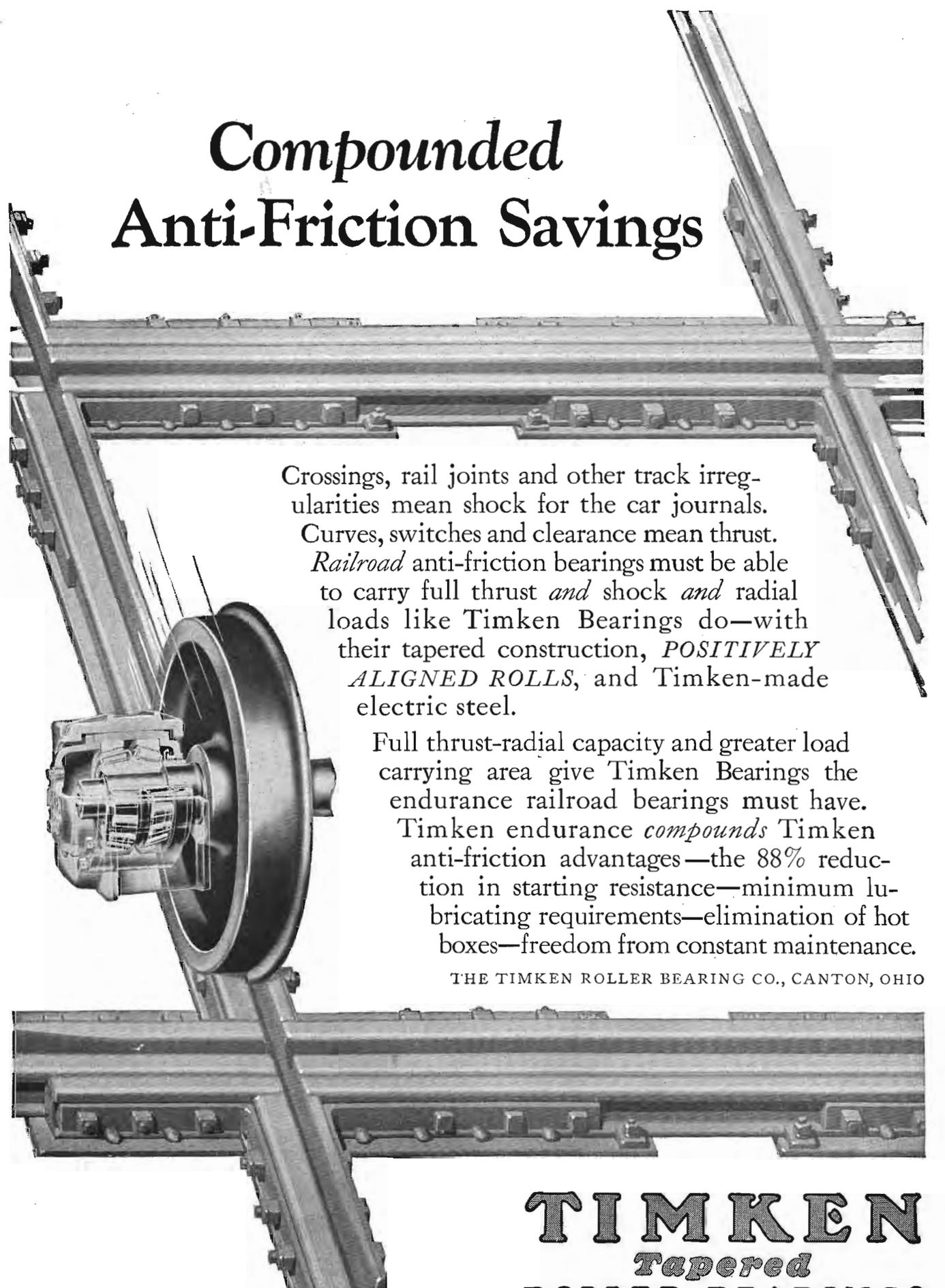


The  
MILWAUKEE  
MAGAZINE

MAY, 1928





# Compounded Anti-Friction Savings

Crossings, rail joints and other track irregularities mean shock for the car journals. Curves, switches and clearance mean thrust. *Railroad* anti-friction bearings must be able to carry full thrust *and* shock *and* radial loads like Timken Bearings do—with their tapered construction, *POSITIVELY ALIGNED ROLLS*, and Timken-made electric steel.

Full thrust-radial capacity and greater load carrying area give Timken Bearings the endurance railroad bearings must have. Timken endurance *compounds* Timken anti-friction advantages—the 88% reduction in starting resistance—minimum lubricating requirements—elimination of hot boxes—freedom from constant maintenance.

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The new emblem of the Chicago, Milwaukee, St. Paul & Pacific Railroad. These are the first and only official emblems of the new Company, and the first you have been able to obtain.

**\$1<sup>00</sup>**

SOLID GOLD



**\$1<sup>00</sup>**

SOLID GOLD

The emblem is solid gold, with the "Milwaukee" red for back ground; the lettering shows through the red and is solid gold. Around the whole thing is a thin line of light blue which makes it very distinctive and neat. The buttons are half an inch across, and are not the least bit clumsy looking like most buttons are.

Every "MILWAUKEE" man and woman can and should have one of these; Identify yourself with one of the finest R. R. Systems in the world. Send A Dollar Bill in the Mail Today and be the First to have One of These; Also it May be Some Time Before I Can Get Another Shipment In. Don't Be Disappointed DO IT NOW!

If you are interested in getting a large quantity for club or other purposes write me for special price.

ACTUAL SIZE  OF EMBLEM

I also have a large assortment of high grade watches and diamonds, fraternal emblems and jewelry; and every thing sold under my strict money back GUARANTEE.

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Please send as soon as possible.....buttons for which I am enclosing \$..... I understand the price is \$1.00 each postpaid.

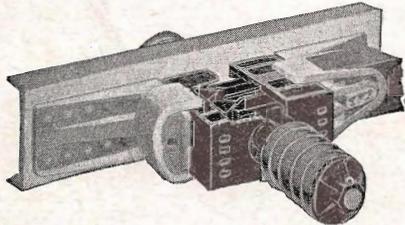
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**UNION DRAFT  
GEAR COMPANY**  
CHICAGO OFFICE MCCORMICK BLDG.  
CANADIAN OFFICE TRANSPORTATION  
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## A Study of Transportation

*Paper by W. M. Evans, Road Dispatcher Coast Division,  
read before Chamber of Commerce, Puyallup, Wn.*

AMONG the manifold instrumentalities men have devised to assist them in their business activities, transportation agencies have come to be indispensable, and a study of these agencies constitutes an important part of the science of business affairs, and those of us engaged in conducting the transportation business appreciate an intelligent interest on the part of those who make use of the facilities which we provide.

To attempt to cover the general field of Railway Transportation and to do it justice would take up entirely too much time, so I will try and give you a short talk on the effect that Electrification has had on railways generally and the Milwaukee in particular.

It is a far cry from the 27 miles of railroad lines that existed in the United States in 1830, to the approximately 275,000 miles which we now have. Who could expect that the tiny "Tom Thumb" built by Peter Cooper in 1830 and which startled the world by hauling loads of 4½ tons at the unheard of speed of 15 miles per hour, would develop into the monster electric locomotives of today, weighing in the neighborhood of 300 tons each, which, on water grades, can haul mile long trains weighing 5000 tons.

There are three special fields in which electrical power can be used to advantage over steam on our present railway systems. In tunnels and subways to eliminate smoke and noise; in suburban service which requires high speed and frequent stops; on heavy mountain grades when we desire to handle heavy trains and maintain fast schedules.

We have had the railroads with us for so many years and they have become such a part of our daily life that many of us fail to appreciate the improvements in the service which are being continually carried on. We are so used to the luxury of good service that we are quick to criticize any apparent lowering of the standards and we should be as quick to praise when the standards are raised.

The Milwaukee is a road with the spirit of the true Western Pioneer.

The Milwaukee was the first to install electric lighting in trains; to adopt solid steel cars for transcontinental service; to adopt roller bearings on passenger train equipment, but the improvement for which the railroad is

best known and known throughout the world, is its extensive electrification work.

Our electrification has been visited by representatives from practically every civilized country in the world and a study of a number of foreign installations, such as the Spanish Northern, The Chilean Gov't Railways, the Paulista in Brazil and others, shows plainly the influence of the Milwaukee's pioneering work.

Credit for the adoption and success of this electrification is due to Mr. A. J. Earling, president of the road from 1899 to 1916 and Mr. Reinier Beeuwkes, Chief Electrical Engineer. Think of the vision necessary and the courage required to take a step of this kind the like of which had never been done before. It is pleasing to know that such courage has been rewarded with the satisfaction of a job well done and a pathway blazed for others to follow.

While it is true that considerable electrification work on other railroads had been done, the distances were short and some particular problem, such as use of tunnels or terminals was the principle factor governing these installations.

The Milwaukee's problem was to electrify it's long mountain grade divisions, about 600 miles of main line track, carrying fast transcontinental passenger trains and heavy time freight trains.

The Electrification Department of the railroad was created in March 1914. The first section of 112 miles between Three Forks and Deer Lodge, Montana was ready for electrical operation in December 1915; the 114 miles between Three Forks and Harlowton, Montana, in April 1916 and early in 1917 the 214 mile section between Deer Lodge and Avery, Idaho, was completed.

The size of the installation will perhaps impress you more if I cite the amount of copper alone used,

Sub-station Apparatus.....	361000 pounds
Locomotives.....	816000 "
Transmission System.....	1158000 "
Trolley System.....	4975000 "
Signal System.....	302000 "
Power Limiting System.....	106000 "

For Coast Division a total of

7718000

The electrification of the Coast Division alone involved the construction of 8 substations, to house the transforming apparatus, 24 bungalows for operators residences, wiring of 231

miles of mainline track and 75 miles of Yards and sidings, building of 186 miles of 100,000 volt transmission line, besides installation of automatic A. C. Signals and Power Limiting system.

The Montana Section used 14,964,000 lbs., giving a grand total of 22,682,000 lbs. of copper, or an average of 17.4 tons of copper used per mile of electrification.

The highest direct current trolley voltage used previous to the Milwaukee installation was 2,400 volts. Now, the higher the electrical pressure or voltage, the less the amount of copper required to deliver a given amount of power at a specified point, and a considerable saving was effected when the Milwaukee adopted 3,000 volts direct current for trolley voltage. This is six times as great as the usual city trolley service, which is about 500 volts.

When this Railway first considered electrification, it acquired certain power sites with the idea of generating its own power, but after a careful study it was determined that, everything considered, it was cheaper to buy power.

The current purchased from the Power Company is delivered to the Railway transmission line at 110,000 volts, alternating current. It is carried to the various substations along the line, located approximately thirty miles apart, in which it is changed to 3,000 volts direct current for use on the trolley system.

Altogether, we have 550 miles of transmission line, 22 substations, and 648 route miles of trolley. The poles and wires of the transmission and trolley lines cost about \$8,404,000, or about \$12,950 per route mile; the substations about \$4,528,000, or about \$7,000 per route mile; work on signal system and miscellaneous work came to about \$1,989,000, or \$3,070 per mile. This gives a total, excluding locomotives, of about \$14,900,000 or \$23,000

per route mile. By route mile is meant the main line distance between stations.

Sixty-one electric locomotives were purchased—42 for freight service at \$110,000 each, 15 for passenger ser-

vice at \$197,000 each, and 4 for switching service at \$169,000 altogether, giving a total for locomotives of \$7,700,000. When these motors were placed in service, they replaced 166 steam locomotives which had formerly been required, a reduction of 105 locomotives. Also the maintenance costs per engine mile on a mallet type engine varies from 30 to 50 cents, while the maintenance costs per engine mile on the Milwaukee electric freight locomotive is approximately 13 cents.

The electric freight locomotive weighs about 288 tons each, and has continuous capacity to haul the same number of cars as the heaviest mallet type locomotive which it replaced, and at more than twice the speed.

Where the grades are short or far apart, the electric locomotive can handle many more cars than just stated, as the temporary overload capacity is very great.

The passenger locomotives weigh about 275 tons each, and are built to handle a 12-car train weighing 960 tons over the entire division, regardless of grade, without the use of a helper locomotive that was required under steam operation.

The steam locomotive is the last stand of the reciprocating engine, as a prime mover. Practically everywhere else it has been replaced by some other form of power, such as turbine, oil or gas engine, or electric motor.

The size of the steam engine is restricted by its boiler, while the size of the motor is unlimited, because any amount of power required can be delivered through its trolley connection.

The steam engine is consuming about one-quarter of all the coal mined in this country each year, in addition to six percent of the oil. About one-third of the coal now burned on the steam engines is wasted in so-called stand-by losses. Fires must be kept up in the locomotive, whether it is hauling a load, standing still, or coasting on a down grade.

When an electric locomotive stops, the use of the power stops, and when going down grades, the regeneration feature not only holds back the train without the use of air brakes, but it returns power to the line for use at other points. The Milwaukee regains about 15% of the power used in the form of regeneration.

Holding the train back by regeneration also does away with the wear and tear on wheels and brake rigging, and results in an almost unbelievable smoothness of operation through the mountains.

There are many reasons why electrical operation holds an advantage over steam. The electric locomotive can be built to handle just as long a train as desired, and at any speed.

The more cars we handle in one train, and the greater the speed at which we move them, the less is the cost per ton mile for moving freight.

The capacity of the tracks is also increased. In fact there are cases where electrification of single track sections has relieved railroads from the necessity of double-tracking their lines. It is claimed that electrification

will increase the track capacity of any railroad at least 50%, and while electrification is expensive, it is cheaper than new roadbed and tracks.

Not only can the electric locomotive handle much heavier trains than the steam locomotive, but it can do so with less damage to roadbed, rails and other equipment. The nature of the electric motor results in a steady pull at the drive wheels rim which can be gradually increased until the train is started without jerking or slipping. The pull of the steam engine varies throughout each stroke of the piston, resulting in jerking and slipping which naturally means greater wear and tear on equipment.

One of the chief advantages of electric operation in passenger service is the elimination of smoke and cinders, and also in this western country prevention of forest fires formerly due to sparks from the steam engines.

The electric locomotive can be run for long distances without being given any special attention, while the steam locomotive must be fueled and watered and be taken to the roundhouse at short intervals for cleaning, etc.

Most of the fuel, water, and intermediate engine terminal facilities which the Milwaukee had to maintain under steam operation have been removed from electrified territory.

It might interest you if I quote some figures developed from a study made a few years ago in which a comparison was made between steam and electrical costs for the business handled during 1923.

This study shows that the cost of the facilities which were provided for electrical operation totals to about \$23,000,000 for the electrification as against about \$7,400,000 for the steam plant formerly used. The electrical operation is naturally charged with the extra interest and depreciation on the extra cost which the electrical layout takes as compared to the steam layout, but even when this is taken into consideration the electrical operation was so much cheaper than it would have been under steam such as was displaced, that there was a net saving for the amount of business done in 1923 of over \$1,200,000. While these results are good it should be remembered that the amount saved with more business to be handled would be much greater, because the sizes of sub-stations and other facilities would not have to be increased, therefore, the interest and carrying charges on the investment which would remain constant would be split over a greater number of ton miles, reducing the cost per ton mile.

The fuel saved for the year 1923 was about 12,400,000 gallons of oil and about 133,000 tons of coal.

Besides the actual saving of fuel by electrification there is a further saving due to the fact that on steam divisions the non-revenue tonnage due to handling fuel amounts to approximately 20% of the revenue tonnage. This statement may appear startling but is explained by the fact that the coal burned on the steam engines journeys over the road twice, first in the coal

car from mine to coaling station and again on the engine tender.

We are accustomed to considering the tender as part of the engine, yet hauling it about adds over 10% to the ton mileage of the total revenue freight movement.

The average consumption of coal per 1000 ton miles for all classes of service on the railroads of the United States is 290 lbs. Based on operating data now available it is estimated that 1000 ton miles can be handled electrically with an expenditure of 40 kilowatt hours which in a modern generating station can be produced with a consumption of 100 lbs. of coal.

Universal electrification indicates a possible saving of 122,000,000 tons of coal per year and while there is no immediate prospect of general railway electrification it is certain that electric traction will have a steady growth and it is not improbable that the future will see the general substitution of electricity for steam in all branches of transportation and the mechanism of the railway will pass through even more important stages of development than have been witnessed in the past.

With most of us personal experience makes much more impression than mere words so I hope that you will seize every opportunity which presents itself to make use of the electrified facilities of the Milwaukee, for you will find they live up to the claims which we make for them.



Agent, C. L. V. Craft, LaCrosse, Wisconsin

#### CARD OF THANKS

I would like to thank the C.M.St.P.&P. Women's Club, Black Hills Chapter for the kindness and the help they have given me when I was sick after being hurt while acting as relief for a man at Kadoka; and especially thank them for the nice Christmas they helped my children to have.

W. E. Ness and Family.

#### Who Does?

He: "Do you play golf?"

She: "Oh, dear, no; I don't even know how to hold the caddie!"

# Excelsior Springs Health Resort

C. W. Jacobs, Agent Rock Valley, Iowa

EVERY Milwaukee employee should boost for the World's Best Health Resort, located as it is some 30 miles north of Kansas City, so comfortably reached by the luxurious service of our South West Limited.

Permit us to inject a little personal testimony—having been afflicted with lumbago and sciatica we left home using crutches and after two weeks treatment at the Springs, taking 12 baths, drinking gobs of the mineral water and faithfully following the diet outlined by the physician, we returned home, without using even a cane and feeling immensely better—though a little weak and ten pounds less weight.

We have had opportunity to inspect several of the therapeutic bath resorts both in this country and Europe. Such places as Baden Baden, Wiesbaden, etc., are world famous, equipped elegantly with every modern appointment, but we do not believe there is another resort which can give so much benefit for so little money as our own Excelsior Springs, Mo.

