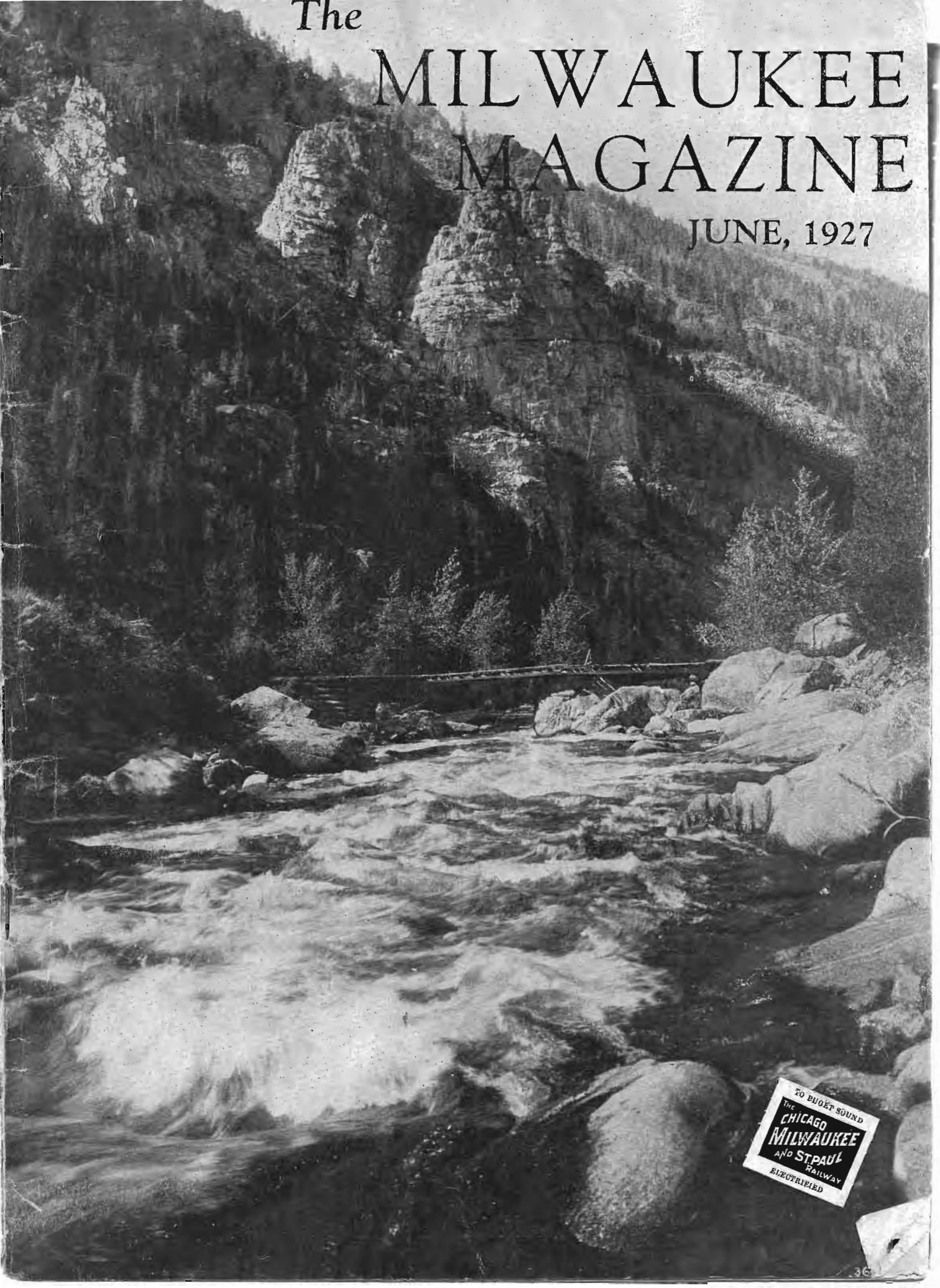


The

# MILWAUKEE MAGAZINE

JUNE, 1927



TO BUOY SOUND  
THE  
**CHICAGO  
MILWAUKEE**  
AND ST. PAUL  
RAILWAY  
ELECTRIELED



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AM	6 00		Lv. ....	Jamestown, N. D. ....	Ar.	PM 9 25
.....	9 00	92	Ar. ....	Fargo, N. D. ....	Ar.	6 00
.....	1 05	203	Ar. ....	Staples, Minn. ....	Lv.	2 25
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The above schedule of 406 miles per day is maintained regularly by a gas electric car on the Northern Pacific—the longest distance covered on daily runs by a gas-electric car.



G-E electric drive for gas-electric cars converts the explosive impulses of the internal combustion engine into smooth continuous propulsion. G-E Equipment of this general character is in successful operation also on oil-electric buses, and Diesel-electric ships.

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**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 New Pioneer Limited

ON Monday and Tuesday, May 16th and 17th, the new Pioneer Limited Train stood on the tracks in Union Station, Chicago, while thousands of people passed along by its shining splendor up to the head end where Engine 6109 all dolled up in company colors stood as if poised for its first flight, its fires roaring, and Engineer Nicholas Kaiser and fireman Terry Weber ready for the highball. From the head end, a continuous stream of visitors, from 7:30 AM to 7:30 PM filed through the aisles and corridors of the splendid new Pullmans and the equally beautiful new diner and club car of The Milwaukee, admiring and exclaiming over the marvelous results of the latest and most distinctive example of the art of interior decoration applied for the benefit and comfort of the traveler.

To any of the Milwaukee Family, the sight of a Milwaukee train in its shining orange and maroon dress gives a thrill of pride that carries with it a possessive quality; and this new Pioneer Limited, itself the very last word in train elegance and beauty makes us rejoice that our world famous train is clothed in the magnificence it so justly deserves.

As it stood in Union Station, it was two city blocks of glittering golden splendor, and from the wonderful new roller bearings on which the cars are carried to the last and minutest detail of decoration, nothing has been spared to make it the most beautiful, the most comfortable and the safest train in the world.

The Pioneer Limited acquired its most appropriate name through a prize competitive naming contest, and its fame has been achieved by the perfection of its service, so that in the remote corners of the globe the Pioneer Limited train stands out in the memory of globe-trotters as superlative in every particular of excellence.

Years ago, when the new train with its new name, joined the Chicago-Twin City train service, nothing to equal the

magnificence of its equipment had ever before been seen. It was a period of ornamentation raised to the nth degree, and the polished surfaces of mahogany, walnut and coca-bola wood were inlaid with elaborate patterns and varied color schemes. No plain surfaces were to be seen, everywhere was decoration laid on with lavish hand. The carpets and upholstery fabrics were large in pattern and gay in color—the metal work corresponded with the general scheme and there was “ginger-bread” everywhere. That was the art idea of

addition to the Observation-Lounge, a Women's Lounge and six single rooms which will be spoken of later on.

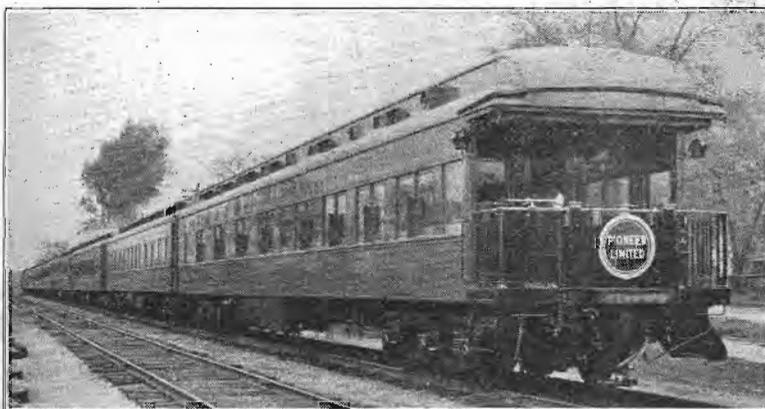
The interior color scheme throughout is a warm umber, the architectural features are Spanish in design, and the whole produces an effect of unvarying harmony. The paneled walls have delicate lining of blue and gold with medallions of soft blue, vermilion and gold to heighten the color motif. The carpets, upholstery fabrics, draperies and window shades are woven in patterns exclusive to this train and are held for its use alone.

The carpets of velvet, have a black background covered with dark blue conventional patterns having dashes of vivid color to liven the effect. The material on the seats and chairs is a heavy mohair in a new and exclusive design in a wonderful shade of blue with what the artist designer described as a “glimmer of coral.” In the drawing rooms and compartments, this blue alternates with an in-

describably lovely tan shade in a very new and wonderful lozenge pattern that is technically known as “antiqued.” The two colors of the connecting rooms present a very cozy and inviting aspect. The window curtains, and the door draperies carry out the same color scheme.

There are three 14-section cars; three 12 section-1 drawing room cars; one 10 section-1 compartment-1 drawing room car; one 6 compartment-3 drawing room car and one 6 single room-women's lounge-observation-lounge car to each train and all carry the same rich color combination, and sumptuous furnishing.

A departure in lighting from the conventional is affected in the standard sleepers by the use of bronze triple lamp fixtures depending from each archway that extends across the car from the extended, fixed headboards between every section, doing away entirely with the old-time ceiling electroliers. Supplementing these are bronze, amber-



The New Train En Route

the period and nothing in any way less ornamental would have passed the art censors. So The Pioneer entered into its pathway of fame in all the gorgeousness of a highly decorative age. As time went on, the beauty of simplicity grew into its own, and gradually the inlays, elaborate patterns of color and fabric gave way to the plain surfaces of polished woods and the single tone effects in fabrics, with metal work to correspond and The Pioneer came out in the newer dress that was more restful to the eye.

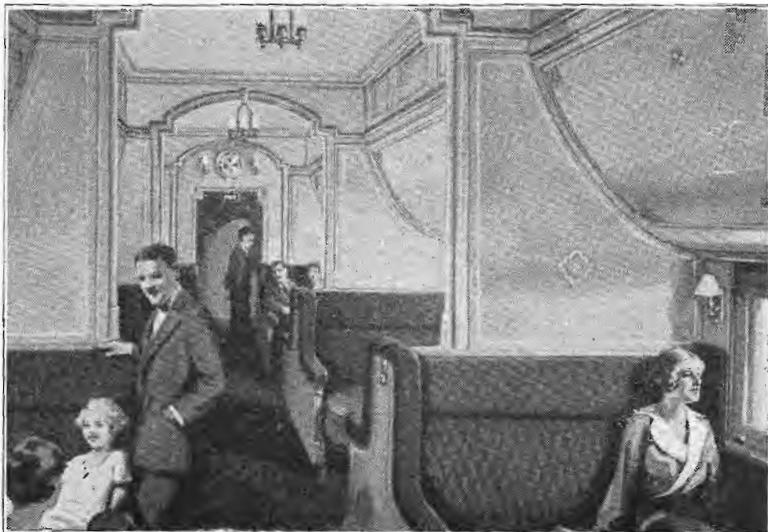
And now comes a newer idea and a more beautiful, which The Pioneer has adopted.

The new train is of steel construction, inside and out, and where heretofore, the interior work has been of the hand-somest of such material, now is steel everywhere, but steel so artfully treated as to suggest nothing but the most exquisite and delicately enameled wood-work. The train consists of the usual number of Pullmans, the diner, the club car and a new feature in the Observation-Lounge Car, which has in

shaded reading lights in each section. The upper berths also have reading lights, which is a welcome innovation. Concealed lights illuminate the floor of the aisle at night. The Drawing rooms and compartments carry out the same general policy of lighting as the body of the car with less attention to ceiling illumination than the past has considered necessary.

The library-club car is exclusively a lounge car, where men smoke and read and play cards. It has a service buffet in the center between the two club rooms and an attendant ever ready to provide the "smokes" etc. This car is in contrast to the umbers and soft tones of the sleepers and drawing rooms. It is in mahogany with furnishings of leather; many comfortable arm chairs, sofas, card tables, writing desks, tables, etc.

The Pioneer's famous diner is not left out in the general scheme of beauty and elegance. It is finished in light brown mahogany, with beamed ceiling



In the 14-Section Standard Sleeper



Engine 6109 Dolled Up in Orange and Maroon Paint

observation platform with its quota of chairs, invites to the fresh air of the early evening or the early morning.

The Women's Lounge is roomy and most comfortable. It has four arm chairs, console table, mirror, curtained windows, bronze wall candelabra and all the necessities for the comfort and ease of the modern woman. Adjoining this room is a well equipped dressing room finished in ivory enamel.

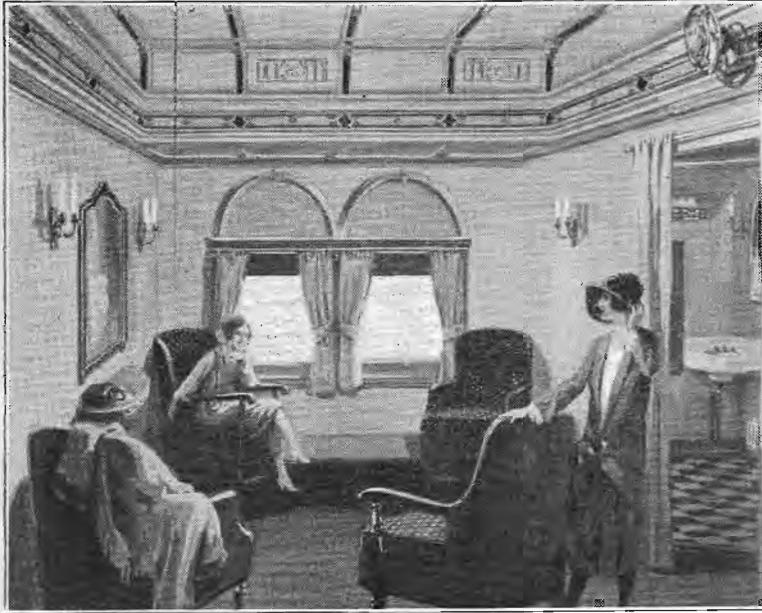
The latest thing in travel privacy appears in the forward end of this car in the way of six individual bedrooms, with regular beds. Each room is designed for occupancy of one person

of ivory ornamented in colors and gold. The carpet is a dark, richly colored velvet and the side lighting fixtures are of Oriental design. The new type of ceiling light fixtures include revolving fans. The windows, of more than the usual height, have outer sash set in rubber, providing freedom from dust and draft. The kitchen of this car has the new frigidaire system of refrigeration, and the very latest thing in kitchen mechanical devices—the "Kitchen Aid" a machine that whips creams, meringues, batters, mixes bread, pastry, makes omelets, freezes ice creams and does about everything else in the whisk of an eyelid that the good old-fashioned "elbow grease" consumed valuable hours in its machination.

The innovation, the unit which the Pioneer has never before featured, is the Observation-Lounge Car with its six single bedrooms and spacious women's lounge. The observation parlor is a room one immediately wishes to sit down in and take real comfort. There are "comfy" chairs, an inviting sofa for the party of two or even three, a beautiful writing table on which stands a softly shaded lamp, and writing accessories; a table, and a table lamp, where books and magazines may be looked over at ease. Three-light wall brackets add to the soft illumination of this beautiful room. A recessed



In the Compartment-Drawing Room Car



In the Women's Lounge

only and contains a single bed six and one-half feet long, with deep box spring and thick mattress. Beside this bed is an upholstered chair, which when raised, discloses a toilet, lavatory with hot and cold water and all the fixings. Above is a mirror with candelabra lights at either side. On the other wall is a rack for writing paper and there is a drop table for use when sitting either on the chair or the side of the bed. Under the bed is ample storage space for luggage. It is literally a multum in parvo room for an overnight traveler.

All of the dressing rooms are equipped with white enamel lavatories and are floored with rubber tiling in grey and black. The reading and side lights throughout the train have dainty parchment shades that are very "homey"

and delightful; all of the rooms of course have the shoe servitor, and all are amply provided with hooks, hangers and racks.

The New Pioneer Limited can claim without fear of successful contradiction, to be the finest passenger train ever placed in service on an American Railroad, and we, as a loyal Milwaukee Family are proud that it is so.

The equipment not mentioned in the foregoing consists of the usual mail, express and baggage-dynamo cars; and the smoking and day coaches, all of which have undergone heavy repairs. The train was exhibited in Milwaukee, St. Paul and Minneapolis.

### General Office Items

*Vila*

**W**E are sure bobbed hair has come to stay. If you don't believe us ask Abigail Casey in H. A. Wick's office.

On April 26th—how well we remember the date—Mr. Silvernail arrived at the office in a very much upset state. He informed the curious ones that he had lost his hat while enroute to the office, but we have put two and



Engineer Nicholas Kaiser and Fireman Terry Weber on the Exhibition Train



Train Crew on The Exhibition Train in Chicago Union Station.—L. to R.—Pullman Conductor Allen; Brakeman Louis Nash; Conductor D. J. Martlett; A Pullman Employee; Flagman, L. C. Crawford and Dining Car Steward

two together and it looks very much as if he were trying to be young again and see how it feels to be a shiek and go without a hat.

Here is a tale that is told of a town in Iowa and it is no fairy tale either. It has been related to me that in the town (or maybe it is a city) of Mystic there is an insurance firm by the name of Ketchum and Skinnem. Who wouldn't be wary of that combination?

Jake Wilhelm has just returned from Rochester, Minn., where he underwent a goitre operation and he says he feels fine and hopes to be back at the office in a month.

Robert Meyer who distributes the mail for the Engineering Department is at present taking his vacation. His plans were to visit Detroit, and then turn and go in an opposite direction taking in the beauties of the Twin Cities.

Spring is here, hard though it is to believe, but all indications are evident in the Legal Department where from now on a horticultural show will be in progress.

Mrs. Dorothy Lehnert of the Comptroller's Office spent a week's vacation in St. Louis her old home town. While there the heavenly elements staged a couple of cyclones and showered hail as big as golf balls for her benefit.

Another Spring vacationer is Miss Margaret Griffen of Mr. Bainbridge's office.

# The Milwaukee on the Silver Screen

By Ken S. Whitmore

**T**HE Milwaukee has gone into the movies!

A four-sleeping-car special, in charge of Walter W. St. Clair, traveling passenger agent in Southern California, recently made a three day trip over the Santa Fe lines loaded with cameras, lights, actors, extras and all of the other appurtenances and accessories to the making of a screen drama.

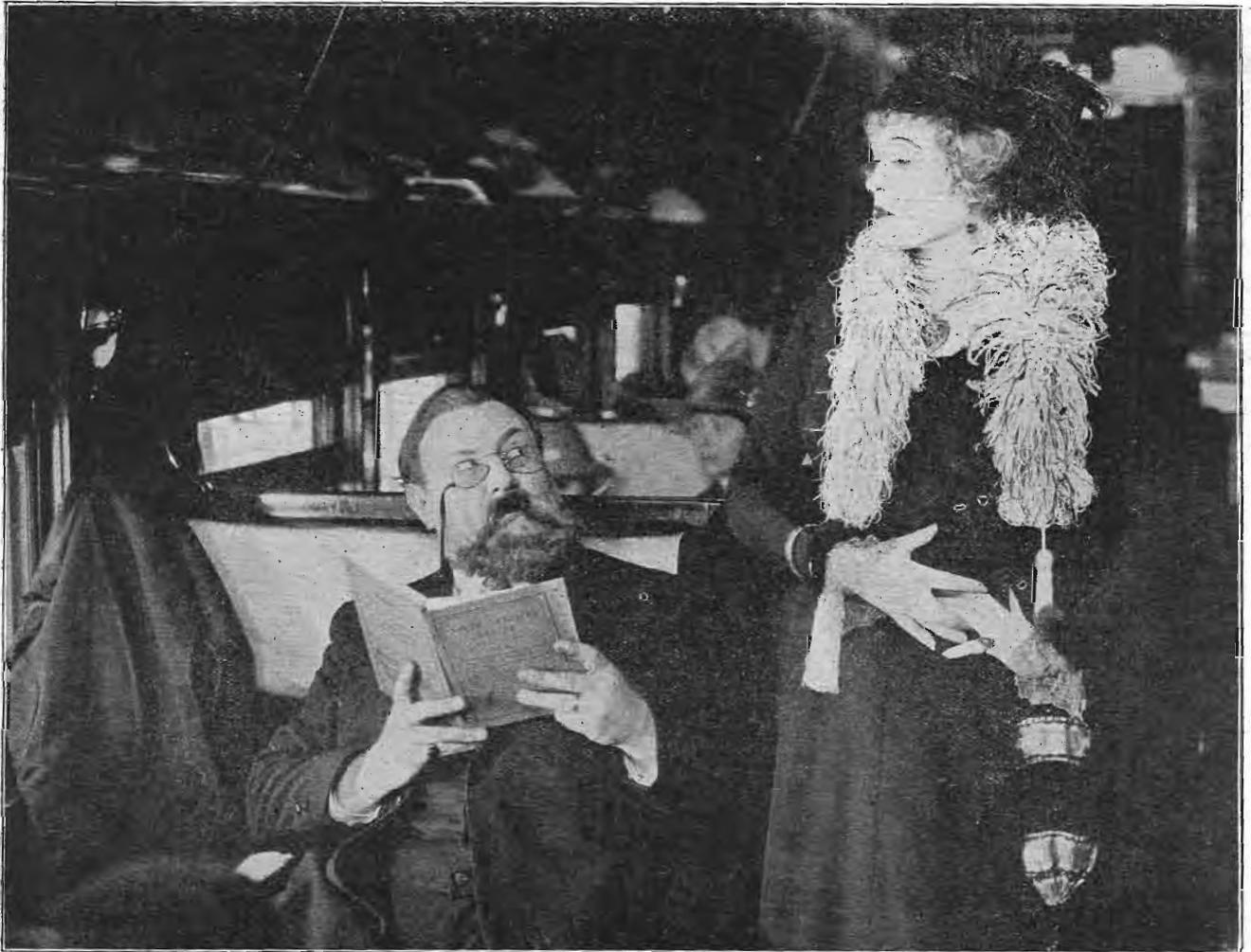
The special, chartered by the Famous Players-Lasky Corporation, was used for the filming of a long sequence in the picture "The Way of All Flesh," which will introduce Emil Jannings as an American actor. A company of more than two hundred players and technicians rode the train all during its cinema journey and at the end of the trip 'Conductor' St. Clair received the thanks of all for the typical C. M.

& St. P. service that had been extended.

As the special left the Santa Fe station in Los Angeles early one morning it offered a novel spectacle. Like its brother trains in the magnificent Northwest it was completely electrified. A huge direct current dynamo, mounted in the baggage car, was driven by a roaring Hispano-Suiza airplane motor, sixteen cylinders of explosive power. An intricate network of cables, carried outside of the cars on either side of the train, conducted the power to the batteries of Klieg lights, 'G.E.' rotaries and sun arc spots in each of the cars behind. The cables, wired to the rods, steps and hand rails outside of the cars, gave the appearance of several long packages, loosely tied together with twine.

Inside the coaches the drawing rooms took on the aspect of theatrical dressing rooms. In one Emil Jannings the recognized leader of motion picture actors the world over, was applying a difficult makeup the chief feature of which was a flowing blonde beard. In another Phyllis Haver, one of the most beautiful actresses in Hollywood, was donning an intriguing creation faithful to the styles of 1910, in which time the opening sequence of "The Way of All Flesh" is laid. In a third dressing compartment Passenger Agent St. Clair was submitting for the first time in his life to the ministrations of a makeup man, being prepared for his part as the conductor of the train. In all other seats of the old-type cars extras were applying their own grease paint and powder, anticipating the time when Victor Fleming, the director would order "Camera."

Overhead in the cars long rows of Klieg lights, called "scoops" made the interiors brighter than day—a blinding glare that made the eyes beg for relief. Other lights, large rotaries and smaller spots, were mounted on movable stands placed on the floor of the cars. The scoops overhead in the dome were shielded from the cameras by special-built shelves, designed to blend



Emil Jannings and Phyllis Haver in one of the Scenes of "The Way Of All Flesh."



**T. P. A. Walter W. St. Clair, as Conductor on the Paramount Train**

with the interior decoration of the sleeping-cars.

As the train proceeded on its way, presumably crossing the prairie lands of the middle west, camera shots of all varieties and angles were obtained at the order of Victor Fleming. Fleming rated as one of the most able picture makers of Hollywood, has declared his intention to make "The Way of All Flesh" a greater picture in every way than any Jannings, actor-idol of Europe, has ever appeared in before.

Thus this American director sets out to pass in originality of treatment such remarkable films as "Deception," "The Last Laugh," "Variety," and "Faust,"—all of them foreign made and all of them starring the great Jannings. It was because of Fleming's desire for authenticity and realism in this picture that the C. M. and St. P. special was drafted from its home tracks and made to play a part before the camera for Famous Players-Lasky in Hollywood.

It was the first time in the history of the motion picture industry that an entire train had been used for photographic purposes while making a definite run on a main line track. Effects were secured that it would have been impossible to achieve inside of a studio.

Jannings, accustomed to the ways of the European studio, was thrilled over the prospects of the three-day picture ride. He at once struck up a friendship with Mr. St. Clair and together they christened the train "The Jannings Special," for which ceremony the Milwaukee man shattered a bottle of gingerale over the pilot of the big locomotive.

"I find in this train a concrete example of why American motion pictures lead the world," Jannings declared to the uniformed St. Clair. "In Europe no producer would authorize the expenditure of the large amount of money

required to secure a train such as this. The European director would attempt to get the same results from a set, built on one of the studio stages.

"But in America your ways are different. When you want some one thing you will not be content with a substitute. Here I will not be forced to act like I was riding on a train. I will be natural, for I am a passenger in fact, and it will make a better picture so. Although "The Way of All Flesh" is my first picture for Paramount, made in their own studios, it will not be my last, and for this I am thankful. I have a feeling within me that my greatest work will be done in America. For the first time in my career as an actor I feel that I am my character and that I am not merely playing a part."

The opening action of "The Way of All Flesh," which was written by Lajos Biro and Jules Furthman, is localized in a small German-American community of the middle western United States, a town such as might have been on any hundred mile stretch of Chicago, Milwaukee & St. Paul track in 1910. Jannings plays August Schilling, a cashier in a small bank, and the proud and loving father of a family of six happy children. Belle Bennett, the famous star of "Stella Dallas,"



**The Vamp Is Luring Him On (In The Paramount Train Dining Car)**

plays the wife. Six of the most talented children of the film colony form the family: Phillip de Lacey, Mickey McBann, Gordon Thorpe, Betsy Ann Hisle, Carmencita Johnson and Jackie Coombs.

Jannings as the head of this family is meticulous, highly religious and exacting in his demands for faithful performance of duties in others. He is proud of his place in the community; proud of the dignity of his position and proudest of all of the great blonde beard that hides his chin. That, to him, is the badge of his office and his standing.

One day, quite unexpectedly, he is ordered by the president of his bank to take a valuable assignment of bonds to the city, there to sell them and return with the cash. He rushes home,

packs his luggage, bids the family farewell and makes the train, excited as any small boy at the prospects of his journey.

He finds the coaches crowded and as he goes from one to another he is shocked to see a beautiful blonde girl, clad in the height of fashion of a decade and a half ago, standing in the vestibule smoking a cigarette. It is Phyllis Haver, the "Other woman," of the story. Trains are her hunting ground. Men are her game.

Jannings finds one chair on the train unoccupied, although it is piled high with luggage. Moving the bags he finds a seat for himself, but is soon disturbed when the beautiful Phyllis, playing the Mayme of the story, comes to sit opposite him. He cannot keep his eyes from her and soon they are in conversation as the train clicks along on its way to Chicago.

In all innocence he tells her of his mission and proudly displays the wallet with its lining of bonds. He desires to impress her with the fact of his own importance. She proves a ready listener. As the trip goes on they become better acquainted and when the city is reached Jannings is as a child in her hands.

She orders him to get his beard shaved off. "It will make you a young man," she tells him. "Go to a barber shop and then we will have a big time." He obeys and, later, keeps his appointment with her in the lobby of an ornate hotel.

Then follows an evening of revelry. Jannings and Mayme go to an amusement park and patronize all of the rides and games. To him it is wonderful. To her it is business. Jannings has forgotten his home, his family, his bank and his bonds. Early morning finds them in a basement dive with the waiters opening champagne and Jannings throwing his money about in reckless abandon.

The next sequence opens in the shabby room of a fourth-rate hotel. It is morning and a blear-eyed man is struggling to consciousness on the cheap bed. His mind is as hazy as his vision. With an effort he sits erect and then realization comes. His money is gone. His honor is gone. His family has been disgraced. In one brief night this man has been made a miserable thief.

It is in this powerful scene that Jannings is declared to have given the finest performance ever seen on screen or stage. The entire scene is enacted without break and a moving camera was arranged to follow him about the room, catching every gesture, every expression of his marvellously controlled face.

The story moves to the streets of the city with the distraught Jannings looking everywhere for Mayme. He locates her in the same basement dive they had frequented the night before. She laughs at his demands for the return of his money, denying that she has taken it. Her new escort, her "steady companion" takes up the argument and a fight is started.

It is carried outside of the cafe to nearby railway tracks, the same C. M.



Conductor St. Clair Taking Fares on the Paramount Train

# The Olympian Train

By Edmond S. McConnell

## Chapter II

and St. P. line that brought Jannings to the city, and during the struggle Jannings' assailant is thrown in the path of an oncoming train. The fast moving Pioneer Limited rushes by and leaves a mangled body in its wake with Jannings standing speechless at the tragedy that has been enacted before his eyes.

For a minute he stands aghast then his breath quickens as he realizes that here is an opportunity to save his name in the eyes of the world. He changes clothing with the corpse, and with the gesture renounces all that to him was near and dear. The newspapers the next day carry word that the man known as August Schilling lost his life in defense of the bank's bonds.

From that point on Jannings becomes a derelict, a man without a country. Years pass and he is an attendant in a public park, a characterization reminiscent of his marvelous work in "The Last Laugh." The balance of the story is a masterpiece of the story tellers' art:—how Jannings picks up the thread of his past life, how he is arrested and accused of his own murder, how he is finally reunited with his family, an old and broken man.

Paramount considers "The Way of All Flesh" to be one of the greatest human dramas ever filmed—a fitting vehicle for the first American effort of Emil Jannings.

And Paramount considers that the Chicago, Milwaukee and St. Paul had a great deal to do with the success of the picture.

### You said It, Boy!

Safety first discussion in school room.

Teacher: "Johnny, can you tell us why one should be cautious in crossing the road?"

Johnny: "Yes, to get on the other side."

Frosh: "How do you suppose a fellow with two wooden legs can walk?"

Soph: "He probably just manages to lumber along."

"Now, Sam," said a southern magistrate to a negro prisoner, "I want you to tell me just how you stole that chicken."

"Jedge," replied Sam, "A'd rathah not. It ain't no time of life for you to take up sech things."

Page Eight

**T**HE OLYMPIAN is more than a train, it is a fleet of trains, for it requires no less than nine complete "editions" to maintain its seventy-hour schedule between Chicago and Puget Sound. It is a complete system within the greater system of the railroad, and as a fleet, the Olympian travels more than forty-four hundred miles each twenty-four hours. Six trains are constantly on the road, two more are always at the terminals being groomed for their departure. In addition, the equivalent of two complete trains is provided for temporary increases in travel.

The all-steel cars of the world famous Olympian, designed and built especially for the requirements of the acme of transcontinental transportation, represent the embodiment of an ideal—to surround the traveler with the same comforts and luxuries that he finds at his favorite hotel or club.

The normal complement of ten cars carried by the Olympian consists of dynamo-baggage car; smoking car with sleeping compartment for the dining staff; day coach with smoking compartment; tourist sleeping car; dining car; ten section, drawing room, two compartment sleeping car; twelve section, drawing room sleeping car; twelve section sleeping car with ladies' lounge; and last of all, the observation-club car with its unsurpassed luxuries and conveniences. During the summer months an open-sided observation car is attached to the Olympian through the electrified mountain zones. Standard sleeping cars and other special equipment are added as required to care for traffic demands, so the train often consists of as many as fifteen cars, but the additional load makes little difference to the powerful locomotives that pull the Olympian.

Far ahead, just behind the locomotive, is the dynamo-baggage car, presided over by a baggageman whose long years of training and experience have taught him the proper method of transporting your heavy luggage without injury or defacement. His is a dual role, for he is also the engineer of the miniature power plant which supplies the train with electricity. In a following chapter on train lighting and heating we shall tell you more about this compact little power plant. Emergency equipment for the train is carried in sealed lockers in the baggage car. Here are found extra coupler knuckles, steam and air coupling hose, journal brasses, a supply of track spikes, and the tools which might be needed to make emergency repairs.

Following the dynamo-baggage car is a mail car equipped as a traveling postoffice where one of Uncle Sam's railway mail clerks sorts and pouches the mail gathered along the way. With

pistol in holster and shotgun close at hand, he presents a romantic figure as he guards your letter to its destination.

Next in line comes the smoking car which is equipped with a commodious compartment, especially designed as quarters for the dining car staff, thus permitting the dining car to be used exclusively for preparing and serving meals. A section of the smoking car is used by the conductor as his office-on-wheels, and here too, is the newsboy who can supply you with your favorite newspaper, with candies, fresh fruits, and souvenirs of the journey. The next car is the standard day coach with its roomy smoking compartment. The smoking car and day coach are closely akin in structural design to the more luxurious sleeping cars, but there is no extra charge for riding in them. They are unusually large and comfortable, of modern all-steel construction, heated by steam and lighted with electricity. The seats are high-backed, restful, deeply upholstered with mohair plush, and the head rests are fitted with freshly laundered linen covers. Overhead metal racks provide abundant room for parcels and heavy clothing.

The tourist sleeping cars on the Olympian represent the most modern equipment of this type ever built. Their construction marks a wide departure from the olden types of tourist cars by embodying the essential features of the standard sleeping cars. They are of full standard size and all-steel construction, heated by steam and lighted with electricity. The interior finish is of mahogany with rattan upholstery. The berths are of the same extra large size, and the mattresses and linens are of the same high quality as in the standard cars. A porter, exclusively for the tourist car, provides the same excellent service as in the other cars. There is a large smoking room and men's lounge, an innovation in tourist cars, and retiring rooms of generous size at both ends of the car provide every convenience. A transcontinental journey could scarcely be made with more practical comfort than in the tourist car of the Olympian. With the exception of the privacy obtained in the compartments and drawing rooms, and the appeal to the aesthetic taste found in the luxurious upholstery of the standard sleeping cars, no accessories conducive to travel comfort and enjoyment are wanting in these tourist cars, where accommodations may be had at approximately one-half the cost of corresponding space in the standard sleeping cars.

The Olympian's dining car is the last word in the design of a metropolitan restaurant-on-wheels. Sturdily built and carefully maintained to avoid vibration, it is one of the most pleasant places on the train. Broad plate glass windows permit an unobstructed view of the fleeting landscape, and here

many a guest delights to linger over a "Milwaukee" dinner. The car seats thirty-six people, yet the size and arrangement are such that the car is never crowded, and the service is always at its best. Kitchen and pantry are of generous proportions, and their shining appointments would arouse the envy of the careful housekeeper. Dust proof lockers and the most modern refrigeration system assure fresh, clean food, and the problem of ventilation has been solved by the use of carefully placed exhaust fans and other special devices. With soft shaded lights and tasteful decorations, with gleaming silver and napery, with tables graced by fresh cut flowers, the Olympian's dining car rivals the dining rooms of the finest clubs.

The dining car is a very vital part of the train on the transcontinental journey, and the story of its minute organization and attendant services is deserving of a special chapter further along in our book.

