Mrs. S. A. Gorman. All the Valley Division employees will welcome her back to Wausau

and we all hope to have at least some kind of a visit.

Mrs. A. Allie, who was operated on at the Memorial hospital at Wausau recently has returned to her home at Merrill. She is regaining her health slowly and we hope that within a short time she will be entirely recovered.

Mr. F. W. Frances, of San Francisco, visited at our office. He was formerly engineer on the Valley Division and renewed old acquaintances. Mrs. Frances expects to arrive in Wausau soon and will visit with her sister Mrs. W. Lord.

Dubuque Division

E. L. S.

VACATIONS are in full swing in the Superintendent's office now. Mr. Bagnell, Trainmaster, returned from Los Angeles, Monday, June 13th, reporting weather just fine down there. Wasn't so bad here either after you returned, was it, D. T. B.? Mr. Meyer, Superintendent, leaves on his vacation during week of June 13th for the fishing lakes of Northern Wisconsin. Hope he fully recovers from his recent illness.

There have been quite a few carnival trains moving through Dubuque lately, also several show trains, one of them being the Johnny Jones' shows.

Notables in the Superintendent's office: Bill Wright—Leads the styles in men's hats.

Ray Hursley—Marcel.

Elmer Schwinn—Smiles.

Frank and Clyde—Corn cob pipes. (Marie says she can't figure out which has the "loudest smell.")

Vic McCurdy and Ed Olson—Seriousness.

E. J. Crawford—Looking for hair grower for that long standing bald spot.

The Brakeman's jobs for the branch lines were bulletined during May and assignments will be made in June. This is the first time in two years that these jobs have been opened. It is expected that quite a few new faces will be seen on these various branch lines, owing to the many changes in main line train service.

Agent Fred A. Schrader of Marquette expects to leave June 18th for vacation through the West—Denver, Grand Canyon and other points of interest. H. G. Gerling will be the relief man during his absence.

Agent T. M. Hogan, McGregor, leaves on two weeks vacation about June 15th. He has not told us his destination but expect it will be some place where it is good fishing. N. A. Irons relieves him.

Talk about your "flying" trips to Chicago—see C. A. Bemler and Vic McCurdy, who made one June 8th and 9th. Vic says the Chrysler percolated O. K.

W. H. Wyse, Agent, Waukon Jct., returned from a week's vacation on June 3d. He motored through a good portion of the state of Wisconsin.

Wm. Teague, Operator, made his usual visit at the Division offices, Dubuque June 13th.

Dispatching force will start their vacations on July 1st. Don't think there is a good fisherman in the whole crew. It is expected Night Yardmaster H. M. Wilkinson will be the relief man in the Dispatcher's office during this vacation time, as he did last year.

You should see the brand new Whippet Sedan that John Lund, Operator in the Dispatcher's office is sporting (or supporting). John says he is positive he is supporting it.

Mr. O. H. Berg of the Legal Department of Minneapolis is in Dubuque Saturday and Sunday June 11th and 12th.

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 SYS.

TEM _____ Division

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

My age is _____

NAME _____

ADDRESS _____

Agent W. E. Robertson called at the Du-
buque offices a few days ago.

Operator J. W. Hilliker is expected to at-
tend the Grotto Convention at Cleveland
the latter part of June.

Mildred Berg of the Ticket Office, Du-
buque, returned from her vacation in New
York the fore part of June.

Clarence Schweikert is back on the job
again as Section Foreman of Section 6, hav-
ing returned from Kansas City Division where
he acted in the capacity of Assistant Extra
Gang Foreman for the past several months.

John Roe, Section Foreman, Section 9,
has been laid up for some time account illness.
We hope he recovers soon.

B&B forces are all busy at the present time
on Bee branch sewer bridge at Bridge K-108
at Dubuque Shops, which is a big concrete
job.

Sorry to offend the Freight House force again
but they promised to send me some news for
last month's magazine, and to date nothing
has been received. It's your own fault!
Hope you don't feel hurt.

Unique Get Together at Dubuque

A bigger Milwaukee Shops and a greater
city of Dubuque was the keynote of a good-
fellowship meeting held in Audobon School,
at Dubuque on June 9th. The meeting was
in charge of a Shops Committee the members
of which held memberships in the Dubuque
Chamber of Commerce. The large auditorium
of the school house was crowded to capacity,
many being obliged to stand.

John Muir presided, and in opening the
meeting he stated that the meeting, which
had been planned by the Chamber of Com-
merce was not for the purpose of offering any
criticism, but to present facts to all interested

in a bigger business for the city and more
employment through increased activity and
cooperation of the railroad.

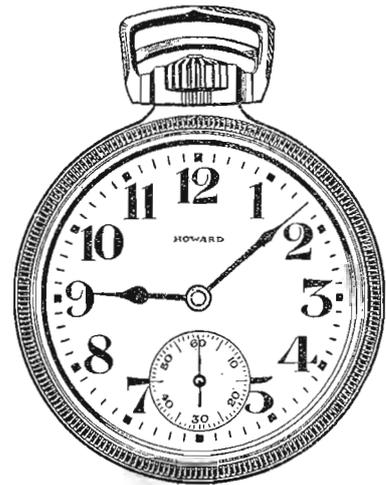
General craft representatives of the various
organizations were present from Chicago, Mil-
waukee and other points. Addresses were
made by Master Mechanic R. C. Hempstead
and James Guttridge representing the boiler-
makers. Mr. Hempstead told of the amount
of the monthly payroll in Dubuque. He
showed that 100 men are employed and that
the annual payroll for 1926 amounted to
\$1,541,756.68. Local Freight Agent referred
to the freight situation in relation to the
Milwaukee Road. He said, "We have tried
to give service that would assist the manu-
facturers and jobbers to compete with jobbers
at other points and to do this it means quite
frequently that trains have to be run, as we
say, with light tonnage, and a train operated
with less tonnage than that assigned to it is
simply revenue that cannot be regained. Ice
and heated cars are operated during the dif-
ferent seasons of the year to handle perish-
able freight and we have established a service
from Chicago and eastern points that is equal
to that of any of the other lines.

The reason I mention this subject here is
that the buying world today is purchasing
more in small lots than in carloads, and this
is what we class as Merchandise; but very
few merchants give any thought to routing
their less than carload shipments with the
result that the freight quite often comes into
possession of the road that should not have
gotten it, so I think that every merchant or
receiver of freight should exercise his privi-
lege of routing his freight. The changing
conditions have hit the railroads—the bus and
truck line service will always have to be
considered, and I think will continue to take
away a certain revenue each year.



HAMILTON
HOWARD
WALTHAM
ELGIN
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ALL HIGH GRADE
RAILROAD WATCHES



I have a large display of the above watches and cases to suit every purse.
Come in and talk to me before investing money in a cheaper watch that will not
pass inspection. You can have absolute confidence in what I tell you.

I also carry a large stock of high grade jewelry, diamonds, emblems and IM-
PORTED ENGLISH GOGGLES. All goods sold under my strict money back
GUARANTEE.

Authorized Watch Inspection for C. M. & St. P. Ry.

Room 701
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MILTON PENCE

Chicago
Illinois

Electric



Castings

Steel

WEHR STEEL COMPANY
MILWAUKEE WISCONSIN

We consider our road a Dubuque industry and whatever is good for the city is good for us, and I am certain that every man, no matter how large or small his business may be profits indirectly from the money that is left in the city by the employes of this company.

In addition to the several addresses there was a program consisting of vocal selections by Albert Breckler and Lew Schwartz; violin solo by Stanley Muir; chorus by the women of the Shops in "Milwaukee Song." Other speakers than those mentioned were Messrs. E. J. Buchet, Robert Clewell and George Glassner.

Splinters from the Wooden Shoe "Brownie"

WE were left out last month, don't know if it was because I was lazy or just didn't have time, but know that the chief cause was that no one donated anything to the cause.

You will note that the news consists mostly of the happenings around the office and we know it would be much more interesting to everyone if the boys along the line would only send in a little scrap of news once in a while. Won't you please?

We know that warm weather is now here for sure—the sign is that Erick discarded his topcoat and John P. rolled up his sleeves. Also that Irwin has given his "Packard"?? its spring wash. It looked pretty nice after we saw the color of it.

Bob Held also went the extreme on the spring cleaning and gave his car a new coat of paint. Bob didn't do the work himself. It sure is a keen looking job. We now wonder when Chief Clerk Ballard is going to spoil the swell paint on his car.

We understand that our honorable Assistant Trainmaster Sullivan had quite a serious accident. Understand the motor car on which he was riding had a sudden stop and John flew over the front end of it and scratched his face up in pretty bad shape. It is certainly too bad to see such a handsome face marred by such a serious accident. Don't worry John the little girl at Ontonagon won't care if your face is scratched or not.

We all extend our most sincere sympathy to Mrs. Fred Kellogg due to the sudden death of her husband, Fred Kellogg. Mr. Kellogg was on his usual run, the way freight, and just gave the signal to go ahead when he fell to the platform and passed away. He had been with the company for 32 years and was well known and liked over the entire division.

On May 21st., the President's Special was over the Superior Division and they all came

to see our new office. We hoped they were as pleased with it as we are.

Since in our new office "Chris" from the Car Department keeps the girls in the office supplied with flowers all of the time. It cheers up the office Chris and we certainly appreciate them.

Mrs. Dinwoodie, wife of Chief Dispatcher, has been seriously ill for about a month. She is now home and improving rapidly.

H. C. Ballard and family spent Memorial Day at Ottumwa, Iowa. Mr. Ballard will always have a lonesome feeling for the old Division.