In this resort there are five distinct mineral springs; Iron, Manganese, Soda, Bicarbonate, Saline Laxative and Lithia. All of them are surprisingly palatable to drink and it proves a keen pleasure to 'be on the water wagon'.

There are some 20 well equipped bath houses operated under expert service, following closely the prescriptions given by your physician and at normal cost. In coming to the Springs for relief do not attempt to select your own waters or accept the recommendation of other than a physician. There is no more reason to believe that one can personally select the waters best suited for his needs than there is to assume that he could walk into a drug store and select the proper medicines. There are some 22 reliable physicians in the town who will make quite a thorough examination, prescribe your diet, baths and drinks for about three dollars. Some of the waters and types of baths are not prescribed, for instance where the patient has high blood pressure. Milwaukee employees, will of course do well to get started right by calling upon our genial, good looking agent H. F. Owen at the beautifully kept station and later making their peace with Dr. Baird, the very competent company's surgeon who has one of the handsomest stone offices in the city.

No doubt, many of you who have not experienced this type of 'bathing' would appreciate a little more intimate

knowledge of the processes which vary somewhat but this is about the average routine followed, taking about two hours daily. After the office girl relieves you of your valuables and everything 'of metallic nature' and locks them up in the vault, you are assigned to a dressing booth and given a sheet. First feature in the elimination process is perhaps the electrical cabinet where in about ten minutes, covered to the chin, the perspiration fairly rolls off; next comes the mineral water hot salt sulphur tub bath for about ten min-



Pavilion, Siloam Park

utes with vigorous rubbing by the attendant with water at the temperature prescribed by the physician; from here you go to the soaping slab for a foaming soap rub; thence to the shower bath (look out that you don't slip); by this time the attendant has your HOT packs arranged on a cot and in accordance with the physicians directions; about 20 minutes in the hot packs well finishes the elimination process and you are sent to the cooling cots for a half hours rest; after which you are given sweet oil and alcohol rubs and massaging according to your condition. These single bath treatments cost about \$1.50 each including tips. These baths are indicated for many different complaints and have been found particularly effective when used with internal mineral water treatment. For that tired, run down feeling and as a general corrective these baths are famous.

Excelsior Springs has a normal population of about 5,000 but upwards of 200,000 visit the resort annually. It is an all-year resort though the spring months are the most popular and the environs the most beautiful. With health, recreation and rest as the dominant idea, the public officials, several years ago laid the foundation of one of the largest, most impressive park and boulevard systems of any city of

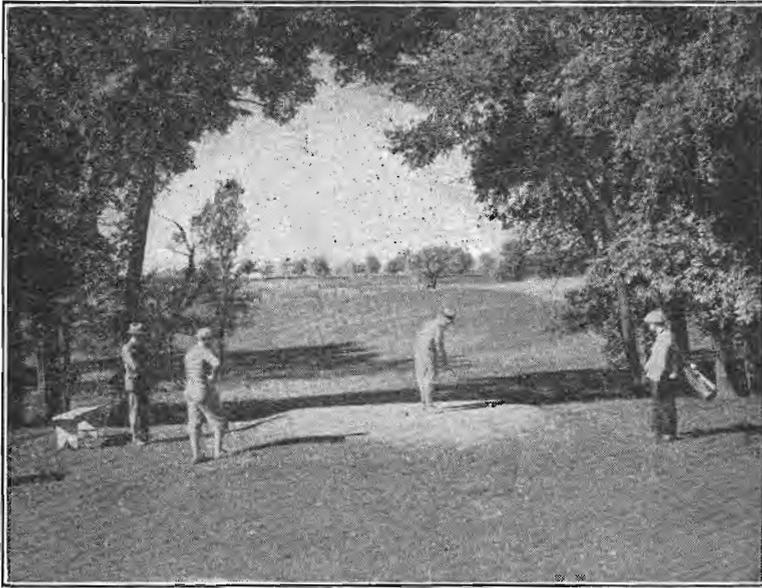
its size. A tract of land on both sides of the Fishing River and running thru the center of the city was purchased for Park purposes. The plans give Excelsior Springs a wonderful park and boulevard system. In one park alone more than \$200,000 has already been spent.

If you play golf you will certainly appreciate the wonderful 18 hole course some 200 feet above the city and overlooking the wide panorama of country stretching out in four directions. You can look out over five counties and, on a clear day, the Missouri river, 25 miles distant can be seen. Motoring over the beautiful winding drives thru the parks and up Golf Hill is a popular pastime. Tree lined roads and by-ways leading in every direction offer every opportunity for 'hiking' riding or motoring. At the edge of the city is a charming lake where swimming, boating and water sports may be enjoyed in season. You will find the visitors you meet in Excelsior Springs, friendly, neighborly and sociable, and you will not feel out of place in taking your ease and enjoying your rest to the full, because annually thousands of visitors come here for just that purpose, and that the results are favorable is proven by the fact that hordes of the same people return each year.

One of the strongest impressions one gets visiting this resort is the inexpensiveness of everything. For instance, the first shock

(?) comes when you take a taxi from the station located about a mile and a half from the center of the town, and are driven to any part of the city for 25c per person. Mrs. Jacobs and I took rooms at one of the numerous apartments which cost us but \$9.00 per week and we were very comfortable indeed, located on the ground floor. The rooms were well equipped with 'Murphy' bed, easy chairs, sofa, electric lights, steam heat, bath and kitchenette in which was provided natural gas stove and full equipment for light housekeeping. All kinds of fruits and fresh vegetables were so abundant in the numerous markets that we took our breakfasts and suppers in the apartments and the average cost per meal for each was 22c. We took our lunches down town where the inviting cafes furnish vegetarian lunches at 40c. Most excellent meals can be enjoyed in the many private boarding houses for 35c and these menus include an amazing variety of vegetables (usually five), as well as meat, chicken, fish, three kinds of bread, dessert and a choice of several drinks. We doubt if there is another town in the country where the per capita use of meats is so low and the eating of vegetables so high.

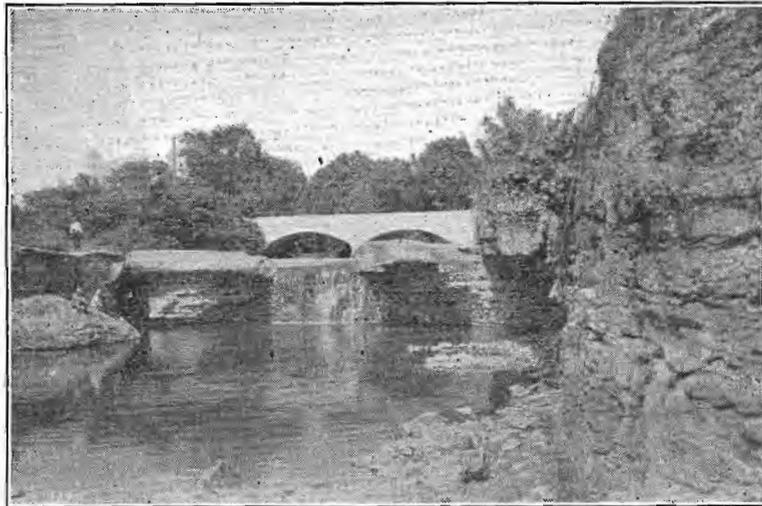
Kansas City daily papers are delivered morning and evening at your apartment door for 15c per week; use



Driving Off, Excelsior Springs Golf Club



On the Fairways, Excelsior Springs Golf Club



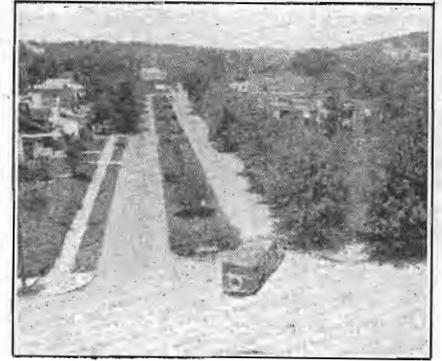
Tryst Falls, Fishing River

of public library books 10c each, shaves 15c and all the mineral water you can get outside of in a day for about a nickel.

At the movies you get three film features, vaudeville and six piece orchestra for 25 cents. The local

Missourians have a fascinating dialect . . . the Jesse James farm is a show place in the adjacent country . . . what more can you ask for your time and money?

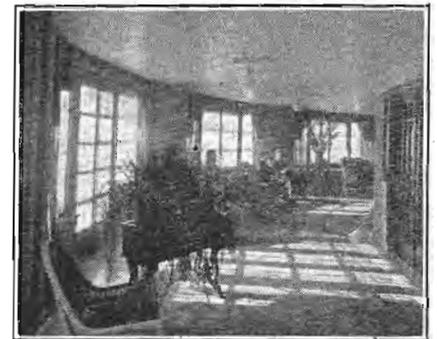
One is impressed with the number of people carrying canes and toting



Elms Boulevard



The Swinging Bridge, Siloam Park



The Solarium, Elms Hotel

water jugs. The average age and weight of people taking the treatments is noticeably above the normal average you are accustomed to see. It should prove a warning lesson to the younger age to go to Excelsior Springs, visualize these conditions and have impressed upon them the importance of watching their scales and vitamins.

Every employee of the Milwaukee would do well to become personally acquainted with the wonderful benefits—both from a health and a recreative standpoint—to be derived from a short visit to this easily reached and unusually inexpensive resort. Go—experience—become an enthusiastic booster for this homelike resort and you will feel bound to urge your friends and patrons to do likewise.



Where Boating and Swimming are the Sports

## Passing the Buck

G. T. H.

THE Railroad Management was sore, their crack, fast train which heretofore, had run on time, or perhaps before, came in behind her schedule. They wrote the Superintendent on whose track the fault occurred upon, their letter was a lexicon of languages simply dreadful. The Superintendent wrote that he an assistant had, to oversee these trains de luxe, and faithfully keep them on time, persistent. He said, he shared their poignant shame, and if they wished to lay the blame where it belonged, and climb his frame, they'd write to his assistant. The Assistant said, "I often ride this train of ours and boast with pride, that there's no line but ours beside, can ever hope to match her. And this much you can plainly see, she never was delayed by me, and so I hold the blame to be upon the train dispatcher. The train dispatcher, man of wit, quoth "I have ever seen to it that this train always got a bit of super-fine dispatchin! The Conductor had the right of way the train had not been late that day, had he been on the job to stay, instead of nickles matchin'. The Conductor wrote, "I'm not the guy you're looking for; use half an eye and certain sure you will spy, the bird that always bulls it. An engineer is what you need, a hogger who's plum full of speed, the one you've got's too slow to feed, and he's the gink that pulls it. The Engineer did not delay to answer thus, "I've this to say, she was wide open all the way and should have been on time, sir. My fireman seemed full of hop, and could'n't seem to make her pop, so he's the lad you'd better drop, he's naught but oil and grime, sir. The fireman then firmly stood upon his rights, said, "No one could without sufficient store of food have kept her steam a-hissing. "The caller called me late that day, to eat there wasn't time to stay, so he's the Bo you ought to flay; my breakfast I was missing. The Caller's mug was full of grins, "My wife presented me with twins, as much alike as two new pins, as sweet as cupid's kisses. Of course I had to celebrate this great event, and so was late, 'twas not my fault at any rate, you'll have to write the missus. They wrote the lady, please explain how come, that you delayed our train, by handing hubby babies twain, and driving him demented. Your man would not have got half boozed, our train would not have been abused, if you had more discretion used, and been with one contented. The lady answered, "On my

word, such impudence I never heard, I s'pose if there had been a third your railroad would be wrecked, sir. I don't see how you have the gall to blame me for this fuss at all, 'tis nature you will have to call upon, so what the heck, sir.

## The Section Foreman's Dream

Extra Seven-four-six went into the ditch  
At the switch there just south of the tower,  
Put the engine and tank  
And ten cars down the bank  
And held number eight for an hour.

They called us all upon the carpet,  
The G. M. was sore it would seem,  
Thought they'd give me the walk  
Till they started to talk  
Then I knew it was only a dream.

With his hand on the engineer's shoulder  
The trainmaster said with a sigh,  
It was not a low joint  
Or a battered switch point,  
He was taking the "puzzle" in high.

Then the engineer said with conviction,  
I can prove by the man in the tower  
When he gave me the ball  
I was rocking them all  
And rolling them sixty an hour.

Next spoke the division car foreman  
As he stepped to the front with a frown,  
It was not caused by speed,  
For that gon in the lead  
Clearly proves 'twas the brake rigging down.

The master mechanic yelled loudly,  
If you'll let me I'll prove in a jiff  
My department's to blame  
I acknowledge with shame  
That the engine was rigid and stiff.

I'm not much at visions or dreaming,  
It's seldom I sleep on my back,  
I can side-step and scheme,  
But it sure is a dream  
When they don't put the blame on the track.

## Northern Montana Division

Max

ON Friday April 6th, the regular monthly claim prevention meeting for the Northern Montana division was held at Square

Butte. This meeting place was arranged so that the agents Lewistown to Great Falls could attend and return to their homes the same day.

Superintendent Cleveland called the meeting to order immediately after the arrival of No. 116. He went over the monthly statement of claims paid and after calling attention to special items, which this division originates, grain and livestock, in particular, talked about the claim prevention movement in general and the improvement in the loss and damage account of this division since claim prevention meetings have been held. Traveling Inspector Philpot told about the campaign which is being conducted to reduce the number of claims on hog shipments, of the cases of overloading discovered and what is being done in order to see that when live-stock is loaded to protect the carrier in the matter of proper notations as to its condition. Agent Peterson, from Hanover, gave a very interesting talk on the proper preparation of cars for carload loading saying that the larger shippers of cement and plaster products, not only at his station, but at other points in the country, were eliminating claims by closer supervision in getting all of the projecting nails pulled, cars papered and using batting at the door posts.

Agent Merkle, of Geraldine, gave his experience in the handling of local freight shipments and told of the co-operation given by the train crews in the matter of proper checking, unloading and storing. Agent Haggerty, of Square Butte, said that he was glad that the meeting was held at his station as it was the first opportunity he had had to attend such a meeting that the subjects discussed seemed so very worth while that, he thought, all would profit very much in freight handling and make an extra effort to prevent claims. Agent Heath, of Great Falls, gave a very interesting talk on how a terminal station is operated. After a general discussion the meeting was adjourned. Other agents present were H. W. Barnard, Highwood; J. T. Beiser, Montague; D. Fiock, Coffee Creek; D. V. Phare, Danvers; A. M. Maxeiner, Lewistown and B. S. Ford, conductor. Dinner was served by Superintendent Cleveland on his business car.

M. E. Randall returned to Great Falls and will soon be on the job having fully recovered from his appendicitis operation.

E. W. Davidson, from the office of R. J. Middleton, Assistant Chief Engineer, Seattle, Wash. succeeded Isaac Brewer as Instrumentman, on the Northern Montana Division.

E. L. Cleveland attended the meeting of Superintendents, Lines West, at Butte.

Dave F. Walsh, has returned to his position as Rate Clerk at the local freight office after enjoying a two weeks vacation. His position was supplied by Mrs. C. M. Brown.

Archie C. Hohman, our genial Car Clerk, at the lower yard is sporting a new car.

We missed J. Z. Ramsey, Agent at Denton, at the claim prevention meeting at Square Butte. Jimmy made it possible for the other Agents to be present as he handled all of the messages for the stations between Lewistown and Great Falls and phoned them to the wives who held down the offices.

Howard Ullery is back as helper at Denton. Howard recently was presented with a gift of \$100. by the students of the high school at that point for coaching them in athletics.

# CLAIM PREVENTION

## Prize Essay

### Claim Prevention

By M. A. Tripp, Station Agent at  
Marmarth, North Dakota

TO essay claim prevention in five hundred words we must deal in generalities only and omit details. It is my thought that basically the minimizing of claim losses lies chiefly in the widest co-operation of employes and officers in all interested departments. Although a gradual reduction has been effected by a campaign of education, it is not enough to say we have done everything that can be done because the ratio reflects a contrary judgment. We may never reach a state of perfection in claim losses but we can make and maintain some improvement. What has been gained through past efforts will be lost unless persistently followed up. Like profitable advertising, if we intend to reach a definite goal we cannot let up but must continue the work to avoid sacrificing the ground once gained at great cost.

NEW EMPLOYEES ENTERING SERVICE REQUIRE A THOROUGH TRAINING; new commodities present new or different problems; economy in transportation effects changes from old plans to newer and better plans; these and other problems show the necessity for an endless campaign.

We say that a shipment of freight is (a) accepted, (b) forwarded and (c) delivered: a mistake in any one of the three causing a claim cannot be corrected by the other two; hence the clear importance of close co-ordination of all to prevent wasted effort and expense.

THE MERE FACT THAT AN AGENT UNDERSTANDS CLAIM PREVENTION MEANS LITTLE UNLESS APPLIED TO PRACTICAL USE. Supervision aids prevention. Prevention cures. A shipment properly prepared is half on its way.

What has been said of co-operation of employes and officers is applicable to shippers. No patron profits by a claim; hence any benefit from claim prevention is mutual. Most shippers desire service; a broad meaning of service includes safe delivery and good condition. Although time and cost are important factors they count little unless delivery be made in a satisfactory condition. The problem railroads face is how shall we obtain such co-operation of shippers that claims may be avoided. Large shippers whose business necessitates use of railroads have met the situation since the campaign for claim prevention started: for instance a grain shipper realizes how a claim may result from the

least neglect to inspect a grain car before loading: a potato shipper knows the kind of equipment for safe transportation of that commodity and the same may be said of patrons who deal in single commodities only, but with the occasional shipper who pays little attention to the choice of containers, packing and marking we have much to accomplish. My practice to overcome this is to explain the requirements at the time of making inquiry for rates or before his freight moves and endeavor to obtain his co-operation and then assist him when the freight reaches the warehouse. This may require patience and diplomacy but will bring good returns for your time because a satisfied customer usually becomes a friend of the railroad—a valuable asset.