The term "sleeping car" is something of a misnomer, for during the day it is a luxurious parlor-observation car, but with the approach of night the deft porter transforms the car into a traveling hostelry. The standard sleeping cars are designed in three different styles varying in the number of open sections, compartments, and drawing rooms. Drawing rooms or private compartments, singly or en suite, are provided for those who desire them, while the remainder of the car is divided into ten or twelve open sections. The experienced traveler has but to spend the night on the Olympian in order to appreciate the extra length and width of the comfortable berths. Only the woman who has endured the cramped inconvenience of the ordinary sleeping car washroom can appreciate the roomy, well lighted retiring rooms on the Olympian. A concession, and an important one, has been made to the feminine passenger; a daintily furnished ladies' lounge is provided in the observation-club car. The men's washrooms are spacious lounging places fitted with leather seats running around two sides of the room and commanding a splendid view through broad plate glass windows of the passing scenery.

The vapor system of steam heat combined with perfect ventilation makes for the comfort of every passenger. Electric fans in each end of the car and individual sash ventilators in the berths are provided for hot weather use. Both upper and lower berths are provided with electric reading lamps for the convenience of those who wish to read in bed.

The crowning achievement of the car builder's craftsmanship is the Olympian's observation-club car at the rear of the train. Dedicated entirely to the comfort and convenience of the Olympian's guests--uncrowded by extra compartments--it is the club and meeting place for the standard sleeping car passengers. Here are found many of the material evidences that mark the Olympian as a superior train--and of a kind apart. The deeply recessed observation platform with its easy chairs is a delightful place from which

to enjoy the kaleidoscopic views of the retreating landscape as mile after mile and hour after hour slip by. Fully half the car is devoted to the observation parlor where one may lounge at ease, reading, talking with friends, or watching the wonderful succession of scenic panoramas of plain, mountain, and canyon as they glide, all too swiftly past the broad windows. Here are the leading magazines, and a carefully chosen little library of fiction, travel, and literature on our National Parks and the scenic and agricultural Northwest. Nearby is a convenient writing desk with a supply of writing materials and telegraph blanks. Stamps may be secured from the porter, and outgoing mail placed in the mail box will be promptly posted.

There is a well stocked buffet whence the porter produces light lunches and delicious beverages at your command. Promptly at four o'clock each afternoon tea is served in the observation parlor as a compliment to the Olympian's guests. A lady is asked to pour, and as a souvenir of the occasion she is presented with part of the tea service. No compensation is ever accepted, and all are invited to avail themselves of this service.

The smoking room with its easy chairs and card tables is an ever popular place with the men. Here are the telegraphic news and market reports flashed daily to the Olympian for the business man. Next to the smoking room is the barber shop in the charge of a skilled barber, where may be obtained every ministrations of the metropolitan shop. Another feature of the Olympian which has been found to be particularly acceptable on a transcontinental journey is the bath--not a "shower"--but a real tub in a compact, modern, little bathroom adjacent to the barber shop in the observation-club car. Valet service is yet another of the Olympian's unusual features, for the barber is also a skilled valet who will perform this service to your satisfaction. A word to your porter at night and he will return your suit in the morning with the missing button or the lost press carefully restored.

During the summer months an open observation car is attached to the Olympian through the most scenic observation car is attached to the Olympian through the most scenic sections of the Rockies and the Cascades. The top of the car is covered to shelter the traveler from the sun and from the moisture of the occasional tunnels, yet the sides are open and unobstructed in order that you may enjoy to the utmost the mountain air and scenery while on the Olympian. The complete absence of smoke and cinders resulting from electrical operation makes this a doubly enjoyable luxury.

We are prone to take things for granted now-a-days with but little thought as to size, or weight, or cost, and bare figures have no meaning except by comparison with other things. The over all length of each of the cars on the Olympian is just over eighty-one feet except for the baggage and mail cars which are without vestibules, and

whose length is about five feet less. Perhaps it makes for a better appreciation of size when one considers that even the nominal train of ten cars and locomotive is nine hundred feet long--almost three city blocks. This great length makes the cars seem narrow by comparison, but they are actually more than ten feet wide. And as to height, they stand just a fraction of an inch less than fifteen feet above the rail.

Have you ever considered the enormous weight of such a train as the Olympian? The weight of individual cars varies from 120,000 pounds each for mail and baggage cars to 156,000 for the heaviest of the standard sleepers--from sixty to seventy-eight tons each. This means that the whole train with its locomotive would weigh more than nine hundred tons. Such weight is almost incomprehensible except by comparison; for example, a medium sized automobile weighs in the neighborhood of three thousand pounds, and if you can imagine the weight of a stream of 600 of them, which closely packed on a highway would occupy two and one-half miles, then you will have some conception of the weight of the Olympian.

The cost of passenger cars is amazing to the layman. Some railroads have attempted to build their own cars, but a few large companies that specialize in car building are much better equipped to carry on such work. By building cars for a large number of railroads they are enabled to have huge plants and a corps of expert designers and workmen, which individual railroads could not afford to maintain. The present day cost of the Olympian's equipment is in excess of \$20,000 each for mail and baggage cars exclusive of the train lighting equipment, approximately \$28,000 each for coaches, \$40,000 for tourist cars, \$50,000 for dining cars, \$50,000 to \$55,000 for standard sleeping cars, and approximately \$55,000 for observation club cars. With the usual Pacific type locomotive included, the investment in a single Olympian train approaches half a million dollars, and with one of the huge electric locomotives used in mountain service, the investment is well in excess of that amount--a staggering sum when one considers that it represents the purchase price of three hundred medium priced automobiles.

It is overwhelming when one thinks of it all--a nine hundred or thousand ton train, costing half a million dollars in equipment alone, thundering through the night at a pace of a mile a minute with its hundreds of passengers. It is but little wonder that railroad men refer to the Olympian as "Queen of the Rails."

Anyone seeing an Irish lassie  
Waiting in the hall,  
Should never stop to question  
Her business there at all.

For sure she's waiting for her laddie  
But don't you dare to tell  
As he's the gallant Romeo  
Who operates our "L."

# THE MILWAUKEE MAGAZINE

Union Station Building  
Chicago

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CARPENTER KENDALL, Editor  
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Monday and Tuesday, September 12th and 13th, 1927. The Committee on Arrangements, of which Mr. C. S. Christoffer is Chairman, promises many new, interesting and enjoyable features for both days. Members will register at the registration booth in the main lobby of the New Nicollet Hotel, and the business meeting of the Association will be held in the ballroom of the New Nicollet Hotel at 2:00 P. M., Monday, September 12th. At 6:30 P. M., the banquet will be served in the spacious ballroom, seating capacity 1400, of the New Nicollet Hotel, on the corner of Nicollet, Hennepin and Washington Avenues. With the interesting program outlined for this meeting, we look for one of the largest and most successful yet held.

to do the grinding of chicken feed for their members, last year they handled about nine hundred cars of feed and they expect to handle much more this year, as their new location on the waterfront will enable them to do much new business with poultrymen on the islands of Puget Sound. A small shipment of three thousand tons of oyster shells has already been received at the Dock from the East Coast. The association will employ about three hundred people at Dock Three and altogether this is one of the best acquisitions our line has made in this territory in some years. Much credit is deserved by Messrs. Stevenson and Alleman for successfully engineering the deal.

## Endorsing Pay Checks

RECENTLY the Great Northern Semaphore published a notice of importance in regard to handling of the pay check by employes after it comes into their hands; and as the information contained in their "Notice" is valuable for employes of any company paying by check, the substance is here reprinted:

This advice is offered to the great number of employes who endorse their pay checks in blank and then lose them, under which circumstances, the railroad company is unable to recover the loss for the employe, should the check be found and cashed by some dishonest person. Therefore—DO NOT ENDORSE YOUR PAY CHECK IN BLANK: that is, do not merely sign your name on the back. Endorse your pay check specifically to the bank or the person cashing it for you. If a pay check is lost so endorsed, the finder will have to forge the name of the one to whom you endorse the check, and the company can then recover for you by reason of the forgery; and you will suffer no loss.

If you are in the habit of depositing your check in a bank, or cashing it at a bank, endorse it as follows:

Pay to the order of Continental & Commercial National Bank, Chicago, Ill. (sig.) John Smith.

If your check is cashed by an individual, such as your grocer or other merchant, endorse as follows:

Pay to order of Tom Jones, (sig.) John Smith.

DO NOT ENDORSE YOUR PAY CHECK UNTIL YOU ARE READY TO DEPOSIT OR CASH IT, because if a check is lost without your endorsement and the finder forges your signature, the company can recover for you.

The above is important and should be committed to memory. It is for the protection of all employes.

## The Gallatin Gateway

On the 19th of this month, Yellowstone Park is open to the public for the season of 1927. Gallatin Gateway starts the season with a "bang." On the evening of the 18th, the Company's splendid new Hotel at Gallatin Gateway, Montana is to open with formal ceremonies and a grand ball, and the next morning the National Park Transportation Company's yellow motor coaches will trundle off from its entrance loaded with Galligators; and from that time on to the end of the season, there will be a continuous stream of travelers going Gallatin Way to the Park. We want to swell the stream. We want to have more people going Gallatin Way than all the others put together, and we are all going to "boost" without ceasing, to help our Passenger Department friends put it over.

Veteran Employees Association  
of the Chicago, Milwaukee &  
St. Paul Railway  
Notice of Meeting

The Ninth Annual Meeting of the Veteran Employees Association will be held in the city of Minneapolis on

## A New Industry at Tacoma Docks

THE Washington Co-operative Egg and Poultry Association has leased the Milwaukee Elevator Dock (Dock Three) at Tacoma for a ten-year period and changes amounting to approximately a hundred thousand dollars have been made on the dock to adapt it to their large and continually growing business. They have already begun feeding broilers at Dock Three; when fully going they will be fattening some fifty thousand chickens at a time, to be killed and dressed for shipment to Eastern markets. Shipping eggs to Chicago, New York and other Eastern markets will begin about the middle of May, when they vacate their former quarters at the Northern Pacific Freighthouse in this city. Their shipments of eggs have increased in four years from 37 cars to nearly 300 cars last year from Tacoma alone, the largest of their nine branches being located here, the total shipments from all their branches amounted to about 1200 cars of eggs last year and a very large increase is anticipated this year. The association will install a large feedmill at Dock Three, the machinery being already partly on the ground, in order



The Timken Roller Bearing

## Roller Bearings

THE new equipment for the Pioneer Limited, already in service, and that for The Olympian, soon to be in operation, all have the new tapered roller bearings, which offer increased comfort, quiet and safety to travelers, while they at the same time give increased efficiency in operation by eliminating a great percentage of the tractive effort in starting and allow a train to be brought to a gentle quiet stop.

These roller bearings are made of the finest and most durable steel alloy and are guaranteed for a million miles in service. They minimize friction, side thrust and shock, reduce maintenance costs and inspection, this latter being necessary only between relatively long periods instead of several times daily, as has been the case with the ordinary journal bearings. Only one-seventh the old time effort is necessary to start a train equipped with roller bearings, which occasions a reduction of from seven to fourteen percent in fuel, and it also does away entirely with the old familiar hot box trouble.

The application of roller bearings to passenger trains is "an epoch making discovery" and, as in the many other improvements and innovations, which the Milwaukee has led, it is the leader among railroads in the application of roller bearings to its passenger trains.



As the prompt and proper handling of "F.C.D." sheets and home routing of foreign equipment involves a considerable amount of money in the amount of per diem that is paid on foreign cars and there have been so many inquiries on this subject, it is thought that a brief discussion might be helpful.

The "F.C.D." sheets are used by all Divisions for obtaining proper home route of foreign equipment, except Chicago and Milwaukee Terminals, who obtain the information by telephone, and on the Lines West of Moberge, where it is not necessary as they have sufficient eastbound loading to take care of what foreign cars are received and the hauls would be so great that we would not consider moving the cars empty in direction of the prevailing heavy eastbound movement of loaded business.

The instructions provide that all foreign cars except those received in switching service and cars at a junction point with the owner be reported for disposition on arrival under load in order that disposition may be secured and the information be available at the station where the car is located before it is made empty to insure movement immediately after release.

The "F.C.D." is collected by the Chief Dispatcher on each Division, who transmits by wire to the Transportation Department. That Department gives disposition on such cars as are required for loading on Divisions other than on which located, and obtains home route from the Car Accountant on the balance. The Disposition is then returned to the Chief Dispatcher who orders such cars as are required for loading on his Division to the various stations and on the balance gives the disposition to the station that originally reported for disposition.

Column B, "Location" shows the station where car is located when reported for disposition. This enables the Home Route Clerks giving disposition to properly judge what disposition will be most economical. In one case ordering the car to the owner at some junction point may involve the least empty mileage, per diem, or intermediate switching expense. In another case the location of the car may be such that it is more economical to return to the railroad from which originally received provided under the Car Service Rules such handling is permissible.

The next column C, "Initial" is provided to show the initial of the car. There is hardly anyone on the railroad that does not appreciate the necessity for showing the correct initial, but frequently initials are not properly reported with the result that disposition instructions cannot be given until the correct initial is obtained. This is particularly true when "F.C.D." sheets are written by hand and C.I.L. may look like C.S.L., or C. & A. may look like C. & O., etc. There are many other similar situations which was covered at length in S. T. Circular No. 127, August 27, 1926, and this circular will probably be reissued again shortly.

The next column D, "Number" is to show the car number, and whenever the car number is not correct due to transposition of figures, etc., necessarily disposition is held up until the correct car number is received, hence necessity for exercising care to see that the numbers are reported correctly.

Column F, "Class," is to show the class of car. For example, auto, flour box, grain box, rough box, hopper gondola, etc., using the classification symbols shown on "37" report. This feature of the "F.C.D." sheets is giving considerable trouble for the reason that quite frequently automobile cars are reported as box cars and if, as is usually the situation, we are in need of foreign automobile cars at

certain points for loading, if they are reported as Box instead of Auto, the cars may be disposed of empty at a time when we actually need them for loading, and special care should be exercised to see that the class of car is accurately reported.

To illustrate the unnecessary loss to the railroad when the proper class of car is not shown in Column F, the following actual occurrence is quoted as an illustration: A Pennsylvania box car was received from that line at Chicago under load and made empty at a point in Illinois in the vicinity of Chicago and when reported for disposition was shown as a flour car. The car was ordered to Minneapolis to protect eastbound flour loading to the Pennsylvania Railroad and upon arrival at Minneapolis inspection developed that the car was unsuitable for flour loading and could not be made fit for that commodity. Not having any other loading that would take it home, the car was then ordered back to the Pennsylvania at Chicago and this involved a total excess empty haul of approximately 550 miles which at the reciprocal rate of 6c per car mile, amounted to \$33.00 plus \$10.00 in excess per diem, or a loss of \$43.00. In addition to this, there is always the possibility of loss of the business due to the fact that we were depending upon the car to fill a specific order, and, therefore, had no other available, and if that occurred there would be a loss of revenue to the company of approximately \$70.00 or a total possible loss of \$113.00 due to a single error made by some employe in not properly inspecting and reporting the class of car.

Column G, "Date First Reported" is to show date the car was originally reported when it is necessary to report more than once due to incorrect reference having originally been given, etc.

The next two columns, H and J, "Junction Point & Railroad From Which Received by CM&StP" are very important as our train schedules are such that the interchange reports which go to the Car Accountant by mail are received by him, and in those cases when the proper information is shown in columns H and J, correct disposition can be worked out by the Home Route Clerks even though the Car Accountant may not have received the interchange report. If a car is re-billed at the junction point where received from connecting line the original billing reference is usually noted on the waybill and the station reporting car for disposition can show the railroad and junction point by observing that reference in cases where cars are rebilled. In all cases the line-haul carrier should be shown rather than the intermediate belt line via which we receive the cars such as the Indiana Harbor Belt, Chicago Belt, etc. There will, of course, be some cases where the cars originate locally on some intermediate belt line in which event the belt line should be shown as the railroad from which received. When cars are received with local loads from a station on our line, the station from which received should be shown in Column H.

Column M, "Disposition" shows the disposition that should be made of the car when it is empty, the car to be billed empty as directed in this column unless proper loading is available and provided general instructions do not prohibit using for loading.

There are times when "F.C.D." sheets are returned with instructions in column M, "Hold," practically all of such cases are due to the Home Route Clerk working out a short home route and to illustrate how that is handled, the following actual case is quoted: B&M 43500 left the B&M under load for Dillon, Mont., routed via B&M-NYC-CB&Q UP-OSL, and when unloaded at Dillon, Mont., was reloaded

for Terre Haute, Ind., routed via OSL-Butte, Mont.,—CM&StP, this loading being strictly in accord with Car Service Rules and in the direction of home. Upon arrival at Terre Haute it was reported for disposition, no loading being available and our Home route OSL at Butte, Mont., 1,522 miles from Terre Haute, Ind. The Home Route Clerk ordered the car held and wired the OSL and UP for their home route, assuming that the car probably reached the OSL via the UP, of which system it is a part. The UP advised that they received it from the CB&Q at Council Bluffs and the Home Route Clerk then ascertained from the CB&Q by telephone that they received it from the NYC at Chicago. He then handled with the NYC and that line agreed to accept the car empty at Delmar, Ill. While the car was held 48 hours during the time this home route was worked out, he saved an empty haul of 1,393 miles, the difference between the distance from Terre Haute to Delmar and from Terre Haute to Butte, Mont., and in addition saved approximately \$12.00 in per diem outside of the \$2.00 in per diem that was expended during the time the car was held at Terre Haute while the short home route was being worked out.

There are, of course, many variations of the case mentioned above but that clearly illustrates the tremendous saving that is possible and being accomplished by careful attention on the part of the Home Routing Clerks.

We also have reciprocal arrangements with various railroads whereby we handle for each other, foreign cars in short home route, keeping record of the amount of excess empty mileage involved and exchanging reports with each other each month so that proper balances can be maintained, but this does not always work out to our advantage. For example we have a reciprocal arrangement with the Union Pacific, but practically all of the cars we would have occasion to deliver that line under the reciprocal arrangement would be Western Pacific, Southern Pacific or other cars that involve approximately a 1,000 mile haul on the Union Pacific and to offset that we are obligated to handle two eastern line cars for their account from Council Bluffs to Chicago to equalize the 1,000 mile haul that they made on the car we gave them and as a great many of these eastern line cars can only be disposed of at Chicago where there is an intermediate belt line expense of \$3.70 or \$4.15 per car, it will be seen that it does not ordinarily work out to the advantage of our company, and for that reason we usually ascertain the complete home route from the car owner and endeavor to dispose of the car without taking advantage of the reciprocal rate.

It is also possible to short route cars home under Car Service Rule 4 but that involves payment to the lines handling car at the reciprocal rate of 6c per car per mile, minimum 100 miles, plus bridge and terminal arbitraries. This is so expensive that we have not taken advantage of the rule for years and have consistently been able to dispose of cars by either ascertaining complete home route from the owners or connections or using the reciprocal haul arrangement.

#### Question No. 5

Fifteen empty tank cars owned by the Transit Company Limited, billed from Regina, Sask. to Sarina, Ont. via the following routing.

CN Northgate  
GN Wahpeton  
CM&StP Milwaukee  
PM Car Ferry  
Ludington PM

Am interested to ascertain why cars should be routed empty in this manner inasmuch as we do not handle them westward under load.

#### Answer to Montevideo

American Railway Ass'n. Tariff 7-E showing "Mileage rates and rules governing payment of mileage and equalization of mileage on cars of private ownership" contains the following extract on Page 19 Item 90 Rule 11:

"Equalization of mileage on Tank Cars of Private Ownership, except as otherwise provided in Rule 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 railroads parties to this tariff (either individually or jointly) including de-

livery 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 13 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 No. 10).

On December 31, the T.C.L. had an excess loaded balance of approximately 81,000 miles on our Line, due to more loaded than empty movements and undoubtedly the movement you refer to was through the owners desire to bring about an equalization on other railroads where they probably had an excess empty balance as a result of cars moving over our Line loaded being returned empty via other routes.

#### Question No. 6

In saving per diem by making delivery of loaded cars to connecting lines prior to midnight, is it necessary for each car to be accompanied by billing?

#### Answer to Spokane

Yes. See Car Service Rule 6, reading in part:

"Cars shall be considered as having been delivered to a connecting railroad when placed upon the track agreed upon and designated as the interchange track for such deliveries, accompanied or preceded by proper data for forwarding and to insure delivery, and accepted by the car inspector of the receiving road.

Unless otherwise arranged between the roads concerned the receiving road shall be responsible for the cars, contents and per diem after receipt of the proper data\* for forwarding and to insure delivery, and until they have been accepted by its inspector or returned to the delivering road."

#### Question No. 7

Empty car slips covering some foreign cars do not show name of railroad to whom car is to be delivered. Should this information not be shown to avoid delay at destination?

#### Answer to LaCrosse

When giving disposition on FCD sheets some cars are ordered off the line empty in which event the name of the railroad and the station where delivery is to be made is shown. Other cars are ordered to certain stations for loading and in such cases, of course, only the name of the station is shown.

#### Question No. 8

If we do not pay per diem on privately owned equipment is there any necessity for special effort to deliver connecting lines prior to midnight the same as on per diem cars?

#### Answer to Lewistown

Yes. See article in May 1927 issue in connection with Average Miles Per Car Per Day. Reducing the number of days private cars are on our Line increases the average miles per car per day which helps our showing in that respect as well as helping the car owner by expediting the movement of their equipment enabling them to get more service out of their cars.





Spokane Union Station Base Ball Club

The accompanying picture shows the pennant winning Spokane Union Station Baseball Club in the Spokane Sunset League during season of 1926. The same team was runner-up in the City Championship series, in which winning teams of other leagues of the City participated.

**W**HILE our President, George Chinn, of the 1926 organization was too modest to be included in the picture, it goes without saying that much credit is due for the success of the team.

Standing from left to right: Manager Bill O'Reilly, who, with his generalship and aggressiveness, piloted the team to victory.

Frank Sullivan, second baseman, who, by his frequent base hits paved the way for several scores.

Adolph Carufel, playing center field, although joining the team some time after the season opened, starred in both hitting and fielding.

Arthur Smith, the outstanding pitcher of the League and who did much for the welfare and progress of the team.

K. C. Hannum, Secretary and Treasurer of the aggregation, who by his pep and cooperation, contributed to the success of the Club.

W. M. Gleason, who advocated and did his utmost to promote the welfare of the team.

Sitting left to right: Wm. Le Long, Captain and catcher, who is responsible, by his timely hitting, for winning games,

Jos. McKenna, Shortstop, by clever fielding broke up attack of opposing teams. He covered more ground than any other shortstop in the League.

Jake Olson, clever third baseman, who is second to none when it comes to handling the hot corner, and who is a dread to opposing pitchers when batting.

Bill Kelly, Right Fielder, who was always hitting at opportune times and in one game particularly when a home run was responsible for the winning score.

Morton Cogley, Left Fielder, and hard-hitter deluxe. Mort was in the game all the time and was always dependable.

Chief Griffin, First Baseman, was like President Chinn—too modest to get in the picture,

but his deeds on the diamond are history. He is small in stature, but the biggest of big when it came to playing the game.

Bob Rich, one of the most able supporters of the team, unfortunately did not appear in the picture. Bob was in attendance at all games and when things looked the darkest he was encouragement personified.

The Spokane Union Station Club played 18 scheduled games, winning 15 and losing 3 games, finishing with a percentage of 83.3.

### Growing Older

A little more tired at the close of day;  
A little less anxious to have our way;  
A little less ready to scold and blame;  
A little more care for another's name;  
And so we are nearing the journey's end,  
Where time and eternity meet and blend.

A little less care for bonds and gold;  
A little less zest than in days of old;  
A broader view and a saner mind  
And a little more love for all mankind;  
A little more careful of what we say;  
And so we are faring adown the way.

A little more love for the friends of youth;  
A little more zeal for established truth;  
A little more charity in our views;  
A little less thirst for the daily news;  
And so we are folding our tents away  
And passing in silence at close of day.

A little more leisure to sit and dream;  
A little more real the things unseen;  
A little bit nearer the pilgrims ahead,  
With comforting visions of those long dead;  
And so we are going where all must go,  
To the place the living may never know.

A little more laughter, a few more tears,  
And we shall have told out increasing years;

The book is closed and the prayers are said,  
And we are a part of the countless dead—  
Thrice happy, then, if someone can say,  
"I live because he has passed my way."

Courtesy of Dr. J. P. Kaster, Chief Surgeon, The A.T.S.F. Hospital Association.

### "MILWAUKEE"

In Acrostic

Mileage and Equipment among Foremost in the World;  
Improvements, to maintain High Rank;  
Loyalty of Employees: Service Reliability;  
Wide-a-wake Management, Helpful to Developments;  
Approval by the People, an objective;  
Uniformity of Traffic; regular and dependable;  
Keeping Faith, to earn Confidence  
Electrified to Puget Sound—  
Everything a Good Railroad should be.

Walter E. Ruemelin

### Reminiscences of Chas. Webster, Waucoma, Iowa

Mr. Chas. Webster was the first agent at Waucoma, serving in that capacity for seven years, or until 1887, when he engaged in the lumber and coal business at Waucoma, which he has conducted for the past forty years. In 1917 he was appointed Railroad Commissioner and at present time is chairman of the Board.

**T**HE best and most appreciated job I ever had was when I was appointed first agent of the "Milwaukee" at Waucoma, Iowa, May 4th, 1880. I received \$50.00 per month, when I caught the pay car. I was appointed agent, not so much on account of my ability, but because Gen. Supt. D. A. Olin and Supt. Dennis Flannigan thought I needed the job. The depot was a shanty about one-half block north of where the present depot stands.

The passenger trains ran just the reverse from now. Going north about 11 PM, and south about 3 AM. I was expected not only to make the trains but to be on deck all day to answer questions. I never missed putting on the mail but three or four times. I was enough of an operator to know when the Supt. was headed this way, but it sometimes bothered me to get the depot mopped out and dry in time for his arrival. I was supposed to put out the switch lights, and did most of the time, after Supt. Cosgrave had me on the carpet a few times, I put them out regularly. We had the usual trouble of apple barrels breaking open, peanut sacks with holes in them and candy boxes and raisin boxes breaking open.

Those were the times when Ed Templeton, Jack Higgins, Charlie Dow, Jerome Thomas, Jack Dignan, Tom Hefner and a host of other mighty good fellows run thru here. I consider this the best and most enjoyable time of my life, and always have a kindly feeling for railroad employees.

Chas. Webster.

## The Fascination of "Railroading"

There is fascination in "railroading" and "once a railroad man always a railroad man," is axiomatic in the world of railroad workers. On this Milwaukee System, where several generations of one family are to be found working side by side, all for "The Old Milwaukee," the truth of the old saying is demonstrated over and over again. But although we hold to our "Milwaukee Spirit" and because of it, take great pride in our railroad families, "once a railroad man, always a railroad man" obtains on every railroad in this country,—the fascination of the "choo-choos" lured the youngsters along, all the way from Maine to California and from the 48th Parallel to the Gulf of Mexico.

In a little talk at a "Father and Son" Banquet, in Missouri, recently, Mr. Fred Shaffer, General Manager of the Frisco Lines, dwelt on the fascination of the railroad profession; and he took occasion also to point out the opportunities for advancement to the wide-awake railroad man, young or old; and to the boys who are looking toward the steel trails and the steel rail as their future way in life. What he has to say on this subject will be interesting to the railroad fraternity of any railroad system. Mr. Shaffer says this fascination begins with childhood when the "little feller" wants to see the choo-choo train, when his toys must be railroad cars and engines; when he feels the thrill of the great locomotive as it whistles into his little home town and he races off down the main street to the depot to see the train come in. The telegraph keys, the tissue train order, the big engines and above all, the engineer himself are matters of wonderment and he resolves when he "is a man" to be an engineer and pull the Limited on its ringing, swinging way out into the big world, full of bounding, bursting life and adventure. Oh yes, "Sonny is going to be a railroad man," and so when opportunity presents itself he enters the railroad service, and as Mr. Shaffer says "in nine cases out of ten, he continues in railroad work the balance of his life." Continuing, Mr. Shaffer says: "As far as opportunity for advancement in the present day is concerned, in my opinion the opportunities now are greater. I can recall in the old days when it was rare that the rank and file would get a glimpse of the Superintendent, and the higher officers they would never see. Compare those days with the present, when the officers gladly mingle among the workers, getting first-hand information to improve the service and efficiency, and all the employes are asked to make suggestions that will improve conditions. This changed condition gives the officers an opportunity to get acquainted with all employes:—to know them personally, to know the kind of employes they are, and to know the kind of work they do. This acquaintance is valuable to the railroad, it is valuable to the worker, and is valuable to the officers. When a vacancy occurs, the railroad officer turns over in his mind the various em-

ployes in line for promotion, and, of course, selects the employe best suited to the position. Many people say that promotions are purely and simply on account of a pull and others, that promotions are a matter of luck. But promotions come as a result of hard work." Mr. Shaffer speaks of the desirability of education for the railroad workers. He says that while a collegiate training is not necessary, it is always an advantage, because the trained mind is ever better equipped for any service, railroad or otherwise. "On the other hand," Mr. Shaffer says, "I have personally known railroad officers in the highest positions who have nothing more than a common school education, but don't think for a minute that when those men left school they quit studying. When they went to work, they kept on with their studies and by the use of books and experience, successfully fought the battles of life and reached the peak in their line. The young man who is successful in railroading is the one who applies himself and who takes an interest in his work, who does not watch the clock and who is willing to give some thought to his work outside his working hours,

It has been said that a person, when he quits work for the day, should forget business. This is true in a sense, but the successful railroad man of today is the one who keeps on thinking after working hours, when ideas may come to him that are often of material benefit to the railroad and in many cases to the employe. It has, further, often been said that the officers of the railroad are made from a certain class of employes, but I have never known employes in any branch of service who are hard workers, have the right kind of personality and the average amount of brains, who in the final outcome are not recognized and promoted as the opportunities present themselves."

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"To be successful, it is necessary that all men be dealt with fairly and squarely. This begins with the day of first entering the service and continues during the service, regardless of position. To illustrate: a worker in any department should be considerate of the other workers,—should treat them as he would like to be treated. A worker should not shift the load to his fellow employe but should share equally the burden, and if a fellow employe is in trouble we should be considerate of him and help him. Going on-up the line, it is the policy and desire of railroad officers that everyone be given a square deal and to treat the employes as they should like to be treated were they in the employe's place. In other words, to give them every consideration; and to be a successful railroad officer in these days, it is very essential that this should be done.

Going back to the subject of whether or not the opportunities of today are as great as they were in the olden days, I will say that I think they are greater because the railroads now handle many times the amount of business that they did years ago; and as time goes on this will increase ever more, and the increasing business calls for greater opportunities for all railroad workers."

Mr. Shaffer's talk is "good medicine" for railroad workers. It will encourage those who are looking forward to and hoping for promotion, by showing them the way. The lure of the railroad service is still strong among those whose years are many in that service and its fascination still brings the youngsters down to the station to see the big engine and the great man who commands it, so if they decide to follow the railroad calling, the few words of Mr. Shaffer and the thoughts they convey should be a help to them to get started right, with the realization that there is opportunity ahead for the hard worker, the earnest thinker and the loyal server.



Veteran Machinist Still on the Job

By Adolph C. Knudson

MOST terminals, we dare say, have a veteran or more still on the company payroll. Members of that gallant band of men who have given the best part of their lives in the interest of their employer, they have grown old and gray in that service. These men are now engaged in performing the lighter tasks of their various departments, having stepped aside to let us, of a younger generation, assume the burden they have so splendidly carried in years gone by. It is no more than fitting and proper that we should honor these grand old men, and willingly take up the load as they gradually lay it aside.

Forty years of service with the Milwaukee is the record of Harlowton's veteran Machinist, Lawton Burrows. Is it any wonder that we are proud of him? Serving his time on the old Northwestern, in the days of the wood burners and copper flues, he came to Milwaukee when it spanned the Mississippi River in 1887. He has been with the road continuously since that date. He can well remember working on such engines as the 704, the 101 and the 102 in the early days. To him belongs the triple honor of working on the first locomotives to cross the Mississippi and Missouri Rivers and the first big Electrics to ply westward out of Harlowton. Mr. Burrows has worked for the company at Marion, Iowa, leaving there to come to lines west in 1907 with the construction gangs, locating at Harlowton, with his family, in 1909 where he is still employed.

"Dad" as he is known to all the railroaders here, is now in his seventy-fifth year and is still hale and hearty, though not quite as of yesteryear, and is on the job every day. He has asked the writer to say hello for him, thru the Magazine, to his old friends elsewhere on the system. He sends the finest of greetings to them, one and all.



## Why Safety Should be Rule ONE

By John A. Dyer, Machinist, Savanna

**P**RECAUTION should be taken for all supervisors to have a campaign on all defects in their capacity and give warning to their employees to watch each other and give the lame brothers on Safety conditions a lift and support them to their utmost.

Don't wait until they have been crippled to ask them why they did work in such a way, or why they set their own traps to jump into—but make them heed before these conditions are prepared.

Defective tools with mushroom heads cause glass eyes that could never shed a tear because accessories were never made for the human machine or developed in such a way to take the place of the ones brought to this earth with us. So each and every one should call some one's attention to unsafe condition and have them prepared, or the brother in the act waited on.

I, myself, as a personal Committeeman use every precaution available to discontinue accidents and examine all tools in tool room and of employees each day to see that they are in proper condition.

I also give brothers fair warning on proper blocking of material, and the use of goggles, and brothers grinding at emery wheels with gloves, and to see that all gears are properly covered.

Paper on SAFETY FIRST written by Switch Foreman L. G. Connell and read by Mr. Connell at the Du-buque Division Safety Meeting held April 1st, 1927.

**W**HEN I first received notice that I was requested to prepare a paper on Safety First, the first thought that came to my mind was—It will be impossible for me to think of anything that has not already been brought out upon this worthy subject. However, upon second thought I realized if everybody thought that way, and nothing was written, it would be impossible to carry on this great campaign of education. Even though I may not be able to add anything of great worth, if anything at all—it is right that everybody called upon should give his personal views and help to keep the idea of SAFETY before the minds of all.

To my mind, since the idea of Safety-First originated, conditions have improved at least 100 per cent. There is no doubt but what this is fast becoming an International movement and perhaps millions of accidents, with possible injury or loss of life, have been avoided. Who is there that can truthfully say this is not a meritorious movement?

Since the Railroads in all departments have equipped improved safety devices—and with the knowledge that all Officers request that the employees

co-operate by reporting any and all defects thereon—certainly if this were done in every instance, it would almost appear to be gross negligence on the part of any employe with the safety conditions of today to become injured, unless through the negligence of some fellow employe. In my experience it has been the motto of all fellow employes working around me to report at once all defects to the proper department for immediate correction.

I have been thinking, however, the last few days in regards to the unsafe conditions of some cars of scrap material (automobile scrap) being loaded in what I consider unsafe condition. This on account of some of the material being left hanging over the edges of car. Also, there have been instances of stock loading, where the loading was mixed, as with cattle and hogs—in numerous instances where a division has been made with poles and allowed to protrude sufficiently to catch a trainman or switchman hanging on the cars on an adjacent track. I believe the station agents should be instructed to personally supervise all such loading.

As for myself, in the capacity I am working (engine foreman), I try to be as observing as I can and am confident the Safety-First movement has made me more alert as to Safety conditions; also where my work comes in contact with other departments since this movement began. A few years ago when it was necessary to make switching movements on the repair track, one had to avoid stumbling over wooden horses, jacks and other material that was left lying around. It used to be the same around the main yards where track material, scrap iron, etc., was allowed to accumulate and make conditions hazardous for yard workmen. Today, however, the employes and Officers in all departments seem bent on the welfare of all fellow workmen. Today we not only think of the expense of what might be considered an avoidable accident, but why should there be loss of life or limb when it can reasonably be avoided?