Myrtle Herman was at Channing on May 8th. She reports everything OK and had a nice time in spite of having to do a little work in the morning.

Ray Zimmerman had one week of his vacation and was fishing and caught a 14 pound muskie, so it is pretty hard to tell him anything about fishing any more.

Stanis Sorenson spent a week of her vacation in Virginia where she visited her sister. She reports having a splendid time and from the pictures she brought back it surely must be a beautiful country.

August—the Roacmaster's Clerk—came to the office the other morning all excited. On his way home to Hilbert on Saturday afternoon he tried to get tangled up with a dog on the road and was very nearly wrecked. The only damage that was done was a blown out tire. Never did hear what happened to the dog.

The whole office gang had their picture taken outside the new office building and also inside. They should be beautiful from what we could see of the faces and poses. Maybe, we will let you see one if we can get it in.

We are now all decorated, new screens, awnings and wind glancers. They all help to dress "us" up and we feel quite swell.

Louis Gotto spent Easter in Chicago. We forgot him last month and he felt a little slighted. He reports a rushing time.

Chris reports his little dog "Hiene" was nearly drowned. He jumped from a row boat, but Chris thought so much of the dog he went in after him, thereby performing the rescue act. We are glad he did not lose him.

"In the Spring the young man's (a young lady) fancy lightly turns to thoughts of Love." Who was that sitting on the running board of the car with Clara?

Catherine and Myrle have decided it will be no more than fair to the rest of the ladies in the office to warn them not to make a date with Eric to pick them up (especially if you are on short time). He is quite forgetful,

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or else oversleeps, and they report waiting anywhere from half to three quarters of an hour on a corner for him and then get to work the best way they can, walk mostly.

J. F. Sullivan is going to bake a cake for the ladies dance at Channing. Wish we Green Bay ladies could sample it. Maybe he will bake one for us.

The other day Louie received a bad order report from a certain agent and it was marked broken leg. Upon requesting the agent to state what the broken leg was on, a horse, cow or table, the agent very promptly replied (after two or three requests) "Neither, a Davenport."

Drippings from the Ice Bunkers Spud Bar

'STOO bad we did not get in the "col-y umn" for June, the month of roses, peaches—fruit down in Georgia, peaches—brides—the world over, and what hol a peach-of-a-bride in our department, and that was because our Little Reporter, Carmen Fairhurst, was too busy "thinking about her trousseau," right?

Can'y imagine CARMEN all in bridal white? Another fair Elaine, "Lily Maid of Astolat," all pale beautiful white but for the dark hair and eyes.

Pure as snow like the "lily maid," yet not like that sad, languishing maid who rode her barge in death—rather the modern spunkie, energetic maid of today who will ride her matrimonial barge to achievement.

OUR TOAST to this peach-of-a-bride is: "That their barge will steer clear beyond life's rocks to that rosy hued rainbow's end—HAPPINESS.

SOCIETY DEBS vs WORKING DEBS

The society deby has nothing on the poor working goil now-a-days. Hark ye! to the telephone gossip of one May of the Refrigerator Department:

"Time—day before holiday—'What am I doing tomorrow? I shall play golf all day at the ---?---club, motor to---?--- to dine and dance until unconscious.' Viola!"

According to a wise crack by May, who was trying to convince Bill that "she does not belong to the Army," we have two Armies.

One: As you know or as you were "THE BOYS" soldiers, protectors of our Country. The other: "Arm-y" a gang-?- of people known as "The Petters," "The Swift Club" what?

A broadcasting station on wheels got a flat tire right underneath our window and all afternoon ev'body kept work and step to the lively JAZZ strains. Every-once-in-a-while

one could see Bill shake his shoulders and hear him say "Mah Baby"; took away that drowsy afternoon, correct? BOY PAGE THAT MUSIC LIZZIE!

Sparks from the East End of the Electrification

Adolph C. Knudson

MAY just as well start these July items by taking the editor to task for leaving my stuff clear out in the cold, as far as the May issue of the magazine is concerned. I sure found out how many folks are foolish enough to read my bunk, why, the way the rails around Harlo landed on my neck for not having anything in that issue, was a caution. It is a wonder that I am able to write any more items at all. Then H. K. leaves of her long distant scrapping with N. B. D., just long enough to mention about a correspondents tour of Yellowstone Park. She doesn't give me even the slight chance to use the megaphone, and I should have been given the chance to announce the arrival at Gallatin Gateway Inn, because I helped load almost a thousand sacks of cement for that building. All right for you Helen, I shall remember being left out like that.

Car Inspector, P. A. Johnson, is employed by the Car Department at Three Forks, as this is written, having left for that city May 10.

Theodore Nissen, of Bellingham, Washington, spent a week the fore part of May visiting at the home of his son, Elmer Nissen, and attending to business matters.

The Open Air Observation cars were placed in service, on trains 15 and 16 Harlowton to Butte, May 15. They were greeted by two straight weeks cold rainy weather, such as we have never seen before in this supposedly dry climate.

Our well known, Machinist and Dog Fancier, Stanley Fraser, went down to the Miles City dog show and cleaned them up with his Boston terrier puppy, Miss Montana. Three trophies, 8 ribbons, a dog harness and collar and sweepstakes for best of breed, tells the story. He says he will have a better entry next year. Folks, we'll say that is some class.

Mrs. E. A. Patterson, of Miles City, spent several days in Harlow visiting friends, around the 20th, of May. She reports that her husband, who recently submitted to an operation for removal of gall stones at the Miles City hospital, is recovering nicely and will soon be back running again.

Fireman, George Phillipp, is the proud owner of a new Buick. Perhaps we will all get a ride now. How about it George?

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Roundhouse Foreman, and Mrs. W. F. McGrath, left the morning of May 29, for points in Wisconsin. While away will attend the annual meeting of General Foremen, held at Milwaukee Shops.

It seems this year as if every little cloud has a shower of it's own.

Wise Guys Number 3, Joe Moonney. Subject: Keeping the writer posted as to who makes the final adjustments on the new machinery being installed at the roundhouse. Reference, Frank Eaton.

Tom Zerza, of the Car Department, is a bachelor again; his wife having left for Austria where she plans to spend a year visiting relatives and friends. Tom has taken up his abode in the Kotez residence on the flat.

Mrs. C. Knudson, our mother, took a vacation trip the latter part of May and she took her little boy along; honest she did. We stopped at places like Minneapolis, the little village of Chicago, Ill., and Clinton, Iowa. We had a h-e-c-k of a good time while we were away, too.

It looks as if we might get some summer weather after a while the way folks are buying new cars. The latest addition to the list is Machinist, John Endres, who is the owner of a brand new Chevrolet Coach.

New machines added to the roundhouse equipment, during the month were, two lathes and a shaper; all electric driven. The final adjustments being made by Machinist, Tom. Richie. (J. M. and F. E. please note).

The June issue of the magazine came to hand yesterday, June 12, and as usual we tried to find "Motoring Up and Down Hill on the Rocky Mountain Division," finding instead the editors note about Mrs. Deccos illness. N. B. D., we miss you from the magazine.

Herbert F. Love, General Chairman of the Brotherhood of Railway Clerks, with head quarters at Seattle, stopped off here between trains May 20.

When railroad men a-fishing go the fish are on their good behavior. That is the way they were when A. E. Hoops, Don Grivetti and Lou Gallaher went fishing up Ringling way on May 19, result a big debate, subject, who caught the biggest fish that got away. Finally ending with Art and Lou discussing, who used the most worms.

I. & D. Division

M. E. R.

MR. Frank Neelings, Engineer passed away the early part of June, at his home in

Mason City, after an extended illness. The entire Division extend their sympathy.

Miss Irma Wilhelm, Station Timekeeper, spent one week of her vacation at her home in Sheffield, Iowa, the latter part of May.

Mr. Frank Smith, Dispatcher, has a new Dodge Sedan. Also understand that Mr. Smith is making some repairs to Kemble's Greenhouse in the South part of Mason City.

Mr. Mark Ramsey has a poor memory at times. He walked home on the evening of May 30th at midnight, a distance of about three miles and upon his arrival home, remembered that his car was parked near the office building.

Mary Gen Braheny, accompanied by Miss Margaret Carroll, Ass't. Cashier at the CRI&P Freight Office spent Sunday and Memorial Day in Minneapolis.

Mrs. L. Allen, formerly Mabel Byrd, Comptometer Operator in the I&D Division Superintendent's Office, passed thru Mason City on Friday, June 3rd, accompanied by her daughter Frances, enroute to their home in Chicago, after a visit with Mrs. Allen's Mother in Boise, Idaho.

Understand that F. J. MacDonald and O. A. Beerman, classed themselves as "Spend-thrifts" at the Dodson Bros. World Fair Shows, while they were showing at Mason City, the week of June 13th.

Irene McLaughlin Calvin, Stenographer for number of years in the Mason City Freight Office, has been granted a six month's leave of absence.

Mr. H. G. Crow, Division Engineer, submitted to an appendectomy at the Mercy Hospital, Mason City, Monday, June 6th, and is improving nicely. Mr. Crow was at Chamberlain, S. D., assisting with the construction work on the Black Hills Line, when he was attacked with severe pain and returned at once to Mason City, where it was found necessary to perform an emergency operation.