### Reduction in Claims by Securing the Personal and Serious Interest of Employes

W. J. Whalen, West H & D Trainmaster  
LIVE stock claims as we all know, are an important factor as compared with total claims paid. A detailed study of the proper handling of live stock, from the time it arrives in our pens at the local stock yard to its arrival at destination, has been made on this Division and I have accompanied our stock pick up train between Moberidge and Aberdeen with the exception of approximately six trips during the past year which has resulted, I believe, in assisting toward bringing about the reduction in claims on live stock, for after the employes and shippers realize that the Division Officials have a personal interest in a matter of this kind they are ready and willing to display a personal and serious interest which will naturally result in a reduction in claims.

With a few exceptions stock is being inspected by the Agent, either in the stock pen prior to loading or while stock is being loaded. This inspection has resulted in the fact that there is seldom a stock pick up that does not have one or more waybills with notations as to cripples, slow hogs, partitions not up to standard or other information of value to our Claim Department in connection with settling claims. At one station on two consecutive Saturdays our Agent found a shipper loading crippled animals and made the necessary notation on waybill and contract and later developed that this shipper had bought these cripples at a low cost, and no doubt, intended to sell them to us at market price and, no doubt, would have done so if the Agent had not had a personal interest in this matter.

At another station we found ship-

pers loading hogs which apparently were rheumatic and this prevailed for a period of three or four weeks, and in each case proper notations were shown on waybills and contracts for our protection.

During the period from April 1st to November 1st, it was necessary that every car loaded with stock be properly cleaned prior to loading and this matter was checked closely and responsibility placed with Agent to see to it that this was done with the result that a personal interest was taken in same so that after a period of two weeks all cars were properly cleaned.

Agents are now making a regular practice of checking partitions in mixed loads, requesting shippers to alter if necessary and in the event shipper will not alter, notations as to defective partitions are made on contract and waybills.

Through personal contact with shippers and through treatment to them and to their stock that impresses upon them that we have a personal interest in them and in the stock that they have placed in our care, we have been able to enjoy considerable assistance from them; in loading stock at the yards so that the stock for the various stations will be picked up without excessive or unnecessary switching; in having their stock loaded prior to the arrival of the pickup train so that the train will not be delayed and so that it will not be necessary to hurry the stock loading and in this manner the overheating of stock is avoided, and, in addition to this we have gained the assistance of the stockmen in talking to the few stockmen who were slow in loading, resulting in the fact that it is seldom that we are required to wait for stock to be loaded.

With the assistance of the stockmen loading the stock so as to reduce switching to a minimum, we now require the pick up crew to keep stock classified as picked up with the result that we are only required to make three or four switches on this stock at Aberdeen in order to classify for the different directions as compared with making 15 to 20 switches before this was put into effect.

The personal and serious interest of officials and employes has resulted in the fact that shippers display this same interest and it is now a known fact to all shippers that the entire Division organization have a high regard for the handling and movement of their stock, and it is the aim of the Division organization to move this stock to the market at the earliest possible hour and this early arrival has been accomplished, and the shippers have personally advised me that they overlook

minor claims, for our early arrival has increased the value of their stock to them to the extent of from fifty to one hundred dollars per car as the stock now has an opportunity to rest and put on a heavy feed during daylight hours; this early arrival has also assisted in gaining additional revenue, for at one of our competitive stations our competitor has not had a car of St. Paul stock for the last ten months and at another station a shipper moved five cars of stock to our station, a distance of five miles greater than to a competitive line, and he advised me that he did this because of the service he had received, and attention given to the stock train and the early arrival at destination.

Personal and serious interest on the part of trainmen is a great factor in the reduction of claims. Proper inspection of trains will often result in an enormous saving in claims. We have had a number of cases recently wherein trainmen detected a defect in the running gear of equipment that, without question would have resulted in a heavy loss if personal interest in this inspection had not been shown.

Way Freight crews are in a position to assist in the prevention and reduction of claims and there is seldom a trip made with a way freight but that there is an opportunity to save a claim or at least to reduce one.

One way freight brakeman on this division has to my knowledge, brought five cars to the terminal which would have been delayed, three to five days additional, likewise caused a claim on account of delay to grain and would have at least caused us to furnish from two to three additional brasses for each car and furnished the labor to apply these brasses. The way freight in five cases, to my knowledge, picked up a car that had been set out with broken brass and had been re-brassed but started running hot on account of cut journal. This brakeman made an improvised cooler by fastening a gallon can to the oil box, perforating it so as to have a small stream of water running into the oil box and at each station placing more water in this can with the result that the car was brought into the terminal without delay, whereas if it were not for the personal and serious interest of this brakeman this car no doubt would have had to be rebrassed at least two additional times, and with tri-weekly way freight service would have resulted in a delay of from four to six days and no doubt caused claim.

The personal and serious interest of the Traveling Inspector in one case in particular on the West H&D Division reduced a claim to a great extent. A carload of dried fruit in cases received was at first refused account boxes covered with cinders and cinders had worked into contents. By the personal interest shown, the cases were cleaned and the refused boxes sold with the result that the entire loss on the carload to this company amounted to \$24.71.

Our Division OS&D Department in another case had a carload of malt in cases received in damaged condition

### RELATIONSHIP OF CAUSES IN THE RISE AND FALL OF LOSS AND DAMAGE 1914-1927 (1920 WAR PEAK; AS 100)

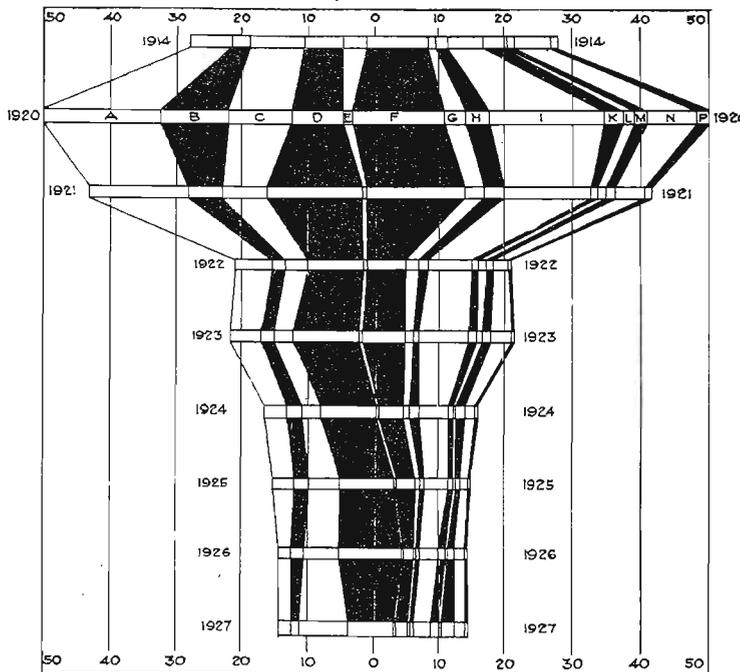


Chart Showing the Relationship of the Total Loss and Damage Bill For Years as Shown, Compared With Year 1920; As Well as Showing the Relative Percentage Proportion of Each Cause, For Each Year, and the Relation Each Cause Bears to the Total Decrease Over the Period of Years Indicated.

A		B		C		D		E	
UNLOCATED LOSS		DAMAGE		OTHER DAMAGE		ROUGH HANDLING OF CARS		IMPROPER HANDLING, LOADING, UNLOADING OR STOWING	
Extra Package		Other Than Extra Package							
F		G		H		J		K	
Defective or Unfit Equipment		Improper Refrigeration or Ventilation		TEMPERATURE FAILURES		Freezing or Melting		Delay	
								Robbery	
L		M		N		P			
CONCEALED LOSS		DAMAGE		WRECK		ERROR OF EMPLOYEE			

OFFICE OF SUPERINTENDENT,  
CLAIMS PREVENTION BUREAU, CHICAGO, MARCH, 1928.

account brine tanks leaking. This malt had been cased in pasteboard boxes and the brine had soaked the boxes and labels fell from the cans. Through personal and serious interest the shipment was placed in the best possible condition under the circumstances with the result that the re-fused goods were sold for more than the invoice price plus freight.

The subject assigned to me in this instance covers so much that one could write for an indefinite length of time and not do justice to it, but in closing will say that my observation has been that in order to gain the personal and serious interest of employes, which is an absolute necessity in eliminating certain claims and reducing others,

that the first necessity is the personal and serious interest of the Superintendent, and if this quality is displayed by the Superintendent it will automatically spread to the Division organization and, with a little solicitation, will be common to every officer and employee on the division.

The above chart is very interesting inasmuch as it shows conclusively that there has been but very little headway made on two accounts since 1920, i.e., Unlocated Damage and Rough Handling, they being represented by the letters "C" and "D", all other causes having responded to our efforts toward eliminating some of our Loss and Damage Claim payments.

#### 1927 Figures by Causes, as Follows:

A	\$ 72,200.45	H	\$ 14,238.88
B	60,937.05	I	91,156.68
C	278,172.63	K	31,110.24
D	236,499.88	L	7,263.27
E	5,641.75	M	56,932.48
F	68,623.07	N	62,260.74
G	7,765.11	P	16,675.94

Total \$1,009,538.16

# THE MILWAUKEE MAGAZINE

Union Station Building  
Chicago

Published monthly, devoted to the interests of, and for free distribution among, the 65,000 employes of the Chicago, Milwaukee & St. Paul Railway System.

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Libertyville, Illinois

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## L. B. Beardsley

ON April 17th, at Sioux City, Iowa, occurred the death of Mr. L. B. Beardsley, for many years Superintendent of the Sioux City & Dakota Division; and since 1916, occupying the office of Assistant Superintendent to which he transferred because of ill health.

Mr. Beardsley, "Cap", as he was familiarly known, was born in Schuyler County, New York in 1842, and came in 1854, with his parents to Milwaukee, Wisconsin. In 1861, Mr. Beardsley began service with The Milwaukee Railroad as brakeman; and successively, occupied the positions of freight conductor, passenger conductor, superintendent of sleeping cars; and in 1882, was appointed assistant superintendent of the Iowa Division. In 1886 he went to Sioux City as superintendent of the S. C. & D. Division, where he has remained until the time of his passing. Mr. Beardsley possessed a 65-year button of the Veteran Employees' Association.

In Sioux City, where he so long had made his home, Mr. Beardsley was held in high esteem by all of the business community which he served, building up with constant devotion, the welfare of the Company and cementing its interests with those of its patrons. Among his associates of the railroad, "Cap" Beardsley was popular and much beloved. He is survived by one son, Arthur M. Beardsley of California and one daughter Mrs. Charles T. Hopper of Sioux City. Another daughter, Mrs. J. Floyd Rich, of Fort Dodge, Iowa died in January. Mrs. Beardsley died in 1898. The funeral was held from the home of Mrs. Hopper and burial was in Milwaukee.

### The Prize Winner

WE are glad to announce that Mr. A. M. Tripp, Agent at Marmarth, North Dakota is the winner of the ten dollar prize offered by The Magazine for the best essay on Claim Prevention written and submitted by an agent

Page Ten

or station employe on the Milwaukee System.

There were many excellent letters submitted and the Committee having charge of the contest found it difficult to make their decision. Among those worthy of honorable mention were the contributions of Mr. Earl O. Twedt, Operator, Granite Falls, Minn. Edwin G. Hale, Chief Clerk, Galewood, Illinois. G. E. Harper, Live Stock Agent, Union Stock Yards, Illinois. F. R. Smith, Claim Clerk, Spokane, Washington. These gentlemen and all other contributors will kindly receive the thanks and appreciation of the Editor and the members of the Claim Prevention Bureau for their interest, with the hope that in the future, they may find time and the inclination to again express their ideas on this important subject through the Magazine. The letters receiving commendation from the Committee will appear successively in subsequent issues of The Magazine.

### I. & M. Veterans, Attention

THE 18th annual meeting of the Minnesota Central I. & M. and McGregor Western Veteran Railroad Men's Association will be held at the West Hotel, Minneapolis, Minn., on Thursday June 7th, 1928.

Those attending will please assemble at the desk in the Lobby at 11:30 o'clock A. M. for greeting and informal talk. At 12:00 we will adjourn to the Banquet Hall where dinner will be served by the management under the direction of Miss Helen Wood, the daughter of our old time Companion Colonel Wood, and Miss Helen never spares any pains to make our meetings most enjoyable.

After dinner we will hold the annual meeting and election of Officers. All who can are requested to be in attendance at this meeting, our Membership is decreasing at every roll call and ill health and infirmities, is bound to keep some away, so all who can please notify Secretary S. S. Johnston, of their intentions; so that he may be able to prepare the necessary accommodations and transportations.

M. J. Gill, President.

S. S. Johnston, Secretary.

### Once a Railroad Man, Always A Railroad Man

The following letter to The Magazine, will find many friends of Mr. Charles H. Reeves, formerly a Milwaukee employe and now a prosperous business man of Los Angeles, California. Mr. Reeves never forgets his old Milwaukee associates or associations, as his letter indicates and those who remember him on the railroad will be glad to thus hear from him.

Dear Editor:

I missed receiving this month's issue of The Milwaukee Magazine, and I surely do look forward to its coming, and I get lots of kick out of its entertaining articles.

Though it has been many years since I signed my name to the payroll on the Old Milwaukee, I think I am as interested as ever about anything pertaining to that road. From the time when I was 15 years old up til the age of 30, I was an humble employe of that company, filling the positions of water

boy, brakeman, telegraph operator, station agent and train dispatcher. I left the service to go into business in Chicago, and have always regretted it, not from the standpoint of finance, but railway service was my line of endeavor and I should have stayed with it.

I hope you will forgive the length of this, but I just can't help the spill-over, for as long as I live I shall always feel the warmest affection for The Milwaukee Railroad and my old associates. Most of the old boys have passed on, but occasionally I see a name registered in the monthly that I used to know and love, so, please, Mrs. Kendall, send me the magazine, as I file and keep them safely in my library.

With very kind regards, I am yours very truly

(signed)

C. H. Reeves.



W. D. Severance

"Above is a photograph of W. D. Severance and his HONGO. Mr. Severance is chief clerk in our Portland office and the instrument is his own manufacture. It is made out of an ordinary cigar box and uses only one string, this particular HONGO being 15 years old. It is played in the same manner as a cello and it's tone is a cross-between a viola and an oboe yet it is a freak in that it is as loud as three ordinary violins with each note clear and distinct. While the HONGO is a practical instrument, it is difficult to play and it is only as result of many years faithful practicing that Mr. Severance is permitted to use the title of "One-String Virtuoso." He is a regular performer on one of Portland's leading radio stations as a soloist and as the leader of an instrumental quartet.

### Card of Thanks

MEMBERS OF THE WOMEN'S CLUB  
C. M. St. P. & P. R. R.

WORDS cannot express our feelings, thanks and appreciation for the beautiful gifts of flowers, distributed among us this good Friday. We, patients of Washington Blvd. hospital now convalescent, (employees of the C. M. St. P. & P. R. R.) trust the spirit of good fellowship will continue in your organization and your works of bringing good cheer to those ailing will long be remembered. May your kind words, acts and deeds be the corner stone to a bigger and more prosperous club. Needless to say these gifts of flowers brought encouragement to those confined Good Friday and Easter and every day thereafter. With love from the boys of the good old C. M. St. P. & P.



### Beg Pardon

On Page 8 of the April issue, in the paragraph beginning at the top of Column 2, a line was omitted which quite changed the meaning of the article. As printed, the paragraph reads:

As an illustration of the working of Rule 5 we will assume, for example, that there is a regular defined movement of coal from West Clinton, Ind., to Hampton, Ia., routed via the CMSt P&P care of the M&StL at Pickering and when the cars are made empty the M&StL find it more convenient to return them at Pickering. . . . .

The omitted line should make it read: the MStL find it more convenient to return the empties to us at Mason City, Iowa than to return them at Pickering.

### Progress

THERE is satisfaction in knowing that our Company during the year 1927 made substantial progress toward improved performance. A few items of interest in a transportation way follow:

Class 1 Railroads	CMSTP&P CTHSE	North Western Region ( 17 )		Entire Western District ( 64 )		Entire United States ( 168 )	
		(railroads)	(railroads)	(railroads)	(railroads)	(railroads)	(railroads)
Freight Cars Per Train	1927 1926	1927 1926	1927 1926	1927 1926	1927 1926	1927 1926	
Gross tons per train	46.3 45.6	44.3 43.9	45.4 44.7	46.5 45.2			
Net tons per train	1703 1656	1650 1618	1678 1645	1780 1736			
Net tons per loaded car	728 712	720 708	687 682	778 772			
Train speed (miles per train hr.)	24.9 24.5	25.4 25.2	24.2 24.1	27.2 27.4			
Avg. Miles per car per day	12.5 12.3	12.3 12.3	12.9 12.7	12.3 11.9			
Miles of road operated	31.4 30.4	26.6 27.1	32.6 32.6	30.4 30.4			
	11205 1118.9	48082 48185	132962 132308	23676 235331			

In the year 1927, our average "Freight Cars Per Train" was 46.3 or 2 cars more than the Northwestern Region as a whole and also almost a car per train more than the Western District as a whole which includes all Class I Railroads, Northwest, West and Southwest of Chicago.

We also led the Northwestern Region and entire Western District in "Gross Tons Per Train" as well as "Net Tons Per Train."

Our performance in "Net Tons Per Loaded Car" was a half ton per car less than the average for the Northwestern Region, but better than that of the Western District as a whole. It will be noted, however, we increased over the 1926 record 4/10 of a ton per car while the Northwestern Region increased 2/10 of a ton, the Western District 1/10 of a ton and all Class 1 Railroads as a whole decreased 2/10 of a ton. Heavier loading or maximum loading of freight cars has an important bearing on economical operation as well as car supply and while our increase over 1926 shows a very creditable performance, we certainly ought to be up to the average

of all railroads as a whole. The ordinary 40 ton capacity car is stenciled with an average maximum load limit of 48 tons so that 100 such cars will carry a net load of 4,800 tons whereas if the cars are only loaded to the nominal marked capacity 40 tons, it would require 120 or 20% more cars to carry the same tonnage.