In closing, I might state that in my opinion everyone should think about what he is doing in connection with the work at hand. This is doubly necessary where the work is hazardous, as in train or yard service. I hope that this may be considered as an appeal to all fellow-workmen and that if improvement is possible—improvement can be made. Personally, I believe that all workmen should be free in offering suggestions, among each other outside, as well as at these meetings. I do not like to see such prejudice in regard to attendance at the meetings. I would like to suggest that new tactics be made to interest more employes in regard to coming out to the meetings when possible.

## Railroad Vernacular

**A**PPLICATION recently was made for a position as Trainmaster's Clerk by a young man, just out of business college. The applicant "was thoroughly conversant with all forms of business English," and considered himself the man for the place. He was duly installed and was getting along famously. The second morning on the job a conductor walked indignantly into the office and placed a bundle of "company property" on the desk. The clerk politely inquired what service he could render the conductor. His courteous inquiry brought forth the following response:

"There's my junk and I'm going to pull the pin. I was called last night for the Nigger Local. We had to beat it to get out ahead of Five or get stung for the procession. I was snorting around trying to get out. They didn't have the string together until I got down there. I hurried the head shack over after the hog, but the hogger had not showed up and the tallowpot was over at the bean works getting a boilerwash and a graveyard stew and flirting with the canary that works at night. They didn't have the crummy on, and the goat was down in the east end of the kitchen shaking blackjacks. I went a-rearing down there and run down a snake. He said they had forgotten it, but were after it then. Said they had to get the brownie box, too, as a brass collar was going along.

"By that time they had started from the roundhouse with the razorback. They came up the lower river and out on the Denver lead. The West goat was up on the long tail with a string and had them blocked off the whiskers. The goat finally went to the graveyard and the engine came down the Klondike; but in the ran they ran through a gate and backed up and put the water wagon on the ground. They stuck a couple of frogs under her and got her back on, and come down through the moffet on to the train. There was a south end stinger over there trying to get out, too, and he pulled out ahead of me and got me blocked on the crossover and I was horned again for thirty minutes.

"That made the hogger sore and he went over to the office and turned in a runaround ticket. He got back and we started to putt out. A carwhacker saw a brake-beam dragging and pulled the whizz on the hind end. They stopped right now and yanked out a couple of lungs about half way up and started a freezer under across the country. We cut off the head end and started to big hole her. That put an empty coal on top of a steel flat. By that time we had every track in the yard tied up an nobody could move. Then the wall-eyed sow-together swash-buckled Night Chief Rain-in-the-Face-Kill-Em-on-the Siding came out and I wanted to know how soon I was going to get out of town. I crowned him one over the eye and bified him a left on the snout and walked out of the yard. I tell you I'm done. I want my dinero and a pass to the lake."

But the new clerk was lying limp and senseless across his desk. Strong hands came in and bore him out. He didn't know the language, after all.

—Rock Island Magazine.

# LIVE STOCK CLAIMS AMOUNTED TO

**\$182,879<sup>26</sup>/<sub>100</sub>**  
IN 1926

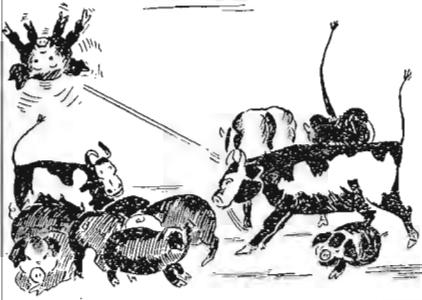
WATCHING THE LOADINGS  
PREVENTS OCCURRENCES LIKE THIS



The first and practically the only hot day so far this spring was on April 17 and in spite of all warnings we were caught with a lot of dirty stock cars, other cars containing hogs were not showered in transit and as a result a total of ninety-two animals in cars destined to the Union Stock Yards, Ill., checked out dead.

The weather in the interim has been unseasonably cool, but our deadage still continues high and we want to take this opportunity to again call your attention to the importance of seeing to it that none but clean cars are furnished for hog loading; that these cars are thoroughly showered when the weather warrants and that an exact check be

MIXED SHIPMENTS SHOULD BE  
SEPARATED BY PARTITIONS  
AN INJURED ANIMAL MEANS A  
CLAIM



made of all live stock at the time of loading with the view of showing on the live stock contracts and waybills complete information covering cripples, failures to install proper partitions in mixed loads, overloading, etc.

Our claims paid covering live stock during the first three months of 1927 amounted to \$54,992.17 or an increase of \$10,427.22 over the year 1926. This is the real cause of our failure to show a decrease in the total claim payments for the same period as compared with the first quarter of 1926, and we are sure that everyone concerned in the handling of live stock will endeavor to bring about a reduction in this item.

## Where Are You Going on Your Vacation

THE other day a fellow employe asked me the favorite question of the day, "Where are you going on your vacation?" Without a moment's hesitation, I told him that I was going to take my vacation on the Old Milwaukee, and that I was going West. Then came the response from my inquirer which I had already anticipated. "Why do you always go West via the Milwaukee?" My answer was ready long before the question was asked, so I immediately replied, "To begin with, I find something new, or something heretofore unnoticed, whenever I go over our Line to Seattle, and besides, I never get tired of gazing with awe upon the beauties of 16 Mile Canyon in the Montana Rockies, the unsurpassed magnificence of the Bitter Roots and Cascades, the many attractions of those two great cities of the Northwest—Seattle and Tacoma, the indescribable splendours found only in that beautiful spot known as Mount Rainier National Park, etc., etc. It is impossible to list all the points of interest, and now that we are conducting service to Yellowstone National Park via GALLATIN GATEWAY, it is pos-

sible to enjoy to the fullest extent all the diversity of scenery that anyone might desire. All this combined with our superior service, including those appetizing and well-served meals, available only in Milwaukee diners, is an irresistible temptation to anyone who really appreciates the good things in life. I try to see as much of it as possible during my vacation, and always come back convinced that the memory of it all is a wealth far in excess of the actual cost to me. I make it my business to become acquainted with every detail of our service as well as the general topography of our railroad so as to be in a position to answer any inquiries from my friends, or even from mere acquaintances, when telling them about the particular advantages of the Milwaukee, ever remembering that the more people that know about it, the more business we will get. On one of my trips to Seattle, a passenger remarked to me that it would be a wonderful thing if all of our employes knew as much about the Milwaukee as the Agent who had influenced him to travel via our Line. He had decided to go over another route, but the Agent, WHO KNEW HIS RAILROAD, convinced him to travel the right way—The Milwaukee Way. That is what

I aim to do whenever the opportunity presents itself, and if all my fellow employes felt that way, we would have about 60,000 go-getters, whose combined efforts would undoubtedly produce the results so greatly desired by the Executives. I am sure that if every employe felt the same way about it, they would endeavor to secure every bit of passenger business possible for the Milwaukee. That is why I go West on my vacation via the Old Milwaukee."

—AN EMPLOYEE

## Doin' My Durndest

I'm jist a woreout section-hand,  
That's bent by toil, by weather tanned;  
Few know me as I stumble on,  
They's few will miss me when I'm gone  
I reckon none his voice will raise  
To speak fer me one word o' praise,  
An' nobuddy a tear will shed  
Above me when I'm layin' dead.

And yet I've tried, in my pore way,  
To do my best from day to day.  
Hain't never shirked, like Dago Pete,  
Ner tried th' company to beat  
Like Greaser Jose, who cut an inch  
Offum his shovel; yes, I'd flinch  
To do like Pietro—on the sly  
Pick out the light end of the tie.

I never had a chanst, like some  
Who have Success's ladder clumb,  
But when a kid my share I bore  
To keep th' ol' wolf frum the door;  
Hain't no schoolin', trade ner land,  
And so I'm jist a section-hand,  
But all through life I've did my share,  
An' tried my durndest to play fair.

Yit, when the limited scoots by  
I got no envy fer the guy  
Perched in th' Pullman; I'm as good  
As him, if I do whut I should.  
An' if the boss at night should say:  
"Hank, hove yez earnt yer wage th'  
day?"

I'd answer fair, "Yep, I allow  
I've did the best that I knowed how."

And when the kindly Master asks,  
"Hast thou with zeal performed thy  
tasks?"

Didst thou my earthly vineyard till?  
Hast thou brought aught my barns to  
fill?

Though my pore toilworn hands may  
hold

No precious pearl, no shiny gold,  
I'm shure that I will pass the test  
If I kin say, "I've did my best!"

For God is just, an' He don't care  
Whut kind o' load it is you bear;  
If you've been set to tamp a tie,  
And tamp it honest, in His eye  
It counts as much as if you'd spent  
Yer life as th' road's president.  
No man a richer crown e'er won  
Than him who has his durndest done.

—George H. Free,  
Algona, Iowa.



# AT HOME



HAZEL M. MERRILL, Editor

## Fashiongrams

**H**ANDBAGS of leather strands woven on a hand loom are the very latest novelty in London. There are combinations of madder-pink and gray, gold and mauve, jade and biege, blue and biege, black and white, or black and a color.

Quite a new thing in novelties is a bag for umbrella and silk mackintosh. Only 14 inches in length—very handy. On one side of bag is a mirror and on the other a purse.

A handy bookbag is fitted with pockets for the covers of a book which allows the book to be carried and opened and read at will without removing it from the bag.

These days, just as much attention is paid to the wardrobe of the younger generation as to that of the grown-ups. Their frocks are simple, short, and smart.

Beautiful fancy shawls will be worn for summer wraps.

There has been a revival of old and lovely fabric patterns, both as to weaving and printing.

There are colors of soft shades and those of brilliant hues. For midsummer sports as well as formal dress sweet pea colorings take the lead. Navy blue is very popular.

The ensemble remains very popular, and the ensemble effect must be upheld by properly relating accessories to the costume.

It is a day of fancy footwear, and the back of the shoes must be as interesting as the front, especially for evening wear. For street wear, serpent and sharkskin remain popular.

A pleasing novelty in embroidery design is apparent in spring frocks, the new notion being to cut away the material and embroider around the holes.

These dresses are composed of a light slip, covered with a coat-like overdress in dark material.

The silhouette remains the same. Patterned materials are chosen that give an appearance of slenderness, small designs being popular. The length of the skirt is not changed, and what fullness there is is concealed in pleats to give the effect of a straight line.

There is no smarter material for coats this season than black satin.

Full circular capes are seen in some ensemble costumes; one of light-weight wool in a striking plaid is very chic.

A jabot that extends the full length of the frock adds a touch of charming femininity to a frock.

Twisted antique gold jewelry gives a smart note to the black costume.

Unusual harmonies are developed between plaid and plain materials this season.

Ensembles feature the smart hip-length coat.



Frank Gall, Little Son of I. & D. Engineer Frank Krause



Donald, Little Son of Assistant Comptroller O. P. Barry, Chicago

The waistline comes back to normal. Some models loath to give up the low line have comprised by using two belts—one at the hips and one at the normal line.

Necklines are varied—round, square, or pointed.

Scarves are left hanging straight instead of being worn around the neck.

There is scarcely a frock but has a little jacket all its own.

The season's vogue for printed fabrics also extends to the younger generation.

There are frocks of cotton and radium light and summery—that is if summer ever comes. Colors are enchanting. There is no smarter touch on summer frocks than that which is supplied by lace.

Jumpers are smarter than ever—many in jacket form, single and double breasted, with tailored coat revers and belts. The compose idea is very strong, developed with two different materials—wool over silk—linen over satin.

Everything is belted, often with patent or suede leather, or with stitched fabric of dress.

Summer frocks show bows, tucks, and hemstitching.

Many frocks will be sleeveless both for sports and afternoon wear.

Evening skirts have an uneven hemline, either in points, petals, or just very much shorter in front than in back.

Plaits are more popular than ever, including new double box plait.

Favorite colors are blue from navy to a soft blue; soft greens, almost to yellow; rose; much red; a pinkish peach.

A sleeveless pullover angora jersey sweater, worn with crepe de chine or light wool frocks with monogram on top of sleeve is popular for sports.

Sports jackets and coats are made of light-weight leathers, and many smart wool coats are bound, belted, and buttoned in leather of a contrasting color.

Scarfs are a fashion note of importance.

Matching hats and neckware is quite the thing.

White satin, lace, or chiffon are correct for evening. Handwork on a frock lends a charm and distinction all its own.

Quilted taffeta hats are the last word in smartness. Light colors for afternoon—dark colors for the street. May be all one color or dark faced with harmonizing color.

We hear rumors to the effect that the men are getting tired of this rather conservative style of dress to which they have adhered for so many years, and that they are seriously considering going back to brocade knickerbockers, silk stockings, and frilled shirts.

## Household Suggestions

**T**ACK a square of zinc sheeting over a square of asbestos at one end of ironing board to take the place of the elevated stand that is commonly used.

It is handy to have a small reel of clothes line fastened to the wall of sewing room. After cutting material the pieces can be spread across the line and can also lay sections of garment over it as they are put together. The pieces are kept free from wrinkles and in plain sight. Line is wound up when not in use.

An extra bread box which will slide under the gas stove, fitted with cardboard partitions, makes a handy place to keep extra vegetables in a small apartment.

Clothes for the young miss are a small replica of the clothes for her elders.

Satin, flat crepe, taffeta, kasha, twills, and worsted are the popular materials. Wash silks are very good for sports wear.

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.

**The Patterns**

**5832. Misses' Dress**—Cut in 3 Sizes: 16, 18 and 20 years. A 20 year size without sleeves, will require  $\frac{3}{4}$  yard of 27 inch lining, and  $2\frac{1}{2}$  yards of material 40 inches wide, together with  $\frac{1}{4}$  yard of contrasting material 40 inches wide for facing on collar and belt. If made with sleeves  $\frac{1}{2}$  yard more will be required. The width of the Skirt at the lower edge with plaits extended is 56 inches. Price 12c.

**5825. Ladies' Dress**—Cut in 7 Sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. A 38 inch size requires  $2\frac{1}{2}$  yards of plain material, and  $1\frac{1}{2}$  yard of figured material 40 inches wide. The width of the Dress at the lower edge with plaits extended is  $1\frac{1}{2}$  yard. Price 12c.

**5807. Ladies' Apron**—Cut in 4 Sizes: Extra Large, 46-48 inches bust measure. Small, 34-36; Medium, 38-40; Large, 42-44; A Medium size requires  $2\frac{1}{2}$  yards of 27 inch material. Price 12c.

**5837. Dress for Junior and Miss**—Cut in 4 Sizes: 14, 16, 18 and 20 years. A 16 year size requires  $2\frac{1}{2}$  yards of 32 inch material together with  $\frac{1}{4}$  yard of contrasting material. The width at the lower edge of the Dress is  $2\frac{1}{2}$  yards. Price 12c.

**5803. Ladies' Dress**—Cut in 6 Sizes: 34, 36, 38, 40, 42 and 44 inches bust measure. A 38 inch size requires  $2\frac{1}{2}$  yards of figured material and  $1\frac{1}{2}$  yard of plain material 40 inches wide, together with  $1\frac{1}{2}$  yard of lining 27 inches wide for the underbody. The width of the skirt at the lower edge is  $1\frac{1}{2}$  yard. Price 12c.

**5844. Child's Dress**—Cut in 4 Sizes: 4, 6, 8 and 10 years. A 6 year size requires  $2\frac{1}{4}$  yards of 36 inch material if made with long sleeves. Without the long sleeve portions  $1\frac{1}{4}$  yard will be required. Price 12c.

**5841. Girls' Dress**—Cut in 4 Sizes: 8, 10, 12 and 14 years. A 10 year size requires 2 yards of 40 inch material, together with  $\frac{3}{8}$  yard of contrasting material for the collar. Price 12c.

**5810. Ladies' Under Garment**—Cut in 4 Sizes: Small, 34-36; Medium, 38-40; Large, 42-44; Extra Large, 46-48 inches bust measure. A Medium size requires  $1\frac{1}{2}$  yard of 40 inch material. Shoulder straps of ribbon require 1 yard. To trim with edging as illustrated requires  $3\frac{1}{4}$  yards. Price 12c.

**5799. Ladies' Morning Frock**—Cut in 7 Sizes 34, 36, 38, 40, 42, 44 and 46 inches bust measure. A 38 inch size requires 3 yards of 36 inch material together with  $\frac{1}{4}$  yard of contrasting material for sleeve facing, pocket facing, and facing on belt portions. Also  $2\frac{3}{4}$  yards of bias binding. The width of the Dress at the lower edge with plaits extended is  $1\frac{1}{2}$  yard. Price 12c.

**5820. Child's Overalls**—Cut in 4 Sizes: 2, 3, 4 and 5 years. A 4 year size requires  $\frac{3}{8}$  yard of 36 inch material for the Blouse with long sleeves, and  $\frac{5}{8}$  yard with short sleeves. For the Overalls  $1\frac{3}{8}$  yard will be required. Price 12c.

**5822. Child's Dress**—Cut in 4 Sizes: 2, 4, 6 and 8 years. A 4 year size requires  $1\frac{1}{2}$  yard of 36 inch material. Price 12c.

**5821. Child's Play Dress**—Cut in 4 Sizes: 2, 3, 4 and 5 years. A 4 year size if made with long sleeves will require  $2\frac{1}{2}$  yards of 36 inch material together with  $\frac{1}{4}$  yard of contrasting material. If made with short sleeves  $\frac{1}{8}$  yard less will be required. Price 12c.

**Good Things to Eat**

**Swedish Rolls.** Two cups of scalded milk; one fourth cup butter; two table-spoons sugar; two teaspoons salt; one yeast cake dissolved in warm water. About five and one half cups flour. Beat thoroughly and let rise until light. Cut down and roll to one fourth inch thickness. Spread with butter, sprinkle with two table-spoons sugar mixed with one third teaspoons cinnamon; one third cup seeded raisins finely chopped; and two table-spoons chopped citron. Roll up and cut in three fourths inch pieces. Place in pan, flat side down and close together. Let rise again and bake in hot oven. When taken from oven, brush over with white of egg slightly beaten and diluted with one half table-spoon of water. Return to oven to dry the egg. Delicious for afternoon tea.

**Southern Corn Pone.** Scald one pint of milk and add gradually one cup of Indian

meal, one teaspoon salt and three table-spoons of butter. Cool slightly and add two well beaten eggs and one teaspoon of baking powder. Turn into a buttered earthen dish and bake in a moderate oven thirty minutes.

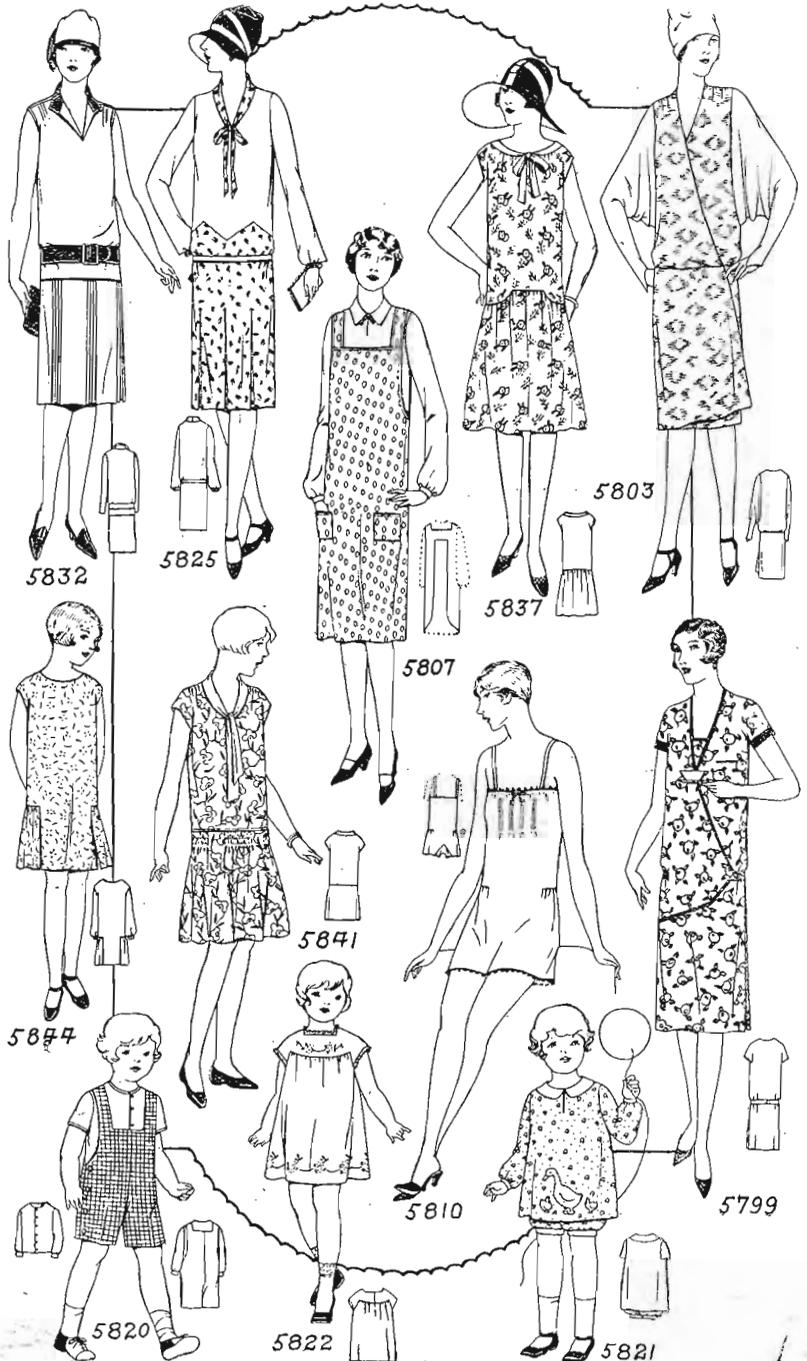
**Casserole of Beef.** Cut cold roast and cold broiled steak, if you have it, in one inch cubes. Put in a casserole and to one quart of the meat add two cups of beef gravy; one half cup celery cut in small pieces; one half cup carrot cut in small cubes; one onion thinly sliced; one cup canned tomatoes; one teaspoon Worcester-shire Sauce; one half teaspoon salt and one eighth teaspoon pepper. Cover and bake one hour, then add one cup of mushrooms, canned or fresh and one cup of potato cubes which have been cooked in boiling salted water ten minutes. Cover again and cook thirty minutes, or until potatoes are soft.

**Fricassee of Lamb With Brown Gravy.** Three pounds of fore quarter of lamb. Cut in pieces. Wipe and place in kettle, cover with boiling water and cook slowly until meat is tender. Remove from water, sprin-

kle with salt and pepper, dredge with flour and fry in butter. Arrange on platter with hot biscuits or dumplings and pour over the brown gravy made from the liquor in which the meat was cooked. It is better to cook the meat the day before so the fat may all be removed before making the gravy.

**Mock Sweetbreads.** Chop finely one pound of raw lean veal, add two ounces of finely chopped pork, and work with the hands until well blended. Then add two thirds cup of soft bread crumbs, two eggs slightly beaten; one third cup of flour, one half cup of milk or cream; one half teaspoon salt and one eighth teaspoon pepper. Shape like sweetbreads, place in dish, dot with pieces of butter and pour around, three quarters of a cup of chicken or white stock. Cover and bake one hour, basting every ten minutes. Serve with tomato or mushroom sauce.

**Scalloped Chicken.** Butter a baking dish, place alternate layers of sliced cold chicken and baking powder biscuit, toast or boiled rice. Pour over chicken gravy, cover with buttered crumbs and bake in hot oven until crumbs are brown.



## Heating the House on Wheels

ABOUT twice the amount of coal needed to heat the average six room house is required yearly to heat each one of the many hundred passenger cars in Milwaukee Railroad trains.

Although the Milwaukee Road has the world's longest stretch of electrified line—about 660 miles—it burns on locomotives each year some four million tons of coal.

The steam produced in locomotive boilers from this coal is used for heating cars and other purposes in addition to the primary purpose of pulling trains, and twenty tons a year is the proportion chargeable to each passenger car.

"A passenger car may be considered as a room on wheels, having a large proportion of exposed area in glass, with all sides, top and bottom, exposed to the elements," says an Official of the Chicago, Milwaukee and St. Paul Railway.

"These conditions and the fact that it must be transported at high speeds, when temperature is low, through blizzards and sleet storms, make it very difficult to properly heat this room on wheels."

## 180,000 Miles on One Set of Tires!

Sounds too good to be true.

Most any auto owner would be inclined to suspect there were too many ciphers in this sum.

It is not often one can make the equivalent of seven trips around the earth on one set of tires.

But these are not automobile tires.

They are the great steel tires that for many months encircled the massive driving wheels on Milwaukee Road passenger locomotive No. 6161.

Day after day for months on end these tires stood the terrific punishment involved in carrying a 190-ton monster dashing at high speed over the steel rails that span the State of Iowa.

"This remarkable performance" says Mr. J. T. Gillick, Chief Operating Officer of the Milwaukee Road, "indicates our success in obtaining the high quality material needed for high quality service."

## Milwaukee Railroad's Safety Record

The Milwaukee Railroad reports a decrease of 7% in crossing accidents in 1926 compared with 1925.

For the United States as a whole there was an increase of over 8% in grade crossing accidents.

"The favorable showing along the Milwaukee Road" says Mr. H. E. Byram, Co-Receiver of that line, "indicates that the public in this section of the country is responding to our constant efforts to protect life and limb.

"The number of automobiles struck by trains and the number of trains struck by autos each decreased about 6%.

"In 1925 one hundred and sixty-four automobiles ran into our trains, striking them anywhere between the pilot and the caboose. Last year there were one hundred and fifty-three cases of

# Current Railroad Topics

this kind. Apparently automobile drivers are becoming more careful in approaching the rails.

"We have a well organized, active Safety Department in charge of Mr. A. W. Smullen, General Supervisor, which held 486 meetings at various points last year, attended by about 3,900 local officers, 7,000 employees and many visitors.

"At these meetings 6,118 suggestions were considered, all relating to improvements in methods and practices in the interest of safe operations.

"Safety Department representatives discussed such matters with more than 42,000 individuals and distributed thousands of bulletins.

"The year 1926 rounded out the seventh year without a fatal injury to a passenger in a train accident on the MILWAUKEE ROAD."

## "Amazing Chapter of Performance"

IN his address before the recent annual meeting of the Chamber of Commerce of the United States, William J. Dean, President, Nicholas, Dean and Gregg of St. Paul, Minnesota, discussed the subject, "What's Ahead for Transportation and Communication?" He said in part:

"Since the operation of the railroads was restored to private ownership in March, 1920, there have been recorded a most amazing chapter of performance.

"Private management during the past five years has demonstrated again the power of organized individual resource and ability to work miracles of performance when given freedom of action and a definite objective. The railroads as a whole, in terms of cars, locomotives, trackage, or terminal facilities, have not increased substantially during this five-year period; but the productive capacity in terms of ton-miles has increased at such an astonishing rate as to have changed the business habits of the nation and enabled the handling of a record traffic without friction.

## Service Greatly Improved

"The public has been better served; deliveries are more prompt and dependable making a marked reduction in inventories possible; an era of good will toward the roads has been created, assisted by a growing public interest and participation in ownership.

"Private management has demonstrated beyond any question a capacity to meet new conditions and problems with resourcefulness, ability, and courage, and to render a maximum service at a minimum cost.

"During the past five years the railroads have invested each year about \$850,000,000 of new money for improvements. It is estimated that in the coming years capital must be supplied at an equal or greater rate if these great arteries of commerce are to meet the ever expanding demands of traffic. Is this new money to be supplied mainly by continued issues of bonds as in the past or will the credit of the railways be restored sufficiently to enable them to finance improvements by issues of stock? This is a serious problem, for without a sound and stable financial condition they will be ill prepared to meet any adverse conditions.

## Calls for Sound Policy

"The public welfare demands attention to these future problems of the railways—it calls for a sound and liberal policy of regulation, affording full opportunity for initiative of management, realization of the program of permissible consolidation with proper regard for the public interest, continued improvement of plant and equipment taking advantage of the offering of modern science, and every measure of efficiency and economy in operation."

## Let's Try

LET'S try to realize that our success means the success of the railroads, and the success of the railroads means facilities to help along our success. The men who are running the railroads know this and are trying to help us succeed, so that they can share in our prosperity.

Let us try, further, to realize that our success in whatever business we are in depends upon the successful operation of the railroads to furnish us with prompt and reasonably cheap transportation for ourselves and our goods.

Let's give the railroads a fighting chance. Let's help them to make money so they can help us to make money. Let's give the railroads a square deal.

—From the Dixie Magazine



An Ancient Way Bill. The Illegible Name Signed to the Bill is that of P. Tompkins, Agent at Milton, Wis. from 1853 to 1913.

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

## Fullerton Avenue Unit

*Mrs. Elizabeth Shortall, Historian*

**SATURDAY**, April 9th, 1927, was the date of the regular monthly meeting of the Fullerton Avenue Unit in the Club Rooms at Fullerton Avenue. After luncheon, Miss Mary C. Lawler, Chairman of the Ways and Means Committee, read the report of the Gallatin Gateway Ball, and encouraged by the showing the Fullerton Avenue Unit made we feel sure that Gallatin Gateway May Party will be a great success.

April 9th was also the day that the Fullerton Avenue Unit entertained the officers of the Fullerton Avenue Offices. Fifteen in number. We had been planning on having Mrs. Byram with us at the time of luncheon for the men, and also for the remainder of the meeting of the Unit. We were very sorry to hear that she was unable to come. We hope that Mrs. Byram will find it convenient to come to one of our Meetings real soon.

Mrs. Walther had the Breakfast Coat with her that is going to be raffled off for the Sunshine Fund. There cannot be many that would not like to win it, after they first looked at it. The tickets are 10c and may be purchased from some member of the Unit in the various offices. Mrs. Walther also had some good cheers for us, being our new Cheer Leader. Real SNAP to them.

Mrs. Dixon rendered some very lovely Scotch Songs. The best part of it is, Mrs. Dixon tells the story about the song before she sings it, which does make you appreciate it so much more. We surely did enjoy them Mrs. Dixon, one and all.

Misses Virginia and Katherine Wendell then entertained us with some selections from Firefly, also a monologue with musical accompaniment. Miss Virginia Wendell also gave some cute little recitations. And I might add that they were true to life. Thanks muchly girls.

The Club Rooms were used on April 5th by the members in the Freight Auditor's office for a shower; on April 7th by members in the Car Accountant's office for a party; April 18th, by members in the Central Typing Bureau for Luncheon, and April 28th by members in the Car Accountant's office for a party.

Many good things are being said about the posters up in the elevators, and much praise is given to the young man from Mr. Dietrich's office who made them.

## Tomah Chapter

*Mrs. Henry Thom, Historian*

**THE** Railway Women's Club held their regular meeting, Wednesday evening April 6th at the Community room of the Public Library. About thirty members were present.

It was decided at this meeting that this chapter would make its first donation of Ten Dollars (\$10.00) to the "Lydia T. Byram Scholarship Fund."

The secretary reported seventy-two paid up members at this time.

The next meeting will be held May 4th.

At the opening of the May meeting a musical selection on the piano was given.

Our president spoke of a few things of interest about the club meeting, which was held in Milwaukee, April 28th.

The ladies enjoyed finding the answers to the puzzles which were shown.

A new member was added to our club at this meeting.

About twenty-three were present.

The next meeting will be held Wednesday June 1st.

## Miles City Chapter

*Mrs. H. E. Thompson, Historian*

**AT** the regular meeting the last Friday in March, President Mrs. Falck presiding, routine matters only were handled. It was agreed that the afternoon was not a convenient time for the meetings and hereafter the sessions will be held in the evening.

A bridge party preceded the business meeting; the prize, a pot of tulips was won by Mrs. Reed a visitor from Harlowton.

Mrs. Lincoln was appointed a delegate to the Chicago Meeting.

Mrs. Reed, president of the Harlowton Chapter, who was visiting her husband who has been ill in the Miles City Hospital, was a visitor at our meeting and in a delightful talk gave us many pointers. It is encouraging as well as instructive to hear the manner in which other clubs have overcome some of the difficulties we find ourselves now facing.

Mrs. Edward Murray is preparing to leave for Milwaukee where she will join Mr. Murray in their new home.

Mrs. Chas Boechman has been confined to her home with an attack of old fashioned La Grippe.

Mr. and Mrs. Boyer of Baldwin, Washington are guests at the home of Mr. and Mrs. R. C. Falck.

Mr. and Mrs. L. Palmateer are announcing the acquisition of a son-in-law in the person of Mr. Del Gordon who was married to Mae Palmateer during the week. Mr. and Mrs. Gordon will make their home in Thermopolis, Wyoming.

At great expense and courageous action on the part of the programme committee Madame Indiae has been induced to be present at our next club meeting and will divulge the secrets hidden in the tea leaves. Those who were unable to secure an audience with Zandra be not disheartened. Cheer up. Madam can, will and does tell the past, present and future in a most astounding manner.

Our club slogan "BRING A FRIEND WITH YOU."

## Lewistown Chapter

**THE** C. M. & St. P. Women's Club of Lewistown, Mont., gave their third annual dance at the Milwaukee Passenger Station on Saturday April, 23rd, this dance being a big success, and netting the Women's Club one hundred dollars.

This dance was given in order to raise money to send our delegate, Mrs. W. J. Retalik, to the Railroad Women's Convention to be held in Milwaukee on April 28th.

An arch was constructed at the entrance holding the sign "Gallatin Gateway Ball," and two large rooms were artistically decorated with evergreens, quite a unique way of advertising the Yellowstone National Park. An elaborate platform was built of bridge timbers to hold the musicians, Scott's Six Piece Union Orchestra, including Harold Slater, trombone; Mrs. Saxl, violin; Beryl Montgomery, saxophone; Leroy Suprenant, banjo; Mr. Scott, drums; and Mrs. Scott on piano. Mrs. Scott is a member of the club, and a daughter of Jay Gove, District storekeeper for the Milwaukee at Aberdeen, S. D.

A Chorus has been organized in the club, also a Gym class so that there is something doing all the time. Now that there are other activities in connection with the club work the ladies are more anxious than ever for a new club house, especially since they have read of the opening of various clubs over the system.

Mrs. C. O. Swanberg, chairman of the dance committee, and Mr. Cleveland, Superintendent of this Division, should both be commended for the wonderful success of this party.

## Perry Chapter

*Ruby Eckman, Historian*

**THE** death of Conductor Wm. F. Lavelle, a contributing member of the Perry chapter, being the first break in the club's membership, the March business meeting was followed by a Memorial Service. The social session and program which had been arranged for that date, was postponed to a later meeting. An appropriate program was given and an impressive tribute was paid to Mr. Lavelle. He and his wife had both been very active workers in the club ever since its organization. **APRIL** was a busy month for the Club. Their big task was the Charity Ball, April 19th which netted a nice sum for the Welfare Work.

At the April meeting the children put on the program and it was very good.

## Marion Chapter

*Ethel M. Seager, Historian*

**MARION** Chapter had Guest Night on March 10th, in connection with our monthly meeting in Memorial Hall, and it was a huge success. The President Mrs. M. J. Flanigan presiding. The club membership committee of which Mrs. L. A. Turner is chairman, are having a very successful drive, having attained 156 new members since the last meeting, February 16th. This brings the total membership to 250, with a prospect for considerable more for the next meeting.

Mrs. Louis Peckosh chairman of the Sunshine committee reported aid had been given to an employe at Morley, Iowa, who is ill and received a very grateful letter in return. Ten dollars to a family in Marion where the mother had been ill and the father out of work.

Mrs. Roy Blackledge chairman of the sick committee reported 25 calls, two cards of sympathy sent and one letter of condolence.

A two-act comedy entitled, "Mrs. Deacon Spriggs," under the direction of Mrs. Robert Cessford, which had been presented before the White Shrine at Cedar Rapids was given. The cast is as follows: Frank Keith, Mesdames; F. E. Wilber, John Smith Walter M. Kennedy, Robert Cessford, L. K. Owen, Agnes Griffen, Harlan Knight, Leslie Snyder, James Pringle, H. M. Davis, and Leon Blinks.