Speaking of "Fish Stories," we have just learned of one that beats even those told by Mr. Dickhoff, the Yardmaster at Mason City, or Carl Dunovan, Chief Yard Clerk. We had never hoped to claim their equal, but Mr. W. A. Lindquist, Perishable Freight Inspector at Mason City, secured a boat at Clear Lake, Sunday P.M. June 5th, and went in quest of the catches that you have seen pictures of and we are told that in place of returning with the fish, he returned empty handed, not even his rod and reel. It seems that Mr. Lindquist had been up rather late on Saturday evening, attending to his duties and in the quiet of mid-lake and the warm

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sunshine he fell asleep and was awakened by a sudden lurch of the boat and to his amazement and surprise saw his rod and reel gaily dashing across the calm, blue deep. Dickhoff and Dunovan have told us that these finny animals are wise, will not venture near a white-bottomed boat, will only bite on moonlight nights, etc., but this is the wisest of the water family we have heard of, and it is Mr. Lindquist's advice to be wide awake if you have a rod and reel that you prize and do not want it added to the Moss Bed Museum.

Five of the boys from the Superintendent's office are playing Kittenball this season with the Marshall-Swift Players at Mason City, and we are given to understand that they are a very helpful addition, winning the first game of the season.

Mr. W. F. Ingraham, Superintendent, has been on the West end of the I&D Division for several weeks, due to construction work on the Black Hills Line.

Clifford Smith, Track and B&B Timekeeper, who has been on leave of absence due to illness, we understand is greatly improved and expects to return to work about June 23rd.

S. Otto Secory, Assistant Division Accountant, who has been on leave of absence for nearly a year now, we understand is steadily improving and everyone will be pleased to see him back with the "Old Gang" again, which we hope will be soon.

Billy Mutschler, son of Chief Clerk C. E. Mutschler, is vacationing at Camp Roosevelt, a Boy Scout Camp at Clear Lake, Iowa.

Mrs. W. F. Ingraham, Daughter Miriam and Son Sidney, enjoyed a ten day trip and vacation in the Black Hills, in the month of June.

Mr. Dickhoff, Yardmaster, has always told us about the fish that he catches, but we have never seen nor tasted them, and mention was made of this fact in a previous issue of this Magazine, so yesterday Mr. Dickhoff, made a fine catch and brought them to the office for everyone to see. A. E. Johnson, Yard Clerk and Bill Woodhouse, Baggage man, also made nice catches. Seeing is believing, but now we would like to know if they are good fish, good to eat.

Since Jay Bailey pledged to "Love, Honor and Obey" he has not been seen hanging around evenings or walking home with any of the lady clerks, but on the evening of June 15th, while the lady clerks of the Mason City offices were preparing to depart on a picnic, to their surprise found Jay, apparently waiting for something, but upon inquiry learned that

he was to ride to his home and furnish them with bat and balls for their amusement, which fully explained this unusual occasion of Jay arriving home late. Mabel Buchanan, kept the party guessing as to what she had in a large mysterious sack, but upon their arrival at Spring Park, discovered an ample quantity of nice kindling for the fire. The picnic was a real success with all its chills and thrills and the girls from the Superintendent's office proved themselves capable of preparing a mighty fine lunch, not overlooking the fact that Irma Wilhelm's coffee cannot be beat. Her choice of coffee pots added considerable to the success of the whole affair. After supper was served, Nellie Carney and Ruth Scott, selected sides for a real ball game. As to batting, Nellie proved herself a second "Babe Ruth" and carried off the honors. At dusk, the majority of the girls journeyed to the Carnival grounds, entered like the Caterpillar, but after the use of the Whip, ended in Hades, and That's that.

Where the West Begins

SUPERINTENDENT Gillick was confined to the hospital for two weeks during the month of May.

Many of the west end men are now moving their household goods to Moberidge. Some are having considerable trouble in locating homes here.

Frank Williams is building his new home and anyone who is undecided on what materials are the best on the market and those that will give the best service, have only to inquire of Frank. We will say that he put in a good deal of study during the long winter months on home building.

W. P. Moran made a short trip to the southern part of the state last month.

Harold Fuller rendered several vocal selections for the employes of the lower floor the other day. Jenks later called this office and threatened to give Harold competition the next time he tried that. Therefore Harold, you can save us from that ordeal.

The Trans Missouri Division visited with plenty of rain accompanied with again that amount of wind during the month of May. There were several washouts on the line that demanded constant attention.

Carl Nelson returned from a two weeks vacation spent on the coast. Carl reported the weather very good—for golf.

The Moberidge Women's Club held another successful dance in the waiting room of the depot. The dance was known as the Gallatin Gateway Dance and will be the last social affair of the Club until this fall.

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Tom Hunt spent Decoration day in Minneapolis. The twin cities have been more of a drawing card for Tom of late. What's her name, or did she move from Aberdeen?

Superintendent N. H. Fuller, of Spokane, visited friends in Mobridge, May 25th.

Ann Anderson is spending her vacation in Florida.

Iowa and Middle West

Ruby Eckman

OPERATOR D. J. Crowe of the Perry office force has been at the Washington Boulevard hospital in Chicago for several weeks following an operation for gall stones. Dan has many friends on the Iowa division who are anxious to see him back on the job.

A new train order delivery staff has been installed at Earling for a try out. Earling is a place where orders and messages are handed up to the train and engine crews and the new system eliminates the danger of the agent or operator being injured while making the delivery.

The work on the new machine shop being erected to house the big wheel lathe recently added to the Perry shop equipment was started on June 13th. The building is supposed to be completed within a few weeks.

The Ladies Auxiliary of the O.R.C. at Perry have been doing quite a bit in the social line the last few weeks. They went to Cedar Rapids as guests of that division when the grand officers were present, also went to Boone and Valley Junction as guests of the divisions there. Mrs. Hannah Mc Lees who is a grand lodge officer entertained some of the other officers and a social afternoon was given for the guests while in Perry.

Carl Johanson, who has made his home in Perry ever since coming to this country from Denmark in 1921 was instantly killed at Perry, June 5th, when an airplane in which he was riding, failed to right itself after making a tail spin and crashed to the ground. His companion Oscar Connors was also killed and the pilot seriously injured. Carl worked as a machinist helper in the shops. His brother Cris with whom he lived also works for the company at the round house. As a mark of respect for the young man, practically all of the shop men laid off to attend the funeral services. Assistant Foreman F. R. Hoes went with Carl last September to get his final naturalization papers, as he elected to make this country his future home. He was a little more than 33 years old.

Don Kerlin one of the Perry call boys has been at a hospital in Des Moines for an op-

eration. He is doing well and will soon be back on the job.

Friends of the family of brakeman George Salzer of Savanna were glad to hear that the remains of the young man had been found. George in company with Engineer Frank Dewitt while returning from a hunting trip last November was drowned in the Mississippi. Efforts to locate his body last winter were in vain. It was found the fore part of June and relieves the mental strain under which the family has been since that time.

Car foreman Charles Trask and Cashier Hugh Jones are both batching this summer as their wives have gone to Colorado to spend several weeks with relatives and friends. The trip was made for the benefit of the health of Mrs. Jones and Mr. Trask's son who accompanied his mother.

Brakeman Oscar Woolson is now a grandpa, his daughter Mrs. Niendorf has a fine eight pound girl.

Sympathy of the railroad folks is extended to Machinist Arthur Yates of the Perry force. His mother, Mrs. Thomas Yates passed away at the family home in Savanna June 10th.

Engineer Roy Cole and his mother were in an auto accident the fore part of June but fortunately neither was badly injured. Roy started to pass a car just as the driver turned into a driveway without giving any signal that he meant to turn, and the cars collided.

Brakeman Raymond Reel is laid up for a few weeks as the result of a peculiar accident. He was getting off the rear of his caboose when his glove caught in the handle of the pin lifter and threw him. He fell on the rails behind the caboose in such a manner as to injure his back and ankle.

Fireman Fred Schloe who has been at a sanitarium in El Paso, Texas for several years has returned home. Fred thinks his condition is such that he will be able to stay in the north now, and not return to the sanitarium for further treatment.

Joyce Ann is the name which Brakeman Scott Clark and wife gave to their first daughter born at the hospital in Perry May 31st.

Engineer H. Colburn had a little family reunion all his own over Memorial day. His daughter who has been teaching school at Creston, his son Frank of Tulsa, Oklahoma and his son Raymond, who is secretary to the Manager of the service department of the Standard Oil Company in Chicago were all home for the week end.

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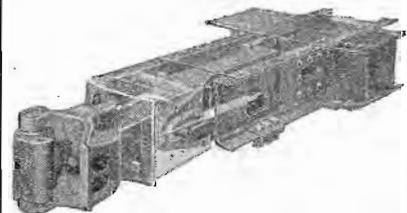
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SM East
M. B. M.

FIRST and foremost we have had three delightful days of sunshine which was very much appreciated after our many cloudy days. Chief Carpenter S. J. Kurzeka believes the rain is over so has purchased a new Hupmobile coach.

Miss Violet Beattie spent May 29th and 30th with the family of Rev. A. G. Patterson at Brainerd, Minnesota.

Conductor and Mrs. C. C. Hartsock and Mr. and Mrs. Robert Hartsock went to St. Paul early part of June and attended the graduation exercises at St. Catherine's college, Miss Winifred Hartsock being a member of the graduating class.

Mrs. S. E. Pettingill, wife of Engineer S. Pettingill, enjoyed a visit from her mother from Pipestone, Minn., May 30th.

Mrs. F. M. Valentine and children spent the first week of June with her mother at Koshkonong Lake, Wis. Our Chief Dispatcher said his neighbors were very good to him during her absence.

Miss Romana Cummings of Spring Valley is visiting at the Evenson Home. Needless to say that Herb is spending all his spare time with Ron.