With exception of stock cars, practically all of our equipment is 40 or 50 ton marked capacity (not maximum load limit). Yet we loaded over 1,600,000 cars of Revenue freight (not including cars received from connections) in the year 1927 to an average of but 24.9 tons per car. What a field for improvement!!

In the March issue attention was called to the average miles per car per day and while we fell short of our Goal of 40 miles, nevertheless the performance last year was creditable, inasmuch as it was 4.8 miles better than the Northwestern Region and 1.0 mile better than all railroads in the United States taken as a whole.

Our performance so far this year:  
January 1928 30.6  
February 1928 35.1

Cumulative 32.7  
was very good, 35.1 miles being the best record we have ever made since the year 1916 which is as far back as the present records go. With your help there is no question about our being able to lead the western district this year.

There are three big objectives for this year—

INCREASE THE AVERAGE LOAD PER CAR.

INCREASE THE AVERAGE MILES PER CAR PER DAY.

DECREASE THE "CAR HIRE" OR "PER DIEM" DEBIT.

Anything accomplished in any of these objectives will have a favorable reflection in the others. Our Goal remains 40 miles per car per day.

Your help is needed!!!  
Let's go!!!

### Question No. 41.

How should foreign cars received under load be disposed of when empty?

### Answer.

- Foreign cars arriving in line-haul movement via our line should be reported for disposition on FCD sheets upon arrival under load, (except cars belonging to a railroad with whom we connect at the station where made empty, which must, under Car Service Rule 2, be returned to the owner when empty unless loading via the owning line at any junction point is available) unless there are special instructions in effect to the contrary.
- Cars received in switching service for unloading on our line owned by the railroad from which received should be returned to that line when empty unless return loading to the owner in accord with Car Service Rule 2 is available or there are special instructions to the contrary.
- Cars received in switching service not owned by the railroad from which received should be returned to the line from which received when made empty (unless we have a connection with the car owner at the station in which event such cars should be returned to the owner line) unless loading to a point via the owner line is available or loading is available via the railroad from which received, or special instructions provide for different handling.

### Question No. 42.

What is proper method of billing empty equipment?

### Answer.

Each empty car should be accompanied by individual empty car slip (Form 143) showing plainly initial, car number, class, originating point and destination, and if for delivery to connecting line, the railroad to which car is to be delivered. Authority for the movement (F.C.D., order number, etc.), should be shown on the proper line and party making the empty car slip should sign his name or initials in the proper space, provided for that information.

### Question No. 43.

What action should be taken when cross-haul of equipment is detected?

### Answer.

Superintendent and Transportation Department should be immediately advised by wire, giving full details so that immediate corrective action can be taken.

**ANNUAL REPORT  
MILWAUKEE EMPLOYEES PENSION ASSOCIATION  
FOR THE YEAR 1927.**

March 12th, 1928.

To the Board of Directors, and  
Members of the Milwaukee Employees Pension Association.

Gentlemen:

We have again completed another year in the building of our Pension Association, and I am submitting herewith the report from our Secretary-Treasurer, together with Balance Sheet showing the financial condition of the Association as at December 31st, 1927, which Balance Sheet is certified to by a firm of Public Accountants who have audited our books and accounts, and also a Membership Statement which shows the net membership at the end of 1927 as 19,179 members.

The Balance Sheet shows that the Association, at the end of the year 1927, had total assets of \$1,219,019.02, and the Pension Fund has grown to an amount of over one million dollars, or \$1,043,901.88 to be exact. The income on investments during the year of 1927 was \$56,386.47, plus a profit on investments sold during the year, of \$1,541.93, making a total income during the year of \$57,928.40, which added to the income balance of \$64,252.77 at the end of the year 1926, makes the total income to date \$122,181.17.

During the year, 2,912 new members were enrolled, and we lost through deaths, members leaving service, etc., less reinstatements, 1,087 members, making a net gain of 1,825, or a total net membership at the end of the year 1927 of 19,179, as against 17,354 at the close of the year 1926.

During the year, at different times, we have had solicitors out covering the entire Railroad System, and the above results show that they were successful in securing quite a number of new members. It is the intention to continue this method of increasing the membership during the ensuing year, and it is hoped that the results will show a greater increase in members at the close of the year 1928.

The Executive Committee reports that Messrs. W. D. Carrick and J. T. Gillick were re-elected to succeed themselves as members of the Board of Directors in the election held in March this year.

I believe we all have reason to feel proud of the results so far accomplished in the building of our Pension Association.

Grateful acknowledgement is due Officials of the Railroad Company and individual members of the Association over the entire Railroad System for their unfailing co-operation in obtaining the results so far accomplished in the way of building up our Pension Association.

Respectfully submitted,

W. D. Carrick  
President.

March 12th, 1928.

Mr. W. D. Carrick,  
President,  
Milwaukee Employees Pension Association,  
Milwaukee, Wisconsin.

Dear Sir:

Herewith please find attached Balance Sheet showing financial condition of the Milwaukee Employees Pension Association as at December 31st, 1927, certified to and verified by Messrs. Frazer and Torbet, Certified Public Accountants who audited our books for the year ending December 1927.

For ready reference, I am showing below, in summary form, the Balance Sheet at the end of 1927 compared with the Balance Sheet at the end of 1926:

	December 31, 1927	December 31, 1926	Increase Decrease*
<b>ASSETS</b>			
Current Assets:			
Cash in Bank	\$ 531.61	\$ 3,286.22	\$ 2,754.61*
Accrued Interest Receivable	16,556.30	12,447.94	4,108.36
<b>Total Current Assets</b>	<b>\$ 17,087.91</b>	<b>\$ 15,734.16</b>	<b>\$ 1,353.75</b>
Investments	1,200,810.53	872,406.51	328,404.02
Other Assets	1,120.58	1,123.23	2.65*
	<u>\$1,219,019.02</u>	<u>\$889,263.90</u>	<u>\$329,755.12</u>
<b>LIABILITIES AND NET WORTH</b>			
Current Liabilities	\$ 4,544.05	\$ 5,134.90	\$ 590.85*
Net Worth—Pension Fund	1,043,901.88	780,528.58	263,373.30
Net Worth—General Fund	48,391.92	39,347.65	9,044.27
Net Worth—Income	122,181.17	64,252.77	57,928.40
	<u>\$1,219,019.02</u>	<u>\$889,263.90</u>	<u>\$329,755.12</u>

Total Assets, it will be noted, increased \$329,755.12 during the year 1927, and the Pension Fund increased \$263,373.30, making the total amount of the Pension Fund at the end of the year 1927 \$1,043,901.88, and the Net Income account shows an increase of \$57,928.40, making the Net Worth Income account at the end of the year 1927 \$122,181.17. The decrease of \$2,754.61 shown in Cash in Bank account does not indicate a loss, but merely shows that we had that much less cash in our current bank account compared with balance at the end of the year 1926. As this account draws no interest, we endeavor to keep it as low as possible and try to keep all of our funds not necessary for the current conduct of the affairs of the Association invested in interest bearing securities.

The Membership Statement at the close of the year 1927 shows that the Association has gained 2,912 members during the year, making total enrollment since organization 22,372. The net losses during the year were 1,087 members, making the net membership at the end of the year 1927, 19,179 members as compared with 17,354 members at the end of the year 1926.

The Membership Statement as at the close of the year 1927, showing details, is hereto attached.

The Executive Committee canvassed the votes cast in the March 1928 election for two members to the Board of Directors and their report filed in this office shows that Mr. W. D. Carrick and Mr. J. T. Gillick were re-elected by a large plurality to succeed themselves.

Respectfully submitted,  
C. W. Mitchell  
Secretary-Treasurer.

MILWAUKEE EMPLOYEES PENSION ASSOCIATION  
BALANCE SHEET  
AS AT DECEMBER 31, 1927.

ASSETS

Current Assets

Cash in Bank \$ 531.61  
Accrued Interest Receivable 16,556.30

Total Current Assets

\$ 17,087.91

Investments

State, County and Municipal Bonds \$ 249,130.86  
Real Estate Bonds 51,208.75  
Railroad Bonds 139,768.75  
Other Bonds 85,087.50  
Mortgages 678,000.00

\$1,203,195.86  
2,478.49

Less: Reserve for Amortization of Premiums

\$1,200,717.37  
93.16

Add: Reserve for Amortization of Discounts

Total Investments

\$1,200,810.53

Fixed Assets

Office Equipment

1,120.58

\$1,219,019.02

LIABILITIES AND NET WORTH

Current Liabilities

Advance Payments by Members \$ 941.20  
Miscellaneous Credits 28.85  
Refund Certificates Payable 3,574.00

Total Current Liabilities

\$ 4,544.05

Net Worth—Pension Fund

Balance—January 1, 1927 \$ 780,528.58  
Total Monthly Payments Less Refunds, 1927 288,457.25

\$1,068,985.83

Less: Refunds to Beneficiaries  
of Deceased Members, 1927 \$16,083.95  
Dire Need Payments, 1927 9,000.00

25,083.95

Balance—December 31, 1927

\$1,043,901.88

Net Worth—General Fund

Balance—December 31, 1927

48,391.92

Net Worth—Income

Balance—January 1, 1927 \$ 64,252.77  
Income on Investments, 1927 56,386.47  
Profit on Investments Sold, 1927 1,541.93

Balance—December 31, 1927

\$ 122,181.17

\$1,219,019.02

## CERTIFICATE

We have audited the accounts of the Milwaukee Employees Pension Association, Inc., for the year ended December 31, 1927, and hereby CERTIFY that, in our opinion, the Assets, Liabilities, Pension Fund receipts and disbursements, General Fund receipts less expenses, and Income from Pension and General Fund Investments as at December 31, 1927, are correctly stated in the above Balance Sheet.

(Signed)

Frazer and Torbet  
Certified Public Accountants.

Members, American Institute of Accountants.

Chicago, Illinois  
February 28, 1928.

### MEMBERSHIP STATEMENT

as at  
DECEMBER 31st, 1927.

TOTALS		Year			
		1926	1927		
		Report	Report	TOTAL	
Total Members Enrolled	19,460		2,912		22,372
<b>LOSSES IN MEMBERSHIP</b>					
Deceased	485		214	699	
Resigned	367		76	443	
Left Service	1,204		770	1,974	
Forfeited	15		19	34	
Duplicated Enrollments	52		27	79	
	<u>2,123</u>		<u>1,106</u>	<u>3,229</u>	
Less Reinstatements	17		19	36	
	<u>2,106</u>		<u>1,087</u>	<u>3,193</u>	<u>3,193</u>
Net Membership End 1926	17,354				
Net Increase in Membership 1927			1,825		
Net Membership End 1927					19,179

## The Air Brake

Edmond S. McConnell

WHO has not heard of the air brake invariably associated with railroads—but unless you are of the mechanical turn of mind and have inquired into its workings, perhaps you have wondered what the term air brake really means.

The air brake is but another application of the principle of the cylinder and piston which has made the steam engine and the locomotive possible. It seems almost impossible that compressed air working on a piston in a cylinder should have power to stop a swiftly moving train, and that was the common belief when George Westinghouse attempted to introduce the straight air brake in 1869. But in truth the air brake is more powerful than the locomotive.

In order to understand the principle of brakes, and the principles and workings of the air brake in particular, it seems fitting that we should give a brief sketch of its history and development. By so doing it will give a better appreciation and a stronger foundation on which to build a knowledge of the modern air brake.

No one will dispute the need of adequate braking power for a swiftly moving vehicle of the weight and velocity of a railway train. One is

familiar with that fundamental law of nature that requires a retarding force equal to the initial accelerating force to stop any moving object in an equivalent time and distance, and that the retarding or accelerating force must be far more than proportional to every increase or decrease in velocity. Velocity or speed, and the pressure or absence of friction or resistance to motion are the factors which determine the force necessary to set any object in motion or retard its motion. The first path worn by primeval man, and the first crude rails of stone or wood were in answer to the desire to eliminate resistance to motion. Speed and increasing speed, from the domestication of the horse to the modern railroad and aeroplane, have been the answer to an economic need.

The crude carts and wagons in use in ancient times had little need for brakes, for the natural resistance to rotation of the wheels was quite sufficient to bring them to a stop on ordinary roads. In the case of steep grades it was an easy matter to chain a log or stone to the back of the wagon, so that by dragging it over the ground, the speed was checked. The problem of braking first came into significance in comparatively modern times when highways became sufficiently well made

that heavy wagons and stage coaches could be drawn by horses at a fair rate of speed.

Since any apparatus to control a moving vehicle must be self-contained, it is easy to see that the revolving wheels and axles offered the most practical place to apply a retarding force. Hence it is not surprising to find that practically all brake devices have one feature in common—a block or brake shoe, as it is called, so located that it may be pressed with more or less force against the tread of the wheel.

The early tramways made use of a variety of simple devices, nearly all of which used the brake shoe forced against the wheel tread, either directly or through a system of levers, whereby the strength of the man applying the brake might be multiplied. With the advent of the locomotive and a new era in transportation, more powerful brakes became a necessity. To meet that need George Stephenson, the foremost locomotive builder of the times, patented the steam brake, whereby steam pressure acting on a movable piston forced brake shoes against the wheel tread through a system of multiplying levers. Up to that time there was little need for anything better than a crude hand brake on the cars comprising the train, though there are stories told of station employees standing along the track to thrust sticks between the spokes of the moving wheels in order to bring the train to a stop.

Until the invention of the air brake, the steam brake was standard equipment on locomotives, and of course the crude hand brakes on the cars were improved, but as more and heavier cars came to be handled in the same train, the necessity for a "continuous" brake capable of being applied to all the cars comprising the train at the will of the engineer, became more evident. The first pneumatic brake, which worked on the vacuum principle, was invented in 1844, but for one reason or another it failed to gain popular favor. Meanwhile several patents were taken out on various types of "continuous" brakes based on strictly mechanical principles.

The "Creamer" brake, which came into use about 1853, consisted of a heavy spiral spring attached to the brake staff at the end of each car, which was wound up by the brakeman immediately after leaving a station. Attached to a trigger mechanism on each brake staff was a cord which ran throughout the length of the train to the engine cab. To stop the train the engineer pulled the cord which released the coiled springs, and these wound up a chain leading to brake levers which forced the brakeshoes against the wheels. Another mechanical brake was the "Chain Brake" which consisted of a system of rods and chains continuously connected throughout the train. A winding drum on the engine was geared to a friction wheel which could be brought into contact with the periphery of one of the driving wheels by means of a lever in the cab. When the engineer desired to stop the train he brought the friction wheel into contact with the driving wheel, thereby causing the drum to wind up the chain, which shortened its length throughout the train, thus setting the brakes.

As a result of witnessing an accident which could have been averted by adequate braking power, George Westinghouse, then a young man in his early twenties, set to work on the problem of devising an adequate and satisfactory brake. One of his first ideas was a continuous steam brake working on the principle of the locomotive steam brake. While wrestling with the problem of condensation in the train brake pipe, the chance reading of a magazine article on the use of compressed air for drilling a tunnel, turned his attention to a new line of development. In 1869 he took out his first patents on the Westinghouse Straight Air Brake.

The source of power for the straight air brake was the pressure of compressed air obtained from a steam driven air pump on the locomotive and a reservoir in which the air could be stored. A brake pipe from the reservoir was carried throughout the length of the train, connections being made between cars with a flexible hose coupling. Each car was fitted with a cylinder and piston, the piston rod of which was connected to the brake rigging in such a manner that when air was admitted to the cylinder the piston was forced out and the brakes applied. A three way cock or valve was located

in the engine cab, whereby compressed air could be admitted to the brake pipe and brake cylinders to apply the brake, or the air already in the brake pipe could be released to the atmosphere, thereby releasing the brakes.

The straight air brake had many good qualities, including a high degree of flexibility whereby the amount of braking power could be closely regulated by the engineer, provided the length of the train was not too great. It had one serious defect in that its factor of safety was low, for no warning was given in case the train parted or the flexible connection hose became uncoupled, and a broken brake pipe meant no brakes. In this it lacked one of the first essentials of a satisfactory brake, which required that if an accident occurred to the system it must result in a brake application instead of a loss of brakes.

The straight air brake served to pave the way for something better, the plain automatic air brake, which was patented by Mr. Westinghouse in 1872. The plain automatic air brake was probably the greatest advance ever made in braking devices, and from it has been developed the modern air brake of today.

A knowledge of the plain automatic air brake is essential to an understanding of the modern brake, which differs from it principally in refinement of detail, flexibility, and reliability of operation.

With the automatic air brake the fault of the straight air system was eliminated, for it was so designed that the brakes were applied automatically in case air escaped from the system. In addition to the cylinder and piston on each car, there were added an auxiliary reservoir, in which is stored a supply of air sufficient to operate the brakes on that vehicle, and an ingenious valve mechanism, called a triple valve, to which the brake pipe, auxiliary reservoir, and brake cylinder were all connected.

A brake application was made by reducing the air pressure in the brake pipe below that in the auxiliary reservoir. The reduction in pressure was caused by the escape of air from the brake pipe or its connections to the atmosphere, and might be intentional, as when the engineer's brake valve or the conductor's valve on one of the cars is opened to the atmosphere, or accidental, as when caused by a burst hose connection or broken pipe.

Reduced brake pipe pressure destroys the equilibrium of brake pipe and auxiliary reservoir pressures which existed when the system was fully charged. The higher auxiliary reservoir pressure caused the triple valve on each car to operate so as to apply the brakes by admitting compressed air to the brake cylinder in a manner similar to the straight air brake.