A vocal solo was given by Mrs. Kenneth Neblong with Mrs. Harold Ballard at the piano. Supt. Flanigan gave a talk on the pension fund and Safety First. A piano duct was given by Linden Hall and Kenneth Neblong, and songs by Kenneth Neblong, Theo. Davis and Linden Hall and were very much enjoyed by all judging from the applause and encores.

During the social hour, refreshments were served by the entertainment committee of which Mrs. Carl Oxley was chairman to 176 guests, which included a number of railroad folk from Cedar Rapids and Perry.

## Chicago Chapter Fullerton Avenue Unit

*Mrs. Elizabeth Shortall, Historian*  
THE winners of the free trips to YELLOWSTONE PARK viz the GALLATIN GATEWAY raffled by the Fullerton Ave. Unit at their May Party on May 6th, are:

Mr. T. O. Stuart,  
332 Builders Exchange,  
Minneapolis, Minn.

Mr. Edmund Haidys,  
Freight Auditor's Office,  
Chicago, Ill.

Through the courtesy of Mr. H. E. Byram, a third free trip thru YELLOWSTONE PARK was awarded to the first young lady whose name was drawn from the bowl, won by

Elsa Kaeding,  
Car Accountant's Office,  
Chicago, Ill.

### (LUCKY GIRL)

The Gallatin Gateway May Party was a huge success. We appreciate very much the way all the members helped to make it so.

The regular meeting was held in the Club Rooms on May 14th. Luncheon was served at one o'clock, followed by our regular business meeting.

There was a motion made and carried at this meeting that we would dispense with the June meeting and accept Mrs. O. W. Dynes' invitation extended to the both units of the Chicago Chapter and the members of the General Governing Board to go to her home in Hinsdale on June 6th for a garden party. All those wishing to go, will please notify the officers in time so that arrangements can be made for tickets and trains.

There also will not be a July meeting, and the Chicago Chapter is invited to spend the afternoon of July 9th at the home of Mrs. Grant Williams at Edgebrook. All those wishing to go to Mrs. Williams' will please notify in time to make arrangements.

There will be no August meeting.

The silk breakfast coat was raffled off at this meeting and was won by Miss Charlotte Fox, 5424 Indiana Ave. The fifth ticket was the winner.

A rising vote of thanks was given to Mrs. Walther, the donor of the silk breakfast coat, for her generosity, and it fattened our Sunshine Fund to the extent of \$78.30.

Don't forget folks when you go on your vacations, HAVE A GOOD TIME.

## Black Hills Chapter

*Mrs. Elsie Beckman, Historian*

THE regular meeting of the newly organized Black Hills Chapter was held on March 18, at the home of Mrs. L. B. Hughes. After the business session several matters of importance were discussed. It was decided to have a pot luck supper for members and their families on March 25 which was postponed on account of illness of members. It was suggested that we have a series of card parties to raise money for the club.

After the flower march a delicious lunch was served by the hostess.

We have made several sick calls and sent flowers to sick members.

The chain of card parties was started on April 5, the Club being entertained by Mrs. T. Hixon. Five Hundred was played during the afternoon followed by a delicious luncheon.

On Thursday evening April 7, the club en-

tertained a number of visiting officials and other Milwaukee Employees on this division. A bountiful dinner was served by the ladies, after which interesting talks were made by the officials concerning club affairs in other localities.

We were pleased to learn that they are planning a club house for us some time in the near future.

The following officials were guests:  
Messrs.

C. S. Christoffer, Gen. Supt.  
W. F. Ingraham, Supt.  
W. F. Cody, Div. Frt. & Pgr. Agt.  
G. P. Hodges, Div. Mstr. Mech.  
J. R. Richards, Dist. Store Keeper.  
A. Daniels, Dist. Engr.  
H. G. Crow, Div. Engr.  
G. B. Lawrence, Chief Engr.  
H. L. Wilttrout, Trainmaster.

The ladies of the Black Hills Chapter wish to take this opportunity to extend a cordial invitation to all Clubs to spend their vacation in the Beautiful Black Hills, the "Switzerland of America."

There are adequate facilities for tourists in all the towns of the hills, the roads are excellent to all points of interest and trout fishing, hunting, camping and hiking are among the many sports to be enjoyed.

## Spokane Chapter

*Mrs. R. C. Peterson, Corresponding Sec.*

THE April meeting of the Milwaukee Women's Club was held 2 PM at the Broadview Dairy Room. This was a social afternoon the business meeting being followed by light refreshments and a Musical Program. The meeting was opened by Mrs. W. F. Mac Donald, acting President. We were all so pleased to have with us Mrs. N. H. Fuller, our President, who has been absent from the club for many months on account of sickness.

The date of May 13th was set for our May Day Ball to be held in the main waiting room of the Union Station.

The Women's Glee Club of the Spokane Chapter made its initial appearance this day, and although I didn't have the pleasure of hearing them, from all reports they were a great success. At the present time the club is composed of Mrs. E. M. Grobel, Mrs. R. Cowell, Mrs. E. J. Lawrence, and Mrs. N. B. Jones, Accompanist.

## Green Bay Chapter

GREEN Bay Chapter held their regular monthly meeting April 7th in Passenger Station with a large attendance, our President Mrs. John F. Dunn presiding. Splendid reports were read by various Chairmen of Committees. Mrs. Ed. T. Redline Chairman Mutual Benefit reported furnishing milk and medicine for one worthy family, also visiting and bringing cheer to two families who had suffered loss account death. Sunshine Chairman Mrs. A. L. Jeffers reported making 106 calls during March in cases of sickness and death, which shows that both Welfare and Sunshine Committees were kept quite busy during the month. We extend our sympathy to Mrs. J. M. Hanahan our Social Chairman in her late bereavement the death of her mother Mrs. Mays. Mr. Michael Dwyer one of our contributing members and Mrs. Frank Santamour, Mrs. Oren Constance, Mrs. Frank Basche and Mrs. Ray Clark all active members in our Chapter who have been confined in Hospitals are all doing nicely and we hope will be out and about in a few days.

We have recently welcomed into our Chap-

ter twelve Ladies from Elkhart Lake and Hubert Jct. Mrs. Robert C. Crane was appointed Chairman of this group and we are eager to have them come to Green Bay to attend meetings. Our House and Purchasing Committees with Mrs. W. E. Bartlett and Mrs. Hugh R. Jones Chairman are kept more than busy these days in fitting up our Club Rooms which the Company was kind in providing for us. Supt F. E. Devlin and Office Manager H. C. Ballard have greatly paved the way for us in getting Club Rooms in shape to occupy. It won't be long now until Green Bay Chapter will bloom out in a new home. An interesting letter was read from our President General, Mrs. H. E. Byram in appreciation of the Lydia T. Byram Scholarship Fund recently established by our Chapter. We hope to have this fund grow rapidly so that in the near future some worthy boy or girl may derive its benefit.

Our President read letter and invitation to all members to attend meeting of General Governing Board in Milwaukee April 28th. After all business was transacted the meeting adjourned and Mrs. Jas. J. Kocha Program Chairman presented a group of readings which were given by Misses Agnes Neugent, Sigrid Mellenhaur, Catherine Novitsky and Mrs. Thos. F. McLean. Delightful refreshments were served and a good time enjoyed. We hope our next regular meeting will be held in our new Club Rooms and that on our opening night our membership attendance will be 100 per cent.

## Dubuque Chapter

*Myrtle Beck, Historian*

AT the regular meeting of Dubuque Chapter on March 18th, reports of the various committees were as follows:

Mrs. W. F. Keefe, Chairman of the Ways and Means Committee, reported proceeds of the Card Party of March 18th as \$25.90, proceeds of the dance given March 23rd as Eighty-eight Dollars.

Mrs. W. O. Wright reported memberships coming in fine.

Mrs. V. K. Clark, Chairman of the Sunshine Committee reported her committee as having made fifty-six sick calls and sent out eight cards during February. Cash donations of Sixty-eight Dollars were made to "Milwaukee" people in sickness and distress.

Mrs. Allen Woodward was elected 2nd Vice President to fill the vacancy caused by the removal of Mrs. Kearney to LaCrosse to make her home.

Plans were completed for a Card Party to be given Friday Evening, April 5th and for the attendance of the Chapter at a Kelvinator Demonstration on the 21st.

The program consisted of dancing by Katherine Lee, accompanied at the piano by Florence Apel and recitations by Queta Abbot.

Plans are now under way for various activities for the remainder of the spring and early summer.

## Montevideo Chapter

*Maude Hamlin, Historian*

MEETING in March was held in the Club Rooms on the 24th, with a fairly good attendance. Our president, Mrs. R. E. Sizer conducted the meeting and appointed Maude Hamlin as corresponding secretary pro tem.

Owing to transfer to Aberdeen, our former Recording Secretary, Miss Clara Samdahl, asked us to accept her resignation from that office. Resignation was accepted and a nominating committee consisting of Mrs. O. H. Tweeter, Mrs. Hart and Mrs. Abe Stuber was

appointed to fill the vacancy in our chapter.

Report of Sunshine committee showed a substantial help-out to one of our families, in the way of a load of coal and an order of groceries sent to the home. Report also showed four calls made in the month of March to investigate calls for assistance. Reported that several of our members attended the funeral of Mrs. Abbey White, mother of one of our railroad family heads the 17th of March.

Furnishings for our club room were discussed and a number of things decided upon. The dishes were chosen from several samples submitted, and the matter of silver was discussed. Decided to buy curtains for the windows and have the different members make them, while others would paint the rods and rings and at our next meeting we will put them up and have everything in readiness for the grand opening on the 21st of April.

A kitchen shower was held at the Club rooms on the 6th of April and many useful and beautiful articles donated by the members. Decided to have aluminum kitchen-ware at our last meeting, and the result was several fine pieces of aluminum ware, besides some pyrex dishes and cake knives and paring knives donated by some of our contributing members. Each member came equipped with a tea towel, and Mrs. Krum kindly offered to take them all home and outline our insignia on each towel. Lunch was served to about twenty-six members and the affair was a real success. Curtains were put up and added much to the appearance of our quarters. We really think we have about the nicest club room on the line, and wish some of our friends from other chapters would visit us and see for themselves. Expect to have pretty silk shadts for our lights by the time we have our meeting the 21st.

We now have several dozens chairs, good substantial kind, for our regular business meetings, besides some leather chairs which were purchased at a low price for our visitors and social meetings. Have two dandy settees donated by the railroad company which add to our general comfort a great deal. A table made by the B&B department, completes our furnishings at the present time, and altogether we are quite pleased and satisfied with our new home.

Will recount the grand opening in next issue.

## Beloit Chapter

*Martha Smith, Historian*

ABOUT fifty couples enjoyed the St. Patrick's dance put on by the C.M.&St.P. Women's Club in the passenger station. Harden's two piece orchestra furnished the music. The depot was beautifully decorated with shamrocks and Maggie and Jiggs cartoons. All the old time dances including the Virginia Reel and Dan Tucker were enjoyed. Green punch and shamrock cookies were served. Preceding the dance Dallas Busey, saxophone player in the Yates-American Saxophone Band, gave a solo; Miss Ruth Bauer and Felix Rau an Irish jig, and Tom Craig, a reading and Irish song. Mrs. Dan Burdick and Mrs. William Smith were chairmen of the evening.

A sewing bee was held at the home of Mrs. Black on March 22nd. Rags were sewed to be sent to the National Soldiers Hospital in Milwaukee, where they will be made into rugs.

Mrs. F. T. Black, President, entertained members and guests of the club at a benefit

card party at her home on Thursday afternoon March 31st. Five Hundred and Bridge were played. The proceeds were turned over to the Sunshine Fund. Prizes were awarded. Refreshments served. Mrs. F. T. Black, Mrs. W. H. Smith, Mrs. D. C. Burdick and Mrs. Geo. Messer were in charge.

At the meeting of the club held April 6th, plans for the annual ball were discussed.

On May 9th a delegation of the Beloit Chapter of the Milwaukee Railroad Women's Club met with the wives of Freeport Employees at the home of Mrs. James Sweeney and organized a membership in the Beloit Chapter at Freeport. Mrs. Black, Mrs. Connors, Mrs. Gibson, Mrs. Harry Brice, Mrs. F. Artlip and Mrs. W. McIntyre of Beloit and Mrs. Marsh of Shirland were here with a good representation of Freeport ladies.

## Wausau Chapter

*Edna C. Larsen, Historian*

ON Tuesday, March, fifteenth, the regular monthly meeting of the local chapter was held at the parlors of the Business and Professional Women's Club.

Mrs. F. L. Lehrbas presided at the business meeting in the absence of the president, Mrs. N. P. Thurber, who was in Milwaukee. Welfare work was discussed by the club members, and following the short business session the afternoon was devoted to an informal program, in which the participants were, with one exception, club members.

The program included two solos, "Spring Time," and "Thy Beaming Eyes" delightfully given by Mrs. Herman Redlich, with piano accompaniment by Miss Edna Roehl. Following this a cleverly presented play in costume was given. The play was in the nature of a dramatic reading of Zona Gale's "Neighbors," and was very ably given by the following cast:

Grandma—Mrs. Lillian Atkinson,  
Mrs. Diantha Abel—Mrs. A. I. Lathrop,  
Ezra Williams—Mrs. John Brown,  
Peter—Mrs. H. L. Vachreay,  
Inez—Mrs. M. M. Harrington,  
Mrs. Elmira Morgan—Mrs. J. W. Held,  
Mrs. Trot—Mrs. J. E. Dexter  
Mrs. Carry Ellsworth—Mrs. Dan Wells.

Another enjoyable feature of the program was a quadrille in fancy dress costume presented by the following: Mesdames Elmer Nienow, J. W. Held, Joe Shira, Lillian Atkinson, Byron Thiel, Phillip Lennert, John Brown, and Miss Ella Goddard.

"At the Telephone," was a delightful darkey comedy sketch presented by Mr. C. L. Wyatt.

A cafeteria lunch was served from a long table appropriately decorated for St. Patrick's Day. Hostesses were Miss Margaret McGinley, Mrs. Elmer Nienow, Mrs. Herman Redlich, Mrs. M. E. Millard and Mrs. Albert Mohr. Guest day will be observed by the club at its next meeting on April nineteenth.

Guest Day was very successfully observed by the local chapter on April 19th, at the club rooms. Seven tables of five hundred and six of bridge were in play. Favors at five hundred were won by Mrs. Lillian Atkinson and Mrs. M. E. Millard and at bridge by Mrs. Chas. Conklin, Jr., and Mrs. Chas. Lattimer. Out of town guests present were Mrs. J. E. Whalley, of Mosinee, Mrs. Harry Norenberg of Tomahawk and Mrs. Phoebe Darrow of Necedah. A buffet luncheon was served in the dining room from a long table very at-

tractively decorated with lighted candles, colored eggs and other Easter decorations. The hostesses were Mrs. N. P. Thurber, Chairman, and Mesdames Wm. McCarthy, Clararege, R. P. Rawson, Joe Shira, John Schultz, James O'Brien, Charles Schleif, Leo Ziebell and J. P. Horn. At the business meeting which preceded the card playing the members voted to assist the auxiliary to the Locomotive Engineers in giving a benefit party at the Eagle's Hall Monday afternoon, April 25.

## Twin City Chapter

*Ella S. Bantly, Historian*

THE April meeting of the Twin City Chapter was held Monday evening the fourth. The President called the meeting to order, minutes of the previous meeting were read and accepted also treasurers report, followed by reports from Chairmen of various committees. All these reports were splendid, but at this time special mention shall be made of our Membership Committee, consisting of Mrs. P. H. Bornkamp, Mrs. E. Dermedy, Mrs. A. F. Alexander, Mrs. H. F. Baker, Mrs. E. K. Skewis.

Mrs. Bornkamp reported 82 new members for March, 55 for April and the month just begun, which gives us a total of 252 members up to date. We are indeed grateful to this committee for the remarkable increase in members and also to Mrs. E. B. Stanley who brought in 18 new members and Mr. A. A. Kurzejka who secured ten members.

We very much regret to lose Mr. and Mrs. F. T. Buechler, but our loss shall be Sioux City's gain. Mrs. Buechler has been the efficient Ways and Means Chairman.

At the close of the business meeting, Bridge and Five Hundred were enjoyed, also refreshments. At the Board Meeting of March 30th, plans were made for a dance to be given on our regular meeting night, Monday, May 2nd, for members and families of this club.

## Aberdeen Chapter

*Mrs. W. C. Hiddleston, Historian*

THE regular monthly meeting was held in the Club Rooms at 8:00 P.M. Thursday April 7th. Mrs. E. H. Soike presiding.

Twenty-five members attended including all officers with the exception of the Historian who was absent from the city due to illness. The Corresponding Secretary reports having sent out cards to two ill members during the month of March.

The Ways and Means Committee reports a profit of \$8.10 from the Basket Social and \$27.40 from the baked food sale.

The Mutual Benefit Committee reports the expenditure of \$15.00 for the relief of needy families. They also made two sick calls at the hospital.

The Purchasing Committee reports the expenditure of \$3.43 for material to be used in the coming Bazaar.

But one Sewing Circle was held during the month of March, Mrs. Soike being the Hostess.

It was decided to sponsor a dance which will be given Friday April 29th. Mrs. C. N. Williams was appointed Chairman of the following Committee: Mrs. F. L. Richards, Mrs. A. M. Phelps, Mrs. B. M. Smith, Mrs. R. P. Kauppi and Mrs. W. O. Hiddleston.

Mr. Ed. Johnson accompanied by Mrs. Johnson entertained us with a solo and we also enjoyed a reading by Miss Myrna Blackmors of the Teachers' College.

## Janesville Chapter

Mrs. A. J. Hunter, *Historian*

THE Janesville Chapter held one of the most unique affairs the club has ever had April 5th in Eagles Hall, a banquet for all members which marked the close of the membership drive held in Feb. Everyone is figuring how we could get Mrs. Drew to put on another banquet. Mrs. Drew had the Kiddies Band for her opening number on her program, followed by Vocal Solos by Miss Vivian Lovas, Miss Margaret Anderson; Novelty Act, Dorothy Barrett and Georgia Yeomons; Solo Dance, Maxine Fitch; Violin Solo, Helen Jorsch. Addresses by James A. MacDonald, Supt of this Div., W. C. Kinney, Div Master Mechanic, Geo. J. Ryan, Roundhouse Foreman, J. T. Hansen, Trainmaster, John M. Brown Acting Freight Agent, Chas. Swan, Safety First, Willis Taylor, Switchman and our Pres. Mrs. Taylor. Oscar Nelson of the Chamber of Commerce gave the club much praise in the good work carried on, that the club was a credit to the city not alone the C.M.&St.P. Railroad.

Mrs. Drew was assisted in general arrangements by Mesdames Allen, Solie, McDermott, Haffney, Bourner, McCue, Sollinger. Mrs. Sollinger had charge of the dining room, she was assisted by sixteen members all in uniform, covers were laid for 150 at two long tables using C.M.&St.P. colors. After the banquet a short business meeting was called, opening with our club motto by all. A report was read on our coach party recently held, Bunco, Five Hundred and Bridge were played in Three coaches and prizes awarded, refreshments were passed by Two Pullman porters, every one present reported a good time.

The club has had some of its own cards printed to send to the sick, as a very appropriate and fitting verse was given us by one of our members James Fox, many thanks James, Mrs. Wm. Bucholtz held the lucky number on the quilt which was given away at last meeting. Nearly \$40.00 was realized on the sale which will be added to our club house fund.

The club is sponsoring its Third Annual May Dancing party. May 4th, at Appollo Hall. Sorry Mr. and Mrs. Fred Zimmerman Local Freight Agent, can't be with us for our May Party. They have been spending the last four months at Excelsior Springs, Mo. but we all hope Mr. Zimmerman's health will gain so they soon will be with us again.

## Marquette Chapter

WE have been having a splendid attendance at our meetings this year and I'm sure when we have a club house of our own our members will be even more interested.

We were told at the recent meeting of the General Governing Board that Marquette Chapter is one of the three Clubs which are almost 100% and we are proud of that record. Perhaps next year we can hit that 100% mark.

Last month we aided the family of one of our members where there has been one of the family ill for some time. Our Sunshine Committee has also sent out a good many plants, baskets of fruit, etc., to sick members in the past few months.

Two of our members have recently been sadly bereaved by the loss of the husband and father and the Club extends sincere sympathy to them.

We haven't done very much along the lines of raising money the past couple of months, but the Ways and Means Committee are now putting on a Food Sale and we understand they are planning a card party for the near future.

And if anybody should happen to see a Club House along the way marked, "Marquette" please give it an extra shove this way for we are getting terribly anxious.

## Mobridge Chapter

Louise McComb, *Historian*

THE April meeting of the Women's Club was held on Monday evening the 26th, with an attendance of 82 members. Several matters of interest were discussed and voted on, some of them being that \$150 be paid on the indebtedness of our piano, \$10 per month donated to the Boy Scout movement and another donation made to buy milk for a number of under-weight school children until the expiration of this school term.

One of the officers announced a card party to be given in the near future, the east side to play against the west side.

Our Club entertained an unusually large crowd of people at our Depot Dance the 23rd, which made a substantial increase to our treasury. All enjoyed the dance to the fullest extent. I might add that in conjunction with our dance the club room was thrown open for the enjoyment in the way of playing cards, for those not caring to participate in the dancing. Two cards parties were also sponsored by our club on the evenings of Friday and Saturday, the 22nd and 23rd, prizes being awarded to the winners.

I am delighted to announce that our Club so far has been a phenomenal success, and now ranks second in size. We have 355 members, 152 of these regular members and the balance contributing members.

## Chicago Chapter, Union Station Unit

NOW one may look forward to a Board Meeting with varying emotions but when such a clever pair of conspirators as Mrs. Ellington and Miss Kuhn has made the plans for such a meeting, one simply knows it will be good. So, with much pleasant anticipation, on Saturday afternoon, April 2nd, the members of the Board followed the various routes assigned to them which eventually brought them all to the Bismarck Hotel, where, after luncheon and a hit of April foolery, the business of the month became the business of the hour.

Our regular April meeting on the 5th, was a gala performance. All business was suspended and the evening devoted to the entertainment of our contributing members, and other friends.

Mrs. A. F. Merrill gave us a book review which was a delight and an education combined. Mrs. Merrill may be said to be one of our CM&St.P. family, Mr. Merrill having been Assistant General Passenger Agent for many years, and we were fortunate to have signed her up for membership.

As for Bill Murphy—well we long ago claimed him as our own John McCormack. He had promised us some music for the evening, but you can imagine our surprise, when in addition to donating his own time and talents, he brought with him Mr. Riley and Mr. Goss (the three composing the Marigold Trio). A unanimous vote of thanks to the Marigold Trio.

And there is another young man in our Traffic Department whom we are claiming as one of our future great, and that is Bob Reynolds. Bob played two lovely numbers on the piano. Many thanks, Bob, and may we hope you will favor us again.

Now top all that off with the most delicious

ice cream and cake, and we think it would be hard to find a more enjoyable evening.

March 29th, swimming party at Lincoln Turner Hall. From 6 to 7 p.m. the tank was exclusively ours. After that a dinner party, and what could be more welcome after an hour of strenuous swimming.

Little Misses Catherine and Betty Jane Lindley also were at the party and you should see those youngsters swim, dive, and otherwise disport themselves in the water. Betty Jane, we understand, has already qualified as a life saver so you see she has not entirely wasted her seven long years of life. We think they must have inherited their aquatic propensities from Aunt Mable.

To the bowlers we wish to announce that Mr. Winslow is to give prizes to the three best scores from now up until some time in May, so we think you had better abowling go, perhaps you'll be lucky and win the dough; but win or lose its a lot of fun, so be a good sport and be sure to come.

## Ottumwa Chapter

OTTUMWA Chapter held its regular business meeting March 11th, in the Baker Piano House, a local piano store. Mr. Baker gave the club ten dollars for the large attendance of ladies present to listen to a demonstration on the new electric ice box.

Various reports were ready and discussed. Every case of need that has been brought to our attention has received prompt care.

Mrs. B. F. Hoehn has had charge of our story hour for the month of March, and has been very successful.

On Friday afternoon March 25th, the regular monthly social meeting was held at the Club House, honoring Mrs. R. C. Hempstead, who leaves for her new home in Dubuque.

Mrs. Bert Hart had charge of the program which was as follows: piano solos by Miss Mary Martin and Helen Marinelli. A reading by Mary Coughlin. Refreshments were served and Mrs. Hempstead was presented with a beautiful candy jar. Mrs. Hart was assisted by the following named: Mmes. Perry Grub, Will Davis, Verne Lawson, Walter Winger, John Smith, Mooney, Fred Cox, Will Marble, Merle Freeman and Miss Nita Waterman.

## Deer Lodge Chapter

Mrs. Arthur J. Buchen, *Historian*

WE are excited, glad, yea hilarious. Our Club House is taking shape by leaps and bounds under the leadership of our efficient Club House Chairman, Mrs. Sorenson.

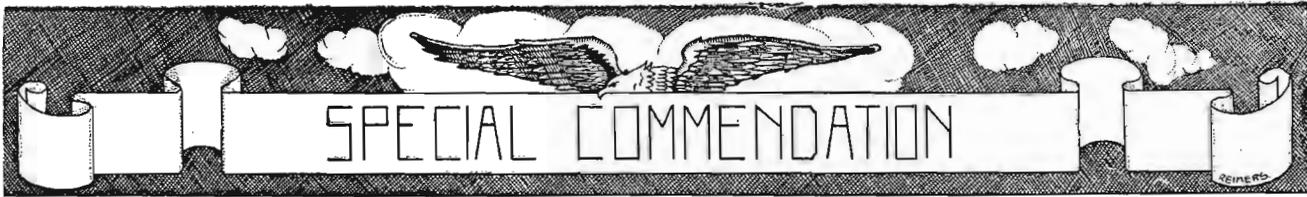
Our May meeting was given over to discussion as to furnishings, etc. for our new home, where we hope to hold our June meeting. We invite all our eastern friends to Stop, Look and even Listen, for a Radio or Orthophonic may be broadcasting, "Out Where The West Begins." Beautiful flowers will proudly hold their heads high from our window boxes, and graceful clinging vines will trail along the walls.

At our first meeting after vacation, we plan to celebrate and dispense good, old-fashioned hospitality, with Open House.

The Milwaukee Family plan to enjoy a real get-together picnic as a fitting close to our labors, before entering upon the vacation period.

No outstanding illness or distress has entered our ranks the past month.

Our membership will soon reach the 150 mark.



## SPECIAL COMMENDATION

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

**C**ONDUCTOR Andy Hermes, on the R&SW, in service since 1901, solicited and secured forty carloads entering into the construction of a new building. This is not the first bit of high class work performed by Mr. Hermes, and we also know it's not the last.

Our new Rate Clerk, Harry Williams in the freight house at Kansas City has made this column again, with a car of hay from Kansas City to Ute, Iowa, and another to Davenport. Also, five large L.C.L. shipments to Manitowoc, Wis.

We have put on a bunch of solicitors among the station employes at Division St., Chicago, and we now have reports from the following: Mr. J. F. Pupidofer, Chief Clerk, Mr. J. J. Boland, Chief Waybill Clerk, Mr. G. L. Thomas, Car Order Clerk, and Mr. L. Legros, Rate Clerk, were able to secure diversions on a number of shipments that had been routed via competing lines. The Division Street District in Chicago is a hive of industries, and being so densely populated requires high-class men in the station to keep the patrons satisfied on service, attention, etc. We in the General Offices seldom hear complaints from the Division Street industries, so it is certain that our station there is in good standing with their customers. You men in Division Street Station, because of excellent service and the many things you can do for the industries, are in a position to get a lot of business for the Road. Please don't let up on it.

We hear of a young fellow with but little school education starting in the railroad business as a section laborer, and the boy did not seem to think that he was qualified for work of any more responsibility. A position in the coal shed vacant and requiring some clerical work—he thought he would take a chance at it. Coming out all right he looked a little farther on, and accepted a position as freight checker. That led to promotion to general clerk around the station, and he is now spoken of as the Agent's right hand. Not long ago this man tried his hand at solicitation and secured two passengers to Portland, Oregon. We are talking about Mr. A. J. Edel at Montgomery, Minn., and his experience just goes to show you can never tell what you can do until you try. We think that Mr. Edel is made of the kind of material that means a successful life on this earth; and it is surely pleasing to hear that we have men like him in our organization.

A picture of Mr. Edel will appear in this column next month.

The following Receiving Clerks at Union Street, Chicago, secured a number of shipments for the Milwaukee Road during the month of April:

Mr. R. Reiner  
Mr. J. A. Wagner

Mr. R. Detuno  
Mr. R. Norcross  
Mr. F. Wendland  
Mr. L. Murphy  
Mr. L. Barrett  
Mr. A. Steffen

I wish we had the space to tell you more about each one of these boys, but suffice it to say their activities are certainly appreciated, and we want to ask them to help some more in the future.

Passenger Brakeman A. E. Snow at Ottumwa turned in a tip that resulted in the sale of a ticket for Chicago to a buyer of one of the prominent business houses in Ottumwa. Superintendent Hoehn tells us that Mr. Snow secures a lot of business.

We recently saw a letter written by a shipper in the State of Kansas to our freight house Foreman Harry Burns at Kansas City, telling him about three carloads of eggs for Chicago that had been routed in our care at Kansas City. The shipper requested Mr. Burns to see that the cars were given service through the Kansas City Terminal, which was done—and we understand Mr. Burns' work and influence is going to bring us more of the same business.

R. E. Tathwell, Chief Clerk in the Davenport Freight House continues his activities to increase the revenues of the Milwaukee Road. Last month's record was as follows:

- 1 carload household goods to Seattle
- 1 ticket to Seattle
- Quite a number of LCL shipments from Chicago
- 4 carloads for Minneapolis
- 5 carloads from Cincinnati via the Terre Haute Division.

Mr. Tathwell has a lot of friends among the business men in the Tri-Cities territory, and he gets their business.

Edgar Crissey, clerk in the freight house at Racine, secured a party of 18 passengers to Madison and return. It was very nice work, especially considering the fact that our line is not so well located strategically as our competitors. Mr. Crissey has been in the service since 1913, and Agent Bush speaks of him as one of his reliable, loyal men.

Machinist Marion Hand at Ottumwa passed in a tip on two passengers to Seattle and return. We are glad to see that employes in the Mechanical Department are going out after business, and there are more of you fellows around the shops who can lend a helping hand in securing revenue for your Railroad. Let us hear from you.

J. P. Dickey at Galewood continues his solicitation and in the last month secured 32 shipments that were originally routed via competing lines. We have the list before us, and notice that every one of the consignments gave the Milwaukee a good long haul. We are looking for Mr. Dickey's report every month in the future.

Brakeman George Reading on the Kansas City Division secured a sleeping car passenger from Moravia to Chicago. We are glad to know that Mr. Reading is one of our interested employes who solicits business.

Mrs. John Bammer, whose husband is one of our old reliable engineers on the Kansas

City Division, has a boy in the moving picture business at Kansas City, and the young man has a good deal to do with the routing of business for his concern. Recently Mrs. Bammer persuaded her son to route a sleeper load of 25 passengers over the Milwaukee Road, Kansas City to Chicago. Mrs. Bammer is a good mother, a good railroader, and she has a good son.

Operator E. R. "Mike" Radtke of Ripon secured the routing on a carload of lumber from Marengo. Mr. Radtke is one of our old timers, having entered the service in the year 1895 at Beaver Dam. He is an all around good citizen, and we are not surprised to hear that he is out after business for the Milwaukee Road.

District Storekeeper George T. Richards at Minneapolis has some friends in California, and on a trip there during the winter, he convinced them that they could get the best of service on their business to the East via the Milwaukee Railroad. They had been using a competing line, but since March 1st we have handled, as a result of Mr. Richards solicitation, more than 100 carloads of their vegetables, Omaha to Chicago. The fact that the shipper continues to route our way indicates that our service is all that Mr. Richards claimed of it. A lot of you could help increase the revenues by telling your shipping and receiving friends about the service we can give their business. Once they come to us, every effort will be made to give them service and attention to make a satisfied customer.

It doesn't take long for a new Superintendent at Milwaukee to discover Ray McGrath in the Canal Yards. Superintendent Ryan tells us that in the month of April, Ray secured a car of vinegar for St. Louis, and a car of steel work for New York, both routed via the Terre Haute Division.

Homer Young, a clerk in the station at Garner, Iowa, recently secured two tickets from Mason City to Chicago. Agent Millard at Garner tells us that Homer often goes out of his way to get business for the railroad, and that he considers this in his regular line of duty. With your extensive acquaintance in that territory, Homer, we are expecting to hear of more business secured in the future. Like making love to a widow, it can't be overdone.

The Henderson Produce Co., at Chillicothe, Mo., under date of April 6th wrote a letter commending Operator Lloyd Callaway at that point for some special attention given them in expediting their shipments. Making friends with shippers simply means that you are making the shipper a friend of our railroad, and bringing his business to us.

Passenger Agent Sherwood at Cedar Rapids reports that through the efforts of Rate Clerk V. S. Rawson, in the freight house at Cedar Rapids, a California passenger was secured. Glad to know that Mr. Rawson has made this column and hope we will hear from him again.

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

Mr. James Ryan of Deerfield, Illinois, former roadmaster, on April 22nd, heard one of our trains going over a broken rail and immediately reported it to the section men so that the dispatcher was enabled to detour trains to the westbound track until repairs were made.

Iowa Division brakeman F. Morgan on No. 79, April 12th, while going through Roberts Cut, one mile and a half east of Cambridge, discovered a mud slide on east main line and immediately notified conductor Robinson, train was stopped at Slater and condition reported to the Dispatcher.

Terre Haute Division engineer George Huffman, on helper engine 7205, light, enroute from Kolsen Jct., to Hulman Street, noticed a bad order car in Extra 8214, and flagged the train. A broken wheel was found in a refrigerator car.

Operator P. E. Cull, Brookfield, Wis., discovered hot box on car in Extra 8649, March 17th; and also a hot box on car in No. 56 March 18th.

Section foreman J. Garrity, Portage, Wisconsin discovered broken arch bar on car in No. 65, March 19th when train was pulling into Yard at Portage.

Chicago Terminals foreman John White and engineer C. Imwie, in charge of stock train on the morning of May 2nd that arrived late in Bensenville Yard and had to be run via Western Avenue and Pan Handle owing to I.H.B. tracks being out of service. The train was handled out of Bensenville at 5:30 AM and the stock was spotted at Stock Yards at 7:00 AM and unloaded at 7:10 AM. One hundred percent cooperation.

Superior Division engineer Edw. Jubin on April 26th, reported four inches broken off end of rail just east of Canal Bridge, and same was promptly investigated and repaired.

Superior Division conductor Wm. Alberts, Train No. 69, April 20th, reported a broken rail about two miles west of Random Lake, which was promptly investigated and repaired.

Superior Division conductor Otto Grebe having a bad order car to be set out at Kiel, Wis., made the repairs himself, thus saving the trip of a carsmith and delay to the car.

Switchman G. J. Hatzembuehler, Dubuque Shops discovered and immediately reported 24 inches of flange missing on car of coal at Dubuque Shops, billed to St. Paul. Had this discovery not been made, a serious derailment might have occurred.

H. & D. Division brakeman Arthur C. Howell has received a letter from General Superintendent C. S. Christoffer complimenting him on the manner in which he has handled his job and the treatment accorded passengers, telling him that "nothing can be of greater benefit so far as attracting business to the railroad than such activities on the part of our employees."

Operator Earl Andreas, Sparta, Wis., discovered a large piece of stone projecting over the side of a car at Sparta, March 31st, stopped the train and no doubt avoided considerable property damage.