Conductor Ed Hanson had the misfortune to have his little finger and palm of his right hand crushed at Minnesota Lake on June 1st. We are sorry to report that the finger had to be removed.

Machinist Chas. Hans and wife spent Decoration Day with friends in the Twin Cities.

Mr. and Mrs. Bob Dimmitt went to Green Bay, Wis., June 10th to visit at the home of Mr. Dimmitts parents. Mr. and Mrs. H. G. Dimmitt, were in Austin for the graduation exercises of the Austin High School, their daughter being one of the graduates.

Roadmaster Baer and family visited home folks at Augusta and Cologne, Minnesota over Decoration Day.

Mr. Will Holm, price clerk at Store Dept., is taking his annual vacation and left with his family June 8th—for Slayton, Minnesota.

Mr. Cliff Oeschger, Chief clerk at Store Dept., went to Chicago June 7th to attend the graduation of his brother from Northwestern University. His father returned to Austin for a few days visit here.

Mr. H. C. Opie, Machinist and veteran employee of the Milwaukee road, celebrated his seventy-first birthday anniversary Sunday June 5th. His children came for the day, Mr. and Mrs. J. C. Opie and children of Minneapolis, Mr. and Mrs. H. C. Opie and children of Madison, S. D., and Mr. and Mrs. W. B. Edwards and son of this city also spent the day with their parents.

Mr. Matt Ulwelling, car inspector Austin, leaves June 14th to attend the Carmen convention at Milwaukee, Wis.

Mr. A. W. Lindquist, P. F. I., at Mason City, Iowa, and his family were entertained at the V. Williams home between trains on June 10th.

J. Cameron, Traveling Auditor, spent his vacation with his family in Winnipeg, Canada. He advises that the weather was cold and wet but the Canucks keep a good supply of "Koff Kure." The old "SM" looks good after the vacation.

Last but not least we must tell you that our kitten ball team is getting on famously. Cliff has added a new feature to the game and when you hit a home run you can come home from 2nd base. They also tell me that Ray is their "Pinch hitter," but I think the real fact of the matter is that they just let him hit in a pinch.



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I & M Items

E. H. K.

ENGINEER Henry Furtney who has been quite sick at his home in St. Paul is now able to be on his old run again.

Condr. Steve Ames is also back on his run again after being seriously ill.

Harry Howard, former member of the council and Mower County representative in the Minnesota State legislature, today left with his family for Ottumwa, Iowa, where he will be traveling engineer for the C. M. & St. P. on the Kansas City division.

Train No. 102 leaving for Mason City at 11:30 a. m. and train No. 103 arriving from Mason City at 2:20 p. m. will be discontinued Monday, June 6. Two trains will be put on, one leaving for Mason City at 1:15 p. m. and one arriving from there at 12:30 p. m. These will be mixed trains and will run every day except Sunday.

Observe 71st Birthday

The seventy-first anniversary of H. C. Opie, veteran Milwaukee railroad employee, was observed at his home, 108 East Street Sunday. Children and other relatives present for the celebration included Mr and Mrs. J. C. Opie and son Joseph of Minneapolis. Mr. and Mrs. H. C. Opie and children of Madison, S. D. and Mr. and Mrs. W. B. Edwards and son Raymond of this city.

Mr. and Mrs. P. J. Burns, now of St. Paul were in the city today taking care of numerous details here preparatory to leaving from St. Paul tomorrow night for Cleveland, O., where they will spend a month attending the Brotherhood of Locomotive Engineers convention. Mr. Burns goes as a delegate from the orders at Austin, Mason City and Sandborn while Mrs. Burns has also been elected a delegate to the auxiliary from the Austin order G. I. A. to the B. L. E.

Twin City Mechanical Department Happenings

N. A. H.

MR. George W. Vore has been confined to his home for the past two months due to ill health. Mr. Vore is one of our oldest Passenger Engineers on the River Division and our best wishes go with him.

The new Pioneer Limited train and engine were on exhibition at Minneapolis and St. Paul and this train has been classed as one of the most complete and up-to-date hotels on wheels. Engineer Jay Tiffany and Fireman Guy Amundson were in charge of the engine while on exhibition and met the public with ease and gallantry.

Mr. J. J. Crowley made a business trip to Minneapolis and spent a few days here, looking into the re-wiring of the premises.

Mr. Ed. Young was a caller at Minneapolis and we were glad to see him.

The President's Special passed through Minneapolis June 13th, on its way West.

Traveling Engineer W. C. Blase is trying to figure out how he is going to get time enough to break in his new Buick Coach so he can take a whirl-wind trip to the lake this summer. He is having about as much trouble getting mileage in on his new car as he has getting mileage out of the switch engines before stopping.

Lead Boilermaker James O'Keefe from Aberdeen spent a few days in the Twin City Terminals inspecting our new roundhouse at St. Paul and other sights.

General Car Foreman John Hemsey from Miles City is spending his vacation in Minne-

apolis where he held the position of Car Foreman previous to going to Miles City.

Mons Samuel Baker, employee of South Minneapolis Shops since 1895 passed away June 11th at Fairview hospital after an illness of four weeks.

Mr. Baker was licensed to preach by Yale University in 1878 and received his M. A. degree from Carleton in 1879. Later he taught school for a few years and since that time has worked for the Milwaukee railroad. Sympathy is extended to the family.

Mr. Harry Howard, formerly Fuel Supervisor of the Northern District, has been made Traveling Engineer of the Kansas City Division and we wish him success in his new field.

Mr. E. J. Kervin of the Aberdeen Division has been appointed Fuel Supervisor in place of Mr. Howard and we wish him success and believe he will find a congenial bunch to deal with.

Mr. J. L. Brossard, Roundhouse Foreman St. Paul does not come to Minneapolis as he says we have too many hard-boiled traffic cops. Mr. Brossard and a traffic cop were seen conversing for quite a long time right in the down town district and Mr. Brossard doesn't know to this day what it was all about.

Mr. John Fleming, Roundhouse Foreman at Wabasha, made a very pleasant call at Minneapolis along with business transactions.

Mr. J. E. Hills, formerly of the Twin City Terminals, made a pleasant call at the offices during the past month.

Mr. J. B. Johnson, Engineer Examiner, met with an accident during the slippery weather by falling on the side walk and breaking two fingers. Mr. Johnson was taken to the hospital for treatment and is again making his daily trips to the shops and no bad effects from the fall otherwise.

Mr. John Marasek, Twin City Terminal Engineer, left in company with others interested in Florida land for a few weeks in Venice and reports a wonderful trip and a wonderful country.

Mr. Arthur Sandy, Twin City Terminal Engineer, surely is in line for congratulations in the event of his 70th birthday. The item turned in says "Looks and acts like 50" and being a personal friend of Mr. Sandy can confirm same. Congratulations Mr. Sandy.

Also want to make mention of our Mr. Chas. Jones who is the oldest active engineer on the entire system, he having just recently passed his 80th birthday. Mr. Jones also is in line for congratulations.

Mr. George Reese and wife just returned from California where they visited Mrs. Reese's folks and report having a splendid time. They visited Mr. and Mrs. Rushlows who are now making their home there. Understand Mr. Rushlow takes exceptions to the item in the April magazine where it says that Mr. Root was unable to play but one game of golf during the month he was in California due to floods, earthquakes and fogs as Mr. Rushlow says he has missed but four days able to play 18 holes of golf every day with in the past six months and that he has been the exception of four and that he has yet to hear or feel the first indication of an earthquake. Possibly Mr. Root wasn't in the right location for golfing—the golf center of California, according to Mr. Rushlow is at Long Beach.

Mr. E. B. McMinn spent several weeks in Seattle with his wife who underwent a serious operation and now reports his wife very much improved; in fact, gaining her health fast.

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East H & D Division

Maude Hamlin

"WHAT is so rare as a day in June! Then if ever, come perfect days, And Nature tries the earth if it be in tune, and over it her warm ear lays, And whether we look, or whether we listen, we hear life murmur or see it glisten."

"Member that? When you went to school years, just years, ago? But this June is not quite so "perfect" as the above would indicate.

Well, of all things!!!! Rudy went and got himself married the other day. Yes, June 4th he hied himself for his "Vacation" he said, but the fact leaked out that he also had a special license with him, and on the arrival of No. 16 the knot was tied, and Rudy and his happy bride took a trip to North Dakota and Montana. They will be gone two weeks, and will make their home in Montevideo upon their return.

R. E. Sizer has just returned from a two weeks vacation, having visited his mother in Clear Lake, Iowa and other relatives and friends in Chicago, together with Mrs. Sizer. "Ray" says he is quite satisfied to come back to a good division for the rest of the summer.

Mr. J. E. Hills leaves the 15th of this month for the Western coast, to be gone about three weeks, attending the Superintendent's Convention at Los Angeles, Calif. Mrs. Hills will accompany him on his trip.

He who laughs last, laughs best, and the writer will no doubt be on her vacation long before these notes appear in the Magazine. Expect to go to Tacoma, Puyallup and Seattle, and on my return trip, stop off at Billings for a day or so.

To prove that the farmers in Minnesota are turning more and more to diversified farming, we point to the fact that there has been shipped from Montevideo, locally, 1143 cars of live stock since Jan. 1st, 1927 with the outlook for a good crop again this year. Why leave the farm?

The State Chapter of PEO, held their convention at Montevideo a short time ago, and were afforded such fine accommodations and courtesies, by the C.M.&St.P. that I am quoting a letter from the State President to Agt. Olson of Northfield:

"I am writing to you as passenger Agent of the C.M.&St.P. to tell you that the courtesies extended by your Company to members of PEO from this territory attending the State Convention at Montevideo last week, were very much appreciated."