The brakes were released by admitting compressed air from the main reservoir through the brake valve, thereby increasing the brake pipe pressure above that remaining in the auxiliary reservoir. The change in direction of the pressure caused the triple valve mechanism to return to its original

position, which again connects the brake pipe with the auxiliary reservoir, and also opened a port through which the compressed air in the brake cylinder escaped to the atmosphere. A heavy coil spring around the piston rod within the brake cylinder returned the piston to its initial position, thus releasing the brakes.

In the case of the straight air system, the brakes could only be operated from the locomotive, but the automatic air brake could be operated by releasing air from any part of the system. In order to take advantage of this fact, a conductor's valve was located inside each car, whereby any member of the train crew was able to operate the brakes in case of necessity.

The triple valve was and still is the heart of the automatic air brake system. It performs a three-fold function; to charge the auxiliary reservoir, and to apply and release the brakes in accordance with the pressure in the brake pipe. The triple valve consists of a body or case which has connections with the brake pipe, auxiliary reservoir, and brake cylinder. A slide valve within this body is operated by a piston which is so arranged that when the brake pipe pressure is increased the slide valve operates to admit air to the auxiliary reservoir and to release the air in the brake cylinder. When the brake pipe pressure is reduced, the slide valve operates to admit air from the auxiliary reservoir to the brake cylinder. These are the functions of the original triple valve.

The next step in the development of pneumatic braking was the quick action automatic air brake. One of the defects of the plain automatic brake was that it was somewhat slow in action, the first cars of a long freight train having their brakes applied considerably in advance of those at the rear of the train. In order to overcome this difficulty, the triple valve was so modified that when a sudden reduction of brake pipe pressure was made, the triple valve operated to open a direct passage from the brake pipe to the brake cylinder. This increased the brake cylinder pressure in proportion to the amount of air flowing into it from the brake pipe, and also by venting air from the brake pipe locally on each car, hastened and increased the reduction made at the brake valve, so that the time was shortened from the first movement of the brake valve until full brake application was obtained on the entire train. The sudden reduction of brake pipe pressure resulted in what was known as emergency application, which amounted to about one fourth greater braking power than the maximum obtainable service application, or when the plain automatic brake was used.

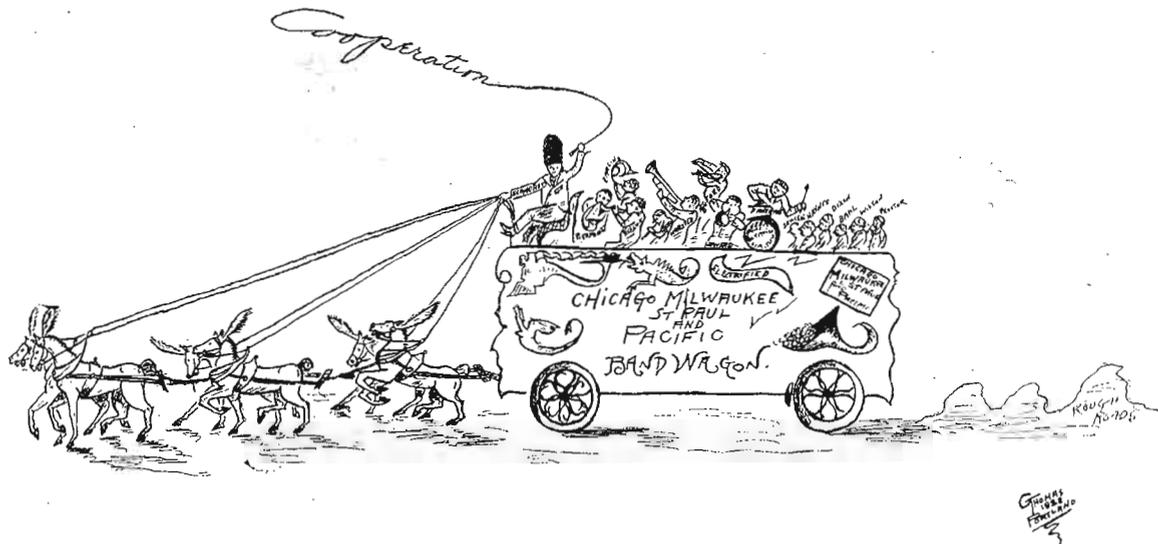
To the automatic and graduating features of the plain automatic brake, the quick action brake added two others: serial quick action and difference or increase between service and emergency applications. But with increasing size and weight of equipment and length of trains, the practical limitations of the quick action brake were soon reached.

The natural way to increase the effectiveness of the quick action brake was to increase the brake pipe pressure, but this was not done until the high speed brake was perfected. The quick action apparatus was used with only the addition of a high speed reducing

valve attached directly to the brake cylinders. This valve was designed to limit the brake cylinder pressure during a service application to what was considered safe and necessary, but with emergency application to permit considerably higher pressure at first, and

then gradual reduction of pressure as the train slowed down. It is a remarkable fact that not one of the original functions of the triple valve has ever been discarded, but on the contrary, many new features have been added.

(To be continued)



# SPORTS

## NEW RECORDS SET IN MILWAUKEE ROAD BOWLING TOURNAMENT THE LEADERS FIVE MEN

Pin Splitters	Madison, Wisc.	2985
Car Accountants	Chicago, Ill.	2845
Callahan Car Records	Milwaukee, Wisc.	2805
Terminals	Milwaukee, Wisc.	2805
Auditor of Investment	Chicago, Ill.	2801
Freight Auditors	Chicago, Ill.	2777
Fowler Street	Milwaukee, Wisc.	2766
George Godding	Chicago, Ill.	2762
Assistant Comptroller	Chicago, Ill.	2718
Boiler Department	Milwaukee, Wisc.	2700
<b>High Single Game</b>		
Pin Splitters	Madison, Wisc.	1036
<b>Doubles</b>		
C. Albright—J. Dale	Chicago, Ill.	1320
J. Pluck—M. Makutz	Milwaukee, Wisc.	1250
R. Blohm—C. Schultz	Chicago, Ill.	1196
A. Peterson—F. Stowell	Chicago, Ill.	1181
H. Hirberger—C. Horsfall	Dubuque, Iowa	1179
W. Hettinger—H. Treskett	Chicago, Ill.	1168
P. Bakke—R. Ekman	Minneapolis	1166
S. Jones—C. Behr	Minneapolis	1157
W. Buckholz—C. Parker	Milwaukee, Wisc.	1154
<b>High Single Game</b>		
C. Albright—J. Dale	Chicago, Ill.	450
<b>Singles</b>		
E. Umgelter	Milwaukee, Wisc.	702
P. Bakke	Minneapolis	668
W. Pickler	Minneapolis	637
F. Stowell	Chicago, Ill.	629
A. Epp	Milwaukee	624
G. Gavey	Chicago, Ill.	624
C. Witt	Milwaukee	623
H. Alexander	Portage, Wisc.	621
H. Franzen	Milwaukee, Wisc.	621
C. Lange	Chicago, Ill.	620
<b>High Single Game</b>		
E. Umgelter	Milwaukee, Wisc.	250
<b>All Events</b>		
C. Albright	Chicago, Ill.	1930
E. Umgelter	Milwaukee, Wisc.	1901
F. Stowell	Chicago, Ill.	1821
F. Schulke	Madison	1815
<b>High Single Game—Entire Tournament</b>		
C. Albright	Chicago, Ill.	265

THE employes wound up their tournament at Madison, Wisc. on April 15th with a bang, and you will notice by the above that new records were established in every event with the exception of one, the individuals.

The spotlight of fame settled on the shoulders of Chuck Albright of Chicago who set a record of 1930 in the all events and we believe it will be some years before the Milwaukee Road Bowlers will knock off this remarkable record. Chuck got his bearings in the five men team and toppled over 620 pins but it was not until Sunday morning until he got real hot when he mustered a 692 count with games of 224, 265 and 203, going into the singles Chuck needed 590 to top Umgelter of Milwaukee who had set an all events record of 1901. Charley was equal to the task however and counted 618 for a 1930 count and the beautiful all events medal donated by the Madison alleys. It is understood that next year Albright will bowl with the Krem-Ko team of Chicago, one of the fastest fives of the Randolph and North End traveling league and we all wish him the best of luck. In setting the doubles mark of 1320 we must not overlook the old reliable Julius Dale who helped Charley to the crown with counts of 235, 191 and 202 for a nice total of 628.

The Pin Splitters of Madison counted 2985 for the highest team total ever rolled in the Annual Tournament. The writer does not have the scores of this team at the present time but we hope to be able to publish them in the next issue of the magazine together with the entree prize list. Credit must be given to E. F. Umgelter

# Current Railroad Topics

of Milwaukee who crashed his way into the lead in the singles with a beautiful 702 count which stood all assaults of the keggers. Its tough luck Ungelter to lose the all events with a total of 1901, we know you would like to wear that all events medal. Better luck next time.

Some bowlers have questioned the validity of the records made in the singles by W. Ackerman of Chicago however the writer has made an investigation and finds that the total of 735 was made under the same conditions that prevailed at Madison, Wisc., that is an official foul line man and scorekeeper were on the job therefore this record cannot be disputed.

The tournament this year was by far the most successful of any ever held and the bowlers of the Milwaukee wish to extend their thanks to the committee composed of J. F. Conlin, Wm. Blair and C. J. Higgins, to the alley keepers of the Madison alleys and also to the four lakes city for their interest shown in our tournament.

It is regretted that we cannot publish more details of the tournament in the way of scores at the present time, but next month we will give you the scores of the first place winners in each event.

Thursday, April 12th, the "Madison Flops" Bowling team, who failed at the tournament, redeemed themselves by defeating the highly touted "Shlagenuer Shwartemagens" of the M. E. Office, in a match game by 52 pins. The losers boast such maplers as Gus Koester, Magnus Lagried, Ed. Johnson, John Wylie and Bill Shlagel, (old Shlagenuer himself.) They obliged by paying for the festivities of \$1.20 per man. Oh Yes, Sky Guschl also bowled. The Madison Flops consisted of H. Uecker, A. Schultz, E. Kuntz, E. Erdman and H. Montgomery.

## Summer Sports

**N**OW that the Bowling Season is over for the present, The Magazine extends an invitation to the various base ball clubs composed of members of The Milwaukee personnel to report the activities of their clubs in order that all of these interesting sports may be chronicled duly in the Sports section.

The captain of each club should appoint a Magazine correspondent and he should submit his report with whatever comments are desired, to the Sports Editor, 790 Union Station, Chicago on or before the 15th of each month.

The Milwaukee Base Ball Club of Spokane has entered its organization in the Transportation League, and with the well-known Milwaukee Spirit of leadership and cooperation, they expect to bring home the honors in leading the League.

To assist in financing the Club, a successful dance was given on April 12th. Everybody had a good time and the Spokane contingent is enthusiastic over the prospect of a very snappy season.

Losses in 1927 due to robbery of freight while in transit on the railroads of this country were the smallest for any year since 1920 when the compilation of these figures began, according to reports just compiled by the Protective Section of the American Railway Association.

Robbery losses in 1927 amounted to \$1,151,136. This was a decrease of \$163,365 or nearly 12.4 per cent below those for 1926 and a reduction of \$11,575,811 below those for 1920, when robbery losses were the greatest for any one year in the history of the railroads.

Claims paid in 1927 due to loss of entire packages as a result of robbery amounted to \$694,355, a decrease of \$44,585 compared with 1926. Robbery losses due to theft from packages of freight taken while in transit amounted to \$456,781, or a decrease compared with the year before of \$118,780.

Since 1920, there has been a constant reduction each year in losses due to robbery of freight in transit and indicates the effectiveness of the protection afforded. This decrease in such losses is due to a number of things including more efficient personnel in the railway police force, closer cooperation between the police departments of connecting lines which results in the more prompt exchange of information, placing of train riders on trains carrying particularly valuable shipments, improved methods of patrolling yards and inspection of trains within yards and at water tanks and closer cooperation between railway police and state, county and city police authorities.

Nearly a million cars of fruits and vegetables move annually over the railroads of the United States. This is brought out in a bulletin just issued by the Bureau of Railway Economics.

This bulletin is a study of the rail movement of the principal fresh fruits and vegetables in the United States during the years 1924, 1925 and 1926. It deals with thirty-three items or commodities, sixteen of which are fruits and seventeen are vegetables.

The shipments of fruits and vegetables combined for the United States as a whole amounted to 943,932 carloads in 1924, 949,421 carloads in 1925, and 1,010,724 carloads in 1926, or an average of 968,025 cars annually during the three years.

The states leading in shipments of fruits in order named are—California averaging 180,741 cars annually; Florida, 54,284 cars; Washington State, 40,574 cars; New York State, 35,633 cars; Georgia, 32,517 cars, and Virginia, 14,580 cars. Approximately three-fourths of the total shipments of fresh fruits for the United States in these six states.

California also leads in shipments of vegetables. The shipments from that state amounted to 52,963 cars annually; followed by New York State with

47,223 cars; Maine, 39,805 cars; Virginia, 33,094 cars; Minnesota, 29,838 cars; Florida, 29,153 cars; Texas, 24,513 cars; Colorado, 24,003 cars; Wisconsin, 22,584 cars; Michigan, 22,194 cars, and Idaho and New Jersey with 17,135 and 15,906 cars, respectively.

Capital expenditures of the Class 1 roads in 1927, made for new equipment and for additions and betterments to property used in connection with the transportation service, amounted to \$771,552,000. Compared with the preceding year, capital expenditures in 1927 showed a decrease of \$113,534,000, or 12.8 per cent.

Capital expenditures for new equipment in 1927 amounted to \$288,700,000, a decrease of \$83,222,000 or 22.4 per cent compared with 1926. Expenditures for locomotives in 1927 amounted to \$76,975,000 compared with \$108,263,000 in the preceding year, while for freight train cars \$136,490,000 were expended during the past year compared with \$185,792,000 in 1926. Capital expended for passenger train cars in 1927 totaled \$53,769,000 compared with \$58,117,000 the preceding year.

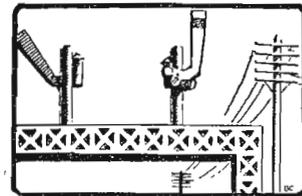
For roadway and structures, capital expenditures amounted to \$482,852,000, a reduction of \$30,312,000 or 6.3 per cent below 1926. Of such expenditures, those for additional track in 1927 totaled \$139,175,000 compared with \$166,758,000 in the year before. For heavier rail, expenditures totaled \$43,742,000 or an increase of \$1,558,000 above 1926 while for additional ballast, \$16,230,000 were spent in 1927, which was slightly under similar expenditures in the preceding twelve months. For shops and engine houses, including machinery and tools, reports showed capital expenditures amounting to \$35,236,000 compared with \$46,882,000 the year before while for all other improvements, \$248,468,000 were expended, which was an increase of \$7,649,000 over the corresponding period of the preceding year.



Basket Ball Team, Green Bay, Wisc. Won 12 Out of 12 Games Played



# BUREAU OF SAFETY



Mr. George R. De Corsey, Yard Conductor at the New Yard, St. Paul, recently sent in the following letter, which expresses his Safety Views:—

**I**N regard to Bulletin February 9th, 1928, of employees stimulating their interest toward Safety, I want to state that Safety is a humane and intensely practical and economic proposition. Organized Safety movement on the C. M. St. P. & P. Railroad has long ago passed the doubtful or experimental stage, and for many years has been recognized by the management and employees generally as essential in the proper efficient and successful handling of the transportation industry, and as a part of its systematic and orderly procedure.

Practically every railroad of any considerable mileage maintains Safety, and to carry on this work it requires time and money. The money to make their properties safe. But, after all, Safety results will not be assured unless the individual employee willingly and conscientiously accepts his full responsibility and does his part, adding his personal aid, and assistance of his fellow workman.

To practice safety earnestly and wholeheartedly is but to observe and obey Nature's first law to assist others. To do so demonstrates our unfeigned belief in the Brotherhood of Man.

This C. M. St. P. & P. R. R. has taken an active part in every campaign in which the co-ordinated effort has been sought to give the greatest impetus to the advancement of safety education in the most forceful manner.

I will assume my full share of responsibility to prevent accidents, and if every one will help, accidents will materially decrease."

We very much appreciate Mr. De Corsey's letter, and his co-operation in the line of Safety Work. To think "Safety" is to work in a safe manner, and safety workers are the kind needed to spread the good cause.

\* \* \* \* \*

Mr. J. R. Campbell, Fireman on the Wisconsin Valley Division sent in the following article:—

**I** READ an article the other day that interested me, where it stated that the Chicago, West Pullman and Southern Railroad operating within the switching limits of Chicago, with a working force of 214 men, operated 315 days without an accident. This I thought was a wonderful record, which could not have been accomplished without full co-operation of the management and the employees.

I believe that when the employees of our railroad learn that their recommendations made in the interest of Safety are carefully considered and taken care of by the management, they will be inspired in their earnest desire to eliminate accidents. The em-

ployees should be educated to do their work in a safe and sane manner, but this education cannot all emanate from superintendent, foreman, or others of official capacity. The employees themselves should educate one another in the safe method of attending their duties. If some unsafe condition exists, recommendation should be made to the management, and same granted cheerfully.

There is truth in that declaration that Accidents don't just merely happen, but are caused by definite circumstances, removal of which will prevent results. There is more or less danger attendant on everything we do about a railroad, therefore we cannot shrink from our responsibilities because of the hazards involved, but we can learn the most safe and sane way to function.

In closing I want to mention a Safety First meeting I attended the first week in October at Wausau, Wisconsin. I have attended Safety First Meetings ever since they were inaugurated on the Wisconsin Valley Division, and this meeting in October had the largest attendance of any meeting ever held on this Division. This should not only be gratifying to the management, but the employees as well who are interested in the Safety First Movement. It is apparent that a spirit of co-operation is very much in evidence on the Division, and the employees are realizing the necessity of a movement of this kind.