Coast Division brakeman Benjamin Hubbard promptly disconnected the air hose and stopped train No. 592, March 15th, when car of logs broke in two while descending Tacoma Hill, thus undoubtedly preventing a serious accident.

S. M. Division conductor F. A. Monty, train No. 23, March 10th, discovered a broken rail one mile and a half west of Hayward, Minn., and reported the matter promptly so that repairs could be made.

Section foreman J. Garrity, Portage, Wis., discovered a broken arch bar on car in No. 65, when pulling out of Portage, March 19th.

Illinois Division conductor Guy Danford, on Feb. 23rd, while on rear platform of caboose observed a bad hot box on No. 69 pulling by him at Tower b-17, and got signal to crew so that their train was stopped and necessary repairs made.

Operator H. H. Dollarheide, Collins, Ia., discovered a hot box on No. 60 as train was passing his station, March 17th at 3:00 AM. This operator makes it a point to be on the platform with a light when trains pass and thus discovered the hot box, called attention of the train crew and it was set out before any delay occurred.

Trans Missouri Division brakeman C. J. Neimiller discovered a broken bolster and truck on car at Haynes, March 18th.

Superior Division engineer P. LaChapelle, Train No. 70, March 18th, engine 8084 lost an engine truck collar and he devised a board and applied it with little delay.

Superior Division engineer Henry Franzen, March 7th, discovered collar on front driver wheel of engine 1527 was broken and secured a piece of sheet iron and applied it to the pin to serve as a collar until one could be received so that the engine was able to continue in service with very little delay.

Section foreman James McGarvey, Malden, Wash., discovered car in Train No. 263, March 3rd, in bad order, while at Malden; and reported same immediately.

On February S.C.&D. Division brakeman A. M. Hilburn, while inspecting train extra 6331, west, at Charter Oak discovered a broken arch bar on car in the train. Car was set out for repairs.

Illinois Division brakeman A. F. Sack discovered broken arch bar on car in train 64, which was passing him at Cordova.

Operator J. M. Collwitzer, Milwaukee Cut Off, thought he saw a defective truck on car in train 263, and advised the Operator at Grand Avenue who signalled the train crew. Train was stopped and car set out at Wauwatosa.

Car Inspector J. L. Gregory, Cheneyville, Ill., discovered and reported a broken rail near South Switch at Hallock, March 4th.

Iowa Division brakeman Raymond Reel on way freight Feb. 26th, discovered a broken arch bar under car in No. 62, as that train was passing Melbourne. He got a signal to the train crew, train was stopped and car set out.

River Division conductor Frank Gallagher, on Extra East, March 9th discovered a broken rail in the west switch at Eggleston, and took steps to protect following trains.

H. & D. Division conductor Frank Reeve, on train 264, March 3rd, discovered a brake shoe wedged in cross-over just west of main track on the east bound main at Montevideo; and took steps to have it removed, thus undoubtedly averting a serious derailment.

Wm. Springer, section laborer at Lawler, Iowa, and Mrs. Springer, while out for a walk on Sunday March 6th, discovered a broken rail in track just east of Lawler, and immediately took steps to have the damage repaired.

Superior Division conductor E. Radick and brakeman Herman Zeager on train No. 70, March 4th, discovered brake beam down under car while at Crivitz. Upon further investigation, a brake shoe was found lodged in east passing track frog so tight it had to be broken up before it could be released.

## Some Appreciation of Our D. & S. C. Department Employees and Service

The University of Wisconsin  
Madison

January 6th, 1927.

Chief of Dining Car Service,  
Chicago, Milwaukee & St. Paul Ry.,  
Chicago, Illinois.

Dear Sir:

I wish to tell you that our basket ball team was very much pleased with the service we received on the dining car between Madison and Chicago, whose steward was C. W. Smith. The food was prepared well and the service given is to be commended.

Yours very truly,  
(signed) C. E. Nelson  
Basket Ball Manager

Metropolitan Life Insurance Company  
Ottumwa, Iowa, February 4, 1927.

Mr. L. M. Jones,  
Superintendent of Dining Cars,  
Chicago, Milwaukee & St. Paul Ry.,  
Chicago, Illinois.

Dear Sir:

I had occasion to leave Chicago, Illinois, for Ottumwa, Iowa on January 31st. The tickets were secured over the Southwestern Limited and I thought possibly that you would like to know that the dinner served to myself and party was one of the very best that I have ever obtained on a dining car.

August Hauenstein was the Steward and our dinner was served by Waiter No. 2. The service was everything that anyone could desire and I congratulate you on having men of this type to represent you to the general public. The Southwest Limited has made a friend for life. It might interest you to know that I make this trip four or five times each month.

Again, let me say "It could have not been better."

Yours truly,  
(signed) C. C. Waller

Portland, Oregon.

Dear Mr. Jones:

We traveled from Chicago to Seattle on the OLYMPIAN, arriving last Monday night. We want to emphasize to you that our trip was a delightful one because of the courtesy and service afforded us by H. C. Riley, dining car conductor; Mr. Chas. Hansell, conductor, Mr. F. C. Martin, chef, and in fact, the entire transcontinental staff.

Having traveled 25,000 miles the past year on railroads, we believe we are qualified to distinguish good service when it is afforded. We, therefore, unqualifiedly, state the OLYMPIAN service on this trip the best we experienced this year.

We are usually afforded the best on all roads, because we are known generally to executives of roads; hence the remarks in the foregoing are far removed from the commonplace.

We believe you will be interested in knowing the interest taken in their responsibilities by your crew. Therefore, this letter.

Sincerely  
(signed) J. G. Doyle  
Los Angeles Examiner  
W. J. Harrison  
Evening Herald  
Los Angeles, California.

William H. Dodds  
Attorney at Law

L. M. Jones, Supt. of CM&STP  
Sleeping and Dining Car Department,  
Chicago, Illinois.

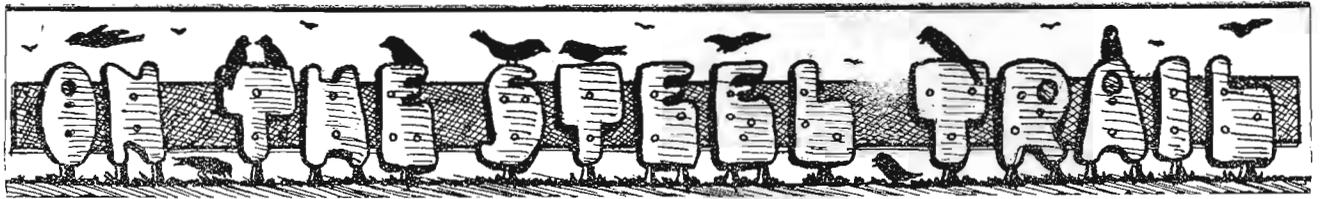
Dear Sir:

On November 13th, I was on car No. 19 enroute from Chicago to San Francisco.

The car porter was, I believe, J. H. Alexander, if I am not mistaken. The purpose of this letter is to say that I found him all that a porter should be and very much of a careful accommodating person. At the same time he very strictly looked out for the property of the company and permitted no infringements of the rules. He was very anxious to enforce where necessary.

It is a pleasure for me to write this letter to you in his interest, and I would have done so days ago but got rather used up in an auto accident and neglected it.

Sincerely yours,  
(signed) William H. Dodds



Milwaukee News Gatherers are advised that our good friend Mrs. Nora B. Decco has been seriously ill and is still in the Hospital. Although she is gaining steadily, it will be sometime before her space on The Steel Trail will again be occupied.

## Des Moines Division Items

*Frenchy*

Dispatcher R. P. Edson took a week off during the early part of May and succeeded in getting most of his garden in. Expects to have some prize vegetables this summer.

Ole Olson is having a hard time to know how to dispose of his bowling receipts for the past year.

Engineer Guy Chinn has been laid up with an attack of the mumps. Supposed he had gotten past these childish complaints.

Mrs. Joe Pope visited at Jefferson recently.

Mrs. W. C. Lorence was in Des Moines recently doing some shopping.

Fireman Ward Ewald recently purchased a fine cow. Understand he has quite a nice farm out near the Army Post. Says he is going to have a nice place to spend his declining years. (Guess he doesn't need to worry about them for some time yet.) Has a large strawberry bed and will now have the cream to go with the berries. Guess we will all have to invite ourselves out during the strawberry season.

Once there were two little lassies

With hair of an auburn hue;

But this hair was very unruly

And they did not know what to do.

So one day they visited an expert

And were given a permanent wave,

And now in all kinds of weather,

Their auburn locks *never* behave.

(So they say)

Conductor W. L. Finnicum has returned from visiting his old friend E. H. Barrett who is very ill at Battle Creek, Michigan, reports Battle Creek a fine place but couldn't get enough to eat. No coffee, tea, meat or tobacco.

Conductor Tidball was off recently account an attack of rheumatism. Conductor Gifford was off last week, relieved by Conductor Elliott. Mr. Gifford was up at the lakes opening up the season for the President.

Any one wishing any information regarding the base ball plays or players in the Des Moines base ball club, please inquire of Condr. Hayden, Dispatcher Olson or Div. Accountant, Geo Williams.

Condr. Andy O'Laughlin for the past few days has been looking after the pigs, cows and chickens on his farm. Also taking good care of the "Eats."

Conductor Geo. Moore is now on the Perry-Rockwell City night run, herding two other "Moore's" around. Henry Welsh is also on the same run relieving John Ridenour who is off sick.

Condr. H. M. Bellman is now on No. 95 and 96 out of Perry, E. J. Gant and L. A. Miller also on this run.

Understand our old friend Conductor C. V. Shannon is going to Calif., on account his wife's health.

Our old friend W. E. Cramer paid us a short call a few days ago.

The friend of a certain young lady in the Supt's. office is now selling a fine grade of tobacco. (So the men say. The g-rls have another opinion of it.) Guess it is a good seller and that is the main thing.

We learn from Clerk Paul Calhoun that all barbers are butchers and this statement is verified by Condr. Bellman.

Clerk D. C. M'Iner of Panora has resumed work after a month's vacation spent in Texas.

Elmer Peterson, son of Section Foreman Peterson, has left Mercy Hospital and is doing nicely. He was struck by an auto driven by Dr. Blue of Valley Junction who was killed in an accident at 31st and Grand Ave., Des Moines.

Engineer Pat Padden is back on the Storm Lake branch after being off account illness.

This from Jefferson

Ivan Knodel agent at Cooper is quite an electrical wizard. Has made a lot of experiments between the north and south poles his success will receive our everlasting thanks when he works out the current that governs the weather. (After July 2nd it will be the 3rd at Farlin.)

From Adel

Agent O. M. Case went to Chicago early in May on ORT Committee work. The Balance of the force at Adel is considering sending him several times during the summer if the weather gets too hot; if he treats us well on his return. Clerk Eyres at Adel has been passing around the cigars account new boy at their place. Think Eyres will recover in time to help with the tile building rush.

Understand Sidetable Operator Pope is trying to talk agent Key into taking a day off and coming to Des Moines for a ball game. How do they expect us to believe that.

## Seattle General Offices

*D. H.*

THE Operating Department is very proud of having had one of the largest logging trains ever operated when on April 27th Conductor E. A. Kittleson and Engineer Ben Snyder with Engine 9609 moved 131 carloads of logs from the Cherry Valley Company, operating near Carnation, into Everett. The crew dumped the logs and went back to the logging company's plant with 101 empties in 9 hours and 30 minutes, which establishes a mark at which to shoot.

Mr. R. D. Marsh, special demurrage collector from Chicago, has been in Seattle for a few days on business. Everybody was glad to see him back.

Among the celebrities using the Milwaukee recently were John G. Claybourn, engineer in charge of dredging the Panama Canal, and Marjorie Rambeau. Miss Rambeau and her party rode the motor for a time and thoroly enjoyed the experience.

Mr. and Mrs. H. B. Earling have been motoring in California on a vacation trip.

Mr. C. O. Bradshaw has been in Chicago for the past two weeks attending a rate conference.

G. T. Stablein, Chief Dispatcher, Rock Island Railway, at Trenton, has been visiting his brother, Mr. E. M. Stablein, of our Transportation Department, on his way to California.

Mr. F. G. Hill, who died in Seattle on April 22nd, is deeply mourned by the many friends he made during his long years of service with the Milwaukee.

Henry Williams has just spent a week-end in Spokane, taking on the crack golfers of that city.

Mr. Jake Knaff, of our City Ticket Office, has just returned from a vacation spent in Tacoma. It is rumored that the reasons for spending a vacation in Tacoma are a Ford coupe and a girl.

Mr. D. T. Peck has been absent from the City Ticket Office on an enforced vacation, having been laid up with mumps. We are glad to report that he is back on the job now.

## SM East

*M. B. M.*

GRAND Opening today, May 12, of the Kitten Ball Season. The CM&StP Boys are playing the opening game with The Mix Bros. You will be able to get the line up on the game in the Chicago Tribune, Sunday, May 15th.

Engineer August Damn left Monday May 2nd for New York City, and sailed on steamship Mauritania for a three months visit with friends and relatives in Norway.

Mrs. J. E. Ober, wife of our congenial agent at Austin, has returned from Minneapolis where she has visited the past three weeks at the home of her son, Floyd. Floyd at one time was Chief Clerk in Freight office at Austin. We now understand he holds a lucrative position with another railroad.

Fireman Harry Whitis is moving his family from Madison to Austin to make their home.

Engineer Chris Hanson has returned from St. Cloud where he visited his parents.

The many friends of Switchman John Skinnion will be glad to hear that his health is much improved and he was able to leave the hospital the first week in May.

Mr. Martin Carlson left Sunday May 22nd for a few months visit in Denmark.

Mrs. C. J. Olson, wife of Agent, Whalan, Mrs. H. L. Olson, wife of Opr. Lanesboro, Mrs. L. V. Olson, wife of Agent, Hollandale, visited at the home of Train Dispatcher E. H. Laugen on Wednesday, May 11.

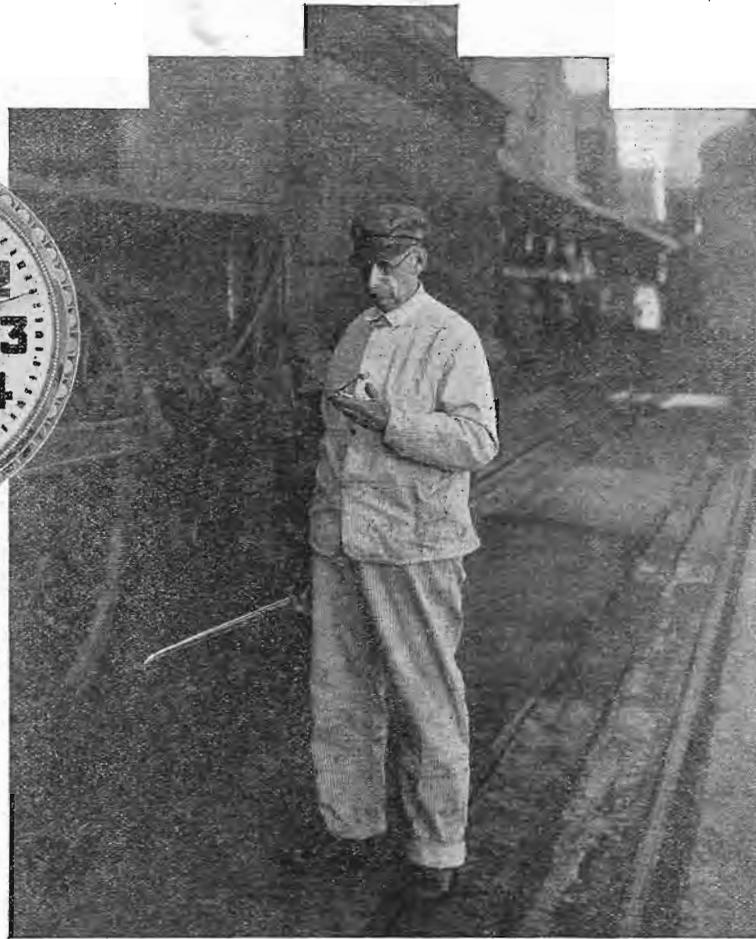
SM Div. Fireman Oscar Wilson of Madison is now working out of Austin.

Mr. J. D. Williams, Baggage man, went to St Paul, May 15th to attend a meeting of the System Board of American Railway Express Co. Another customer for the Gaiety.

On April 10, 1927 at 2:00 A.M., Mr. Peter Hanson passed away at Wells, Minnesota. Mr. Hanson was an employe of the SM Division B&B Department since 1879, acting in the capacity of Bridge Carpenter and later as Pump Repairer. On May 19, 1926 he took charge of the pumping engine at Wells, his age not permitting him to continue as a Pump Repairer. Sympathy is extended to Mrs. Hason by all employes on the Division.



Ask your jeweler to show you the Hamilton 992 fitted in the new Railroad Model cases. Here is a combination of accuracy and dependability in both movement and case—for Hamilton Railroad Model cases are designed especially to protect the 992 movement and to withstand the rigors of railroad service. You may choose from green or white 14K filled gold, or from 10K filled yellow gold.



## This Watch Is Built to Serve American Railroad Men

IF you could walk through the bright, sunlit rooms where Hamilton Watches are made and see the infinite exactness of machining; if you could see the delicate instruments used in the constant testing, timing and balancing—you would know why Hamilton Watches are so accurate and dependable. If you could go back week after week and see how rigidly each watch is checked for time-keeping, you would at once be convinced that a Hamilton is the logical watch for a railroad man to own.

For years Hamilton Watches have been made with this ideal in mind: "In a watch there can be no substitute for accuracy." The first Hamilton was built by this rule; every Hamilton made since has been built by the same rule.

And that is why, on the fast trains which are the pride of America's railroads, or on the ponderous freights which carry the nation's commodities, you will find Hamilton Watches in the hands of engineers, conductors and trainmen. They know they can be sure on this point—no matter when your Hamilton is purchased, you always will have the satisfaction of knowing you have selected wisely and well.

Engineer W. W. Oglin, of the Rock Island Lines, purchased his Hamilton in 1898. His Hamilton travels with him today at the throttle, accurate—dependable—a watch built to serve railroad men.

We shall be glad to send you a copy of the Hamilton Time Book, together with a folder describing the new Hamilton Railroad Models.

HAMILTON WATCH COMPANY  
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**Hamilton Watch**  
"The Railroad Timekeeper of America"

Eleanor Moran spent a week end at her home in Lancaster, Wis., the latter part of April. You should see what she brought back with her. Everyone in the accounting department are in the same boat.

Friends of Miss Inez McCarthy will be pleased to learn that she appears to be fast on the road to recovery after a long illness. It is understood that Inez takes short walks within the house nearly every day, and we are all in hopes that she will be "Stepping with the Best of us" very soon.

Lineman and Mrs. W. Chestnut have returned to their home at Austin, Minn., after a nine weeks trip to California, Portland, Ore., and Seattle, Wash.

Mr. J. C. McConnell, Electrical Construction Foreman, visited at the home of Chief Clerk Wunderlick for a few days, while on his way to the west from Milwaukee, Wis.

It takes Chas. Probart to get the headlines in the Local Papers. While at Hollandale on April 12, he found a tusk-like fossil, which resembles ivory. It was about 18 inches long and four inches in diameter. A. C. Hayes, Jeweler, examined the tusk and says that it resembles ivory, although there is some dispute as to whether it is a tusk of some prehistoric animal or a piece of petrified tree.

Mrs. Dwight Kneeskern and son Ronald visited for a few days last month at the home of Mrs. Kneeskern's parents at Fremont, Iowa. Dwight got so lonesome during their absence that he boarded the train and met them at Mason City when they were on their way home.

We were all very sorry to hear of the death of Mrs. William Walsh, wife of former Roadmaster Walsh, now Roadmaster at the Twin City Terminals. The sympathy of all SM Division employes is extended to Mr. Walsh.

## River Division Gleanings

Margaret Maher

**T**HIS should be the Big Annual Spring

Fever Edition but I fear by the time it reaches the readers it will be a little late although some may still claim the alibi. Everyone will kindly yawn and stretch and prepare ye the way for the Fishing Expedition.

Mr. W. J. Boyle, General Agent at Viroqua, called at Wabasha. Mr. Boyle is an old time friend of Condr. Loomis and their memories took them back to the time when ties were hauled with horses.

Mr. Kellenberger and company were on the Division taking pictures of landscape and switch scenes which are to be used and shown at conventions for stereopticon lectures.

Roadmaster C. Carlson has completed the work of laying steel on the Division and his men are now at work hauling gravel. The gravel pit at Wabasha has been opened and the gravel is being hauled to Langdon for ballasting. With the opening of the Gravel Pit means more activities at Wabasha and two work trains.

Miss Margaret Maher attended the funeral of an Aunt at Milwaukee the forepart of May.

Chief Dispatcher Mr. M. T. Skewes went to Cleveland, Ohio and drove home a new car to Minneapolis encountering some very rough roads. 'N some folks say that as a result of the drive he lost considerable weight.

May 19th marks an important date on the River Division for on that day the Brand New Pioneer Limited will be on exhibition at St. Paul. This train will consist of a Yellow engine and tender and the yellow coaches with steel tires and with their roller bearing equip-

ment. Can anyone imagine a more beautiful train than the Pioneer Limited winding its way through the Mississippi Valley where scenery is superb? The train will be on exhibition at Minneapolis May 20th and after being exhibited will be put in service and part of its itinerary will be over our own beautiful Division—the RIVER DIVISION.

Sympathy is extended to Section Foreman Fred Waldburger account of the death of his wife which occurred last month. His daughter, Mrs. Baumgardner and family have moved from Minneapolis to live with her father.

Engr. Fritz Marine and wife returned from several weeks visit in Florida. Mr. and Mrs. Marine enjoyed some time at Miami and other points in Florida, and brought many curios home with them. Possibly I may be able to prevail upon Mr. Marine's generosity to give me snap shot of himself with the alligators.

Conductor J. Hayes has certainly provided himself with a luxurious means of conveyance, a Buick Coach. Understand that bids are to be let for a first class Chauffeur—don't be late with your application.

Have been advised that Machinist Will Shepard has been at several garages looking at the different makes of cars. The next thing we know Mr. Shepard will be driving a Rolls Royce.

Operator H. D. Witte has the distinguished honor of being a grandfather. A son was born to Mr. and Mrs. William Witte of Wabasha. I was wondering why H.D.W. looked so rather dignified the past week, but one could never realize Mr. Witte being Grandfather. Congratulations.

I certainly do agree with Helen Kirwan of Musselshell and what a splendid idea of hers to suggest that the reporting staff of the Employee's Magazine be sent on a tour of inspection of Gallatin Gateway this season, dear Editor Kendall. But don't let Helen and Nora B. have control of that megaphone.

The willing spirit of the Wabasha Fire Department was again prevailed upon and they proved themselves heroic. Kolenel's store of the West side caught fire early in the evening and before—yes long before—the city's fire department appeared upon the scene our boys had the hose stretched and water turned on and the fire practically extinguished before the city department arrived. This is the second time that the railroad fire department have proven themselves commendable. A note of commendation was received last month for the boys and must have been omitted from the Magazine for lack of space but anyway we have a Fire Department that the Railroad can be justly proud of.

Mr. E. J. Kerwin has been appointed Fuel Inspector of this District and called at several places on the Division during the month. Mr. Kerwin is a former Wabasha boy, having spent his boyhood days at that place. And it just occurred to me that Wabasha has contributed a great deal of railroad "talent" so to speak. Some fine day we will tabulate a list of these wonderful railroad men. Mr. Kerwin succeeds Mr. Harry Howard who is Traveling Engineer of Kansas City Divn.

Mr. Crooker, Safety First Inspector, made an inspection trip over the Division and stated the next Safety First Meeting will be held at Wabasha in the near future.

Mr. L. T. Johnson, Superintendent, was at Wabasha looking over the opening of the gravel pit.

## Iowa (East) Division and Calmar Line

J. T. Raymond

**R.** B. Campbell of Ontario, Calif. passed away May 7th. Mr. Campbell was Supt. of the Iowa Division in the latter part of the eighties, old timers will regret to hear of his death. Just two weeks previous to his death he entertained some Marion friends at a dinner (including Mrs. C. H. Marshall) at the famous Mission Inn at Riverside, Calif.

Mr. and Mrs. Chas. Le Roy have the sympathy of a wide circle of friends in their sad bereavement through the death of Mrs. Le Roy's mother who passed away at her home in Holmquist, S. D.

Condr. C. W. Rollins was away on a ten days leave of absence looking after his farm interests at Hawkeye.

Thomas A. Hefner passed away at his home at Cedar Rapids, May 10th. He was born Oct. 12th 1855, entered the service of the Company as Freight Condr. in 1879, promoted to passenger service in 1886, has had a leave of absence since Aug. 1st, 1924 on account of ill health. The funeral was held in Cedar Rapids May 13th, the remains were taken to Delaware, Iowa for interment. Tom Hefner was a very likable man and was affectionately regarded by the Milwaukee officials and his fellow employes. His death is deeply regretted. We extend the sympathy of many friends on the Division to the surviving members of the family in their sad bereavement.

Agent T. H. Lynch of Delaware was away 3 weeks on account of the illness and death of a sister. W. D. Schesser relieved him during his absence.

Miss Winifred Foster daughter of Mr. and Mrs. J. H. Foster of Minneapolis visited with relatives at arion for about ten days.

Mrs. M. J. Flanigan of Marion accompanied the funeral party going to La Crosse with the remains of Engr. John Conway where the interment was made.

The clearing out of the cut one quarter mile west of Riggs after the slide was quite a job, there was a second and a third slide. Telegraph offices were established at each end of the single track and were named Jackson Cross-over and Sinclair Cross-over, continuous service, Operators Allen, Hutchinson, O'Neil, Ottaway, Atkins and Gilliland were in charge.

Operator Mac Stewart of Oxford Jct has gone to Excelsior Springs, Mo., for a two weeks vacation and rest.

Operator Dow Fox of Delmar has returned to work after being off duty for several weeks account of illness. Opr Sorg relieved him during his absence.

Condr. Frank Droughy who has been laying off on account of sickness has resumed work as conductor on the Cedar Rapids to Monticello wayfreight in place of W. I. Farrell who is in passenger service.

Passenger Brakeman W. C. Dubbs is taking a little vacation. Brakeman Newell Hayes relieving on the Monticello to Calmar gas car.

Passenger Brakeman H. R. Perrin has taken a leave of absence and is making a trip over Lines East in the interest of the Pension Ass'n. He reports the he is being very successful in securing new members.

Train Baggage man W. Hummell was off duty for a few days on the Davenport Milwaukee run. H. W. Hartung relieving.

Condr. M. D. Coon is piloting the Western Union telegraph gang repairing lines on the East Division between Marion and Savanna.

Miss Grace Heil and Charles Bertholf of

Savanna were married in Chicago April 20th. Mrs. Bartholf has held the position of stenographer in the Store Department office at Savanna for the past seven years and Mr. Bertholf is a conductor on the Iowa East Division. We extend congratulations and best wishes for the future.

Passenger Conductor Frank E. Pike has returned from an extended visit in South Dakota and expects to resume work in the near future.

Mr. C. V. Hammer has been appointed Division Accountant of the Iowa Divn. Mr. Hammer was formerly Traveling Accountant with headquarters at Cedar Rapids.

General Yardmaster H. L. Shekelton of Atkins Yard was off duty for several days to take his wife to Rochester, Minnesota for treatment. Wm. Ryan was Acting Yardmaster during his absence.

Passenger Conductor John Reardon has resumed work on Nos. 7 & 20 Marion to Omaha after an absence of several days spent in Chicago. Condr. W. I. Farrell who has been relieving him is taking a little vacation for a week or ten days.

On Sunday morning April 17th at about 9:50 AM., No. 20 (Pacific Limited) ran into a slide one fourth of a mile west of Riggs derailing engine, two express cars next to the engine and the baggage car. The slide was from the north side of westward track covering both tracks and shoving them out of line. Engr. John Conway and Fireman Chas. Isgrig both jumped from the engine after doing all possible to stop the train and were fatally injured, Engineer Conway passing away the same afternoon, and fireman Isgrig several days later.

Engineer Conway after the accident inquired if anyone was injured in the coaches and upon being informed in the negative replied "Well I did the best I could." There is deepest regret felt by all the employees on the division at the loss of these two fine comrades from the ranks, they will be greatly missed by a large number of friends among the officials as well as employees. Deepest sympathy is felt by all, for the bereaved families of John Conway and Chas. J. Isgrig.

The funeral of Engr. Chas. J. Isgrig was held at the Presbyterian Church April 24th and was very largely attended. The remains were laid away at Savanna Cemetery. The Masonic order in charge of the services at the grave. Mr. Isgrig entered the service of the Company as fireman Oct. 22nd 1909 was promoted to be an engineer Sept. 14th, 1914. He had a fine record as a loyal and efficient employ.

The depot at Waucoma has been given a coat of paint, both inside and outside. Everything is spick and span and shining, and every one's happy.

Mrs. Jas. Fitzpatrick, wife of section foreman, and sons John and Richard spent the Easter vacation visiting friends at their old home in Delmar, Iowa.

### Notes from the Traffic Department, Local Office and Docks

Tacoma  
R. R. T.

IT is with deep regret that we report the death of Mrs. Borghild Hoveland Alleman, wife of William B. Alleman, Warehouse foreman at the Local Freight Office, on May 1st, at the age of only 29 years. Her departure is mourned by her husband and two little children, her father, Mr. Martin Hoveland, and three brothers, and two sisters, all of

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Tacoma; and by her husband's parents, Mr. and Mrs. F. J. Alleman, and family. By a sad combination of circumstances her little daughter was very sick with the measles at the time of her mother's death. The funeral services were held on May 4th, interment taking place at Mountain View Cemetery; the sympathy of the Milwaukee family was shown at the funeral by a beautiful floral tribute and by numerous attendance of Milwaukee people.

Mr. Rouse of the Local Office was off on a two weeks vacation beginning April 11th, which he spent as usual in loyal ministrations to his wife, who has been a helpless invalid for a number of years. While deeply sympathizing with Mrs. Rouse's affliction we yet wish to congratulate her on so devoted and self-sacrificing a husband.

Andy Norwood of the Yard Office also took a vacation in April; we hear that during this time he took the opportunity of investigating a position in the Local Freight Office at Seattle. Either he didn't like the job or else Tacoma appealed to him more than Seattle, at all events he is back on his duties at the yard, just now relieving Bob Shipley.

Bob Shipley—you all know our rotund Chief Yard Clerk on the Third Trick, famous for his pleasingly rounded outline of figure—is at present on the Second Trick in the same capacity, relieving Lester Prescott who is off on a vacation. This gives Bob a chance to get his beauty sleep in the morning. As to Lester, we haven't heard at this writing what he is doing with his leisure time but shall report on it fully when he returns.

Chester MacLennan, the handsome Chief

Yard Clerk on the first trick, is leading a miserable hand-to-mouth sort of existence these days. Mrs. MacLennan having gone on a visit to Bellingham.

The force at the Local Office is, figuratively speaking, up in the air, having had the floor removed from under it. The entire office is having a concrete floor put in; the work is being done in sections and the force is huddled together in parts of the office at a time. It is uncomfortable and inconvenient while it lasts, but will be very handsome and permanent when done.

Just as these lines are to go in to our respected editor, we learn the sad news that the father of Arthur (Tubby) Gleb, popular member of our Local Freighthouse Force, suddenly dropped dead while mowing the lawn at his residence on Sixth Avenue, Tacoma. Mr. Gleb, Senior, was a switchman for the Northern Pacific Road in this city. We offer our sincere sympathy to the bereaved family.

Mr. R. V. Cummings, Traveling Freight and Passenger Agent at Tacoma, is the proud possessor of a new Chrysler automobile. We are informed that he is out on the road so much drumming up business for our line, that Mrs. Cummings hasn't even seen the car as yet.

Mr. Valentine, City Passenger Agent, and Mr. Griffin of the City Office went to Olympia today to corral some new business for the Milwaukee, we hope they come back with the scalp at their belts.

Mr. Webster, Traveling Passenger Agent at Seattle, was a recent visitor at Tacoma in attendance on a meeting of the American Legion

to elect delegates to the State Convention.

We understand that friends of Miss Stone, stenographer at the City Office, residing at Sumner recently gave a shower in her honor. We have put our detective bureau on the trail to obtain further details of this outstanding social event and to learn the reasons for Miss Stone's being thus feted, it is apparent that some event of great importance is in the wind.

Mr. Jack Smith of Sioux City, lately stationed at Harlowton, Montana, an inspector for the Perishable Freight Department, has been sent here to remain several months for the purpose of organizing and supervising the shipping and icing arrangements for the egg business which will be given to our line in a few days by the Washington Co-operative Egg and Poultry Association.

### East H&D Division

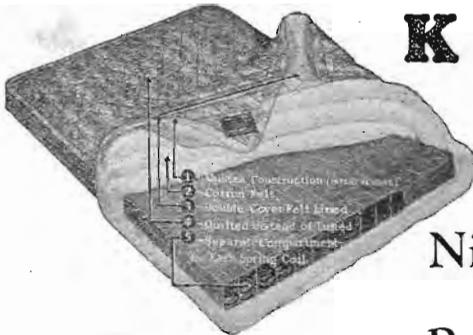
*Maude Hamlin*

**P**AINT up and clean up week seems to have been observed rigorously on the Milwaukee as you will notice all the station buildings and roundhouses have been slicked up with new spring coat of paint.

Rudy Lundquist, clerk for trainmasters at Montevideo, is already planning his vacation—anticipation is a great thing, Rudy, but we hope your vacation comes up to your plans.

East H&D has put on an extra gang, called Gang No. 3 between Wegdahl and Montevideo, putting on 2600 new angle bars and 6000 Fair rail anchors. This gang is also spacing joint ties and surfacing.

Jarvis Sinclair is back on the 'Package Run,' again and Joe Adams is once more on the



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CHICAGO, ILL.

Fargo Line. Conductor Middlebrook is holding forth on the Hutch line and M. E. Tickner is resting up on the Farmington Line.

Mrs. J. E. Hills has gone to the west coast for an extended visit. Supt. Hills will join her some time in June.

Miss Harriett McLaughlin and Miss Amelia Retka of Aberdeen office, spent Sunday and Monday, (May 8th and 9th) at Montevideo and incidentally "took in" the dance given by the Women's Club on Monday night.

John Lanning reports his son Theodore completely recovered from his recent trouble, and he has brought the lad home from the hospital in St. Paul.

Chas. Gillis, who had been employed at the Montevideo round house, passed away at his home on April 18th, after an illness of several months.

Supt. Nee of Aberdeen was a pleasant caller at Monte on May 10th spending all afternoon and evening here.

New time table out the 15th of May. No. 14 it is called and it carried a few slight changes in time for our passenger and time freight trains.

Harry Frith, one of our efficient engineers, wheeled No. 263 over the division Montevideo to Aberdeen, with excess tonnage, did the usual work, against a veritable gale from the north-west and made Aberdeen on time, on the night of May 2nd. Just a little tip for others.

Sylvester A. Beck, who has been station-master at Prior Lake, Minn., left last week for a sojourn in sunny Florida. He was accompanied by his brother Foster Beck of Buffalo Lake, extra telegrapher.

E. F. Moore, third trick telegrapher, at

Stewart, is in Chicago on ORT committee work. "Bunny" was recently elected local Chairman for the east H&D with headquarters at Stewart.

Telegrapher Eugene E. Swan, who has been recuperating in Sunny California the past two years, continues to boost for the "Milwaukee" by routing passengers homeward from Calif. via the "Electrified Lines."