The Special car and diner to and from Montevideo afforded a great deal of comfort to us; and the service was exceptionally fine. For all this I thank you, in behalf of the women who made the happy journey."

Agent Fisher wired the dining car steward on train No. 16 at Miles City on May 6th "Provide for fifty dinners for Women delegates PEO convention on at Montevideo. Colors yellow and white, decorations would be appreciated."

Mr. Fisher is a real Milwaukee Agent, and deserves a lot of credit for the success of the convention at Montevideo.

Mr. and Mrs. J. M. Adams have returned from a three weeks visit with relatives in Minocqua, Wis., and other points. "Joe" has returned to his run on the Fargo Line.

Such a nice long string of yellow cars!!!! Oh, yes, and the name on them is really nicer than the cars themselves. MONTEVIDEO CREAMERY and PRODUCE CO. This new firm was directly brought into our midst by Supt. Nee and Agent Fisher, some time

last year, owing to competitive lines hauling all our butter, eggs and poultry away from us to their concentrating points. This condition has now been reversed, and we are now shipping out just loads of this commodity from our new headquarters. This organization started operations about March 15th of this year. Additional buildings, ice storage, and the installation of new and up-to-date, modern machinery for carrying on the business of butter making, poultry killing and egg packing have been added. Since this concern started some forty cars of butter and eggs have been shipped, with prospects good for handling approximately 500 car loads this year. In connection with the establishing of this new firm, it was necessary for the city of Montevideo to furnish them with new water and sewerage facilities, entailing shipments over our lines of many cars of revenue freight.

Sioux City & Dakota Division

H. B. Olsen

ON May 16th Sioux Falls put over another BIG SAFETY FIRST meeting in the Women's Club house. The building was filled to the limit. Supt. F. T. Buechler opened the meeting at 8 o'clock, gave some good points on Safety First after which Mr. W. H. Cobb, Safety Supervisor gave a summary of accidents which had recently occurred. New suggestions were then received from members present—many of the members offered two and three suggestions which injected much enthusiasm into the assembly. After the suggestions were received, a musical program was rendered by the Appola Male Quartette and the Sioux Falls Mandolin Club and, last but not least, the Women's Club members served an excellent lunch. Every one voiced their opinion as having thoroughly enjoyed the evening.

All for the loss of a key and his inability to gain entrance into the Engineers bunk house at Canton, Engineer Frank Gibbs got thoroughly "soaked" by a drenching rain. Returning to the round-house where his Fireman Roy Romslo was "cleaning up" he related the sad tale and Roy went to his assistance whereby Frank gained entrance and "dried out," none the worse for the experience.

News comes to us that Opr. O. B. Akers, at Hornick, Ia., and Miss Beatrice E. Hillman of Center Point, Ia., were married on March 27th. Mrs. Akers is a teacher in the public school at Williamsburg, Ia. A week's honeymoon was spent at the brides parents home Center Point, Ia. We extend congratulations to the newly-weds and wish you a happy and prosperous life.

The depot at Hawarden, Ia., had its annual visit by thieves on June 1st. No damage was done—thirty cents which had been left in the cash drawer was taken. Entrance was made through the west window during the wee hours of the morning. The same thieves it is thought, entered a local lumber yard office, tried to "blow" the big safe, but after damaging the locks gave it up as a bad job.

Earl Murphy, night yard-master Sioux City is the proud possessor of a new Pontiac Sedan. It won't be long now, eh, Earl?

The Milwaukee Ry. Women's Club Sioux City gave a dance in the Alpine hall Tuesday night May 24th, and Conductor Frank Feeley reports a wonderful crowd and a wonderful time. And too, Frank knows what he is talking about.

Little Bobbie Lonseth, son of Carman Leonard Lonseth has been confined to his home with a severe attack of measles.

Now listen to this; Condr. Emery Stewart has been laid up for a week from eating an "over-dose" of strawberry pie. We suggest your judgement be a wee bit keener in the future Emery.

Condr. Carl Wheeler who recently underwent an operation is improving rapidly and we trust you will be able to resume work soon Carl.

Condr. "Billy" Green was forced to submit to an operation for appendicitis—the operation was very successful and "Billy" has been released from the hospital. Good luck to you Billy.

Little Jack Ressigue, son of Condr. E. J. Ressigue, met with a very serious accident about five weeks ago while crossing Riverside Boulevard, was struck by an automobile, and run over, with a result of a fractured hip. We cannot help but congratulate "E. J." on having a boy with such a cheerful and happy disposition—the little fellow takes his case good naturedly and will soon be released from the hospital. Cheerfulness together with good spirits is winning the battle for little Jack.

Conductor F. C. Burke underwent an operation for appendicitis in Sioux City and is improving remarkably well. Bert expects to be released from the hospital soon.

Division employes wish to extend their sincere sympathy to the family and relatives of Gus. Madden, Engine Foreman and Yard master, West Yard, Sioux City, who was killed on the morning of May 20th, while switching on Virginia street at east end of freight house. Gus. was liked by all who knew him and he will be missed by his fellow workmen.

Condr. Bert Small was on a forced vacation on account of illness for a couple of weeks.

On May 25th, when extra 8177 west stopped at Ute, Ia., to pick up stock, and when the engine backed in on side track, smoke was seen to be coming from the vicinity of three Company Paint cars then on the siding. Engineer Jimmie Kiess notified head brakeman Billy Bollier who immediately investigated and found a can containing refuse on fire. The can was taken out of the car and fire extinguished thus saving what might have been a heavy damage. Mighty fine of this crew for their alertness to prevent damage.

We understand by reliable source, from Perry, Ia., that A. R. Moroney, S. C. & D. Condr. better known as "Ambrose," has decided not to handle base ball tickets this year, so is selling chances down around Perry on an Indian reservation, located in Sioux City, Ia. He is unable to sign up for a meal ticket there so has taken this means of defraying expenses. Here's wishing you success Ambrose.

For several nights as Engineer Main was coming to work on the mid-night switch job, Sioux Falls, his car, devoid of gasoline, stopped exactly opposite a vacant lot near the freight office. Knowing the tricks of Al's car, a fine gasoline filling station sprung up on the vacant lot where Al's car had repeatedly "stopped." It pays to advertise.

Hawarden, Ia., is booming in the sand business these days, Agent H. J. Brown says the class of equipment they are short on now is coal flats.

Engine Foreman, Frank Henderson, Sioux Falls, while riding "on top" coming across the river, struck his head on the top of the bridge cutting quite a gash on his head, but this little thing did not stop Frank from finishing out the shift—he was no worse off for the little accident.

Forrest Akers, Clerk at Akron, Ia., is on a sixty day leave of absence and is touring the western slope of the Rockies with hopes of improving his much run-down condition.

We are thankful to Engineer Frank Gibbs for the beautiful picture in colors, of "Marie" the 535.

Foreman, Herman Clausen and crew recently gave the Company buildings at Charter Oak, Ia., two coats of paint and the improvement is well worth the while.

The clam shell has completed the shoulders for the raising of the track over Enemy Creek east of Charter Oak, Ia., where considerable trouble has been entertained by high water this spring.

Engine Foreman Henry Hurt, Sioux Falls who does considerable farming in addition to his regular shift, says he sowed alfalfa last spring—but woe to the elements, he has the finest crop of blue grass you ever saw this spring—How come Henry?

B. & B. Foreman Bill Hintz and crew are making various repairs at Sioux Falls—the round-house is receiving its quota which is much needed.

Iowa (East) Division and Calmar Line

J. T. Raymond

PASSENGER Conductor Wm. Brubaker was taken suddenly ill while driving his automobile June 2nd and has been confined to his bed since that time. It will probably be some time before "Bill" will be able to resume work. In the meantime W. D. Shank is on the Marion to Chicago run, Nos. 8 and 19 and W. I. Farrell is on the merry-go-round. F. Dlouhy is running the Cedar Rapids-Monticello wayfreight.

Condr. Harry Saylor, braking on a work train, while trying to board a flat car loaded with ties, at Fayette, June 7th, slipped and had his right foot run over and badly crushed. He is now in the hospital at Monticello.

Conductor B. C. Burrows, who holds down a braking job on the 11:20 PM service train, has taken his family and is visiting his folks in Montana. They expect to be gone about a month.

Train Baggage man Bruce Holmes is off duty account of sickness and Ross Fowler is relieving on Nos. 107 and 108 between Manilla and Madrid.

Passenger Brakeman H. R. Perrin has returned from an extended trip over the system in the interest of the Pension Ass'n. and has resumed work bucking the extra board.

Freight Brakeman Geo. Stewart, who has been off duty due to an operation for appendicitis, has resumed work on the main line wayfreight between Lost Nation and Atkins.

Miss Blanche Remington, stenographer in the Superintendent's office left Marion June 18th, for a two weeks trip to Los Angeles and other Pacific coast cities.

Mr. Star M. Klink, payroll clerk in the Division Accountant's office has taken a 90 days leave of absence. G. R. Barnoske has been assigned to this position during Mr. Klink's absence.

Brakeman E. R. Golden was off duty for several days being called to Illinois account death of his sister. The magazine extends sympathy.

E. E. Edwards of the Dispatcher's office attended the annual session of the Iowa Grand Lodge, AF&AM at Co. Bluffs, Iowa, June 13th, 14th, and 15th.

Frank M. Howard passed away at his home in Marion May 16th. Mr. Howard

had of late years been doing clerical work at Cedar Rapids and formerly in yard and train service for many years serving the company loyally and efficiently. He was a Civil war veteran. The remains were laid away at Marion. Deepest sympathy is felt for the surviving members of the family in their bereavement.