\* \* \* \* \*

Mr. Ernest Wolley, at a recent Safety First Meeting held in the Machine Shop, Atkins Yard, spoke as follows:—

**S**INCE our last Safety Meeting held a few months ago, I have become one of the boys who got his name on the Board as an injured employee, and as this was the first injury for me in fourteen years of service, I have done a little deeper thinking on the subject of Safety First than hitherto.

When Mr. Cooper told me to have a paper ready for this meeting, my first thought was that I had better keep my mouth shut and my ears open, and maybe I would learn more. But on second thought I figured that possibly I had learned a little lesson and could tell the rest of you what I got out of it.

It seems to me that the majority of injuries are sustained on minor jobs, little jobs that you can hardly see how a man can get hurt on. Therefore, it shows that we only think of Safety when we are engaged in heavy work. In our class of work there is a lot of heavy lifting, bolsters, draft gears, pilot beams, wheels, etc., but do we get hurt on these jobs? We do not, because everyone looks to see where his hands and feet are, and just what

he is going to do in case anything slips. In other words, he is thinking of Safety First and is aware of the danger.

As I recall it, when I started on the job on which I was engaged at the time I got my name on the injured list, I thought, 'Well, I've got about ten minutes I can spare on this job, and by that time there will be another engine in the house that I must work on.' So you see I wasn't even thinking of the job I was then doing, but of the next job. There was no Safety First feature about that.

Now to sum up the matter, I lost 15 days pay. I had to go to the Hospital, and get as sick as a cat, suffered a lot of pain and all I've got to show for it now, is a stiff finger, which, the Doctor tells me will almost surely be a permanent disability.

But I have learned a lesson through it, and this is the idea I am trying to put over to you. SAFETY FIRST, not part of the time, but all the time.

\* \* \* \* \*

## WHAT IS NEEDED TO MAKE MEN REALIZE THE IMPORTANCE OF SAFETY IN THEIR LIVES?

**S**AFETY in life and work is accepted to be the keynote of health, happiness, home and every other goal where success is desired or attained. Only by the co-ordination of skill, industriously applied and the healthy and natural physical conditions necessary, are the steps made in human progress and development.

In spite of the virtues of Safety, modern conditions seems to be over-balanced by a trend in the opposite direction. With millions of dollars spent in protective devices and advertising during the past, the casualties still run high, particularly at highway crossings. Consider the details and study involved in becoming an automobile driver, yet little intellectual effort to heed the STOP, LOOK AND LISTEN warnings. Last year in New York City alone 800 persons succumbed to drinking poisoned bootleg, and the other Cities rank correspondingly high.

Unfortunate for the exponents of "SAFETY FIRST," there is no serum or vaccination that will render us immune from thoughtless or foolish acts. There is no short cut to Safety. Nothing calls so much for thinking and acting quickly and carefully. Most of its converts repeat "never again" in their pledge. It is a regrettable fact that in order to realize the importance of SAFETY most of us shall have suffered the actual experience which has taught us our lesson and in so many cases with its scars and sorrows.

Fortunately there is a field of work where the seeds of Safety training may be planted and cultivated, and that place is HOME. The disposition or temperament of a child is difficult to change, but its mind is a clean tablet, and the atmosphere in which it is raised determines the ideas which will govern him. The fundamental ideas are usually acquired early, and their continued application makes them become a habit, and Safe habits mean Safety.

Responsibility for training of this character cannot be delegated to the "College of Hard Knocks" but by carrying into our homes the same ideals of Safety which we are striving for in yards, shops and tracks, they will ultimately produce their reward, for the price of Safety is eternal vigilance, and correct acts emanate from correct thinking.

\* \* \* \* \*

**SAFETY FIRST IN HISTORY**  
When Adam, so the records state,  
With clothing quite inadequate,  
Refused to leave the garden gate—  
Now that was Safety First.

When Noah heard that there would be  
A terrible catastrophe,  
He built an ark to sail the sea—  
Now that was Safety First.

When Solomon, the great and wise,  
Had wives he used to idolize  
He locked them up like bees in hives—  
Now that was Safety First.

When Arthur and his gallant Knights  
Got ready for their bloody fights,  
They clothed themselves in metal  
tights—  
Now that was Safety First.

When Indian Chief stood up and said  
That Captain Smith must lose his head,  
Then John, he wooed the girl instead—  
Now that was Safety First.

When Red Coats, close on Lexington,  
Heard guns, they started on the run;  
Their backs were toward the setting  
sun—  
Now that was Safety First.

When the Kaiser heard his troops  
divine  
Were being chased back to the Rhine,  
Decided he would cross the line—  
Now that was Safety First.

When Jones, who worked along the  
line,  
Scratched his left thumb and at the  
time  
Applied a little iodine—  
Now that was Safety First.

## The Milwaukee R. R. Women's Club

### Dubuque Chapter

*Olive Romig, Historian*

FEBRUARY was a busy month for the Dubuque Chapter, having started with a dance, Saturday February 4th, at the Canfield Hotel Ball Room, under the leadership of Mrs. L. E. Howell, which netted a tidy sum for the treasury and was greatly enjoyed by all present. The music was furnished by the Wright-Conlon Ambassadors.

The card party, which was postponed from January until February, was held the night of February 16th at the Eagles Hall sponsored by Mrs. John Litscher. Bridge and 500 were played. Some fine prizes were awarded the winners and the treasury was increased substantially.

In addition to the above, the Chapter received a check during the month of February from the McCall Magazine Co., for subscriptions sold for this magazine.

On the afternoon of February 16th, the regular monthly business meeting was held. We have had very few meetings in the afternoon and were pleased to see quite a few who have been unable to attend the evening meetings.

We are very proud of the work accomplished by the Sunshine Committee during the month of February, who reported assistance rendered four needy families, ten cards sent out to the sick or bereaved and eighty-three calls made. A total of \$56.14 was spent on welfare work this month.

At the meeting a number of members were initiated and during these proceedings a good time was had by all present. Quite a few new members have joined the chapter and the old membership who have paid their dues for

1928 is higher than it was a year ago and we hope that all that are eligible will avail themselves of the opportunity to become one of this great family which is doing such splendid work among fellow employees, who are unfortunate. All men employees are urged to become contributing members and we hope to report a great increase soon.

Our meetings are held the third Thursday of each month at the Eagles Hall, 6th and Locust St., at 8:00 P. M.

### Aberdeen Chapter

*Mrs. A. J. Anderson, Historian*

THE regular meeting of Aberdeen chapter was held March 1st. About fifty members were present with Mrs. Nee presiding.

During the meeting we decided to make new curtains for our club rooms. The club rooms are being enlarged and we hope to have them ready by the next meeting.

We are all very pleased at the interest our husbands are taking in the club work. Mr. Whalen gave us a boost by securing fifty more members. We all say "Hurrah for Mr. Whalen, he's right there"! Roadmaster Boland also has turned in a goodly number of new members and we appreciate his good work too. At the last meeting we totaled two hundred and two members. There are some others to be turned in at our next meeting. Just watch us climb, with the men helping us on!

There is to be a card party the twentieth of March, if our club rooms are completed by that time and we hope to have a large crowd. We wish especially to extend an invitation to our out-of-town members to these parties and we hope to see more of you out to our regular meetings also.

We are proud of our President, Mrs. Nee. She has done so much to promote the fellowship of our chapter and makes us all feel like doing our utmost toward the club. Not long ago she entertained the officers at a lovely one o'clock luncheon. We were so regally entertained and so interested in our discussion of work for the promotion of the Club, we hardly knew when it was time to go home! We vote Mrs. Nee a perfect hostess as well as a good President.

### Perry Chapter

*Ruby Eckman, Historian*

WORK and play have been combined by the Perry Chapter during the last few weeks. Both have resulted satisfactorily for all concerned but would have been more so had the Perry club house been larger.

A lot of Perry people who had never visited the club house had an opportunity to do so Washington's Birthday when the club served a Washington Birthday Luncheon.

The regular meeting date has been changed from Friday afternoon to Thursday evening and the last two meetings have been followed by social evenings with good programs and good attendance.

Mrs. Kendall and Miss Lindskog were guests of the club on March 15th with a good turn out to the Pot Luck supper which started the evening affair.

The membership has been increased by the addition of a lot of contributing members during the last few weeks.

### Montevideo Chapter

*Maude Hamlin, Historian*

OUR regular meeting in February was held on the 16th, with a very nice attendance. President Sizer presided at the meeting.

Mrs. Helgeson reported some very nice Sunshine work done the past week, and reported that the two dresses that our Sewing Circle fixed for two small girls, were much appreciated. We have several others that are in the process of making, and we hope to accomplish quite a lot along this line.

Mrs. Young donated a fine Attendance Prize, and Mrs. Fifield was the lucky member, her name being the 7th out, the one to draw the prize. It seems that she had promised that if she drew the prize, she would share with two others, and the two others were as good as their word, and claimed the spoils, so guess Mrs. Fifield wasn't so lucky after all.

Plans for a dance to be held the 18th were completed, a committee consisting of Mrs. Towner, Mrs. Young, Mrs. Fifield met at Mrs. Ernest Young's house and made dozens of doughnuts, which were served at the dance, along with sandwiches and coffee. The Dance was a success and everyone wants us to put these affairs on more often.

On March 9th, the regular meeting of the Sewing Circle was held in the Club House and quite a lot accomplished. As the warmer weather draws near, we hope to have larger attendance at the Sewing Circle, and a keen interest taken in the sewing.

On March 13th, we served dinner for the Kiwanis Club at the regular hall, and took care of about 46 people. This is a regular event with us, the second Tuesday of each month, and is the source of a nice income.

Our Club House has been the scene of several parties and social affairs this last week or two, the different affairs turning out very

pleasantly from all reports. And we now have our signs "Women's Club" in full view of the public, so there is no mistaking the building and its purpose.

Our sympathy is extended to one of our Members, Mrs. Jos. Adams, in the death of her father, who lived at Minocqua, Wis. Mrs. Adams went to Minocqua to attend the funeral.

### Des Moines Chapter

**T**HE Des Moines Chapter of the Milwaukee Railroad Women's Club held their regular meeting in the club rooms on February 24th at 8:00 P.M. After the business meeting was over bridge was played and dainty refreshments served. It was voted that a jello sale would be held during the month of March.

The club members were very much elated over the donation by Mr. F. S. Bauder of a piano for the club rooms. Now we will expect some wonderful programs.

On February 18th a benefit card party was held in the club rooms which was well attended. Bridge and five hundred were played and several pretty and useful prizes were won by the people having high scores, after which a delicious luncheon was served. Every one present seemed to have an enjoyable time and the club netted a nice little sum from this party.

A potluck luncheon was given in the club rooms on February 29th, for Mrs. C. A. Phares, former president of the Women's Club, who is leaving to make her home in Perry. About 40 members and families were present. As is usual at potluck luncheons there was an abundance of everything and all of it excellent. After the luncheon a number stayed and played bridge. All present voted a fine time and hope there will be another one some day, although we hope it will not be necessary for some one to move away to occasion it.

### Portage Chapter

*Mrs. Urban Budzien, Historian*

**P**ORTAGE Chapter has been kept very busy the last two months helping needy families in paying house rent, insurance, buying fuel, groceries and clothing. \$78.00 was spent for this work in the month of February. A great number of Portage citizens have commended the splendid work the Club has been doing along this line.

The regular monthly meeting was held Saturday afternoon March 3rd. The business meeting started at four o'clock and at six o'clock the husbands were invited to a "Tur-ec" supper in which each member brought a covered dish and sandwiches. The committee serving the coffee and dessert. About fifty-two couples were present. After supper a program was enjoyed. A one-act play was staged by members followed by a piano solo and reading. The Club is sponsoring a series of "Gallatin Gateway Teas." The fifth being an Easter Monday Breakfast at the Club House. The hour—eleven o'clock.

The first of this series of Teas on March 1, at 2:30 was indeed a pretty affair and very successful. The decorations were unique and out of the ordinary. At the door a large arch was placed covered with evergreens and small bears. On top beam of the arch was a large placard with the words "Gallatin Gateway, Yellowstone National Park." This gave a rustic appearance and resembled the real Gateway at the Park. The Tally cards also corresponded having a picture of the

beautiful rustic Gateway at the Park (Yellowstone).

Bridge was played and lovely prizes given, at five o'clock delicious refreshments were served.

### Mason City Chapter

*Mrs. H. G. Crow, Historian*

**T**HE regular meeting of the Mason City Chapter was held in their club room the evening of April 5th. Mrs. Ingraham the president presided. During the business meeting Mrs. G. German of the Sunshine Committee reported that eighty sick calls had been made the past month. Mrs. Davis Chairman of the Welfare work told of negotiating two loans. These were for six months without interest. We were all happy to make these loans because they were to deserving members of our Milwaukee family.

Mrs. Ulrick, Chairman of the Ways and Means said that the third Thursday of each month would be a social night for the Club and their families, a Card party being given one month and a dance the next. These will be held in the Club room and only a slight charge made to cover expenses.

The program for the evening was in charge of Mrs. M. J. Ramsey, who had secured some of Mason City's best musical talent to give an Easter program. Besides this Miss Mildred Major, daughter of one of our members, gave two delightful readings.

Guests of the evening were Mr. and Mrs. C. S. Christoffer and Mrs. Bryant of Minneapolis, who added much to the occasion with their pleasant words of greeting. Mrs. Christoffer who was the first president of the Club was presented with an Easter Lily.

Our attendance seems to be growing by "leaps and bounds." We were especially pleased to have so many contributing and "should be" contributing members present.

### Channing Chapter

*Mrs. John Kramer, Historian*

**O**N Tuesday eve. March 19th the regular meeting of Channing Chapter was held.

With Club song and motto the meeting was opened followed with its usual form of business. A large number of ladies were present.

Ways and Means chairman Mrs. Schwank, and a few other ladies of the Club presented us with a one act play. It created a great deal of laughter and amusement was enjoyed by all. The ladies are to be complimented on their splendid work.

The hostesses of the evening entertained the ladies at cards after which refreshments were served.

Our next regular meeting will be held April 17th, we hope to see more of our members out, also to have new members join us.

### Fullerton Avenue Unit, Chicago Chapter

*Elsa M. Augustin, Historian*

**A**LTHOUGH the day was typically Winter, the friendliness and cheer of our lovely unit sent out its call and a large group of members gathered in our beautiful new Club Rooms, to attend the regular meeting, Saturday, April 14.

Our President, Mrs. W. W. K. Sparrow, in her own inimitable way, took charge of the meeting and after the finish of the Business, the time was spent in playing Bridge, 500 and Bunco. The prizes were beautiful

and the winners went their various ways, thoroughly delighted with their gifts.

Many of our members are enjoying the Series of Lectures given in the Club Rooms by Miss Julie Adams, and one was held Tuesday April 10, another Tuesday, April 24 and the next will be early in May. Watch for the date and all come out. Contributing members are especially invited. Miss Adams speaks on Current Events, Political Conditions National and International etc., and you will find it quite worth your effort to attend.

The next thing of importance will be the Tea and Card Party to be held Monday evening May 21 at 5:00 P.M. in the Fullerton Ave. Club Rooms. All members may invite their friends and we hope to have a capacity crowd. The proceeds will go towards furnishings for the Club Room.

The call for increase in membership was heard and Fullerton Ave., we believe, will go "Over the Top", this year. There are so many interesting things to do, so many nice friends to make and many pleasant hours to spend, that you cannot afford to stand back. May we welcome you as one of us at our next meeting Saturday May 12?

### Tomah Chapter

*Mrs. Henry Thom, Historian*

**O**N Wednesday evening, April 4, the Railroad Women's Club held their regular meeting in the Public Library, the president, Mrs. A. Harris, presiding.

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

The program which was directed by Mrs. William Brown was enjoyed by all present.

Several cards of sympathy and several plants have been sent out since the last meeting.

A discussion was held and plans were decided upon so as to have the annual supper for members and their families in the near future.

The next meeting will be held May second.

### Savanna Chapter

*Nelle Nolan, Historian*

**T**HE regular business meeting of the Milwaukee Women's Club was held at the Lydia Byram Club House on the evening of April 9th. Mrs. Minnie Seitzburg, President, presided.

The Treasurer and Secretary gave their reports.

Mrs. Wm. Sheets, Chairman of Ways and Means Committee, reported a Safety-First dinner to be served on April 11th in our Club Room. We are looking forward to a large attendance. A "Gingham" dance will be given in the Odd Fellows's Hall on May 4th. It is also reported that a Home Talent play will be given the first part of May. No definite date has been set.

The food sale on March 24th was quite a success. The amount realized was \$28.52. Mrs. Wm. Brose supervised the sale.

Mrs. E. H. Shaffer, Chairman of the Membership Committee, reported two new voting and 11 new contributing members.

Mrs. C. C. Smola, Chairman of Mutual Benefit Committee, reported several sympathy cards had been mailed during the month. Also several plants and baskets of fruit were sent to members who were ill, for which we received their personal thanks. This shows that this is worth while.

At the close of the meeting a Penny Drill was held, followed by bridge and five hundred. Light refreshments were served.

## Twin City Chapter

*Pearl V. Morken, Historian*

THE Twin City Chapter have started 1928 with every indication of its being a banner year. We have a very able board and each and everyone is doing everything possible to boost the club. Our membership is steadily increasing.

At our April 2nd meeting we had approximately 350 in attendance.

The meeting was called to order by our president Mrs. C. S. Christoffer and after a short business session and reading of reports the meeting was turned over to Mrs. W. J. Lieb our program chairman, who had prepared two plays and some musical numbers.