Yard Foreman E. A. Hazeltine of Monte, brakeman Arthur C. Howell of Ortonville, Agent Wayne Dunlap of Stewart and engineer Samuel Burnell have completed their papers and become "Compatriots" in the General Warren Chapter of the Sons of the American Revolution at Montevideo.

No. 396 derailed a refrigerator car south of Christine on a stock day recently, but our efficient freight conductor Albert Johnson (this is not you Al) lifted the pair of wheels on again and brought his stock into Ortonville early enough so it did not miss the market, thereby avoiding a large live stock claim.

### Illinois Division

M. J. S.

OUR "Poetic Contemporary" the genial "Paddy Kirwan" Traveling Auditor, submits the following little verse:

"They met on the Illinois Division,  
But they will never meet again,  
For She was an Eastbound Young Heifer,  
And He was a Westbound Train."

"Paddie" and Chief Clerk Jim Tigerman are working on the music to these words, and we hope to have it available for the next issue of the magazine!

Best Wishes are extended to the newlyweds

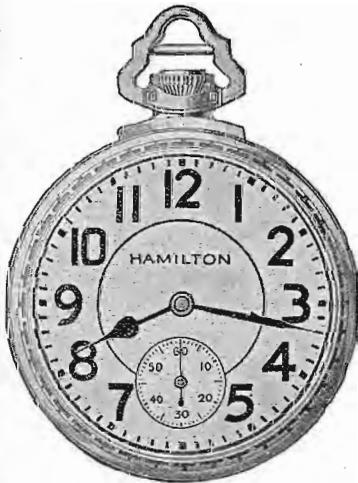
"Mr. and Mrs. Paul Lambert" in their new home at Rockford, Ill. where Mr. Lambert is employed by the Bell Telephone Company. Mrs. Lambert, before her marriage (Feb. 26th) was Miss Mildred Donohue, stenographer at the Savanna Store Dept. Office for the past two years and just recently left the office to take up her new residence. The Store Department employes presented them with an electric waffle iron.

Yes, the Savanna Baseball League at Savanna have a good start and looking forward to some famous work; mentioning our own Supt's. Office skill, can report that they won the first game of the season from the Car Dept. Office. Bud Duhigg and LeRoy Cronien the "All-Stars."

Allen Miller in Division Engineer Heck's Office happens to "hai" from Portland, Ore. He is a good rooter for the home town, and we will have to agree with him, after the last issue of the magazine with th ewrite up of dat ere town of Portland that it contains. You win Allen!

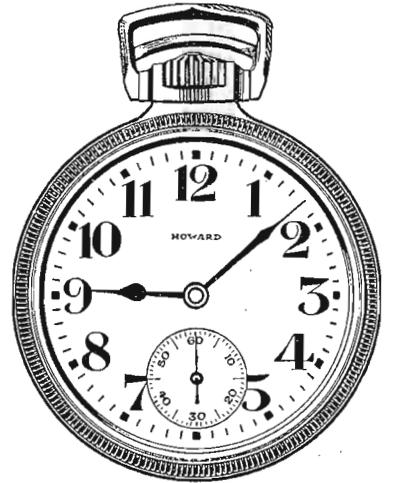
Both main line tracks have been relaid with 130 lb. new steel between Savanna and Mt. Carroll on the main line between Kirkland and Genoa, with new ballast, and the main line South will be all relaid with new steel between Ebner and East Moline by Foreman Loftus and his steel crews.

A special shipment of 28 cars of White Faced Herford range cattle off the Union Pacific RR passed over the Illinois Division a few days ago. This was a trial shipment train and made very fast time over the Ill. Divn., making the run from Savanna to Kirkland, 70 miles in an hour and 58 minutes. General Supt. E. W. Lollis accompanied the



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## GOOD TENTS FOR GOOD TIMES



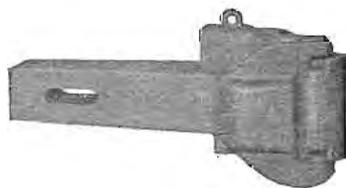
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CHICAGO

## STANDARD "D" COUPLER



THE BUCKEYE STEEL CASTINGS CO.  
COLUMBUS, OHIO

New York-Chicago-St. Paul-Louisville-London

train. The shippers were highly pleased with the service.

Three silk trains passed over the Iowa and Illinois Divisions in the month of May, Omaha to Chicago, making the run in eleven hours. These trains all made the run from Savanna to Chicago in two hours and 45 minutes.

Sympathy is extended to Machinist Savanna Roundhouse, Lee Nellis, and father, Mr. C. W. Nellis, account the death of their mother and wife which occurred at Savanna May 2nd. Burial was made at Dubuque, Iowa, May 4th.

Fireman Rudolph Ritter, who underwent an operation at the Washington Blvd. Hospital Chicago, is reported as making a satisfactory recovery.

Car Foreman Wm. Waymack and wife recently went to Chicago where Mr. Waymack will enter the Washington Blvd. Hospital for treatment for nerve trouble from which he has been suffering for some time past.

Congratulations are extended to Condr. J. A. Monahan and wife on the birth of a son the latter part of April.

Miss Phyllis Kiley, Stenographer Savanna General Car Foreman's Office, is making a nice recovery from her recent operation at the Savanna Hospital. Her place at the Car Dept. is being filled by Mrs. Daniel Hoover.

A new Illinois Division Chief Timekeeper was ushered in, on the morning of May 5th, when a new son was born to Mr. and Mrs. C. E. Whitt. The little fellow will answer to the name of John Richard. Congratulations are extended.

Engineer Orrie Landrum is confined to the Savanna City Hospital where he underwent an operation. He is getting along nicely at this writing.

### Mechanical Department

General Foreman Slater recently returned from a trip to California and while in the west acted as best man at his son Robert's wedding at Glendale, Calif. Robert at one time was employed in the Savanna Roundhouse and the force is extending sincere congratulations. Mr. Slater says he wasn't a bit nervous at the wedding but we almost doubt his honest word.

The wedding bells have rung again in the Store Department. Miss Grace Heil, Stenographer for the Divn. Storekeeper, was married in Chicago, April 20th to Chas. Berthoff, Conductor on the Iowa Division. Best wishes are extended.

We have at last found a man who is honest enough to admit that it takes him two hours to dress for a dinner. Now mind you, it was not a banquet but just a dinner held before the Safety First Meeting at Savanna, and our Chief Clerk departed for home two hours in advance to get ready in time, so he said.

Anyone desiring a housekeeper please notify this office as we know where we can get you a good one. Sheetz kept house two days while his wife was gone and we understand Mrs. Sheetz didn't find fault with one thing--no--but many.

W. J. Hogan, formerly employed as a foreman at Savanna, dropped in and said hello to all of us. Sure glad to see you but you might have stayed longer.

Sympathy is extended to Ben Nutt, our Boiler Inspector, in the death of his mother, Mrs. Caroline Nutt, which occurred April 28th at Davenport, Iowa. Burial was made at Cedar Rapids, Ia.

Our "Fiery Haired Steno" has a far, far away look in her eyes; goes all the way to Florida, cause her Sweetie has gone to Florida. Yes sir, and he is going to stay three long months too. Life is a bare existence to her

these long days and nights, but with three and four letters going each way each day, we shall have to have an extra mail car or two.

### Savanna Freight Office Items

Be sure to "tune in" on station GBS--on the air every day from 7 A. M. to 4 P. M. The station is operated under the special supervision of A. J. R.

Some wonderful programs are being broadcast and I assure you that you will get your money's worth.

The following artists are now assisting with the programs:

Gus--Announcer  
Clarence--Leader of the JAZZ orchestra.  
Huffey--Violinist.  
Nell--Special readings.  
Mickey--Bright sayings from the Children's corner.  
Bill--Pianist.  
Mil--Vocalist.  
Ken--Farm Talks.

Yes, folks, to Huffey's great relief, Nell has a P. W.

Gossie--"Gus, what does paregoric mean?"

Gus--"Wait a minute; I'll look it up in the dictionary."

Later--"It means something soothing."

Gossie--"Well, what does paregorically speaking mean?"

Bill is now specializing in the raising of chickens. He says he got a real good hatch from his last setting of eggs--4 chicks out of 13 eggs.

Did we have a Good Safety First Meeting at Savanna, May 11th--I'll say we did, Chicken dinner 'n-everything. There were about 145 present. Preceding the meeting the Savanna Chapter of the Women's Club served a dinner. During the dinner, songs were sung and selections were given by an orchestra composed of Railroad folk. Meeting was called to order by Chairman, Mr. W. M. Thurber. Talks were given by Mayor C. N. Jenks, of Savanna, Mr. W. H. Cobb, Dstr. Safety First Inspector, Captain of Police Geo. Layton, Master Mechanic Mullen, President of the Savanna Chamber of Commerce, Mr. A. Boothby, Trainmaster Sittler, Engr. Geo. McKay and Attorney J. L. Brearton. All the talks were along Safety First and were humorous as well as instructive. During the meeting a solo was given by Miss Helen Fern Castle, reading by Mrs. Etta Stiles and the song "Milwaukee Porters and Waiters" by Mrs. Arlene Hummel. The gang from Iowa gave their state song and were responded to by the Illinois Gang. But we didn't know how those Irishmen in our Safety Gang could sing--with Master Mechanic Mullen as leader--they sure did put over "My Wild Irish Rose." And among the men from Davenport we have a "John McCormack" in the person of Switchman C. F. O'Brien--can he sing? Just get him to sing.....and you'll agree with us. Taking it all in all--it sure was one fine meeting and those of you who couldn't attend this meeting, we hope you'll be there next time.

### Yard Office News

Assistant Yardmaster Harry Bahne passed away at his residence at Savanna, May 2nd. Mr. Bahne had been suffering with complication of diseases since last October. Harry commenced work as a clerk in Savanna Yard some twenty years ago and was promoted to Yardmaster in 1913 for his faithful service. He will be deeply missed by the boys in Savanna yard as he was always kind and willing to help others he came in contact with. Our sympathy goes out to his bereaved family.

Switchtender Walter Carey had the misfortune to have his head cut open while assisting tramp engine crew. Mr. Carey was in the act of disconnecting an air hose. The air had not yet been discharged thru train line and when air hose was disconnected it blew and hit Mr. Carey in the head. It was necessary for company doctor McGrath to take stitches to draw the wound together.

## Dubuque Division

E. L. S.

**S**UPERINTENDENT E. A. Meyer was laid up for about a week in May on account of a bad case of tonsillitis.

Conductor W. A. Cutting and wife are at Hot Springs. Mr. Cutting will be absent from duty for about three weeks, and is being relieved by Condr. O. E. Dana.

R. A. Wilkinson who was a Telegrapher on this Division for several years, passed away at Iowa City Hospital on May 7th. Our sympathy is extended to the bereaved family.

Agent Fred Schrader is contemplating a trip to the West, leaving here the middle of June.

W. H. Claussen, 2d Trick Operator at Bellevue was away from his position several days due to an injured ankle.

S. Einarson, formerly Traveling Engineer on the Dubuque Division and now located at Perry, was a welcome caller at Dubuque a short time ago. Perry seems to agree with him as he is looking fine.

Agent C. W. Petters of Guttenberg was relieved by Relief Agent N. A. Irons for a week the latter part of April. Charley surely looks fine after recent siege of illness. Hope his health continues to improve.

C. M. Merwin, Conductor is again back on the main line, running No. 38 and 33. Conductor J. D. Welsh is on the Preston Line passenger run once more.

Operator H. G. Gerling, after working about 3 months in bank at New Albin has returned to service as Relief Agent and Operator on this Division.

Agent Newhouse of Prosper is taking an extended leave of absence from April 15th. He will be relieved by H. G. Gerling.

Agent G. A. Childe submitted to an operation on April 29th. Latest reports state he is getting along nicely and he expects to resume work the latter part of May.

Ed Hurley, Agent, LaCrescent, and Local Chairman of the O.R.T., was relieved May 4th by H. G. Gerling. Hurley attended the O.R.T. Convention at St. Louis and is taking a trip through the East.

## I & D Items

M. E. R.

**C**LIFFORD Smith, Track and B&B Timekeeper, was off duty a number of weeks due to ill health, but is greatly improved. Miss Nellie Carney, former Timekeeper in the Mechanical Dept. supplied during Mr. Smith's absence.

Mr. and Mrs. P. A. Gallagher, Agent at Mason City, attended the National Meeting of the A.R.A. in Memphis, Tenn. in the month of May.

The CM&STP Offices at Mason City are contemplating an A-1 Ball Club this season providing they can raise the necessary funds. They have some good material, but short on cash. We are positive that the Ball Club will materialize because the Milwaukee usually get everything they go after.

Wanted—A package of hairnets if I am to play ball. Sgd.—MO

Miss Gertrude Deeny, OS&D Clerk at Mason

City Freight House, has been away from her duties for several months due to ill health. We understand that Miss Deeny is gradually improving and we hope that she will be in our midst again soon.

Milwaukee Employes on the I&D Division are accepting comps every day for the CM&STP Choral Club, who sang "The Holy City" on April 27th to an audience that filled the local High School Auditorium.

Sidney, son of Supt. Ingraham, was shut in with the measles for two weeks in the month of April.

J. L. Brown, General Superintendent of Transportation, and family were visitors on the I&D Division in the month of April.

Mrs. W. F. Ingraham, appeared on two programs at Canton, S. D. on Sunday, April 24th, rendering a number of solos.

A number of I&D Division Officers attended the monthly Claim Prevention Meeting held in Minneapolis on Monday, May 9th.

Before the June Magazine is out, Jay Bailly, Trainmen's Timekeeper at Mason City, will be a MARRIED MAN. Congratulations, Jay. Jay has been the recipient of a great number of Western Union messages the past year, and this is the answer—Wedding Bells.

Understand that Stasia Harding, Steno in Mr. Hodges' office, is an expert at breaking locks.

Mary Gen Braheny, Steno in the Superintendent's Office is preparing an article "How to Prevent Boils."

President Coolidge's Envoy arrived at Spencer, Iowa, on I & D Divn. No. 11 on Monday, May 9th, to look over the proposed residences at Lake Okoboji, where the President has been invited to spend part of his vacation this summer. It is also anticipated that Mr. Coolidge, will spend part of his vacation in the Black Hills.

The Mason City Passenger Station for the past two months reminds one of Ellis Island. A large number of foreigners, mostly Mexicans, have been going thru, in and out of Mason City to the beet fields to begin their summer's toil of raising beets which net a nice revenue for the railroads in the Fall, hauling to the refineries. Mason City, Iowa boasts of a large sugar refinery.

"Novelties of 1927"

Jay's Seriousness  
Milton's Permanent  
Leo's New Hat  
Don's Expert advice to married men  
Lawrence's Pep  
Donavan's Anglings

## Chicago Terminal

Guy E. Sampson

**M**RS. Joe Bodenburger is still confined to her home with a very bad case of rheumatism. She is now able to get around the house with the aid of a cane.

Mr. Wykoff is also a victim of rheumatism and has gone to Excelsior Springs to try and find relief.

A new fire hydrant has been installed at Manheim at the east end of Godfry Yards and Oscar Dodge and Harry Ebner have been appointed to take charge of the fire fighting apparatus. They recently had occasion to try out their nerve as fire fighters when an empty box car standing on the repair track, caught fire. The lead engine quickly switched the car out and brought it to the hydrant where the fire brigade soon extinguished the fire.

Oscar said it was just like tying an animal to shoot, this bringing the fire to the department. However they did the job and did it right.

The station buildings at Bensenville as well as the Towers and the Women's Club building have all been painted and look just fine.

Our jolly helper at the Bensenville depot recently underwent an operation and brakeman Fox took his place at the depot during his absence.

On Monday May 9th a terrible wind and hail storm hit this locality and the Bensenville round house looked like a sieve as several hundred windows were filled with hail stone holes. A string of cabooses standing on the coochose track looked as though they had been through the worlds war. No employees were seriously injured as everybody beat it for shelter of some kind when the storm struck.

On April 14th a meeting was held in the Conference Room of the Union Depot for the purpose of organizing an Athletic Association among the C.M.&St.P. employes. The purpose of the association is to get better acquainted and create friendship among employees of the different departments of the R.R. thereby increasing the efficiency and morale of the employees as well as to advertise our great railway system; also to enlist the employees in any athletic sports desired by members such as Baseball, Foot Ball, Bowling, Tennis, Golfing, Boxing, Wrestling and numerous entertainments such as dancing, card parties, bunco parties, etc. Temporary officers filled the chairs at the first meeting and at the second meeting, held April 21st the following permanent officers were elected.

L. M. Norton, Chairman  
R. Cobel, Vice Chairman  
W. J. Dorgan, Secretary  
C. A. Galliger, Treasurer

The following committees were appointed.

On By-Laws, Boland, Sorenson, Dorgan, Paradise and Hood. Organization: Boland, Hood, Haggart, Paters and Sampson. Publicity and Press Agent: Guy Sampson.

The organization committee to have full power to appoint sub committees. The membership to date numbers close to 300 members and our goal is every employee on the "Old Milwaukee." The management has promised their moral support in making the association a big success and several officials have already become active members. With the co-operation of all employees and the hearty support of our supervising officers our goal can easily be attained.

Some of the base ball teams are now getting into action and each month we should be able to give our readers accounts of some real live games. The baseball Managers appointed to represent the teams already organized are as follows:

Manheim and Bensenville Clerks, P. A. Burns.

Division Street Clerks, J. Boland.  
Galewood, W. Ave. and Bensenville Switchmen, Mr. Tracey.

W. Ave. and Galewood Car Department, F. Swanson.

Bensenville and Manheim Mechanical Dept., A. H. Pierron.

We have asked for items from the different departments but to date have only received one communication and that from Manager Pierron whose letter follows. "The base ball movement in the motive power department does not seem to take hold. Co-operation is lacking and this department evidently will not be represented in the Terminal Leagues.

The regular base ball team of Bensenville is mostly made up of Milwaukee employees. L. Hedegard, Manager, E. Boldebuck 1st baseman, E. Martwick 2nd base, G. Bayne 3rd base, Martwick right field, L. Smethurst center field and Frost in left field. They are all first class base ball men and know the game. Anyone wishing to see what material the motive power department can furnish should watch this team play the game. And all these men have signified their willingness to play in the twilight games of the Athletic Association. No doubt if a slight effort was made at the Boulevard end, the motive power department could have a very good team representing them." We agree with Mr. Pierron that it is no one man job and every one interested should come to the aid of the different managers and get their teams to work as soon as possible. Any news pertaining to the association which reaches the press agent by the 12th of the month will be sent in for the next months publication. He would prefer that they be sent in nicely typewritten to save rewriting as all copy sent to the editor should be typewritten and double spaced to leave room for corrections. At every sport meet where the press agent is unable to attend some one should be appointed to write up the meet and forward to him as soon as possible. Let every employee get behind the move and make the association a roaring success.

General yard master H. E. George is spending his annual vacation at Excelsior Springs and to say that he is enjoying it would be putting it too mild. "Hurk" knows the one spot on the "Old Milwaukee" where a fellow can spend a couple of weeks and come back feeling many years younger. Wm. Walthers is acting General yard master during Mr. Georges absence.

Switchmen L. Corkill and Willis Smull autoed to Bairdstown, Ill., this month and spent a week with relatives.

On May 12th Mrs. Estella Sampson was taken seriously ill with an accute attack of heart trouble. The family physician was summoned and prescribed a few days of absolute rest. She is somewhat improved at this writing.

Towerman George Hampton and Al Eldred journeyed to New Orleans and back by special train when their commandery lodge attended the big meeting in that city this month. High water, none that we saw says George. No visitors are allowed near the levy and they were too busy being entertained to think about the danger they might be in at the time, from the levy breaking.

### George W. Blackford

R & SW Division Engineer George W. Blackford passed away at the Emergency Hospital, Beloit on May 3rd, after an illness of about two weeks. He was taken to the hospital for treatment on April 18th, following a severe heart attack. His death, came as a great shock to everyone, as it was thought that he was recovering and plans were being made to remove him to his home in a short time.

Mr. Blackford was born in Hereford, England, Dec. 8th, 1870. He came to this country at the age of 17 years and resided in Janesville for several years. It was there he began the railroad career which he never left. He had been in the service about 39 years. Mr. Blackford was the organizing spirit behind the foundation here of the Beloit Brotherhood of Locomotive Engineers, No. 825, and was made its first Chief Engineer.

Mr. Blackford is survived by his wife, two sons, Chas. H. and Geo. F. of Milwaukee, a brother and one sister.

Services conducted by the Beloit Brotherhood were held at the Rosman-Kinzer Chapel at 8:00 o'clock, Wednesday evening, May 4th. Engineer John T. Corbett read the impressive burial service and spoke of the high esteem in which Mr. Blackford was held by all who knew him.

The body was taken to Milwaukee Thursday morning and Masonic services were held in McKinley Temple on Saturday, May 7th. Interment at Valhalla Cemetery.

### R & SW Division

Lillian L.

DISPATCHER Ed McCann came back to work on May 4th, after being off for some time following an operation. He stuck to the ship for one day and then had an attack of tonsilitis. He is back on the job once more and we hope he won't catch anything more for awhile, at least.

The freight house at Freeport has sprouted a nice new pair of wings under the careful supervision of Mike Harnett. The new addition keeps the rain off the platform, also the delivery side of the warehouse and is a much needed improvement. At present the platforms are being repaired.

Joe Grattello, Demurrage Clerk at Freeport, was united in marriage to Mrs. Betty Clemmons the last of April. We all extend best wishes to the happy couple.

Car Foreman Fulrath is right there when it comes to tripping the light fantastic. Zale takes in all the dances given by the Women's Club and does not sit out a single number. He seems particularly partial to one of the girls in the Superintendent's office when choosing a dancing partner, as they move in perfect harmony—what you might call the poetry of motion.

Marvin Brick is sporting a new derby. Some class to Marvin.

Conductor George Howland has taken the run on No. 21 and 36 and has changed his residence from Janesville to Milwaukee. Conductor Walter Thompson is on the swing job. Condr J. T. Regan back on the Janesville-Rockford passenger run and Conductor Joe Larkin back on the milk run.

An OS&D Meeting was held on the way freight, train No. 96, between Beloit and Sturtevant April 19th. It is now planned to hold an OS&D Meeting on train No. 93 out of Beloit May 18th.

Chairman Gibson feels that the holding of meetings on the way freight permits of actual contact with conditions which are brought up from time to time, and organizes the party so that each one will have specific duties on the trip. We know they did not let much get by them on the April trip, judging from the report they had on their return.

Had the pleasure of meeting Miss Esther Ellis from Freeport on a trip into Milwaukee the first part of May. Hope she will pick the same day that we do to go in again sometime.

Felix Raue and Leo Sullivan both laid off May 11th to attend a wedding. We have not been able to figure out as yet which one of them was married or whether it might have been a double wedding.

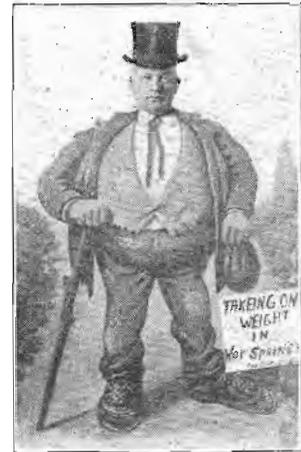
Beloit put in a requisition for a new lawn mower, and as same had not put in appearance, Peg Fairchild, who has the fun of pushing same over the lawn, came into Superintendent's office and inquired if they had heard anything from that mower. Our Punster, Jim Chambers, never cracked a smile as he replied: "No more than I heard before."

Sorry to hear that Clarence Hammel's daughter is quarantined with scarlet fever.

Pretty lucky that Clarence escaped quarantine, as would not know what to do with the Janesville-Rockford passenger job, as no one else will take it.

The engagement of Miss Ruth Bauer, daughter of Dispatcher and Mrs. J. L. Bauer, to Leonard J. Lightfield, Passenger Agent at Beloit, was announced at a one o'clock luncheon on May 10th at the home of Miss Bauer's parents. Appropriate spring blossoms were used in the house decorations. Date for the wedding has not been set.

Special train President H. E. Byram and party passed over the R&SW Division on May 13th. Made a short stop at Freeport and Beloit.



An R. & S. W. Division Conductor Rejuvenated

### Tacoma Shop News

"Andy"

FISHING season in this neck o' the woods opened up on the first of April, and of course our famous follower of Isaac Walton, Harvey Snyder, started the ball a rolling by meandering up to Mineral Lake with his ketch 'em fishing outfit. Well, Harvey was as least honest about it, and admitted that he only got two. Better luck next time.

Mike our Messenger boy still believes in Santa Claus, which was evidenced from the fact when he addressed a letter to Mr. Blank, Soot 220, Smith Building. Sounds also like he might be a chimney sweep.

Glen Mills, well known as a Machinist Apprentice at Tacoma Shops, has completed his course of sprouts, and has sallied forth into the cold world to make a name for himself, as well as a little loose change, in the capacity of a Machinist.

Frank Buchanan, our famous Traveling Engineer, known in the upper circle as "Major" has been floating up in the air, giving us the high hat proper. In fact he is way up in the clouds, that is the Flying clouds, since he purchased one of the late model Reo Flying Cloud omnibuses.

Mr. G. E. Cessford, has returned from his sojourn in Southern California amongst the bathing and movie beauties, and is back on the job. We are very glad to have Mr. Cessford here with us again, because you just got to have somebody brighten up the place.

Ethel Schmidt, had a bad tooth extracted recently, and has had a swell time ever since.

A Brother of E. Meshisnek, Chief Engineer in the power house at Tacoma, was one of the unfortunate victims in the terrible mine disaster at Carbonado. At the time of this

writing he had not been located, having been covered up with tons of debris. We all wish to offer our sympathies.

Mrs. Little, mother of Boilermaker Little, in the Roundhouse at Tacoma, passed away recently.

Mrs. John Knudson, has had more sorrow added to her already heavy burden. Mr. Knudson died a short time ago, and now her oldest son passed away. Hard luck seems to be dealt out in large chunks, and we wish to express our heartfelt sympathies.

Geo. W. Blaser, Coast Division Engineer, passed away on April 12th. Mr. Blaser was well known in this locality, having been on this division since 1910, and well thought of by all those who knew him, so it is with deep regret that we must report his demise, and offer our sympathies to all those left to mourn his loss.

Con Thrasher, had just completed serving a term on the jury and got back to work, when he was taken ill—just seems like one darn thing after another.

P. R. Horr, is again warbling his song of liberty since his wife left for a visit with her folks in Salt Lake City.

Fred Lowert has been suffering from a severe attack of golf rheumatism, contracted during a strenuous game with Aly Pentecost and P. R. Horr. It probably would not go amiss at this time to inform all concerned that this was P. R. Horr's official entry into realm of golfology, and his first game, and at that he won over his larger and more experienced opponent Mr. Lowert. Of course P. R. H. has the physical advantage of being built closer to the ground and better able to get a bulls eye bead on the elusive pill.

Wilbur Lauchhart, our handsome stenographer, recently made a flying trip to Linden in his stappy Buick roadster, recently purchased. The trip was made in nothing flat, that is he had no flats.

### Sioux City & Dakota Division H. B. Olsen

O. K. Johnson, of the car department at Sioux Falls has the Agency for a con-  
traction for automobiles which is a "gas saver" in fact after applying one of these, O.K. says you can start with a quart of gasoline and after driving ten miles the tank will overflow. Now we guess "O.K." knows his stuff.

Herbert Gregory, "pumper" at Platte has joined the "home owners" family and purchased a fine home in the west part of that little city and is now comfortably settled in his new abode.

Conductor "Buck Crews" has left runs 395 and 396 between Sioux Falls and Flandreau and taken Numbers 97 and 98. We miss you around Sioux Falls "Buck."

By the time this reaches you, Dispatcher N. J. Gorman will have been married. Mr. Gorman and Miss Loretta Hildebrand were married on May 24th, without the consent of parents, friends or office associates. We understand "Jimmy" had requested some long-distance transportation and the newly-weds are probably so-journing in sunny California now. We wish you the best, and congratulations.

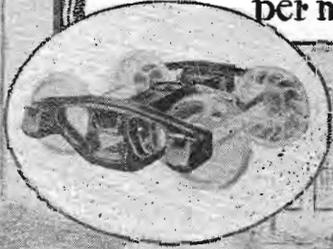
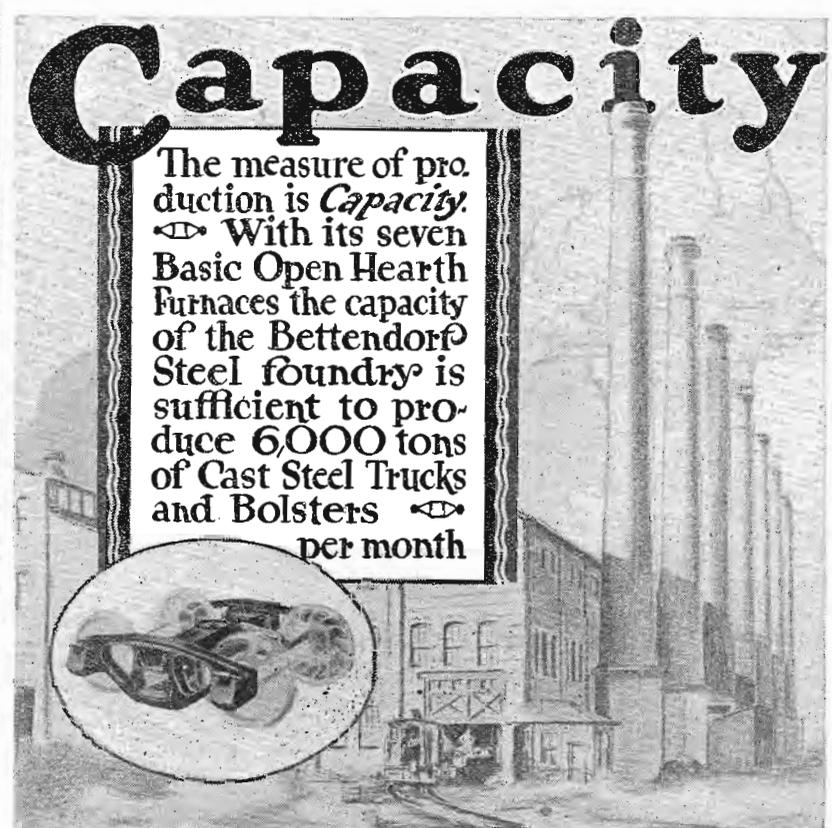
We see Fuel Supervisor Earl Jefferson driving a new Velie coupe—Earl ought to be able to operate his new purchase very economically, so far as fuel is concerned.

A jolly bunch from the Superintendent's office including Mr. F. T. Buechler, Trainmaster W. G. Bowen and wife, Mr. and Mrs. Suebing, Mr. B. O. Searles of the Traffic De-



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partment all attended the annual dance at Sioux Falls given by the Women's Club, April 19th.

We are glad to report Conductor Carl Wheeler has been released from the hospital, and is recovering from a serious operation. We hope you will be able to resume work soon Carl.

The prospects for the seasons crops are very good over the entire division. Agent Chas. Whitham at Scotland reports the farmers are very optimistic in regard to the future, all small grain coming up nicely and corn planting has begun in earnest.

"Bill" Lagon, of Menno, S. D. has decided he would like a touch of the bright lights and has accepted the O.S.&D. position on bulletin at Sioux Falls.

Agent A. J. Gorman over at Parkston, S. D. reports a very heavy business in the seed corn line. Shipments of seed corn from that station have been enormous. Good outlook for future crops and every one seems to be happy.

Commendation for an act of kindness is due Engine Foreman Henry Hurt, Switchmen Jack Hagey and Perry Collard at Sioux Falls. One night a lady with two small children arrived at Sioux Falls with funds only enough to provide her transportation to Madison, S. D. The lady remained at the freight office until the arrival of No. 75. In the meantime, the men named, divided their lunch with her; Sealer "Slim" Angle assisted her to the caboose and she was made comfortable. Acts of this nature are surely worthy of mention.

Ray Hunter, Engine foreman, Sioux Falls came in to the office the other morning and said, "what do you think I did Sunday?" every one curious to know asked "what". He said "I went to church, the first time in twenty long years." That's reform Ray.

Operator K. S. Lambert, Canton has conveyed the news to us that he has purchased a Ford Coupe and expects to make more trips to Sioux Falls from now on.

The Ry. Employees Progressive Club entertained its members and friends to a "Train Order" Dance, Sioux Falls on May 13th. With train orders galore, electrical displays of trains, telegraph instruments ticking, semaphore, big crowd, refreshments and believe us every one had a good time—it was a real "rail" dance.

## Idaho Division

R. C. P.

W. M. GLEASON, Superintendent Union Station, Spokane, has purchased a new "Chrysler Imperial 80" Sedan. Train Dispatcher G. A. Rossbach with his "Chrysler 70" feels outdone but says he will have to be satisfied as "Bill" left no more fields to conquer.

The Milwaukee Women's Club has arranged to give a dance in the main waiting room of the Union Station, Spokane, Friday May 13th. We are all eagerly looking forward to that date.

Pearl Taylor formerly second trick operator at Plummer Jct. drew the agency at that point after the agency at Plummer was abolished and transferred to Plummer Jct. Pearl is the fellow who parks his car in the City limits' brush when he drives to Spokane, but is a real home town guy out in the sticks.

Brakeman B. A. Parker died Sunday PM April 10th at Spokane after an operation which was not considered serious. He had been in poor health for the past two years, not being able to attend to his regular duties, but was sparing no expense to regain his

health which he thought was gradually improving. His death came as a shock to his many co-workers who knew him as a true friend and a "Square Shooter" at all times. It is regrettable that death should come to one who has striven so hard for health and so optimistic in regaining it.

Eugene the 13 year old son of Yardmaster and Mrs. C. E. Potter of Malden died at Sacred Heart Hospital Spokane April 13th, the cause being spinal meningitis. He was hurried to Spokane the day previous to his death, accompanied by a Rosalia Physician, and every effort was made by the best doctors in Spokane to save his life.

His passing has cast a spell of sadness over the entire Idaho Division as the little chap was very dear in the hearts of all of us, being a model of unblemished youth. The bereaved parents have our sincere sympathy.

## Ponderings from Pend O'Reille

IT just seems like this part of the Idaho Division cannot get along without some few changes on the line and we shall try to chronicle them.

A. J. White late Cashier and Operator has bid in the Agency at Metaline Falls, Wash and reports he does not find any idle moments at that place.

Relief Agent E. A. Brown has been filling in at Newport waiting for the Regular Man who bid in the position to come there and at the time of this writing, Patrick Henry Murname has arrived at Newport and is monarch of all he surveys.

Tim Lenihan of Main Line Fame has the Spirit Lake-Dishman turn for a 36 day jolt when the Regular I&WN Condr. Ed Bell will no doubt take the wheel for his 54 day vacation nights?

Condr. Fewkes seems to be lined up considerable with a long switch list these days on the POR he can advise whether there is more switching here than on the Main Stem.

The writer begs to acknowledge a call from an old I&WN employee in the person of V. B. Ross now Traveling Frt. Agent for the Baltimore & Ohio R. R. Mr. Ross and the writer relived some of the old days on his visit and we hope to see more of him from time to time.

The Depot moving Crew have finished installing the Agent in the Depot at Ruby which includes two living rooms and we feel perfectly safe in saying in advance that W. O. Zypf who rustles the kindling at Ruby is very thankful for such favors?

Condr. Schurch we understand was off a couple of trips and allowed Condr. Fewkes to handle his ticket Punch and seal record book while he was off.

Engineer Keller has patience to spare and if you don't believe it ask him about the connecting rod burning out on his auto trip just a short distance after he had got started on his way to Spokane recently.

The writer had a pleasant call from E. J. Kichmaster formerly Agent at Usk and various places on the Milw. and I & WN, Kich is now in the Bank at Spirit Lake and we give these Bankers fair warning they better look out or Kich will own that institution some of these fine days.