Robert Flanigan has entered the service of the company in the Accounting Department. Robert will resume his studies in the High School in the fall, graduating next year.

Agent L. M. Halsted of Preston was away several days. T. J. Allen relieving.

Train Dispatchers at Marion begin their vacations June 19th, Chief Dispatcher H. C. Van Wormer accompanied by Mrs. Van Wormer go to their cottage at Pequot, Minn., for a months stay. H. E. Ramsey will work as relief dispatcher.

Supt. B. F. Hoehn of Ottumwa was a welcome visitor at Marion June 11th.

The body of deceased Brakeman Geo. Salzer was found in the Mississippi River June 11th. He was drowned some time last November. It came up near where a long search was made for it at the time he disappeared.

Aromas from the Cereal City

Ray

FRANCIS Curran has transferred from Clinton back to the old stand at the Freight Office and is filling the position of Transit Bill Clerk.

GYM Dimock is spending his annual vacation on a motoring and fishing trip in Wisconsin and Minnesota.

Harold Phillips is now filling the position of Switching Clerk at the Freight Office during the absence of F. B. Hartman.

PFI Thos. Manton and wife have returned from a two weeks vacation spent at Lansing, Iowa.

Yard Clerk Frank Pirkel has finally saved up enough cigar coupons to secure himself a watch. It can now be entered in the time card, "The clocks in CR Yard Office are Standard Time."

KC Division Fireman Frank McComas should receive special commendation for securing one passenger from Cedar Rapids to Excelsior Springs; one from Cedar Rapids to Kansas City for the Milwaukee.

Fullerton Ave. Building

J. T. Griffin

THE month of June has been called a Month of Weddings and so it is, for the Freight Claim Department.

After nine years of faithful service, Miss Anna Wentzel left to become the bride of Mr. John Dietz, on June 4th. She was presented with a clock and a silver carving set from her fellow workers.

On the same day another one of our co-workers took the fatal step, namely Edward Ewald. He was also presented with a check.

On June 11th, Mr. Edward Suhrbier will walk through an Arch where he will promise Henrietta to be a faithful husband.

Last and not least, Miss Violet Brettman on June 18th, will come down the aisle to the tune of "Here Comes the Bride," when she will promise to love, honor and cherish Joseph Vlasak.

The Freight Claim Department wishes to extend their most hearty congratulations for a happy future.

The Simmons Boosters Indoor Baseball Team of the Ticket Auditor's Office have an enviable record for games played during

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MILWAUKEE, WISCONSIN

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Derailers

Highway Crossing Signals and Accessories

THE RAILROAD SUPPLY COMPANY
BEDFORD BUILDING CHICAGO, ILLINOIS

the past few weeks. Out of nine games played during that period, the Boosters won eight, one being lost to the married men of the same office. The following list shows teams played and score of each game:

| | | |
|--------|------------------------|----|
| May 13 | Boosters | 12 |
| | Interline Dept. (Frt.) | 4 |
| May 14 | Boosters | 16 |
| | Overcharge Claims | 15 |
| May 26 | Boosters | 23 |
| | Car Accountants | 2 |
| May 31 | Boosters | 16 |
| | Freight Claim | 4 |

Those desiring games with the Boosters will apply to Mr. Harry Simon of the Ticket Auditor's Office.

During the recent Indoor Ball Contest between the Interline and Revising Bureaus of the Freight Auditor's Office "Bull Nash of the Revising Bureau pulled one for the "books." With a man on first, the following batter singled the first man, advancing to second base. The man on the Keystone sack pranced around awaiting the pitch and came close to being caught off the bag by the pitcher on a trick turn. Sensing the danger of the runner on second Nash ran amid field and to the astonishment of the two teams and spectators, started to coach the runner at second base! The Interline Bureau third baseman, not realizing what happened and seeing Nash dancing between second and third called for the ball and tagged him (Nash) out. Nash was very much disgusted with the rule makers for not allowing a man to coach at second, contending that what goes for first and third base should hold good at second.

The engagement of Evelyn Uehlinger and Robert Albrecht of the Paymaster's Office is announced. Congratulations.

Adele Glaser, Freight Auditor's office is wearing a very pretty diamond engagement ring. Congratulations.

The girls of "C" Bureau, Car Accountant's Office gave a shower on Marie Burke recently, and she was the recipient of many useful gifts. Miss Burke became the bride of Ed Meyers, Auditor of Expenditure's Office on May 28th. Congratulations.

Illinois Division

M. J. S.

DON spent the week end in Chicago, just a few weeks ago, and reports having seen stars in the dance hall. He didn't have any black eyes or didn't look as though he had been out on a real party. How come the stars Don?

Ilene now holds the position of general funky for Don. A familiar phrase around the office "Anything else you want done, Don?"

Walter after this tell your wife where you are going when you drop out of sight for a few hours.

Bill Sheetz attended the Gallatin Ball at Savanna and didn't get in until 2 AM, so he says. The dance was out at 1 AM. Couldn't you find your way home? That's the result of being in charge of the check room.

Otto Enz, Assistant R. H. Foreman at Aberdeen dropped in to say hello to the old gang. Glad to see you.

The office force was presented with a nice bouquet of flowers from Wm. Griffith, Ma-

chinist Helper at the roundhouse. Anything we like is more flowers, Mr. Griffith, and it was surely nice of you to remember us.

Call Boy Bud Hurlehy attended a dance in Sabula recently and we understand gave the girls of Sabula a treat.

John Nelson, Fuel Accountant of Chicago, spent a day at Savanna checking the coal shed.

General Foreman Slater attended the staff meeting of the General Foremen, at Milwaukee Shops.

John Margoni employed at Savanna Roundhouse recently took on a wife. The force was treated with some famous "Italian Candies," also a lovely box of chocolates. Congratulations John.

The Spring onion crop is again in full bloom and Bill Clerk Earl Anderson says anything he likes better than onions is more onions. Jewel McGrail says there should be a law enacted against people eating onions only outside or on the front porch. As soon as the onions appear, up go all the windows and the place gets a thorough airing.

Bill Clerk Sherm Correll was seen recently driving a "Fierce Sparrow Sedan." The Highway Policeman accompanied him to Mt. Carroll and return.

Bill Clerk Chas. Wilson, the Cascade Kid, is still sporting his aviator's hat. He is figuring on purchasing a Ford Airplane and flying back and forth to work.

The General Yardmaster's new office is now fully equipped and is ready for service. Mr. Chipman got the fine roll-top desk from Joliet and Mr. Chipman says: "a thing of beauty is a joy forever." A copy of the "Prisoner's Song" was found in one of the drawers, also a letter from Noah to Abraham.

Yardmaster Joe Bell was seen driving a new Studebaker, but says he is going to hang onto his old Ford.

Business in Savanna Yard is still good. The fruit is strating to move.

Thurman Mowery, Perishable Freight Inspector, has eliminated his mustache. He says he quit eating soup and did not have any more use for the strainer.

Chris Jensen, stenographer at Savanna Yard, left for Excelsior Springs on April 22nd. Mr. Jensen has been in poor health for some time and thought the water at the springs would help his ailment.

Congratulations are extended to Switchman Harry Radke and wife on the arrival of a daughter to their home April 19th.

Trainmaster J. J. Flanigan and Agent G. H. Hull with twenty employes from various departments, attended Safety-First meeting held at Savanna on May 11th. The cats were delicious, and the speakers brought out some good points on Safety First; also the entertainment was of the best.

Trucker Jim Bettendorf away on leave due to sickness. Hurry back Jim.

General Office Items

Vila

THE many friends of Harry S. Peck, of the staff of the General Superintendent of Motive Power, have joined in wishing him the best of happiness in his recent marriage to Miss Helen Aline Smith of Chicago.

I presume, ere this is written that "Judge" (Frank) Owens, of the Comptroller's Office, is now spending his vacation in Garfield Park, the old stamping ground, or at Kedzie and Madison.

Mr. C. W. Florence of the General Freight Department and Mrs. Florence attended the

reception given in honor of the General Assembly at the Executive Mansion, Springfield, Ill., April 26th, by the Hon. Len Small.

A farewell luncheon is to be given on Saturday, June 25th to Miss Margaret Griffen of Mr. Bainbridges Office by the girls of the Engineering Department. Miss Griffen is to be married on June 27th.

Owing to the increase in his resort business, Peter Zeches this month authorized his manager, George, to purchase a pedigreed police dog. The dog as he stands, or sits, or lies, whatever police dogs do, represents a chunk of money, but when his upkeep is considered the undertaking is overwhelming. After the purchase was made, and the dog not doing well on the bones thrown at him from the back door, Mr. Zeches was hastily summoned to Heafford Junction. A consultation with the former owner led to a change in diet and a quick exchange of headquarters. Temporarily the new police dog occupies the room President Coolidge would have had if he had received Pete's letter in time, and George is sleeping in the barn. On the whole the present arrangements are better, but special furniture and fittings, including bed, sheets, pillowcases and car load of delicacies are speeding to Heafford Junction.

Good Luck and best wishes for success are extended to Mr. Arthur Highland, recently an employe of the Engineering Department, but now employed in Milwaukee.

Miss Mary C. Stafford, stenographer in Mr. Silcox's office became the bride of John Vincent Smith on June 9th. Many of her railroad friends had the pleasure of attending her beautiful wedding. The bride and groom started on their life's journey together by taking a trip through the East. Mary Stafford Smith has been a member of the G. S. M. P. office force for some time, and surely will be missed by her many office associates. May she have a very happy wedded life.