### PROGRAM

MILWAUKEE RAILWAY WOMEN'S CLUB Monday, April 2nd, 1928

Piano Solo Phyllis Bornkamp

#### MECHANICAL JANE

Tabitha	Lucille Anderson
Priscilla	Naomi Bornkamp
Mechanical Jane	Elizabeth Hessburg
Saxophone Solo	Dave Westland

Accompanist Oscar Westland

#### DESTRIK SKULE

Schoolmaster, Mr. Limberger	Al Kurzejka
Committee Men	Karl O'Neil, Lyle Scovill Phil Bornkamp
Twins, Susie and Temperance Hartsborn	(Katherine Peed Nellie Stanly)
Twins	(Alfred Mueller John Schinzel)
Johnny Schmalz	Fred George
Lizzie Brown	Mary Mueller
Coleen McGinty	Frances Gallivan
Ira Perkins	Tom Morken
Abie Finklestein	Frances Scovill
Rebecca Finklestein	Frances Sainsbury
Maggie Guggenheimer	Blanche Savory
Patience Peterkin	Pearl Morken
Iona Ford	Florence Callahan

Coach—Gertrude Krueger

The music program given by Phyllis Bornkamp, Dave and Oscar Westland was very well received.

The two spinster sisters played by Lucille Anderson and Naomi Bornkamp were very effectively done. We know our Mrs. Bornkamp and could hardly believe that she could play the fussy nagging old maid so well. Elizabeth Hessburg as the mechanical servant was a scream.

In the School Day or Destrik Skule Play first honors were given to Mr. A. A. Kurzejka as teacher and second to Karl O'Neil for the very able way he gave his speech as representative member of the school board.

Speaking of the Kids. They were the limit. The boys played by Tom Morken, John Schinzel, Fred George and Alfred Mueller were the pests but that red headed Abie Finklestein played by Mrs. Lyle Scovill was the worst kid ever entered in any school. He did everything mischievous, to taking the other childrens lunches.

The girls played by Katherine Peed, Nellie Stanley, Mary Mueller, Frances Gallivan, Blanch Savory, Pearl Morken, Frances Sainsbury and Florence Callahan were not quite as wild as the boys but they were not tame by any means.

After the regular school sessions the Kids gave a delightful program of songs and recitations. The boys and Florence Callahan had excellent singing voices.

Special credit is due Mrs. Alfred Mueller for her cooperation in playing all the accompaniments. Miss Gertrude Krueger our charming coach and last, but not least, Mrs. W. J. Lieb for her untiring efforts as general manager.

Due to Mr. G. B. Rooks illness, Mrs. Rook was not able to take charge of the social part of the evening so Mrs. A. McCallum handled the refreshments.

Mrs. Stanley's committee sponsored another very successful card party on Mar. 13 in the club rooms.

We are looking forward to another big night at our next meeting as the men are to have charge. Mr. Frank Rogers is acting as chairman. We urge our people to come out that evening.

### Cedar Rapids Chapter

*Ann Hayner, Historian*

CEDAR Rapids Chapter held a social meeting Friday evening, February 24th, in the club rooms above the Milwaukee station, with about fifty present. The program was under

the direction of "Happy" Green, radio artist who entertained with his banjo and singing. The Iowa String Warblers, also radio artists, gave a few selections. Miss Zelda Small, Chatauqua artist, gave several readings, and Helen Perryman sang "blues" songs. Bridge

and five hundred were played after the program and refreshments were served.

A benefit bridge-tea was given Monday afternoon, March 5th, at the home of Mrs. Frank Johnson, 511 A avenue, Bridge and five-hundred were played at five tables. Prizes at five-hundred were won by Mrs. B. Habel, Mrs. Ethel Baer, Mrs. E. Rogers, and Miss Sarah Peterson. Bridge prizes were won by Mrs. Mullen and Mrs. Schulte. Tea was served following the games.

Wednesday evening, March 14th, a card party benefit was given at the home of Mrs. Frank Johnson, 511 A avenue, Bridge and five-hundred were played at ten tables. Prizes were given and refreshments were served.

Friday evening March 23rd the Milwaukee Women's Club of Cedar Rapids, Iowa, gave a benefit party at the home of Mrs. Isabel Amasee. Five Hundred and bridge were played, after which refreshments were served.

A regular business meeting was held Thursday April 5th at 2 P. M. at the home of Mrs. Frank Johnson.

Friday evening April 6th a card party benefit was held at the home of Mrs. Frank Johnson.

At the meeting of the Marion chapter Thursday April 12 our President, Mrs. Francik, Corresponding Secretary Mrs. Frank Johnson, and Mrs. Vosburgh were present. Mrs. Frank Johnson was called upon to give a short talk.

### Terre Haute Chapter

*Flossie Waggoner, Historian*

WE were certainly pleased to see such a goodly number of ladies present at the regular April meeting and after the meeting next Tuesday afternoon, it looks as if the curtains will all be finished for our Club House, which will make it appear much more home-like. We have bought two and one-half dozen chairs and are expecting our supply of dishes in the near future, after which we will have many social events.

Several cases of sickness were reported and flowers will be sent. Mrs. Burns told about her recent trip to Florida, which was very interesting. We understand one of our ladies, Mrs. R. Bentley, is going to Europe in the near future, to be gone three months and on Thursday afternoon of next week are going to give a handkerchief shower for her, in the Club House.

A rummage sale will be held before long, as this is house cleaning season and everyone likes to sort out their rummage. There was a card party several weeks ago and about \$10.00 cleared.

One new member was reported since last meeting and we are very much pleased with the number of old members who have paid their dues for 1928.

### Ste. Maries Chapter

THE members of Ste. Maries Chapter were entertained on March 19th, at the home of Mrs. J. P. Downey. Twenty ladies were present, Mrs. Downey, Chairman of the Ways & Means Committee reported the furnishings for the Club House had been requested.

Mrs. Casebeer, Chairman of the Relief and Good Cheer Committee reported that four calls had been made during the month. Also flowers sent to six members and three funeral sprays furnished.

Mrs. Shewnack, Chairman of the Membership Committee reported we have 113 members, and three names were handed in at

this meeting: bringing our total to 116 members,—57 voting and 59 contributing.

Mrs. O. L. Simms, Treasurer reported a balance of \$95.00 in the treasury. Notes of thanks were read thanking the Chapter for flowers sent in cases of sickness and one death.

A letter to our President was read, saying that Mrs. Kendall and Miss Lindskog would be with us on April 9th. We were all delighted to hear that these ladies were planning to visit us.

Mrs. P. Michaelson, Mrs. O. L. Simms and Mrs. Chas. Schleusner were appointed to make the arrangements for the reception: and we are hoping a large crowd will be out.

Mrs. Downey served lunch.

### Ottumwa Chapter

**A**FTER the business meeting on March 9th, a short program consisting of two readings by Carlos Sayles and a piano number by Harold Kreamer, was greatly enjoyed by the members.

At this time we are glad to report we have nineteen new contributing members with prospects for a 100% showing in view.

On March 19th the Club served a lovely dinner, in the club house for the shopmen honoring Mr. Wm. Neary and C. E. McClanathan, who are leaving this week. A nice profit was realized.

The March social afternoon was planned as a farewell for Mrs. C. E. McClanathan and Mrs. Wm. Neary. Unfortunately Mrs. McClanathan was unable to attend as she, with her husband, left earlier in the week for their new home in Chicago. A delightful afternoon was enjoyed and a tea served at five o'clock by the following committee: Mrs. C. L. Stutsman, Mrs. Bert Hart, Mrs. J. W. Marble, Mrs. Geo. Giltner, Mrs. M. A. Freeman, Mrs. W. H. Vosberg, Mrs. Robt. C. Yates.

### Mitchell Chapter

*Florence J. Diehl, Historian*

**T**HE March meeting of the Women's club was held on Monday evening, March 19th at the KC hall.

A short business program was held and plans made for a Leap Year Party to be held before the next regular meeting. A candy sale was held at the Metropolitan Theatre and a benefit from the sale of tickets by members of the club amounted to \$66.40.

After the business meeting the men held a Safety First meeting and invited the ladies to remain to their program.

Mr. W. F. Ingraham had charge of the meeting. The principal speaker was Mr. R. H. Thomas representative of Standard Oil Co. from Mason City, Ia. Other speakers were C. C. Halphide, Mason City, Ia. and E. B. Crooker of Minneapolis, Minn.

About 200 were present and at the close of the meeting refreshments were served.

### Tacoma Chapter

*Mrs. J. N. Strassman, Historian*

**A**FTER a most enjoyable luncheon, the regular meeting of the Tacoma Chapter was called to order by our President Mrs. Pyette.

Minutes of the preceding meeting read and approved.

The Sunshine and Benevolent Committees reported a total of 23 sick calls and 10 cards sent out.

It was voted to send a roll of the mem-

bers present to Mrs. Schmidt with kindest wishes.

The report of the card party held March 24 at the home of Mrs. Pyette under the sponsorship of the Business girls, disclosed that a record success had been made and \$25.00 was turned over to our Treasurer as the material result. A standing vote of thanks was tendered our President and the Committee in charge.

Plans were made for the reception of two of our Governing Board officers, Mrs. Carpenter Kendall and Miss Etta N. Lindskog, who are to visit our Chapter on April 6th.

Another card party was decided upon and Mrs. Chas. Schulta kindly offered the use of her home at 1512 So. 1st St. for same. This will be held April 21. In view of the wonderful time reported from the last party, we expect a good attendance.

Our Treasurer reported \$196.43 cash on hand, and with that good news the meeting adjourned.

### Janesville Chapter

*Mrs. F. J. Drew*

**A**NY Chapter on the line who has a drill team please stand up and say so. We think we are the first team to be organized. Mrs. Jas. Lovaas is captain. Oscar Raugh of the Tank Corps is drilling them. They are meeting in the Armory.

Mrs. H. P. Carey is assisting Mrs. Lovaas. There are 16 members. The Chapter gave a St. Patrick's dancing party. The committee was composed of the Dog Run Crew consisting of Mr. and Mrs. Jas. Lovaas chairmen. Mr. and Mrs. H. P. Carey, Mr. and Mrs. Jas. Solinger, Mr. and Mrs. L. Michels, Mr. and Mrs. Jas. McCarthy. There was a large attendance and all had a good time. The Chapter also gave a Pot Luck supper with an attendance of 250. It was called a huge success.

A program consisting of music by accordion and harmonicas, a minuet by eight girls in costume, and violin solos, but the real hit of the evening was an Irish reel by Mrs. Harriet Mulligan and Pat Stein. Mrs. Jas. Lovaas was chairman of the program and everyone was greatly pleased. Mrs. Frank Drew was chairman of arrangements. We hope to have a clubhouse started soon.

### Lewistown Chapter

*Elna Fritsen, Historian*

**R**EGULAR meeting was held February 13th in the Club House, our president Mrs. N. B. Lupton presiding. The minutes of the previous meeting were read by the Secretary. The minutes of the previous meeting were read by the Secretary and a report given by the Treasurer. After hearing the Treasurer's report all members were convinced that something must be done to earn money so it was decided that we have a Bake Sale and Card Party sometime during the ensuing month. After the meeting a Valentine party was held for all Milwaukee Employees. There were 63 present and an enjoyable evening was spent playing cards. During the course of the evening a cake was raffled off. The tickets were prepared by Mr. Cleveland and sold at 10c apiece, making a total of \$5.50. Mrs. Tyler Hanson held the lucky number but as the cake was one of her own making she very willingly presented it to Mrs. Cleveland. A lovely lunch was served at the close of the evening and an enjoyable time was had by all.

The Card Party which was held February

20th at the Club House proved very successful. Everyone attending reported having a good time and asked to be invited again.

A Bake Sale was held Saturday March 10th, the proceeds of which amounted to \$25.05.

Regular monthly meeting held March 12th in the Club House. After the minutes of the previous meeting were read and reports given by the various committees the question of buying a piano for the Club House was discussed. The Purchasing Committee reported that they had looked at a second hand piano which was in first class condition and could be purchased very reasonably and on our own terms. All members were very much in favor of this so it was left up to the Purchasing Committee to buy the piano. We are looking forward to some real musical programs in the future. The meeting was followed by cards after which cake and coffee were served.

Meeting held April 9th in the Club House. Our president opened the meeting by having everyone repeat the Club Motto. The minutes of the previous meeting were read and the Treasurer's report given. The Chairmen of the different committees were called upon to report, the chairman of the Mutual Benefit Committee reporting having made 2 sick calls and sent flowers to three homes.

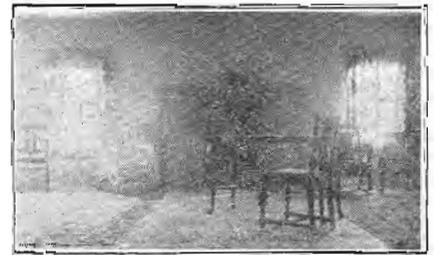
It was suggested that we have another dance. Everybody being in favor of this, a dance is to be held April 21st at the K. P. Hall.

It was decided that on our next monthly meeting night we would have a Leap Year Party for the men. Every woman must bring a man. If she hasn't a husband she is to bring some other woman's husband.

After the meeting everybody gathered around the piano and joined in singing some of the good old songs.



Lewistown Club House (Exterior)



Lewistown Club House (Interior)

### Lost Business

"I wonder if you could tell me where I could get a drink?"

"Sir, I am only a conductor. You are the fourth man to mistake me for a policeman this afternoon."

—Wesleyan Wasp

### A Rare Shower

"When Betty got married we girls gave her a shower."

"Yeh? I'll bet her husband was glad to get her all nice and clean."

—Penn State Froth



# AT HOME



## What to Wear

AT this Post-Easter writing, there doesn't seem to be any hard and fast rule about clothes. One may wear the old slender, silhouette style of frock, tailored to the nth degree of correctness; or one may be "deliciously feminine" in frills and flares and fluffy ruffles. And by the same token, one may wear a longer skirt, if one is so minded; and likewise, one may cling to the short, chic knee-lengther. If a poor, puzzled coutourier were to hazard a forecast, it would probably be that the knee-lengther will win in the long run. Women are by now, in that state of emancipation that they care very little for the days of their grandmothers with the trailing gowns, the tight waists, the big sleeves, etcetera, etcetera. Oh, they like to look at the pictures of the dames of that olden day, and smile over the impossibilities of the costuming; and then they like to look at the snugness of their own brief outfitting with that other kind of a smile, the one that will not come off. No, you're not going to get rid of the short skirt and the chic little straight frock, Mr. or Mrs. Fashion-maker. Your efforts may have a little brief vogue while the girls flit about in dancing frocks that dip in spots toward the ankles, but turn your eyes toward the streets and see there, the same smart high-heeled pumps, the same chicness of hosiery and the narrow, short skirt in all the autocracy of eminent domain.

The ensembles are smartest of the smart with the knee-lengther, as forecast herein, several months ago; and the short, belted jacket that comes down just over the hips atop of a short, pleated skirt that looks equally the thing, on the golf links, on the street or in the office.

For semiformal wear, a little fullness at one side, or a smart bow on the left hip just over the shortest part of the uneven hemline, is very good for the tall, lithe lady, especially if she elects to wear a skirt, tightly fitted at the hips and falling straight and smooth to a deep ruffle or plaiting at the bottom. Many of the waists of such afternoon frocks, for of course that sort of a costume is strictly post meridian, are lace trimmed. The bit of lingerie is decidedly chic. It may be used for collar and cuffs, or it may be vestees of lace ruffles, deep or narrow, according to individual preference, or in deference to your figure.

Out on the western coast of our Continent where your correspondent witnessed the Easter parade, there were the usual smart tailleurs, because every woman "west of the mountains" possesses a "tailor suit" if she can



Mary Jane Jordan, Granddaughter of Edw. Jordan, and Youngest Voting Member of Perry Chapter, Women's Club



Jimmie Evitts and "Prince." Jimmie is the son of Chester Evitts and the Youngest Contributing Member of Perry Chapter



Alvah C. Orris, Jr. Grandson of K. C. Div. Engineer, F. E. Orris

find the price; and there being suits of all qualities and prices, almost every woman who is a native to that habitat is the owner of at least one. If a woman dressed in the accepted one-piece gown and stylish long coat appeared on the promenade that Easter day, she was plainly "an Easterner", and she was moreover, not expecting that brilliant, gorgeous, sunshine and warmth that prevailed "over the mountains," while, I am told, the women-kind on my native Lake Michigan shores fared forth to service only, clad in furs and galoshes.

To go back to those lovely Easter

tailleurs. They were about equally divided between the more than popular navy serges and kashas and the tan and grey tweed. Some of these, suits, of course, had the new three-quarter length coat, and all had bright, smart blouses that peeped out from the front of the half-closed coat. Tight little hats accompanied all of the costumes, because even out there among the flowers and the brightness, the day of the summer hat has not yet arrived. But in occasional shop windows, were seen some flaring, drooping brims to tell of what we shall see in the good time coming.

Our western sisters, moreover, are dazzling the eye of the curious with a display of jewelry that puts the vogue of the gold bead here in our midst, quite into the shadow. Stones, precious and semi-precious and set in the most fascinating dog-collar necklaces, each stone in its own individual setting, blink at one from all the counters and shop windows. And if you have forgotten how brilliant is the glitter of the topaz, the amethyst, the garnets, rubies, sapphires and the heavenly blue of the marvelous zircon, pray you may have a look in some of those wonderful shop windows in Seattle, Portland and other earthly Paradises of the far west. Whether your "necklace" is the real thing, or a cleverly polished crystal, you step out with confidence, for so gay is the glint of its facets that it takes a close scrutiny to determine whether you are a daughter of Croesus or just a little steno with good taste and "chic." Then you should have a ring with a large setting to match the stones of your dog-collar. With these and a gay little boutonniere, or a large one if you like that better to go with your new spring outfit, and you are fit and ready for the promenade.

## Hints on Home Decoration

IN choosing paper for bedrooms, select a small pattern if you do not like the new mottled papers that give the effect of a painted wall. The small pattern gives a greater sense of rest than a paper that is covered almost entirely with a larger, sprawling pattern. If the paper is figured, choose a plain drape, as the figured wall is decorative enough in itself. With a plain wall any of the pretty chintzes or cretonnes in harmonizing color may be chosen with excellent effect.