Mike Pelarske our lineman is enjoying a 6 months vacation plowing, sowing and making garden on his St. Regis Farm. Mike's shoes are efficiently filled by Oscar Olson of Malden.

The Section crews on the POR have been increased considerably and are busy putting

in new ties. This makes the Section Foreman happy but of course increases work for Road Master Bakke who knows how to handle such things to a nicety.

## Othello Car Department

CAR Forces are now reduced to a minimum and only enough men are working to take care of the necessary business.

Frank Newton, Carman, had the misfortune of sustaining a severely sprained ankle due to falling while at work.

Understand Car Foreman Guest has a new way of spending the evenings since the arrival of a brand new baby boy at his home recently. The radio is now of minor importance and does not receive the general abuse as of days gone by.

Since Scotty Urquhart has been layed off Ike Case has taken his place as a partner of Joe Barrett. Ike seems to have control over Joe in all the arguments.

Frank Meisenburg, Wrecking Foreman has taken the old bus out of the garage and has it all polished up. Frank must be getting spring fever and is figuring on traveling.

Car Inspector Crider has taken over the duties of a full-fledge Deputy Marshall in order to enforce Volstead Act. Some one that don't know John may believe this. There has been no life imprisonment sentences to date.

WHILE watching the Dempsey-Tunney fight at the Empress in Spokane, heard some one nearby moaning and groaning, "What a hard cruel world, Jawn McGraw lost the pennant and now I seen the defeat of my old friend Jack." When the lights came on, noted it was our Passenger Condr. Mike McCormick.

Due to the reduction of car forces, Frank Shumacher and Earn Hodson are handling the day shift.

Inspector Crider has signed up to catch for Lind during the coming ball season providing the wound he got in his leg during the rabbit drive does not slow up the old dogs.

Spring is here and all we lack is to see a new pair coveralls on baggageman Joe Siebert.

While being laid up with the flu, M. F. Whalen visited with the office bunch in Spokane. Took in the ball game with W. T. O'Reilly and Tom Morris, had he been a little stronger would have tried a round or two of Golf with the Dispatchers.

Clerk Weber looks so sad when Clerk McManomon tunes the radio to KOWW and a sweet voice singing "I love You." Cupid seems to be busy and it looks like wedding bells in June.

## Fullerton Avenue Building

J. T. Griffin

Count that day lost

Whose low descending sun

Views not John Griffin's hand

Crapping for the mon.

ELMER Linden, Assistant Comptroller's Office is the proud father of a baby boy. Congratulations.

For sale or trade: One partly used Jewish Police Dog, one eye missing, short tail and four legs. Apply M. Blumberg, Ticket Auditor's office.

Employees of the Interline Freight Auditor's have organized a ball team and will be known as the "Rinky Dinks." They are anxious to meet teams from the various offices and bureaus. They have already defeated the Review Bureau by a score of 24-6.

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You Will Find Everything For The  
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H. G. B. ALEXANDER, President  
**Chicago**

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FLEXIBLE STAYBOLTS  
CROWN STAYS  
RIGID BOLTS

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

Charles Greve, elevator operator, still ab-  
sent account of injury received some time  
ago. We hope to see him improve steadily  
and have him with us again.

The following telegram was received from  
Mildred Schreiber, Ticket Auditor's office.  
"It's all over now." Congratulations, Mil-  
dred.

Miss Harriett Kennedy of the Auditor of  
Expenditure's office is departing for New York  
again. There certainly is something mysteri-  
ous as well as attractive in New York to make  
her care to journey there so often. We won-  
der what it's all about.

Mr. J. W. Severs, Auditor of Expenditure,  
has been given supervision over seventeen  
clerks from the Comptroller's office in the  
Chicago Union Depot. They started in the  
Fullerton Building the first of May and are  
known as the Acct's. Receivable Bureau of the  
Auditor of Expenditure's office. I am sure we  
welcome them to this building and hope they  
will like their new quarters as well, if not  
better, than the depot.

Mrs. Marie Kennedy Dunn of the Payroll  
Department of the Auditor of Expenditure's  
office has given up the business world to be-  
come a proficient housewife and most of all,  
to make those pies that she loves so well.  
Her co-workers gave her a beautiful lamp on  
her departure.

Miss Frances Moseley of the Payroll De-  
partment and of Aud. of Expenditure's office  
left to get married the latter part of March,  
and we were all expecting to be invited to the  
wedding, but it turned out that she slipped  
one over on us and was married on New Year's  
Eve. Congratulations and best wishes, Frances.

We were very much surprised at the un-  
expected visit to this office (Auditor of Expen-  
diture) of Mrs. Alice Flanigan of Mr. Lyon's  
office of the Store Dept., at Western Ave. She  
came over to get some invoices to work on she  
said, but we think the spring air got under  
her skin and the result was a promised visit  
from Mrs. Flanigan whom we all met and like  
very much. Hope your work runs out again  
Mrs. Flanigan so we may have the pleasure  
of your company again.

During the month of April, the Knights of  
Columbo held a stag in their Community House  
at Norwood Park. Of course, the representa-  
tion of the Milwaukee Road boys was large  
due to so many of them living in and around  
Norwood Park.

There were several wrestling matches and  
three-round boxing bouts. The first prob-  
lem to solve was getting the proper talent  
for judges. Dale and Ramsey were there, but  
the contour of their bodies being like the  
much used clothes pin precluded the selection  
of them, so the management stated they would  
try and find some ex-pugs or at least a couple  
of fellows that looked like they had been in  
many a battle either in the ring or at home.

Eddie Knell, our congenial Car Accountant,  
and Joe Crowley from Mr. Knoll's office were  
the only two in the whole audience that would  
fill these requirements so they were induced  
to sit by the ringside and cast their opinion  
in a written note as to the winner. These  
two gentlemen sure did a good job. Not once  
did they agree, consequently, the referee had to  
give the decision.

Well, a good time was enjoyed by all, but  
I am sure the best bout of the evening was  
omitted. Next time we hope Knoll and Crow-  
ley are a part of the contestants rather than  
judges. Then we will see a real battle (while  
it lasts):

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

**DURING** the month Ethel Carpenter went  
to Madison, Bernice Kruse and Frieda  
Loosen to Chicago and Clifford Cullen to Lone  
Rock.

After a long siege of sickness John Frie-  
mann is back again. We are very glad to  
have you on the job once more.

I haven't been able to determine the reason  
for Joe Roesch and Fred Gregory jumping  
rope. Are you trying to reduce or are you in  
training. At any rate I will admit that they  
know how to do fancy jumping.

What has happened to the ball game. Did  
the ball get lost or did the umpire suspend  
the gang. Horse shoe seems to be in vogue  
now. What's next?

We all were very sorry to have Arthur Wich-  
man leave us. Wm. Gutbrod is our new of-  
fice boy. I wonder how long he will stay,  
it seems our office boys are here today and  
gone tomorrow.

Irving Clouse has a new job (night floor-  
walker) since Richard Erving arrived. Erv  
claims he isn't kept very busy but we have  
our doubts. How does it feel to be a Daddy?

"Where are you going?" and "When are  
you going?" are two questions that we hear  
now. Won't be long before those vacation  
days are here—but how soon they go.

I understand that Frank has deserted the  
Museum since spring has come. He claims  
the crowds are too small now.

By the time this is published Erwin Weber  
will have said "Good Bye" to his bachelor  
days. Congratulations and best wishes Erv.

**Dubuque Shops Jingles**  
Oosie

**MILDRED** F. likes California, she's not  
coming back no more, in her place  
there's a shiek named Arnold, who seems to  
have Shebis galore. "Pete's" broke into the  
Movies, watch the screen for her pretty face,  
we haven't the name of the picture, but we're  
sure it will be an ACE.

Remember the little Nursery Rhyme we  
heard at Mother's knee, well this one surely  
takes you back to those days of memory. "This  
little pig went to market" was Louis Vincent's  
favorite rhyme and you should have seen him  
carry it out, by chasing one down the line.  
This dignified choir singer, with Ed. and  
Lyle and some more have learned the lesson  
that "pigs is pigs" and not chased when they  
come to your door.

Those wedding bells will soon ring out,  
Frank Frick's to be the groom;  
His preference he says is ice cold cash  
And 'twill be when the roses bloom.  
(Jack K sez the 5 spot Frank owes him  
can apply, but Frank sez "nothing doing"  
we'll let that 5 spot die.)

**PLAY BALL;** Lets go—  
Here's the Dubuque Shops Lineup;  
Lonergan with Boilerbusters,  
Of course, heads the list;  
Harry Neu, with Machinists "Neu's Boys"  
Will see that nothing is missed.

The "Clerical Errors" represente d by Kleeman,  
Will be up in the every front line,  
But Ohde with the Pipe Shop "Blowers"  
We aren't betting so much on, this time.  
(Oscar's family is growing, his mind's

Not at all at ease—so if there are any  
Slopvers—  
Just do excuse them, please?)

Bringing up the rear is Royce with his  
"Horses"

The Store Dept. naturally are late—  
The name itself implies that (horses)  
So their playing can't be up-to-date.

Sully goes to Chicago every Sunday now—  
Methinks pretty soon this foolish chap will be  
taking a solemn vow!

Mr. MacDonald laid off three pretty stenog-  
raphers in one day; kinda early for can-  
ning peaches, isn't it Mr. Mac?

## Twin City Terminals

Mac

ON April 21st the Milwaukee Division of  
the Railway Women's Association of the  
Twin Cities entertained the members of all  
the Divisions at their Third Annual Travel  
party in the Traffic Club Room, Hotel Nical-  
let. A good time was noted as the guests  
traveled from Chicago to Tacoma in the  
Olympian. Prizes were given and a very  
fine lunch was served at the end of the  
journey.

The last card party given by the Milwaukee  
Women's Club among those who received prizes  
and whose name was omitted last month in  
error was Mr. Austin H. Wilkins of the  
Traffic Department. We understand this prize  
consisted of a very fine "Booby" prize.

Miss Marguerette McIntyre car record clerk  
in Mr. Kennedy's office is taking an extended  
vacation on account of ill health.

Miss Katherine Wright of the Signal De-  
partment, who is a dramatic reader gave a re-  
cital April 27th in the Depot Club Rooms.  
The recital consisted of French classics, piano-  
log, monologue and a one act play. She was  
assisted by two pianists, three violinists and a  
cellist. All expressed a very enjoyable even-  
ing. Miss Wright was the recipient of three  
beautiful bouquets.

We understand Mac McAndrews has been  
assigned "Pinch Hitter" on the expense desk  
at the Local Freight Office.

We hear Pat Flaherty and Tom Moffit of  
the Local Freight are in joint training now  
with the expectation of meeting Gene Tunney.

Archie Nimons of the Local Freight has  
accepted a position at the Twin City Trans-  
fer.

There is a brand new baby girl at the home  
of Harold Beringer Chief Bill Clerk and her  
name is Catherine Ann.

Hazel McMahan took a trip to Seattle and  
Spokane on her vacation. Dorothy Thorne  
spent her vacation visiting her parents at Cres-  
co, Ia. Jennie Goss visited her mother in  
Mason City on her vacation.

Hilda Krogh is back to work in the ac-  
counting department after a leave of absence.  
Her time was spent in Philadelphia visiting  
her brother and friends.

Harry Lawrence Engineering Department  
was transferred to the Mason City office and  
John Hoffman is being transferred to Mil-  
waukee.

We are losing rides and paying car fare  
account of Red Kvenberg tires and rims be-  
ing stolen off his car.

Harold Madwig is serving six weeks in  
Stillwater—Inspecting new tie plates.

Mr. Daniels Dist. Engr. is out at Chamber-  
lain, S. D. trying to get a couple of old  
scows to float on the Missouri River. Inci-  
dently he is looking for part of the bridge that  
floated out.

You ought to see F. E. Rice, Asst. Dist  
Engr. with his new derby.

John Dougherty retired Captain of Police  
also has a derby and says they are the latest  
thing East of Chicago.

Dick Kennedy Night Chief Operator in  
the "C" office is making arrangements with  
the Engineering Department to take over the  
window sill in the blue print room for the

insulation of broadcasting station. Already  
has the receiving apparatus in the "C" office  
now. Each day he reports having heard Euro-  
pe, Asia and Australia.

Miss Lillian Sharp of Dayton has accepted  
a position on the expense desk in the Local  
Freight Office.

## I&M Items

E. H. K.

ENGINEER and Mrs. Harry Tuftee en-  
tertained at 6:30 dinner Easter Sunday  
in honor of her parents' 45th wedding anniver-  
sary. Mr. and Mrs. L. Laufle were married  
in Austin, Minn., 45 years ago. Mr. Laufle  
having worked for C.M.&St.P.Ry. for 50 years.  
They were given a rocking chair and many  
other nice gifts as mementos of the day.

Mr. and Mrs. M. McInerney's daughters  
Amy, Alice and Mrs. Lawrence Bruzek spent  
Easter week at home.

Condr. Geo. Campbell returned home from  
Los Angeles, Calif., where he spent the past  
three months. Mrs. Campbell will remain a  
while longer.

Engineer Gifford Tallmadge and Miss Paul-  
ine Cox were married April 31st in Minneap-  
olis. Congratulations, Gif.

Mrs. F. R. Jeffers and daughter Audrey  
have returned home from Butte, Mont., after  
spending two weeks with their daughter and  
sister Mrs. L. Larson. Little Wanda Lar-  
son accompanied them home for a months  
visit as Mrs. Larson expects to come in June  
for High School graduation.

Condr. Herb Warfield and wife have re-  
turned from a visit with their daughter Mrs.  
August Sommers at Elmira, Ohio.

Mrs. Charles Campbell and Mrs. M. Gil-  
martin visited Austin friends and relatives.  
Mrs. Campbell also attended the G. I. A. meet-  
ing.

Fuel Supervisor Harry R. Howard has been  
promoted to Traveling Engineer on Kansas  
City Division with headquarters at Ottumwa,  
Iowa.

Engineer Henry Furthney has been quite ill  
at his home in St. Paul the last month, but  
latest reports he is on the gain.

Engineer Charles Gilluce is now running  
between Calmar and Decorah.

Engineer Pat Burns who is on time freight  
between St. Paul and Mankato was in Austin  
for a few days last week.

New steel is being unloaded on North end  
and also on the Calmar Line.

Nos. 4 and 33 on Calmar Line have been dis-  
continued for the summer months.

Myron P. Leighton son of Eng. Chas Leigh-  
ton has returned from Milwaukee, having  
completed a four years' course as mechanic  
in machine shops there.

Bernice Sherman, Clerk in the General  
Foreman's office, and Mother, Mrs. Tena  
Franklin spent Saturday and Sunday April  
23rd and 24th in Chicago.

Mr. and Mrs. A. M. Martinson are now  
nicely settled in their home at 307 West Alle-  
ghany St.

It may interest some of our employees to  
know that Mr. W. H. Ohnesorge, who was  
formerly Roundhouse Foreman at Austin, Min-  
nesota has been appointed Division Master  
Mechanic of the Boston and Maine Railroad  
in charge of the White Mountains, Passumpsc  
and Conn. River Divisions with headquarters  
at Springfield, Massachusetts.

Also Otto Gruenberg, who finished his Spe-  
cial Apprenticeship at Austin, Minnesota has  
been appointed General Foreman of the Boston  
and Maine Railroad with headquarters at  
Springfield, Massachusetts.

## Sparks from the East End of the Electrification

Adolph C. Knudson

EXTRA!! EXTRA!! EXTRA!! Real, gen-  
uine, honest-to-goshness wedding bells at  
last. The big event took place at Butte,  
April 11, with Florence Anna Jones, daughter  
of Car Inspector George Jones, and Mussel-  
shell Brakeman, Russel R. (Rusty) Coward in  
the leading roles. The wish of all their  
friends is that they will have a happy and  
prosperous married life.

Miss Jacquetta Ferguson, of Great Falls,  
spent Easter in Harlow as a guest of her sister,  
Mrs. J. M. O'Niell.

Mrs. G. A. Dewey and daughter Elsie, re-  
turned the fore part of April from a visit of  
several months spent with friends and rela-  
tives in southern Kansas.

On April 26, two Knights of the Road  
burglarized the section house at Selkirk, steal-  
ing a suit of clothes and several other articles.  
Foreman Snud, reported the matter promptly to  
the local peace officers; Undersheriff, Doc  
Ehler and J. L. Buckley, commanding J.  
R. Beatson and his motor car, captured the  
vandals near Twodott where they had stopped  
to cook some eggs borrowed from Mr. Snud.  
These Knights are now wondering why they  
followed the tracks, where Jim's car could  
get at them, (while making saddles in the pen  
at Deer Lodge.

Mr. and Mrs. M. R. Shackley and daughter  
of Milwaukee, Wisconsin, spent several weeks  
at the home of their sister, Mrs. Stanley Frascr.  
Mr. Shackley is a well known baggage man on  
the Lax. Div.

J. H. Kratzer, of Gold Butte, Montana,  
spent several days at the home of his daughter,  
Mrs. Clifford Welch.

Mrs. Archie Bryan, of Missoula, spent sev-  
eral days here the later part of April visiting  
friends.

Wise Guys No. 2 Aggie Berge, Subject,  
dictating too fast. Reference Sarah.

Mr. and Mrs. Buster Ferrell, spent April  
23, in Butte, taking in the city made famous  
by its copper mines.

Mrs. B. R. Millimen, wife of Conductor  
Millimen, left for a visit with relatives at St.  
Paul and Rochester, Minn., April 20.

Elizabeth Waters, daughter of MS Conductor  
John Waters, spent several days in Great Falls,  
the later part of April.

Mrs. Ted Halverson, returned April 16,  
from a visit with relatives at Lennox, S. D.

A well attended and interesting Safety First  
meeting was held here the evening of April  
18, with L. K. Sorenson, Superintendent of the  
Rocky Mountain and Missoula Divisions, in  
the chair.

A. E. Kellum, who has been Round House  
Foreman at Avery, the past three months, re-  
turned here May 1st, to assume his duties at  
Ass't. Round House Foreman.

E. H. Walters, for several months Night  
Round House Foreman here, was transferred  
to Avery, as Round House Foreman effective  
May 1, Frank Kubeck is Night Foreman at  
the present writing.

Mrs. Clark Kygger, motored to White Sul-  
phur Springs, Montana, with friends April 24.

Evan Maxwell, Apprentice Boilermaker and  
family, of Miles City, spent several days the  
later part of April at the home of Mrs. Max-  
well's parents, Mr. and Mrs. Thomas Bun-  
deren. It was fine to see Max once again.

Things are right up and humming, in the  
new machinery line at Harlo Round House,  
these days. New additions being an electric  
welder, and a large electric Air Compressor,  
which still remains to be set up. Just as we

were expecting to see the Machinists and Boiler Makers and their helpers, report for work wearing white collars and stand-up neck ties, the Round House Foreman came forth sporting a pair of overalls.

Night Round House Foreman and Mrs. Frank Kubeck, returned April 23, from Horton, Kansas, where they were called by the illness and death of both of Mr. Kubeck's parents. The sympathy of this entire terminal goes out to the Kubecks in their loss.

Mr. and Mrs. S. S. Lewis, returned from a visit of several months with relatives and friends, in Florida and Illinois, on April 19. Scott is still as good looking as ever, and is back on the foot board once more.

### La Crosse Division

Readers of Milwaukee papers no doubt noticed the name of Miss Florence Champney being one of the students chosen to present a letter of invitation to President Coolidge to spend his summer vacation in this state. Florence along with a group of other students had worked and earned her own money for a trip through the East. She is the daughter of Dick Champney one of the best known and most efficient engineers on the Northern.

In this connection would also like to mention that Miss Mildred Hoyt, daughter of Operator E. Hoyt of Iron Ridge, was fortunate in winning a medal offered by the Illinois Watch Company for the best essay on Lincoln. This contest was open to all students of the Horicon High School and Miss Hoyt's essay was chosen for the winner. These things show that our Railroad men are providing the proper home atmosphere wherein their off-spring may work to the best advantage.

Understand Engrs. L. Homele and Chas. Bohage are taking a few swimming lessons at Briggsville Pond so as to compete with the fair sex in Channel swimming this summer. Hope the two bums enjoyed their bath.

### Rail Rumbings from St. Paul

Allen

WE all mourn the death of E. F. Fitzgerald agent at Merriam Park St. Paul, who died suddenly April 30th. Mr. Fitzgerald was sixty-three years of age and was in the employ of the company the past forty-one years thirty years of that time as Agent at Merriam Park.

He is survived by one living relative a nephew in London, England.

Mr. Fitzgerald worked all day of the 30th went home to retire early that evening and about ten thirty he called for a doctor but was dead when the doctor arrived shortly afterward.

The Milwaukee Employes Band gave a radio program May 11th from station W H D I Minneapolis. All listeners were asked to "make believe" they were on the Pioneer Limited enroute to Chicago. Stops were made all the way down the line. We all had a nice trip and enjoyed the music.

### Shop Accountant's and Car Dept. Offices Tacoma

H. E. B.

MESSRS. Bell, Boyd, Baughn and Peterson the District Accountant's Greatest Baseball Fans attended the opening games of the season, April 23rd, 1927; since which time a petition has been made for a diamond to be made in the office for the coming Alex-

Page Ferry

anders and Babe Ruths. Mr. Trout says he has a lot of notes for the magazine; "Payable in NINETY DAYS."

Now that Spring has come our thoughts turn to outdoor life—among the most noted gardeners we find Messrs. Pyette, Hatch, Cultum, Reynolds and Opie. They grow anything from Sweet Peas to Onions etc., everything sweet—. The girls are all waiting for bouquets—we like them.

The girls of the Dist. Accountant's office had a get-together dinner and Theatre party on Friday April 8th, 1927. They dined at Toscano's Italian Cafe, and attended the second show and frolic at the Pantages.

Mrs. Rose Richmond has returned to work in the Dist. Accountant's Office after an extended leave of absence, during which time she enjoyed a trip to sunny California—the land where it is always sunshine and no rain.

On the list of Casualties usual with the arrival of spring we note a certain Long name whose owner had the misfortune to run a perfectly good sliver of young board into his finger while working (so the story goes) at home. It was only after he was unable to bend the finger for about two weeks that an operation was performed and part of the side of a house removed. The Flat ladies (I mean the ladies of the Tide Flats) are all much relieved at the successful outcome of the sliver (should be operation) as they were afraid the injury might interfere with his driving a car.

Payroll time or we might have more news, District Accountant's Office is a busy house—no fooling.

Miss Elsie Siburg has resigned her position as stenographer in the Asst. Master Car Builder's Office and is now residing in Seattle. Her usual smile and good cheer will be greatly missed by us all. Our best wishes are for her success in her new position.

Messrs Clyde Medley and Siegrist of Seattle visited at the Car Department this week.

Mr. Raymond Brink is substituting as stenographer temporarily in the Asst. Master Car Builder's Office.

Miss Ann Howland with friends from Tacoma and Houqiam motored to Lake Quinault for the opening Spring dance last week. Reports were quite interesting to the remainder of the office force and we have decided to plan on outing at this favorite resort in the near future.

Mr. and Mrs. G. W. Taylor have changed their place of residence from Seattle to Tacoma and are at the Ambassador. We are glad to claim them as Tacomans again.

The Easter Rabbit brought Mr. and Mrs. A. D. Browning a new Hudson Sedan.

May K. Smith has been indisposed for a few days due to having some dental work performed. Miss Howland also has been calling at a certain Dental office frequently of late and the evidence of some new gold proves to us that the occasion was really on business.

Would like to suggest that a guide be provided to accompany Mr. B. W. Ganz on future motor trips thru the dense forest surrounding Camp Lewis.

Mr. and Mrs. Russell Wilson entertained Dr. and Mrs. R. C. Veith and Mr. and Mrs. A. P. Smith at a Southern chicken breakfast the past Sunday morning.

Mr. Thomas Norwood has been enjoying a visit from his brother from California.

Mr. Lucius F. Curtis, Upholsterer at the Coach Shop has left for Missouri where he will visit his mother.

Mr. Joseph Murphy, who has the oldest service as carman at Tacoma, has returned to

St. Josph's Hospital for treatment. We hope for a complete recovery from his illness soon.

Mr. Claude Jewell, Train Yard Inspector, has been at St. Joseph's Hospital where he underwent an operation for appendicitis. He is reported to be improving.

Mr. Harry Lee, while car repairing this week, suffered injury to his feet and is confined to his home.

Albert E. Garr, carman at Tacoma Shops, passed away at a local hospital the past week. Mr. C. M. Walker accompanied the body to Montana for burial.



Two Janesville Veterans. Stationary Fireman Michael Griffin (Top) and Engine Hostler, Wm. Siebert. Mr. Griffin started service, Dec. 27th, 1889 at Janesville; and Mr. Siebert started with this company August 25th 1892.

### Wisconsin Valley Division Notes

Lillian

THE Auxiliary to the Brotherhood of Engineers, assisted by The Milwaukee Railway Woman's Club gave a benefit card party at Eagles Hall, on April 25th. About thirty tables of both Bridge and Five Hundred were played and at the close of the game lunch was served.

Miss Margaret McGinly, Cashier, visited with her sister at Detroit, Mich.

Mrs. Bert Nelson has returned to her home after receiving treatments at the Wausau Memorial Hospital for about five weeks. She is very much improved and we hope for her complete recovery in the near future.

Mrs. N. P. Thurber attended the annual meeting of the Governing Board to the Milwaukee Ry. Woman's Club, which was held at Milwaukee on April 28th.

The Milwaukee employees express sympathy to Conductor Arthur McDonnell and family, on account of the death of his mother who passed away during the month of April.

Conductor F. Lehrbas and wife, and son

Charles visited with their daughter at Detroit, Mich.

Mrs. Ed. Czmanski left for Milwaukee to attend the funeral of Reverend Graebner, pastor of a local church at Wausau.

Mr. L. R. Boettcher, was appointed Division engineer filling the vacancy created by Walter Lakoski, who has taken a position in the Milwaukee office.

Mrs. F. W. Wangler of Riverside, Ill. and children visited at the home of Mr. and Mrs. H. O. Wheelock.

Mr. and Mrs. Leo Paradise have moved to Wausau and will make this city their home for the future.

Mrs. Phoebe Darrow, of Necedah spent a few days in Wausau visiting friends.

We heard something about wedding bells ringing for H. C. Cleveland, Agent, at Ne-koosa, congratulations even though our information is rather vague.

Little John Wheelock has been confined to his bed for sometime on account of illness, we hope that he will soon be able to run about and play with the rest of the kiddies.

May 19th is an important event in the life of Conductor Pete Hollinshead, as it brings into existence his 82nd birthday. Congratulations and may we have occasion to extend the same to you for many years to come.

Rudolph Paulus, and Raymond McEwen spent a few days in Milwaukee and Chicago. Ruddle looked pretty tired the next day after arriving home, but said he had the best time ever.

## Iowa (Middle and West)

*Ruby Eckman*

THE death of Engineer John Conway, resulting from injuries received when his engine was derailed on account of a slide between Delmar and Roggs April 17th, cast a shadow of gloom over the Iowa division. John had been in service as an engineer for many years and was a popular employe. Burial was made at La Crosse, Wis., his old home. Charles Isgrig of Savanna died as a result of the same accident.

J. Broderick is the new line man on the Middle and West Iowa division having taken the place left vacant when John Lane transferred to the Dubuque division.

Audry Arlene is the name given to the new baby in the home of round house foreman A. J. Kressen at Perry.

George Pantier of the round house force had a long lay off in April on account of sickness.

William Neal the son of conductor H. A. Boisen of Perry was awarded first prize for an essay written on Chemistry and Defense. The prize was awarded by the American Chemistry Society and the contest was open to High school students only. The prize was twenty dollars in gold and the essay will also be entered in another contest. There were six hundred from the state of Iowa represented in the contest.

Miss Helen Bartelt daughter of J. L. Bartelt of the Perry round house force and Harry Kilmer were married April 20th. They will make their home in Perry.

H. P. Buswell and family are again residents of Perry. Account of the closing of the Joliet office there was a change in the dispatching force at Savanna resulting in Mr. Buswell being returned to his old home office, the Perry office. Friends of Buzz are all glad to see him back in Perry.

The news of the death of W. B. Foster which occurred in California in May was

learned with regret on the Iowa division. Mr. Foster was one of the most popular officials ever on the Iowa division. He was train master at Perry for some time a number of years ago, and left the division with a host of friends who watched with interest his progress upwards in the line of official positions.

Miss Corrine Martin the youngest daughter or Conductor Charles Martin of the Iowa division has just completed her course in nurses training at the Research hospital in Kansas City. The Martin family are now living there as Charles has been sick for several months and not able to work.

The wheel lathe, the first of the new equipment for the additional shops at Perry has been received and will be put in place at once.

Friends on the Iowa division extend their sympathy to Conductor George Fullerton of the middle division and Miss Idell Fullerton of the Marion office force in the loss of their mother, Mrs. Esther Fullerton, whose death occurred May 8th. Mrs. Fullerton was one of those women who was always found where there was work to be done to help a neighbor or friend and will be greatly missed by the Marion community as well as her children.

Mrs. Elmer Britton who has resided in Perry about three years died at her home May 2nd. Mr. Britton is an employe of the Milwaukee at the round house. Burial was made at Dawson a number of the railroad folks attending the service.

Earnest Banyard, son of conductor E. E. Banyard of Perry was married April 30th to Angeline Dushane of Sioux City. The ceremony took place at Orange City, Iowa. Earnest is secretary of the Sioux City Auto Club. He and his bride took a short wedding trip to Denver.

Conductor A. J. Fuller and wife who have made their home in Perry for a great many years have moved to Council Bluffs. Mr. Fuller is on a passenger run which has its lay over at Council Bluffs and the move was made to enable him to be at home without dead heading over the road.

Engineer Billie Murphy has discovered that he knows more about an engine than he does a floor sanding machine. He was relaying some floors at his home and while the workmen had gone to dinner he decided to see how the machine they had been using worked. He over-looked the electric cables connecting the machine to the power and ran over them severing them and the sparks set fire to the newly laid floor, so that a considerable portion had to be replaced.

## Coast Division

*C. C. C.*

OUR noted anglers Walter Evans and Cal Snyder recently made a fishing trip to Lake Keechelus and came back with a basketful of fine trout. It was a very cold day and they had but one pair of gloves, so they were kept busy exchanging gloves and fishing rods.

Night Chief Dispatcher, Sam Whittemore has had some remarkable success recently along the line of fishing, as well as some thrilling experiences. As we lack the details can tell you nothing further, however his stories sounded quite "fishy."

Report received on this division is to the effect that Mr. W. B. Foster, formerly Superintendent of the Coast Division, and later General Superintendent at Seattle, passed away May 2nd at his home in Saratoga, California.

The American Nitrogen Company's plant located at LaGrande on the National Park



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### PRINTERS-BINDERS

638 Federal Street

CHICAGO

Line was totally destroyed by fire May 4th, with a loss of \$300,000.00. During the war large quantities of nitrogen were made at this plant for use in manufacturing high explosives. Since that time the plant has been utilized for the manufacture of various grades of fertilizer.

Dick Wende has been a very busy man during the past several weeks, superintending the work of electrifying the line between Black River and Seattle. The ladies about the offices greatly miss him, also the rides in his new Hupmobile Sedan, which stands idle day after day in front of the Passenger Station.

Mr. J. F. Pinson, Division Engineer, and Mrs. Pinson joined a party of friends for a week end visit to Victoria the early part of May.

Train Dispatcher, Elmer Fowler, who has been unable to work for some time account of illness, has made several calls about the Division offices of late. He looks quite well again and his friends are glad to see him out.

Mr. Al Haffner, for several years connected with the Milwaukee Road, paid us a friendly call not so long ago. He is now with the Copper River & Northwestern Ry. at Cordova, Alaska.

James M. Manwarring, passenger brakeman on the Coast Division, passed away March 22nd, in Seattle, after a short illness. "Jimmy" had a host of friends among the traveling public and the many employees, and to his wife and three children sincerest sympathy is extended.

Chief Operating Officer Gillick made an official visit to the Coast Division the latter part of April.

We recently noticed an item from one of the Divisions saying Spring had come, they knew it by the number of auto salesmen that were trying to sell cars, well so it is on the Coast Division. Among the recent new cars parked at the Passenger Station Tacoma, we notice a Studebaker Sedan belonging to Mr. T. J. Hamilton, a Star Coupe, belonging to his clerk, Ed Herzog; and last but not least a "Flying Cloud" Reo Sedan belonging to Mr. Frank Buchanan, our Traveling Engineer.

Mrs. Clara Carotte, and daughter, spent a week of their recent vacation in Bellingham, Wash., and Crescent Beach, British Columbia.

Miss Josephine Carpenter, is also vacationing early this year, spending hers at nearby points.



### "Milwaukee" Employee Cops Individual Honors at Indianapolis

Ken Powers, City Freight and Passenger Agent, of the Chicago, Milwaukee and St. Paul Ry., at Indianapolis recently ran away with the in-

dividual honors of the bowling league of the Indianapolis Passenger Bowling league, which just ended. The above picture may be a new face to most of us but not in the Capital of the Hoosier State, for Ken was Secretary of the City R. R. Bowling Association at Indianapolis for a number of years and a member of the famous "Rails" traveling bowling team and Champions of the C. C. C. & St. L. Ry.

In a recent match game, between Ken and his partner, Mr. L. B. Jay, General Passenger Agent of the C. I. & W. R. R., Indianapolis, against a picked two man team from the ticket sellers at the Union Station he settled all dispute as to whom the individual honors would belong to after the finish of the ten game match. Scores were as follows:

198—211—228—202—231—191—203—222—187—181.

Total for ten games 2054

Average 205.4

We hope by this time that he is well up in the standing at the Milwaukee Tournament.

### M.C.B. Gossip

S. E. R.

I promised that I would put in all contributions this month, wouldn't put them before the Board of Censors, so if you don't like what's said about yourself don't take it out on me.

The M. C. B. Bowlers including "Red" Skola, John Kozlowski, Art Wickman, Fred Gregory, Oliver Hahn, Frank Anzia and John Trojan attended the Milwaukee Road Bowling Tournament at Chicago. They failed to bring home cash prizes but they all claim they had a good time out of it. John and "Red" left the rest of the party after bowling and were out looking for something but they wouldn't say what. Frank claims the reason they failed to score very high was because John Koslowsky had his Easter Togs on ahead of time and just stunned the whole crowd. They also claim the pins moved continuously because the alleys were not level. Now I just wonder—

It certainly was good to see John Frieman—our former janitor—when he visited us April 13th after his long siege of sickness.

The policemen aren't the only ones to suffer on account of not getting their raise, are they L—?

Joe Roesch is going to play baseball this summer. If he falls down and gets in his own way as much as he does playing with a rubber ball at noon time, we can expect to see him coming to work pretty well crippled up after the season opens.

Colonel Kleiner is undecided what to wear for Easter. He claims he has a new outfit and also a car to drive in but he thought he would look real manly in his army uniform. We of the M.C.B. Office would like to see him in a uniform.

May 31st is only another pay day to most of us, but to Erwin Weber it means the end of his bachelor days.

Looking at some of the cars as they are turned out of the shops ready for service in our best trains surely makes one feel like traveling. Better start planning that vacation now.

Mr. Prentiss came down to the office all excited April 4th—he became a Granddaddy April 2nd to a wonderful baby girl.

Anyone wanting a ride these days just page

Charlie Kriel. He's trying to get up mileage so he can really drive his new Essex. It certainly is a peachy car.

During the month Ethel Mallon and Frieda Loosen went to Chicago.

I haven't recovered from the shock Wallie Stark gave us on St. Patrick's day. He GAVE a shamrock to everyone who wanted one. Wonders will never cease.