THINGS THAT MIGHT HAPPEN IN J. L. BROWN'S OFFICE

Josephine might weigh 150 pounds.

Don will stop breaking hearts.

Marilyn will bob her hair.

Jones won't have to take back FCD's.

Emil might have to put his check under the front door on pay day.

Laura might find some files.

Granger might win on the hounds.

Jim might give up eating peanuts.

Esther might get married.

Anna Mae might acknowledge the boy friend.

Buckley might take his vacation in July.

Dora will grow thin.

Margaret Brandt will stop chewing gum.

I believe a house warming is in order for Margaret Kress Hesler. At present she is on her vacation and we understand is happily engaged in moving into her new home in Highland Park. Margaret has been living in Deerfield awaiting the completion of her new house.

Miss Bertha Oberstad, of the Purchasing Department, leaves here Tuesday, June 1-2 to attend the Y.P.L.L. Convention at Seattle, Wash. There are about eight leaving from Chicago under the guidance of Mr. Schilling of the Passenger Department. When the party reaches Minneapolis about thirty-five more will be added to the assembly and then the special cars will continue on their way westward, stopping a day at Gallatin Gateway. Who wouldn't envy a trip like that?

The City of Kenosha is \$25.00 richer owing to the desire of three lads from the Mayfair

Track Elevation Force showing "some speed" last Sunday. Guess they have gotten so in the habit of trying to get things done in record time that they forgot where they were, and their efforts to show the "cops" how resulted in the loss of the above mentioned sum.

Reg your pardon Miss Franzen, it was just a slight error in the May issue wherein your name was spelled Lora in the General Office News. Will try to do better next time so your friends will know who we mean.

Mrs. Edward Soergel wife of Assistant to the Freight Traffic Manager sails July 2nd to spend the summer in Europe.

Emil Gregg's bachelor days are over. He was married June 18th. Congratulations Emil.

Coast Division C. C. C.

A VERY interesting announcement we have this month is the wedding of Mr. Edward Herzog. On June 25th he forsakes his role of single blessedness and sets sail on the sea of matrimony with Miss Evelyn Mac Wagner of Tacoma, as first mate. May your voyage be lasting and your sea untroubled by major storms, is the wish of all your friends "Eddie," but how could you be so heartless as to buy a new car and then go and do this before all the girls got a chance to ride in it. But then, you know how it is when the one and onlyest falls for a fellow. As Eddie says:

"What is so fine as a night in June
Gliding along 'neath the Summer moon

A brand new car and a brand new wife
Listen World, that is the life."

Mr. Ross C. Nisonger, Night Chief Operator, Tacoma relay was elected Local Chairman and Delegate to represent the Agents and Telegraphers from the Coast Division, at a recent convention held at St. Louis, Mo. After attending the convention Ross made a number of side trips, among which was one to Hot Springs, Ark., and New Orleans. A very profitable and enjoyable trip is reported, but he was delighted to get back to the Northwest. While away he witnessed two tornadoes and also saw some of the flood district in the South.

Walter Evans, Load Dispatcher, has moved his family to Lake Keechelus for the summer, where they have a very fine camp. While the family is away Walter is becoming very adept in the art of painting and varnishing. Mrs. Evans saw to it that her husband would have plenty of work to do evenings to keep him at home.

Mrs. T. J. Hamilton has returned from a two months trip through Nevada and California much improved in health.

Mrs. Earl C. Jones of Chicago arrived early in June for a visit of two months with her parents Superintendent and Mrs. D. E. Rossiter.

Milwaukee Store Department Notes

A. M. H.

THAT elated look that has spread over the countenance of D. H. Phebus, Chief Clerk to the General Storekeeper, was brought about by his recently having become the proud daddy of a nine pound baby girl, whose name is Fay Audrey. Congratulations, Mr. Phebus.

However, Mr. Phebus is not the only one in line for congratulations, as a baby girl also made her appearance at the home of Earl Solverson just recently.

Leon Esser took one grand toboggan slide when she awakened to the fact that Irene Castle was one of her rivals. What chance has a working girl when a nice eligible young man does appear on the scene.

Frank Mason is contemplating buying a Ford in which he expects to go on an extended tour. Take plenty of rope with you Frank, as it is indispensable if you should have occasion to lasso a whale while fishing, or perhaps it might be useful in pulling the Ford up hills, or out of the mud, or it might even come in handy if you find it necessary to tie the Ford together in case the journey should prove too much for this light-weight vehicle. At any rate, have a good time.

Just watch Norma Will strut her stuff at the fashionable wedding tomorrow. Norma is going to be one of the bridesmaids, and Oh! what an outfit.

Cy certainly will burn up the roads between the office and the Greenfield golf course now that he has a new Buick. The Thursday afternoon parties ought to prove a howling success.

We wish to extend our sympathy to the Philip family in the loss of their Mother, who passed away on June 4 after an extended illness. Mrs. Philip was the mother of Mrs. D. C. Curtis.

Twin City Terminals

Mac

LEUTENANT William Ryan was hurt while on duty June 4th. He injured his

head and back riding a train on the H&D Division at 29th Street. He was taken to the Northwestern Hospital and will probably be there for three months. His friends and co-workers wish him a more speedy recovery, and hope to see him amongst them again in the near future.

The Milwaukee Railway sponsored the program at the monthly meeting of the Elk's Club on May the 18th. The Milwaukee Band furnished the music. Miss Morken and Miss Nelson gave a singing and dance act. Miss Elizabeth Hessburg and Jennie Goss of the

THE SENTINEL BINDERY

JOHN C. SALZER

MILWAUKEE, WISCONSIN

When in Chicago Enjoy your stay—at the superb New MORRISON HOTEL

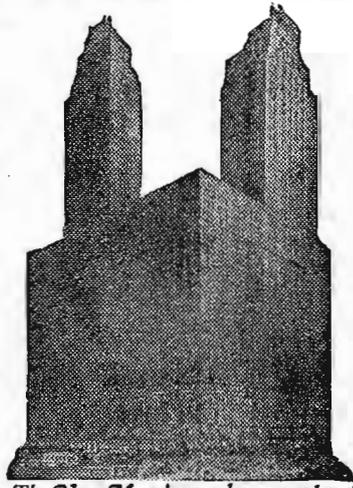
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all outside, each with bath,
running ice water, and Serv-
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The New Morrison, when completed,
will be the largest and tallest hotel in
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MORRISON HOTEL

THE HOTEL OF PERFECT SERVICE
and TERRACE GARDEN CHICAGO'S WONDER RESTAURANT
CLARK and MADISON STREETS
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Incorporated For Fuel Service

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CHICAGO

Local Freight assisted by Miss Ceal Wilberding gave number of solo selections. Miss Katherine Wright, Signal Department, was to give a selection of readings, but was unable to attend on account of being ill.

The Twin City Railway Business Women gave a Banquet at Dayton's Tea Rooms on May 2-st. The Milwaukee Division did the honors of the evening. The speaker was Mr. Samuel O. Dunn of the Railway Age of Chicago, his topic was, "That Feminine Influence Will be Felt in Future Development." We are pleased to announce that Mr. and Mrs. C. S. Christoffer were present.

Rudolph Kraus and Robert Breimon messengers in the Local Freight office have resigned and are going to try their luck in the West. They are traveling by automobile and expect to be gone all summer if their funds last or if they can pick up jobs on the way. Edward Corcoran and Curtis Burns are now filling their positions.

Alfred Wareham of the Cashier's office and wife took a trip to Seattle and Oakland, Cal., on his vacation. Tony Thorsen took a trip East visiting New York and Washington, D. C.

Walter Hagen Accounting Dept., is the proud father of another baby boy and "Scotty" Birenger a baby girl. Who knows there may be a romance there.

R. & S. W. Division

Lillian L.

AT a special election held to fill vacancies caused by the death of Engineer Geo. W. Blackford, Engineer Wm. E. Gilbert was elected to office of Chief Engineer, and Engineer J. T. Corbett to office of Local Chairman of the Local Committee of Adjustment of Gateway City Divn. No. 825. Engineer Corbett is also Secretary and Treasurer of the Gateway City Division.

Bill Bates came to Beloit recently on his motor cycle during a very severe rain storm and claims he did not get a bit wet. At first we thought Bill traveled so fast that he went between the drops, but we later found out that Bill had the brim turned up of the rubber helmet he wears during stormy weather, and caught all the rain as it came down. He later admitted that was the way they got all their soft water to do the family washing.

When the machine in which she was riding crashed into another car that was parked without lights on an Evanston Street, evening of May 14th, Miss Mary Cavey, eldest daughter of Mr. and Mrs. M. J. Cavey of Delavan, sustained serious injury to her eye and lacerations of the temple and head. The

force of the impact broke the windshield of the car and Miss Cavey was thrown against the broken glass. She was rushed to an Evanston Hospital for first aid and later removed to Columbus Hospital. Despite the very serious injuries Miss Cavey sustained, she is coming along nicely and it is felt that the sight of the injured eye will be saved.

We cannot quite figure out whether Felix Raue and Lloyd Rummelhagen are both raising a mustache, or whether they just overlook that upper lip while washing the rest of their face.

F. T. Black went fishing June 7th, and tells us he had to throw back three nice black bass.

Marvin Brick has applied for a patent on a contrivance he has worked out for catching mice.

Understand Engineer Miller has taken up golf. Dispatcher Morrissey also has the bug, and did considerable bragging about the wonders he performed the first time he appeared on the links.

Swede Anderson has gone into the potato raising business and has appointed Archie Morrissey as Sales Manager.

Bus service between Racine and Sturtevant was taken over by the Wisconsin Gas & Electric Co., the later part of May.

We have been told that Harry Brice is trying out the new sun ray at the Wheeler barber shop. Warranted to grow hair on a billiard ball.

Understand Lloyd Rummelhagen has a summer cottage at Davis and that Victor Cox visited there over Decoration Day.

Leo Sullivan left June 11th for a two weeks vacation in the Northern part of the state. No doubt we will have something to tell you when he gets back. Leo usually runs into something exciting.

Understand they joined two box cars together at Rock City and now have a Union depot.

We extend sympathy to Baggage man Howard Graves in the loss of his mother, who passed away at a hospital in Haverhill, Mass., where she was a patient following a stroke of paralysis. Mrs. Graves was visiting relatives when taken ill. The body was brought to Rockton for burial.

Conductor James P. Victor passed away at the family residence, 1830 Park Avenue, Racine, Wis., May 13th, after an illness covering a period of about a year.

Mr. Victor entered the service of the Company as a freight brakeman in February, 1890, was promoted to freight conductor in August, 1892 and to Passenger conductor June, 1918. He was a member of the Grange Ave. Methodist Church of Racine, a member of the Masonic Order and of the Order of Railway Conductors. He is survived by his widow and three daughters.

Funeral services were held at 2:00 PM, Monday, May 16th. Pall bearers were T. F. Carrier, Milwaukee, J. W. Simmons, Sturtevant, P. H. Burns, Robert White, George Brinkman and H. J. Beamish of Racine. Interment at Graceland Cemetery.

Chicago Terminals

Guy E. Sampson

BUSINESS in the Terminals is moving in good shape and plenty of it for the number of engines working, and new records are being made almost every day. Our "On Time Departure Of All Trains" is greatly improved and in fact so much so that several time freights have been set ahead

a few minutes and still out they go just as advertised. This all takes the combined efforts of every employee having anything at all to do with the movement of trains.

Wm. Rands has been doing the extra General Yard Masters work at Bensenville on the night shift. This is in line of promotion.

Day G. Y. M., H. E. George has been spending his vacation at Excelsior Springs and it is reported that he is enjoying a much needed rest. Wm. Walthers taking his place during his absence.

Mrs. Wiltzie, wife of switchman M. J. Wiltzie is at this writing recuperating at the West Suburban Hospital after an operation for appendicitis.

Ill. Div. engineer Chas. Shoop and wife, who reside at Bensenville are rejoicing over the arrival of a baby boy. Excellent cigars were passed around by Papa Shoop.

Harold Kleval, who is employed at the Bensenville round house was off sick a few days the first part of June. Now able to be back on the job.

Harold Adams, turn table man at the round house had a narrow escape recently. While resetting frogs to rerail a derailed engine the cylinder cocks were accidentally opened letting a stream of live steam escape hitting him on the arm scalding same. He was rushed to Dr. Oaks who dressed the scalded arm. Harold is improving nicely and says he is glad it hit his arm instead of his face.

Switchman Chas. Slocum, who injured the ligaments in his left leg was forced to remain home the first two weeks in June but is now able to be back on the job.

The Gallatin Gateway Ball given by the C.M.&St.P. Women's Club Chapter No. 3 in the open air pavilion at Bensenville June 11th, was a great success. McCains Music Masters furnished the best of music and all enjoyed the evening greatly. Train master Wm. Springer was there in a bran new suit and for particulars as to size, lot number and cost just ask Billy Walthers. He discovered the secret and could not refrain from broadcasting it.

The Terminal Athletic Association have rented the Masonic Hall at 3349 North Avenue and will conduct future meetings there.

Wednesday evening July 20th will be our Athletic Association Meeting and all members will be royally entertained free. Get your membership ticket and get in the crowd on that evening.

Switch tender Edward Horn and family spent a few days visiting relatives at Mauston, Wisconsin.

Mrs. Smethurst and children, family of switchman LaVern Smethurst, are visiting relatives at Boscobel and Wauzeka, Wisconsin.

Switch tender Wm. Cunneen is now enjoying the company of his father who came from Montana to make his home for the present at his sons home. The elder Cunneen is doing relief work as crossing flagman at Bensenville. Just enough work to keep him from getting lonesome in his new surroundings.

Appointments

Effective June 15th:

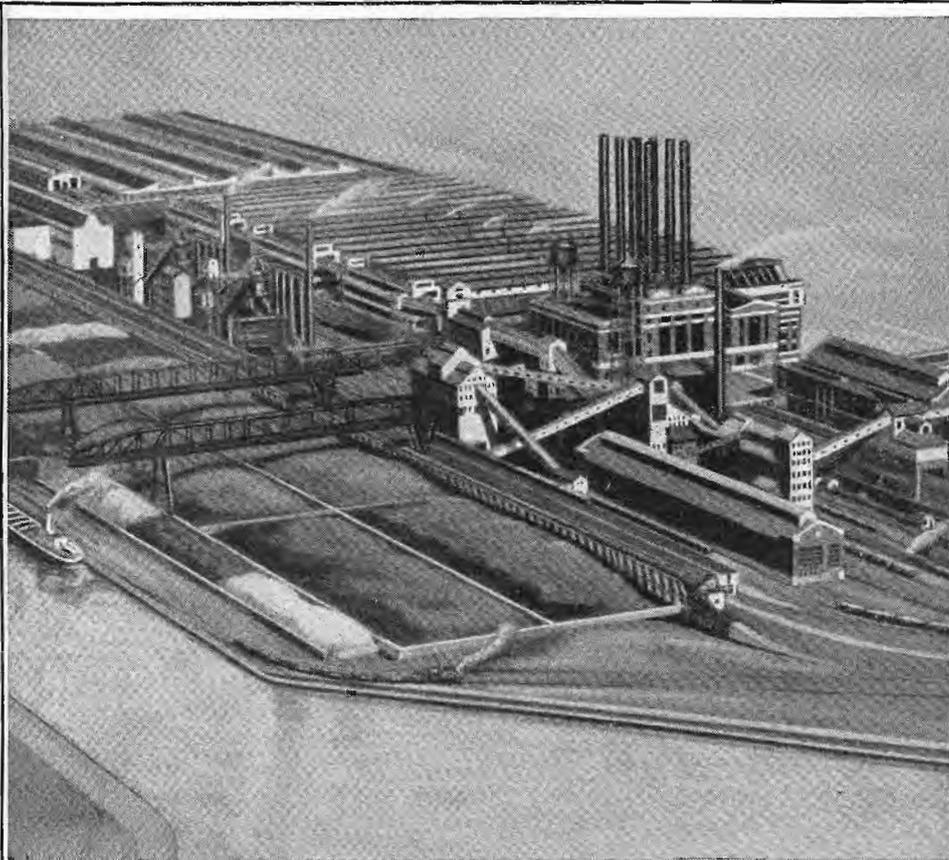
Mr. H. F. Gibson appointed Superintendent of the Kansas City Division vice Mr. B. F. Hoehn, transferred:

Mr. B. F. Hoehn appointed superintendent of the Wisconsin Valley Division vice Mr. N. P. Thurber transferred:

Mr. N. P. Thurber appointed superintendent of the R. & S. W. Division vice Mr. H. F. Gibson transferred.

" T I M E "

No. 5—The Importance of "Time"
in Modern Industry



Section of the Fordson Plant of the Ford Motor Company, Fordson, Mich.

On Time

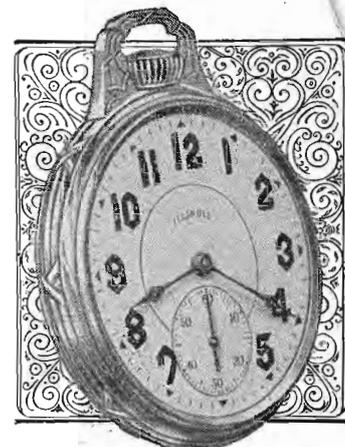
By Henry Ford



A set of dies costing a quarter of a million dollars is not an unusual thing in industry today. The material used often amounts to less than a thousand dollars. The cost of the dies lies in the man-hours expended on their design and manufacture. Their *value* lies in the number of man-hours which they ultimately save.

A man's life may be expressed in man-hours. That which he accomplishes in them is his life work. He who devises a method whereby this product, man's life work, is enlarged, has performed the equivalent of lengthening the span of life—no mean accomplishment.

I call that man wise who measures his time accurately—and doles it out sparingly. I call that man lazy who is content to waste his life killing time—till the results of his idleness lead him to destruction.



The 60 Hour 6 Position SANGAMO SPECIAL

America's Finest Railroad Watch.

23 Jewel, 16 Size

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| 14K filled green, white or yellow gold | • • • • • | \$ 90.00 |
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The 60 Hour 6 Position New BUNN SPECIAL

America's Master Railroad Watch.

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| 10K filled yellow gold | • • • • • | \$60.00 |
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SCHEDULE

| <i>Westbound</i> | Central Time | <i>Eastbound</i> | Pacific Time |
|--------------------------------------|--------------|---|--------------|
| Lv. Chicago, Union Station | 11:00 pm | Lv. Tacoma, Milwaukee Station | 8:15 am |
| Ar. Seattle, 3rd day | 7:00 pm | Lv. Seattle | 9:30 am |
| Ar. Tacoma, 3rd day | 8:20 pm | Ar. Chicago, 3rd day | 9:25 am |

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Passenger Traffic Manager

W. B. DIXON
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