The office received quite a surprise when Rose Schultz came to work sporting a diamond on the right finger of the right hand. We certainly wish you the best of luck Rose.

Spring surely has come and with it the daily baseball game. No spectacular playing has been reported as yet. We are wondering if Erving Clouse will be able to play better in his base-ball (?) shoes. Yes, he changes them every noon at 12:15 and May has the honor of storing them during the rest of the day.

Well Eddie will now be obliged to see a very competent hair-dresser if he wants to keep his reputation of having the most beautiful locks in the Test Department. Since Mr. G. J. Johnson, the new assistant dynamometer car operator made his appearance with a perfect marcel, Eddie's cap has stuck close to his head.

Will someone please get out a map for our office. Since the last change I can't find anyone. It took me ages to find Rose parked in the corner of Mr. Marshall's office.

A certain fair MCBite came in the office all excited and said, "There's a fat guy outside that wants to know something." The "fat guy" proved to be none other than Charlie Jordon.

### H&D Division Notes—West End

N. M. R.

MRS. Earl Hopp and children left Aberdeen for West Palm Beach, Florida. She will be the guest of Mr. Hopp's sister and expects to be away for about two months.

Nick Kopp clerk at the Car Dept. was laid up with a severe attack of the flu for a couple of weeks, but is back on the job again.

Our old friend Mr. Lathrope was in Aberdeen during the first part of March. Glad to see you Jim.

Miss Ruth McCarthy daughter of Chief Carpenter, C. J. McCarthy is visiting at the home of her parents. Miss McCarthy is a former employee, but is now working at the State Capital in St. Paul.

We were certainly glad to see our old friend Mr. J. C. MacDonald, come again Mac.

Miss Rose Cummings of the Police Dept. spent a few days in Minnesota the later part of March.

We are expecting our friend Crane X901003 back to Aberdeen the later part of March. It ought to be in first class condition as it has been at Minneapolis Shops for a general overhauling for the last two months.

Everyone is on their toes these days. BUSY well I should say. The H & D Division is some division since the consolidation.

A crew of men are putting up four new 90 ft. smoke stacks at the Power House. Some job handling these large stacks but the men on the job certainly know their business.

Mr. Ryan of Minneapolis has accepted a position at the Car Dept. Welcome to Aberdeen Mr. Ryan.

Mr. G. T. Richards, Dist. Storekeeper of Minneapolis Shops was a caller at Aberdeen during later part of March.

Mr. G. Mason was also an Aberdeen visitor recently.

## Fullerton Avenue Building

J. T. Griffin

RAY Hackell what did your girl say when you arrived at her home late the other evening? Not a word. I was going to have those two teeth pulled anyway.

I've no doubt you all have heard of Mike (Samp) the shiek

He was known as a lounge lizzard so to speak

Hair as smooth as a pan-cake

He was sure one parlor snake

And his manners they were very mild and meek.

And he had a smile the kind that don't wear off

And he knew his onions he was sure one toff

He was quite a ladies man

He was sure a cunning elf

I know that's true he told me so himself.

So he said now while the sun shines I'll make hay

I'll just vamp the blond across the way

And tho strange tho sad to tell

She said loudly 'go to hell'

And another shiek has fallen by the way.

There's one more verse I wish to speak

Tho your manners may be very mild and meek

When you wish to pick a plum

Pick one beautiful but dumb

And she'll never know you're not a real shiek.

## Aromas from the Cereal City

Ray

YARD Brakeman S. S. O'Toole is back on the job after an absence of several months caused by an injured foot.

Yard Brakeman W. K. Butler and Wife visited relatives in Chicago last week.

### SURE SIGNS OF SPRING—

E. March is wearing a new Easter Bonnet.

E. Pirkel is talking of digging clams and going fishing.

W. Dunson is waiting to hear 'em holler "Play Ball."

L. Rimard is driving a new Chevrolet sedan.

Yardmaster Henry McNabb is again on the sick list. We hope that his illness will be of short duration and that he will be able to resume work soon. During his absence T. E. Burke is acting Night Yardmaster.

## At the Cross Roads of the World

Roberta Bair

THE office of Trainmaster J. H. McDonald has been moved from West Clinton to the Rea Building, Terre Haute.

Sympathy of all departments is extended to Miss Christine Hammond, account the recent death of her father.

Irwin Schmidt is all smiles these days, as he is the proud father of a baby girl, Norma Jean. Congratulations.

Miss Martha Swanson was a very happy girl on April 1st when she got a message that a certain young man would be back from Florida to spend her birthday, April 3rd, with her. It was too bad that it was only an April Fool joke. Cheer up, Martha, it won't be long until your vacation.

Everyone is looking forward to the big party, GUEST NIGHT, of the Women's Club, on April 26th, at the Grotto Hall, as there will be plenty of entertainment, refreshments and a good time for all.

Listen to this Goody: A bachelor is one who gets twice as much mileage out of a pair of socks as a married man. (Something to be thankful for).

When it comes to getting Contributing Members to the Women's Club, ask T. J. Lentz how he does it, as up to date, he has 182 members.

Leonard Lentz, of Milwaukee, paid us a visit at Hulman Street, when he was home recently to attend a party in honor of Mr. and Mrs. Fairfax Lentz, of Akron, Ohio, who were recently married.

The Sewing Club, the girls at Hulman Street, have been having some very delightful parties lately. Mrs. Flossie Waggoner and Mrs. Agnes Dede entertained with a 6:00 o'clock dinner recently and Miss Jessie Dick entertained with a luncheon.

Kindly let Mr. A. H. Austin know if there are any Minstrel Shows given, as we understand at a recent Minstrel Show, he attended all performances.

We want to know:—

Why Fritz only shaves twice a week?

Why Martha writes so many letters?

When Austin will learn to sing "Over the Billowy Sea"?

Why Aaron doesn't drive the Chariot every day?

Why Eleanor is blue now-a-days?

When Richards is going to put in another concrete walk?

When Rollie is going to join Al. G. Fields?

What makes Flossie giggle?

Why Harold Patton is careful where he sits now?

If Joe will bring us as big a box of candy as John did?

Why Alice has her desk so she can see the Coke Plant?

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**Baldwin Locomotive Works**  
PHILADELPHIA

# MAGNUS COMPANY

(INCORPORATED)

## Journal Bearings and Bronze Engine Castings

NEW YORK

CHICAGO

Why Fred Hollis doesn't answer that ad "Barber Wanted"?

Why Goody goes to the Trianon every Sunday evening?

Where Freddie gets all the little girls?



Thomas J. Murphy

I & M. Division conductor Thomas J. Murphy began railroading in our service, at Northfield, Minn. in 1877. He first served as water boy, then was section baggage man. In 1879, he "went braking" on freight, which is always the first step up the ladder. From 1885 to 1903, he served as freight conductor, and since that time has been in passenger train service.

Mr. Murphy has worked under all but the very first two superintendents of the I & N Division, when that line was first built; and as this is being written, he is rounding out his fiftieth year of service.

He belongs to a family of Milwaukee Veterans, and he says that with his father and brothers, they have over 200 years of service with the C. M. & St. P. Ry.

## Dubuque Shops Jingles

Oosie

WE understand the following refers to a certain Division official on the Iowa Divn. who drives a Vclie Sedan—(guess WHO) Headlines in paper—"Meanest Tourist." Dated Mechanicsville, March 22nd, "The meanest Tourist has been found. After having been pulled from the "sea of mud" east of town by one of the young men engaged in the work, this tourist flourished a \$5 bill. The charge for the service was \$2 and the young man gave him \$3 in change before he took the five. With the \$8 clutched in his hand, the motorist started up suddenly, and drove away. Efforts to locate the tourist at Mechanicsville and Lisbon were unavailing." Also have it from good authority that he demanded a receipt for the \$2. (MARION PAPERS PLEASE COPY). What say, Harry? Frank Frick had a dog—he did

The poor old thing she died—  
And do you think that FF cried

I'll say he did—did he did!!!

(It's a long pitiful ta(1)e

Mr. Johnathon W. Kile

Has an old Ford Lizzie car,  
And it aint at all what it used to be

I'll say it ain't by far.

He picked on a great big Cadillac

(The poor boob do you say?)

But Philosopher John says "Anyhow  
IT got the worst—Hooray!"

(One hundred smackers—gone!)

Now that you're in mourning, Frank, you

won't need the red handkerchief which Louise has been keeping for you! (How do I know, ask me, ask me!)

This will be about the last in the way of Bowling News for the season. The team went to Chicago—some fancy team they be; and the prize that they brought back home, it done you good to see. Their alibies were perfect—I'll tell them to you here; you see Horsfall's strong for numbers and there's one he sure does fear. That is 17, that ugly alley, was his hoodoo sure enuf—if it hadn't been, he surely would have delivered the real stuff. Herberger didn't have his rabbit's foot—awful oversight, for to him its the horse's whip. If the team had all been like Nevins the bacon they would have brought home, for Raymond had real horse-shoe luck, so it does him good to roam. McLaughlin went out to see the town the night before the game, so that's the reason his score-sheet was very, very tame. Between the fowl line and the fair line—Charley couldn't tell the diff, so naturally quite often, he was called—the great big stiff.

Now that the Bowling's over—it's Baseball, boys, let's go! We'll hear nothing else for the next 6 months. Oh aint this life a show?

Mr. MacDonald laid off three pretty stenographers in one day. Kinda early for canning peaches, isn't it Mac?

On March 28th, at his home in Dubuque, Elmer Koppes passed away after an illness of a year's duration. Mr. Koppes was formerly boilermaker and Asst. Boiler Foreman at Dubuque Shops. He is survived by his widow and one son. The sympathy of the entire Dubuque Shops is extended to his family.

## Sioux City and Dakota Division

H. B. Olsen

ON March 27th Supt. A. J. Elder was transferred to the Terre Haute Division with headquarters at Terre Haute and Mr. F. T. Buechler, Assistant Supt. at the Twin Cities has come to the S. C. & D. Division as Division Supt.

It is indeed regretted that we had to lose Mr. Elder, but our loss is the Terre Haute Division's gain and we wish him every success in his new and larger field.

On March 26th under an able committee composed of Messrs. W. G. Bowen, Trainmaster, J. Jamison, Chief Dispatcher and S. H. Rowland, Traveling Engineer, a farewell party and dance was given in honor of Mr. and Mrs. A. J. Elder, at the Carroll Dancing Studio, Sioux City. Arrangements were perfect in every detail and much credit is due the committee for this excellent gathering of some 150 employes in so short a time.

Dancing was enjoyed from 8:30 to 10:45 P. M. at which time Trainmaster W. G. Bowen made a very fitting talk and presented Mr. and Mrs. Elder with some very useful and beautiful gifts consisting of a leather traveling bag, watch and chain, pencil, knife and a set of silverware. Mrs. Elder spoke briefly of how she had enjoyed being among the S. C. & D. employes and than Mr. Elder took the floor and voiced his appreciation of the gifts also made it very plain that he regretted very much having to leave the good old S. C. & D. Division on which he really felt was his home. An excellent lunch was served by the Women's Club after which each and every one bid Mr. and Mrs. Elder "good-bye" and lots of good luck.

On March 31st R. I. McGregor of the Engineering forces of Sioux City was overjoyed when he received a message from Engineer H. B. Christenson telling him to return home at once as there was "good news

awaiting him." "Mac" hurried home and upon arrival there was told that he was the proud "daddy" of twins a boy and a girl. "Mac" has not been seen since out on the line and we imagine he will stick around home for a while too. "Mac" says he is now in the Roy Larson class and says those babies are the finest ever.

Agent George Feauto at Utica, S. D. says since he took over that agency he has learned to talk Bohemian. Not so bad George, we knew you wanted to get into something real deep.

Agent W. D. Griffiths, Sioux Falls, attended a Claim Prevention meeting in Chicago on April 15th.

Can any one tell us why Dispatcher Jimmy Gorman looks so happy lately?

On April 8th, a fine baby boy was born to Mr. and Mrs. Ernie Robb, Interchange clerk at Sioux Falls. Weight 7 pounds and 12 ounces and Ernie's second boy.

Miss Laura Seivert and Miss Vivian Murphy of the Sioux Falls Freight office just could not resist doing a bit of Easter shopping so took a day off and went to Sioux City April 9th for the purpose. We understand a delegation at Sioux City met them at the train and were ready to show them the town.

We extend our deepest sympathy to the parents and children of Conductor Harry Talbot who died very suddenly on April 8th. Harry will be greatly missed on the division for he was very popular and the kind of a man this world needs.

Fay Ness, our Trainmaster's clerk, is the proud owner of a new Chevrolet sedan. She had a smashed fender when the car was three days old, on account of disputing the right-of-way with a five ton truck. We also hear she bumped Helen Flynn's flivver too, but no suit for damages has come up as yet.

Mr. Charley Foote, baggageman at Sioux City, is recovering very nicely from the operation on his arm. In fact, the arm seems to be working alright.

Dispatcher 'Fonse Elder said he had not danced for years, and hesitated for awhile before he would attempt it, but when once started, the only reason he stopped was because the orchestra quit playing.

Miss Esther Berg and Edna Anderson went to Sioux Falls for the Safety First meeting. They acted suspiciously sleepy when they got back, but we suppose it was the Dakota climate which affected them that way.

We saw Trainmaster W. G. Bowen in the barber shop not long ago having his eyebrows trimmed. And they talk about woman's vanity!

Out-of-town guests at the farewell party Sioux City were Mr. and Mrs. W. H. Gardner of Milwaukee, Wis. Mr. Gardner is special inspector on the system and is also one of the oldest engineers holding seniority on the S. C. & D.

Rain, rain, surely if this territory ever got a soaking it is getting it now—rained for ten days and still at it. The holler was the reverse last season—lets let it rain.

"Dick" Hopkins, Revising clerk Sioux Falls went on a forced vacation for ten days account of illness.

Tom Axley has a new STAR car so much for that. The other night as Engineer Ernie Hopkinson was coming in on the Military road, Sioux City, he noticed some one "flagging" with a match—at first he did not intend to stop but upon nearing the scene, discovered it was Tom and he was "stalled." Ernie gave him the glad hand by towing him to town. Just the gas line stopped up is all.

Engine Foreman Henry Hurt has joined the radio fans and is "listening in" to everything in the U. S.

Engineer Joe. Thomas had quite an experience on the night of April 2nd, when nearing bridge 556 east of Chatsworth, train No. 35 noticed several horses on the track. All of the horses but one passed over the bridge, the not so fortunate went through and before the train could proceed it was necessary to kill the animal and remove from bridge.

Engine Foreman Perry Collard, Sioux Falls is to be commended for his alertness in preventing what might have been a bad accident. The switch crew went to the transfer of a connecting line to get a car loaded with a loading machine. Mr. Collard feared the load would not clear our bridges, but told the engineer, Henry Kruck to move very carefully before coming to the bridge. Nearing the approach, it was discovered the load would not clear and the car was returned to the connecting line for correction.

### Illinois Division Items M. J. S.

The other morning, after a hard rain storm, our Chief Caller Dan Morgan found it very necessary to wear rain coat and rubbers and carry an umbrella while performing his duties. We can't understand why the wind should have such a grudge on the roof of your office Dan, and we hope it won't ever happen again.

Don has promised to wear his tuxedo if one of the girls will just have a wedding and invite him. One is almost tempted to get married just to see Don in his Tux.

Ilene wants to take her vacation in JUNE. You know what that month means—roses, sunshine and—weddings. Do you think she is going to pull a surprise on us? Well we just won't be surprised Ilene so you might as well tell us all the plans.

Fireman Frank Nind and wife are the happy parents of Twin Girls born recently. Both little ladies are doing fine. Thanks for the candy and cigars Frank.

Engineers, Spike Smith, Joe Michalski, John Feehey, and Tige Anderson returned from a trip through the east. The boys report a good time, especially on Coney Island.

Engineer A. C. Johnson is suffering with a sore eye which was received setting out cars at Port Byron. A huge stick from a nearly tree ran into his eye, hurting it seriously. At this writing it is getting along as well as can be expected.

C. F. Esmay and crew have installed the new electric motor at the ice house at Nahant, Iowa.

Wm. Payne and crew are back to Savanna after most a years absence, Wm. likes to get back and give us all the once over.

John Gill and crew are repairing the boilers at the Savanna Roundhouse.

C. W. Helder and crew are repairing the damaged shelter shed at Elgin and are trying to beautify the place again.

Wm. McCall and crew have been beautifying the offices at Savanna and now they have commenced on the depot. When they are thru will say the place will look fine in a new coat of "maroon and gold."

John Weidman, Wrecking Foreman, who had the misfortune of losing first joint of finger on left hand, has returned to work. He advises that he now needs all the fingers he has and can't afford to lose any more.

Smiling and the Champion Noise Maker, Joe Pollock, continues to check records in Savanna Yards.

Car Department at Savanna are now working on Hart cars and bunk cars for the large track program mapped out for the Illinois Division.

Machinist Dowling was singing that southern melody; The moonshines in my garage, we wondered what he meant and he told us he just washed the Moon.

Herman Beck's master six Buick, is a wonder car, he uses too much gas in the day time, but at night, uses less; we were at our wits end trying to figure this out, when Herman came to the rescue, and explained it in a technical way, it is a heavy car, but at night the headlights make it lighter.

Mrs. Lottie Shaw, wife of the car department employee George Shaw spent a week in April visiting her sister at Rome, New York.

Switchman Lowery who was reported injured is now able to be back to work.

Ill. Division Conductor Frank Aherns has sold his beautiful home in Bensenville and moved to Elgin where he has taken the Elgin switch job. Nice to be where you can be home for "Three Squares".

Mrs. Frank Sutherland visited her brother in Florida last month and was very much interested over the prospects of that lovely country. Said it was the ideal spot for retired people to enjoy life, basking in the sunshine the whole year through.

Mr. Earl Ewin has been appointed Assistant to the M. M. as Inspector of Equipment, in place of Paul Bartell, we are very glad to hear of Earl's advancement, as he knows his oats, and he is well liked by all the boys, and is a good mixer, and we know he will get co-operation, which is the real success of all business, good luck to you Earl and may you go higher.

How come, that "hang dog look" on our Rudie's noble brow? Me thinks that a catastrophe is about to happen, or maybe some engine needs a new set of flues; possibly he has sold his farm at last, and he pines for the great open spaces, which he don't own no more, we wonder.

Tom Gailey, the plainer machinist at Galewood, is whistling and singing and looking at the world thru rose colored glasses, for Tom is now a Grandpa; now everything of joy which should be distributed, is handed to one man, that is not fair. Poor Earl Austin the father has a long face, we presume he is thinking of the baby buggy, colic and clothes. Tom says, that will be alright Earl, I have got some old clothes that we can cut down for the little shaver, but Earl knows better, Tom don't. It's A GIRL.

Mrs. Wm. Cunneen enjoyed a weeks vist with relatives at Dekorah, Iowa.

Our big issue here now is "Keep all trains on time without working overtime." It can be done but it keeps every employee as well as the supervising officials on their toes every minute.

#### Engineering Dept. News

A. J. Miller is new Rodman in Division Engineer Heck's Office at Savanna. We hear that he is quite some "shiek." All the girls better TAKE NOTICE.

William Goldwin and his smiling face is again with us this summer to fill the position of tape-man for R. G. Heck. He seems a very likely competitor for A. J. Miller. We will watch their progress with interest.

Chief Carpenter Charley Gradt has shaved off his mustache. It is a certainty that someone does not like it. Who is the lucky one,

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Accident and Health  
**POLICY**

It is especially designed for  
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JOHN C. SALZER  
MILWAUKEE, WISCONSIN

▲ ▲

Charley?

#### Davenport Freight Office News

Car Clerk Ryan has advised Chief Clerk Tathwell and Cashier Linehan to take up some line of gym exercise so they will be in condition for baseball. Freight Office Ball team will start their spring training as soon as Captain Ryan can raise a donation for a ball bat.

Engine Foreman Gail Tomlinson has returned from his trip to Florida and is back at work on the Jitney.

Engine Foreman Reeves has again taken charge of the 4:00 o'clock engine after a leave of absence for some time. Glad you're back on the job Smoke!

Ticket Agent Dooley at Moline, Ill. was robbed on the morning of April 13th and an amount of \$43.00 missing.

Engineer Mattas has purchased a new auto to ride to and from Nahant.

Yardmasters Parks and Louisfield at Nahant have also purchased new cars. Looks like a big field for auto salesmen. Engine Foreman Peterson also has got a new one. A chance to chase the speeders in the town of Bettendorf now.

The Car Department at Nahant has begun to show signs of spring—getting their flower beds in shape, which are a beautiful sight when in bloom.

#### Savanna Yard News

George Correll, Bob Boice, callers Savanna Yard Speed Demons, claim that they recently made a trip of 10½ miles in a Ford which took them but 11 minutes. Evidently the Sheriff was after them for shooting the bull out of season.

Spring is here and we understand wedding bells are to ring soon for some of our co-workers. Maquoketa, Sterling and Elizabeth papers please copy.

Miss Jewel McGrail spent Sunday and Monday April 9th and 10th in Chicago visiting old friends. Understand Engr. Tom Daley lost a round trip helping Jewel to purchase her Easter bonnet.

Harry Bahne, Asst. Yardmaster, remains very poorly at his home on Bowen Street.

Operator Chas. Welch is on the sick list. Hope he will be back among the bunch soon. Mr. J. W. Miller is relieving Mr. Welch.

Mrs. Bert Follet, wife of Switchman Savanna Yard, spent several days this month at Wauwautosa, Wis. Bert says he enjoyed the trip very much!

#### Dubuque Division

E. L. S.

Mr. N. F. Kelsey, Roadmaster on Dubuque Division for the past six years was trans-

ferred to the C&M Division effective April 1st. Sorry to see you go, Norman, but surely glad of your promotion. Mr. T. F. Hyson, formerly Segin Foreman at Doylestown, Wis., comes to this Division in Mr. Kelsey's stead.

The dynamometer test car was on Dubuque Division during April.

#### Wisconsin Valley Division Notes

Lillian

THIS is about the time of the year when Avery Hurd is busy preparing his garden for the usual bumper crop. His reputation as a first class gardener is well established all along the division, and we may be fortunate in sampling some of the delicious tomatoes we have heard about, raised in his garden, a little later on.

The many friends of Dorothy Campbell were grieved to learn of the passing on of one who has been so patient and hopeful of recovery. Dorothy passed away at a sanitorium at Madison March 27, where she had been taking treatments for a short time. Sympathy is extended to relatives.

Mrs. E. C. Callahan had the misfortune of falling and breaking her wrist. At the present writing the injured member is quite comfortable and no bad effects are anticipated.

Mrs. H. O. Wheelock has returned from a visit with relatives at Naperville, Ill. She was accompanied by her son Ted.

The instruments in the dispatcher's office were clicking much louder than usual the other day. The excitement was at Star Lake and we were told that D. R. Schultz was announcing the arrival of a Baby Boy at their house who put in his appearance on April 6th. Congratulations.

Mrs. R. A. Randow has returned from Bend, Oregon where she spent the winter visiting with her sister.

Erdman Smith, brakeman, fell off from a box car recently and dislocated his shoulder blade. He has been receiving treatments at Memorial Hospital for some time, but left last evening for Chicago when he will continue treatments which we hope will be very beneficial.

Brakeman Walter Kell has been passing cigars on a new baby boy who arrived at his home April 1st.

We were surprised by a visit from Alcide Lemay recently who came up to visit among his old friends and acquaintances Alcide's greetings are always so impressive, but we never heard anyone say they minded in the least.

Mrs. Aug. Morin of Tomahawk has had a relapse and her condition is considered quite serious.

The boys entered the bowling tournament at Chicago as planned, H. O. Wheelock, Nile McGinley, John Brown, Edward Diebel, and John Whaley all left Saturday night promising themselves plenty of cash prizes and all kinds of medals, they really were not able to show any evidence of their skill, but the medals had to be polished and the cash had to be divided etc., so we do not doubt their word. In general they report a good time and still have some things left to tell.

Walter Lakowski Div. Eng. was transferred to Milwaukee, where he will hold the position as Office Engineer in the District Engineer's office. We will miss his visits on the Valley but hope his new duties will be pleasant and profitable.

Emil Ulrich, of Nekoosa, was married recently and is making an extended wedding trip through the west. Congratulations and best wishes for a long and happy wedded life. We were unable to learn the name of his bride.

Mr. and Mrs. J. W. Delaney are rejoicing over the arrival of a baby boy born April 6th. Mrs. Delaney was formerly Kathrene Gorman, Stenographer in the Supt's. office.

Gust Olson has his men busy cleaning up and improving the park, and it will soon be one of the prettiest spots in the city. We are very fortunate that we have such a splendid opportunity to view Mother Nature as she presents herself in the various and most glorious forms during the different seasons.

The Ladies Auxiliary to the B of R T held their March meeting at the home of Mrs. I. Livernash. Cards were played, prizes awarded to Mrs. E. J. Graham, and Mrs. John Arquette, and Mrs. Roy Oakes of New Lisbon.

### Twin City Terminal Happenings N. A. H.

Mr. John Fleming, Roundhouse Foreman at Wabasha, made a very pleasant call at Minneapolis along with business transactions.

Mr. J. B. Johnson, Engine 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 wonderful country.

Roundhouse Foreman Robt. Cadden at St. Paul Terminals sprained his ankle while on duty and confined to his home for some time.

Mr. Arthur Sandy, Twin City Terminal Engineer, surely is in line for congratulations in the event of his 70th birthday. The item turned in to me says "Looks and acts like 50" and being a personal friend of Mr. Sandy can confirm same. Many congratulations Mr. Sandy.

Also want to mention our Mr. Chas. Jones who is the oldest active engineer on the entire system, he having just passed his 80th birthday last January.

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. Rushlow who are now making their home there and Mr. Rushlow has made it known to his Minneapolis friends that if they wish to see him, they will have to go to California as that is the country for him. Mr. Rushlow sent in a box of sweets and I believe he is trying to

tempt some of us strong Northern folks to that land of sunshine.

Lewis Knutson died Feb. 15th, 1927. Mr. Knutson was the oldest Minneapolis employee, having worked in the old shops uptown and had a total of 53 years service rights at the time of his death. After the passing away of Mr. Knutson's wife, he was making his home with his son-in-law, Machst. John Schleuder.

Boilermaker Foreman Medinger is sporting around in a new Hupp-Six and says there is no other car like them. We are all lined up waiting our turn and willing to be shown.

The week of April 4th was Visitors Week at the Ford Plant and special trains were run to the plant for the convenience of those who wished to go through the plant. There was a big attendance each day and the plant itself is an honor to the Twin Cities. Understand Roundhouse Foreman Fleming from Wabasha was very much interested in the Lincoln Business Man's Coupe.

Mr. Harry Howard, formerly Fuel Supervisor of the Northern District, has been made Traveling Engineer of the Kansas City Division and wish him success in his new field.

#### A Message of Thanks

About the only means I have to reach all my strong supporters who put me over in the Popularity Contest and voted me "Miss Milwaukee" is through the magazine column and I want to thank you all for your strong support and best wishes throughout the campaign.

From the beginning I was in to win and the

reason I did was because I had good loyal supporters backing me and I am glad I did not fail you.

Again thanking you all,  
Nelle A. Hiddellston

### Sparks from the East End of the Electrification

Adolph C. Knudson

PAT Carrager, Water Serviceman of Melstone, commonly known as the Traveling Ambassador, (Jiggs and Maggie, please note.) spent several hours here, the latter part of

17

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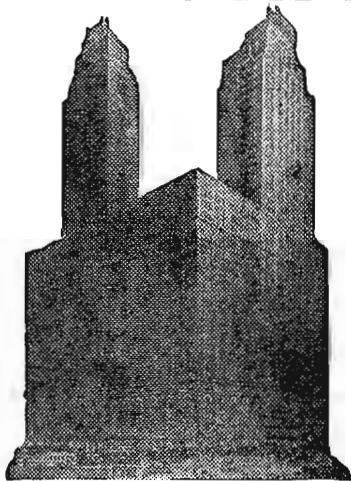
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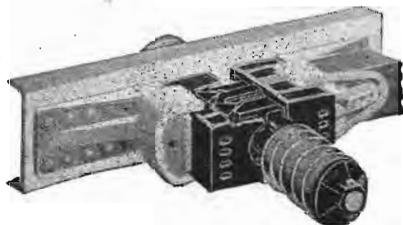
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**UNION DRAFT  
GEAR COMPANY**  
CHICAGO OFFICE MCGORMICK BLDG.  
CANADIAN OFFICE TRANSPORTATION  
BUILDING MONTREAL

he returned to Cowpuncherville to assume a better job. He was relieved by Mr. Morris, also of Miles City.

Night Yard Master and Mrs. Dom. Grivetti, spent March 29 and 30, at Butte where they attended the Will Rogers lecture. Now we know, all about what kind of a guy W. R. is.

Agent and Mrs. J. H. Fisher, of Shawmut, who has been off on furlough for several months, returned from California, March 30.

Agent, W. A. Peace and family, who left here March 16, spent several weeks in Miles City, where he received medical attention; being afflicted with a leakage of the heart. At this writing, W. A. is reported very much improved in health and recuperating in the Sunny Southland.

Round House Clerk, Oscar Peterson, is receiving hospital attention at Miles City, as these notes go forth to the battle of the waste basket, having left here April 1. Gerald Bluhm, of Miles City, is relieving him.

April Fool Stunts; the writer looking for derailed locomotives in the cinder pit. Directed by Pat Sheedy and Elmer Nissen.

It is with great regret that we record the death of Mrs. M. M. Johnson, mother of Car Repairer, Mark Johnson, of Tacoma, which occurred at Tacoma, March 27. Burial took place at White Sulphur Springs, Montana, April 5. The body being accompanied back by Mr. and Mrs. Mark Johnson Jr. The Johnsons formerly made their home in Harlowton, and all who knew Mrs. Johnson speak well of her. The sympathy of the entire terminal goes out to Mark in his loss.

Mr. and Mrs. Mark Johnson, of Tacoma, Washington, spent several days in Harlowton, shaking hand with old friends. Mark was a car repairer here at one time.

Agent, E. J. Clifford, who has been relieving at Shawmut during Fischers absence, was transferred to Baker, Montana, effective April 1.

## Milwaukee Shops

H. W. G.

THE passing away of Engineer Sol Tuttle of the old PDC 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.

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

Mrs. Chas. Komschlies, Car painter died Feb. 27, and Carpenter Thos. Walsh died Mar. 20th. Both were old timers and faithful employes of the Company.

August Stable 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 Milwaukee 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 Foreman 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.

"How a Railroad Engineer Spends his Time" clipping from Compressed Air Magazine, may show up in another column. Some movements.

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 Employees 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 the magazines to individuals off the plants are evidently sent them by their friends.

## Des Moines Division Items

Conductor N. McGrath is back on the Storm Lake passenger run after about 90 days leave of absence spent in the "sunny south."

L. E. Bates has been on the sick list lately. Harry Berman was also on the sick list a few days.

D. F. & P. A. C. E. Hilliker spent some time at Excelsior Springs, Mo. recently. While there Earl Hartshorn went down for a couple of weeks when Mr. Hilliker returned home immediately. "Pinky" says there wasn't enough water in the springs for both of them.

Conductor F. W. Price is back at work on No. 193 and 194 after relieving Conductor McGrath on the Storm Lake Passenger run.

We are glad to announce that Mrs. W. J. Dixon is at home again after a second operation at hospital and is reported as doing as well as could be expected.

Mrs. H. E. Ziebell is getting along nicely after a severe illness and operation.

Brakeman P. M. Clark visited Des Moines recently. While here he bought himself an Oldsmobile, started to Spencer with it. Had fine luck. Lost only one wheel. Returning to Des Moines the next day, got a new wheel. Reports it in fine condition.

Conductor C. H. Meyers is back from a short vacation just in time to avoid the cyclone and various other storms around Willow Springs, Mo.

Bob Conrad, Chief Clerk in Mr. Hilliker's office, has moved out into the aristocratic neighborhood of Ingersoll Avenue.

A Few Hot Shots From Harry Berman

Every once in a while Elmer Leiffert gets the idea that he wants to become a lawyer but Bill Chase says he can't make it because he never knew of Elmer passing the bar.

If you want to get to some place in a hurry just ask Clyde Ibson to come over and get you. We were about two hours going five blocks. It was the crankiest Ford we ever saw, just buck and then crank. The following day we saw an ad which read, "For Sale. Ford touring car, new tires \$20.00, or will sell tires alone for \$19.00." This must be Ibson's ad.

Clarence Moore says he hopes the next time Bates lays off he will kindly fill the commissary for the sake of a 602 Brother.

Will try to sing a little song now entitled "Our Beer May be Excited but it Will Not Lose Its Head."

(The honeymoon is over when she wants a heater in the car to keep her warm.) I don't believe Vonnie White's honeymoon is over because he just told me a few days ago he bought a new Chandler and took the heater out.

March, shaking hands with old friends.

WISE GUYS, No. 1, J. L. Buckley, subject, the bracing qualities of northeast exposures in the winter time. Reference, Alex Francisco.

Engineer, George Williams, of Miles City, spent the day here March 12, attending to business matters and shaking hands with friends.

Conductor and Mrs. Ira Caine and family, of Roundup, journeyed all the way to Harlowton March 16, and spent the day as guests of the S. W. Murphys, and giving the city the once over; just to see what a live wire burg looks like.

Things are a-humming on the site of our new hot water boiler washing plant. The contractors, the F. W. Miller Heating Co., starting work on it March 12. Mr. McCarron, is Superintendent, in charge of construction.

Machinist Inspector, B. Edson, spent the month of March visiting relatives at Chattanooga, Tenn., and Roanoke, Va., returning to work April 1. Sheck, have you asked the Circus if they permitted him to count the ringers he rolled on, if he played "Barn Yard Golf," down there in Dixieland? Machinist John Enders, performed the inspectors duties during his absence.

Hugh McNally, Machinist Apprentice at Miles City, paid us a visit March 16. It seems strange, but when Hugh comes to Harlow his feet lead him over to Mill Hill.

A. E. Kellum, Roundhouse Foreman at Avery, was here March 20. It may be that "Gabe" still likes the looks of the town.

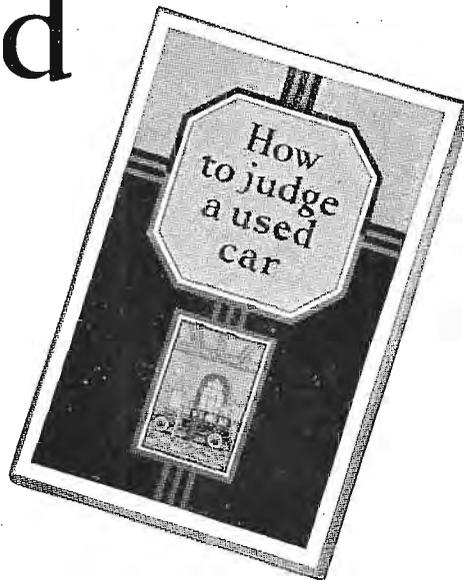
An interesting and well attended claim prevention meeting was held in Harlowton, March 30. The subject, "Loss of bulk grain," should be of interest to all railroadmen.

Ted. King, of Miles City, worked as Blacksmith Helper here March 12, to April 1, when

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### SCHEDULE

NORTHBOUND		Daily	SOUTHBOUND		Daily
Lv. Chicago, Union Sta.	6:30 pm	<small>Gent. time</small>	Lv. Minneapolis	- -	8:00 pm
Lv. Milwaukee	- - -	9:00 pm	Lv. St. Paul	- - -	8:40 pm
Ar. St. Paul	- - -	7:10 am	Ar. Milwaukee	- - -	6:10 am
Ar. Minneapolis	- - -	7:55 am	Ar. Chicago, Union Sta.	- - -	8:35 am <small>Gent. time</small>

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