The white kitchen is fast passing and nothing is more the vogue than a warmly colored wall and ceiling, gay chintz curtains and highly colored enameled furniture and kitchenware. Even the new refrigerators come in colored enamel. Linoleum or composition floor covering in red, green, black and

white and other color combinations are the top notch nowadays; and all this bright color transforms the kitchen from a plain food-factory into a charming place to accomplish the daily routine, and also into a delightful eating apartment, what with the colored enamel breakfast sets that now find place in a corner of the kitchen or fit into the snug little breakfast nook.

The craze for color extends, now, to our beloved oak and maple floors, and they are in danger of succumbing to the stainer's brush, even if they do not have to submit to the indignity of being covered over with a bright colored tiled linoleum, a black and white or other color combination in composition tile, not to mention other forms of this new fashion. One cannot deny that the bright colors are attractive, but here's a sigh for our cherished hardwood floors of the yesteryears.

### The Patterns

Send 15c in silver or stamps for our UP-TO-DATE SPRING AND SUMMER 1928 BOOK OF FASHIONS. Address Milwaukee Magazine c/o Beauty Pattern Co., 11-13 Sterling Place, Brooklyn, N. Y.

6109. Ladies' Dress—Cut in 7 Sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. A 38 inch size requires 2 1/4 yards of 54 inch material together with 1/4 yard of contrasting material. The width of the Dress at the lower edge with plaits extended is 1 1/4 yard. Price 12c.

6106. Ladies' Dress—Cut in 8 Sizes: 38, 40, 42, 44, 46, 48, 50 and 52 inches bust measure. A 46 inch size requires 4 1/4 yards of 39 inch material together with 3/8 yard of contrasting material. The width of the Dress at the lower edge with plaits extended is 2 3/4 yards. Price 12c.

6112. Dress for Junior and Miss.—Cut in 4 Sizes: 14, 16, 18 and 20 years. An 18 year size requires 3 3/4 yards of 39 inch material. To make yoke facings and cuffs of contrasting material will require 3/4 yard 32 inches wide. The underbody will require 1 yard 32 inches wide. The width of the Dress at the lower edge with plaits extended is 1 1/4 yard. Price 12c.

6126. Girls' Dress—Cut in 4 Sizes: 6, 8, 10 and 12 years. A 10 year size requires 2 3/4 yards of 39 inch material if made with peasant sleeves. If these sleeves are omitted 2 1/2 yards will be required. To trim with narrow bias binding as illustrated will require 2 3/8 yards. Price 12c.

6113. Ladies' Apron—Cut in One Size: Medium. It will require 1 3/8 yard of 36 inch material together with 3/8 yard of 36 inch contrasting material for pockets and facing on collar, and 7 yards of bias binding. Price 12c.

6129. Girls' Bath Robe—Cut in 7 Sizes: 2, 4, 6, 8, 10, 12 and 14 years. A 10 year size requires 4 5/8 yards of 36 inch material. Price 12c.

5742. Ladies' Dress with Slender Hips—Cut in 9 Sizes: 38, 40, 42, 44, 46, 48, 50, 52 and 54 inches bust measure. A 44 inch size requires 4 1/4 yards of 36 inch material together with 3/8 yard of contrasting material for facing on collar, cuffs, pockets and a straight belt 2 inches wide when finished. The width of the dress at the lower edge with plaits extended is 2 1/2 yards. Price 12c.

6119. A Practical Garment—Cut in 4 Sizes: 2, 3, 4 and 5 years. A 3 year size requires 1 1/4 yard of 36 inch material. To bind neck and arm openings as illustrated will require 1 1/8 yard of narrow bias binding. Price 12c.

6122. Girls' Dress—Cut in 4 Sizes: 2, 4, 6 and 8 years. A 4 year size requires 1 1/2 yard of 39 inch material. To bind sleeve edges and lower edge of dress and will require 3 3/8 yards of bias binding. Price 12c.

### Good Things to Eat

**Strawberry Mousse.** With the increasing popularity of the electric ice machines, the matter of frozen deserts gains vogue. All the various mousses are in high favor, and surely nothing is easier with your frigidaire, or what have you, or more

delicious than the fruit mousse. This is strawberry season and a strawberry mousse is one of the easiest to make. A pint box of strawberries, crushed and sugared. Let stand until the juice is sufficiently drawn. Fold in half a pint of whipped cream and put the mixture into one of the compartments of the electric refrigerator and let freeze. Four to six hours. This will serve eight people. Raspberry Mousse is made in the same way.

**Coffee Mousse.** One cup of boiled coffee; one cup sugar. Soak one and one half tablespoons of granulated gelatine in two tablespoons of cold water then dissolve in three tablespoons of boiling water, and add to the first mixture. Set in a pan of ice water and stir until it thickens, then fold in one pint of cream, whipped. Place in the large pan of the ice machine and let freeze from four to six hours.

**Maple Mousse.** Beat four eggs, slightly and pour slowly over one cup of hot maple syrup. Cook in double boiler until the mixture thickens. Add one pint of cream beaten until stiff. Place in the ice machine and freeze.

**Chocolate Mousse.** Melt two squares of unsweetened chocolate, add one half cup of powdered sugar, and, gradually, one half cup each of cream and milk. Dissolve three fourths teaspoon of granulated gelatine in boiling water. Place the first mixture in double boiler and stir until the boiling point is reached. Add the dissolved gelatine, three fourths cup of gran-

ulated sugar, one teaspoon of vanilla. Strain the mixture into a bowl, set in a pan of ice water and beat until it begins to thicken. Add one and one half cups of cream whipped. Place in the ice machine receptacle and freeze four to six hours.

**Pineapple Mousse.** One can of pineapple, heated and drained of the syrup, which should be a cupful. To the cup of syrup, add one tablespoon of granulated gelatine soaked in one fourth cup of cold water; two tablespoons of lemon juice and one cup of sugar. Strain and cool. When the mixture begins to thicken, fold in one cup of cream whipped. Freeze in the electric refrigerator four to six hours.

**Frozen Orange Whip.** Boil one cup of sugar and two thirds cup of water until it threads from the tip of the spoon. Add the grated rind of two oranges and one fourth cup of orange juice. Cover and place in a warm place for one hour. Cool. Beat one pint of heavy cream until stiff and add to the mixture gradually. Cut oranges in halves crosswise, remove pulp and separate into small pieces. Pour juice from the two oranges into the ice machine pan; then put in alternate layers of cream and orange pulp until filled. Freeze two hours or until hard enough to serve. In the ice machine these frozen deserts will keep hard several days, so there is no danger of waste when making these thoroughly delicious deserts.



# SPECIAL COMMENDATION

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

Agent Geo. L. Gallagher, Williamsburg, Iowa, was instrumental in securing a family of five from Butte, Montana, to Williamsburg. It was necessary to wire the money from Williamsburg with the fares, and through close cooperation with Division Freight and Passenger Agent M. G. Murray, the details were all attended to and the family left Butte on February 22nd.

Agent Chick Leonard of Hopkinton, Iowa is the recipient of a letter of thanks for "crackerjack service" which he helped to make during the year 1927 for the Blue Valley Creamery Company. The letter in part reads: "It will have to be admitted that we thought the 1926 service was a top notcher, but this year has been better than ever. Your part in helping to make this fine record is appreciated."

Operator W. H. Shaver, Chestnut Street, St. Paul on February 6th, at 6:33 PM discovered brake beam down on car in train No. 63 and reported the facts to Operator at Fordson Junction, where train was stopped and the defect removed.

Operator S. H. Postolka, Elberon Jct., as an Extra west passed the tower, January 20th, heard a slight click against the crossing. After the train had passed he went down to investigate and found a piece of the ball of the rail eight to ten inches long in the center of the crossing. Finding the crossing OK he walked along the track eastward and found the break on the second joint from the crossing. He notified the dispatcher promptly and No. 19, coming close, was flagged.

Operator G. W. Kramer, Random Lake found a bad wheel in train 74, had car marked bad order and wheels changed before further damage occurred.

Superior Division conductor Bert Lenz discovered a broken rail in main line west of Wadhams Frog and promptly reported same.

Brakeman A. T. Bishop, Minneapolis, on train 625 at Moose Lake February 3rd, detected a broken arch bar in a car loaded with coal. The break was evidently of recent occurrence and the timely discovery undoubtedly averted further serious damage.

Operator C. J. Capps, Linby, Iowa discovered brake beam down on car in extra east, February 9th and notified the conductor promptly. Train was stopped and the defect removed without further damage.

Terre Haute Division conductor M. F. Ernhart, while coming through Humrick on March 13th discovered a broken rail on main line and set the brakeman off to protect it.

On March 14th, C.M.&G. engineer E. Massey discovered a broken rail at Yeager, Ill. and notified the section foreman at Momenca. About 18 inches of the rail was gone.

Operator Wm. Kugler, Chestnut Street, St. Paul discovered a brake beam down on car in train 264 and stopped the train so that the crew could remove the defect without further damage.

Machinist Wm. Marshall, Dubuque Shops,

on April 2nd, noticed that a narrow gauge box car which was loaded on a flat car on train 72, had gotten away from its blocking, and took prompt action to notify the conductor of the train, who then set out the car.

K. C. Division conductor W. C. Carpenter, on April 9th discovered a broken rail on main line at Laredo a few moments before No. 25 was due. Section men were called and the rail repaired.

K. C. Division engine foreman, W. I. Leach, engineer O. E. Baker, fireman Wm. Skagge, switchmen Jas. Wagner and Glen I. Davis discovered telegraph pole on fire at Suburban Junction on March 25th and promptly extinguished the flames.

S. C. & D. Division conductor C. C. Malloy while inspecting his train as they were pulling out of the yard at Scotland on March 27th, discovered a broken wheel on car. Train was stopped and investigation showed seven inches broken out of the face of the wheel.

Terre Haute Division conductor J. F. Maloney discovered a broken flange on car handled in extra 7715, March 30th and car was set out.

Terre Haute Division brakeman W. Jordan discovered a broken arch bar on car in his train and same was set out without further damage.

On March 21st while Mr. Isadore was going to Nekoosa, Wis. on train No. 2 he stopped the train to examine the rail and found 10 inches broken out at the joint on the outside of the curve. Running at slow speed it was possible to move the train over the broken rail.

Mr. H. E. Wagner secured routing for three carloads of furniture over the CMSTP&P through a little solicitation on his part. His efforts are very much appreciated, this resulting in more business and more jobs for the men.

## TELLS OF GOOD SERVICE AMERICAN AUTOMOBILE COMPANY, Incorporated

Tacoma, Washington March 13, 1928  
Mr. F. A. Valentine,  
City Passenger Agent,  
CMSTP&P Railway,  
Tacoma, Washington.

Dear Mr. Valentine:  
Whenever I receive good service from any concern, I believe in telling them about it.

Mrs. Bennett and I left Tacoma for Chicago on your Olympian February 13th and I want to tell you that your service on that train simply cannot be beaten. The dining car steward, Mr. Gorth, certainly does make one feel at home and I think that he and the Pullman conductor on that train should be commended for the nice treatment they give the passengers.

While in Detroit I succeeded in getting the Chrysler service men from Seattle and Spokane to have their tickets changed from another road to the Olympian and come back with me. They, too, were very much pleased with the service rendered and feel as I do that Steward Bernadict and the Pullman conductor should be praised for the fine treatment we and all the rest of the passengers received.

It must be the policy of the CM&STP&P to pick men for their trains who are not only trainmen but also men who know how to serve you well and with a smile.

I also wish to thank you, Mr. Valentine, for the accommodations you secured for Mrs. Bennett on her way south out of Chicago.

Yours very truly,  
(signed) T. Bennett, Jr.

A MILWAUKEE FAN  
Majestic Hotel,  
1612 Boylston Ave.,  
Seattle, Wash.  
March 22, 1928.

Chicago, Milwaukee, St. Paul & Pacific Ry.  
Chicago, Ill.  
Gentlemen:

I have been so pleased with the comfort provided on your trains that I am taking time to tell you about it. Two years ago I went to Chicago from Seattle on the Olympian and this month made a return trip on the Columbian.

The train on which I last traveled left Chicago March 9th at 10:30 A.M. I occupied a berth in tourist car No. 5714, Porter Sutton in charge, and I want particularly to commend him for most courteous, intelligent service. The dining car people were also most happy in their manner of caring for passengers, I am not writing this at the request of any of your railroad employees. They know nothing about my feelings, but if I commend their work it commends your wisdom in making such selections. Further, I am confident that since these men whom I met, and probably all your other employees, are so worthy, you, the management, will meet fully on your part the obligation such merit demands.

Assuring you one "Milwaukee" fan, and with appreciation of all that was done for me as a passenger, I am

Sincerely yours,  
(Mrs.) Edith Conard Beale

## SOLD BY SERVICE RECEIVED

Seattle, February, 25, 1928  
Mr. George B. Haynes,  
Passenger Traffic Manager,  
Chicago, Milwaukee, St. Paul & Pacific Ry.  
Chicago, Ill.

Dear Mr. Haynes:  
On January 17th, I was a passenger on your road going East. I thought you would be interested to know that from the time I purchased my ticket from Mr. Gulbransen until I returned to Seattle I received more than the ordinary courtesy and attention from the men in charge of the OLYMPIAN on which I traveled.

I was taken ill on my return trip at Saint Paul which necessitated being confined to my berth during the entire trip. I am in Sales Promotion work myself and never in my thirteen years of experience with the public have I met with such courtesy and consideration as Mr. McMullen, the Conductor and Mr. Mills, the Steward and Miss Bertie Williams, the maid extended to me during the time I was on the train.

If ever a person was sold by the service they received, I have been sold on your road and thru the efficiency and courtesy of the Personnel which I have mentioned. It has made me a booster to all my friends for your line.

With best wishes for success during the current year, I am

Cordially yours,  
(signed) Frankie I. McGarry  
CHEASTY'S

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

AGENT Butler at Council Bluffs reports that Ed Lee, Yard Foreman at that point secured two full fare tickets, and two half fare tickets to eastern points via Chicago. It is a long while since we heard from Mr. Lee, and are surely glad to know that he is still on the job.

Sioux Falls again. Mr. Fred Myers, Chief Clerk at the freight house secured two passengers for Chicago, and these people also used our line returning from Chicago to Sioux Falls. We have a lot of loyal people in our service at Sioux Falls.

We note the following from City Passenger Agent E. F. Bowman at St. Paul under date of March 20th: "Mr. A. H. Anderson, switchman at St. Paul Yard, solicited and secured two tickets to Terry, Mont. for passengers who had intended to travel via a competing line, and who had in fact made reservations on the competing line." We would say that Mr. Anderson is some solicitor.

Rate Clerk Harry K. Williams at the Kansas City Freight station turned in the following business during March:

- 1 LCL consignment to Melstone, Mont.
- 1 LCL consignment to Milwaukee.
- 1 LCL consignment to Stillwater.
- 1 LCL consignment to Chicago.
- 3 LCL consignments to Wisconsin points.

Agent Fesler writes: "Mr. Williams is always working hard for the best interests of the Milwaukee Railroad."

Once again from Mr. Herman Stebbins in the Davenport Freight House. Mr. Stebbins recently influenced four nice shipments from Chicago.

We again hear from Warehouse Foreman L. A. Mostrom of Sioux Falls. Superintendent Buchler advises that Mr. Mostrom secured diversion on four LCL shipments to competitive points that had been routed via competing lines.

Passenger Brakeman, Mr. Charles Hayner on the Iowa Division brought 7 people to the ticket office at Cedar Rapids, and we sold them tickets to San Antonio, Tex., via Kansas City. Mr. Sherwood tells us that Mr. Hayner is entitled to all the credit.

Harry Burns, Freight House Foreman at Kansas City is credited with four more carloads of eggs destined to the east, during the month of February.

In the month of January, Yard Clerk Ray Benthun at Milwaukee secured the long haul on a carload going to an eastern point.

Through the efforts of E. E. Smith, Yardmaster at Council Bluffs, one and one-half tickets were sold from Council Bluffs to Columbus, Ohio, via Chicago. This is the first time we have heard from Mr. Smith, and hope that he is going to do more.

In the month of January, Yard Clerk Ray McGrath at Milwaukee secured long haul routing on a car going to a point in Massachusetts. In the month of March, Mr. McGrath secured long haul on five carload shipments.

In the month of January, Yard Clerk F. E. Wallace at Milwaukee, secured a carload of hides from Minneapolis to Milwaukee that had been routed via a competing line. Mr. Wallace also secured a carload of tallow from Milwaukee to Appleton that had been routed via competing line.

Rate Clerk J. P. Dickey at Galewood in the month of February turned in four long haul carloads, plus 34 LCL shipments with a total weight of 39355 pounds. In the month of March, Mr. Dickey secured 37 LCL shipments with a total weight of 70103 pounds. Mr. Dickey is consistently a good solicitor.

Yard Foreman C. Woldt at Chicago secured long haul routing on a carload of honey for St. Joseph, Mo. that had been routed via a competing line. Also three cars of empty barrels for Wichita, Kans. that had been routed over a competing line.

We were impressed by a letter which Superintendent Hoehn at Wausau under date of March 22nd, wrote to Mr. H. E. Wagner, a switchman at that point, as follows:

"Mr. Lathrop, Agent, just advised that he was given routing orders for three carloads of furniture for the E. J. Radant Furniture Co., at Wausau. This routing comes to us through your solicitation and this letter is written to advise that your interest in securing business is very much appreciated, and I am sure, if we all make up our minds, that there is a lot of business moving and we are going to get our share by a little extra effort, it is going to result in more money for the railroad and more jobs for the men."

Mr. Hoehn brings home to us a vital fact—that when we interest ourselves in getting business for our railroad, we are working to our own personal interests: "more money and more business on the railroad, jobs for more men"—and don't forget that when any concern you work for is a prosperous concern, you are bound to participate in its prosperity.

## Coast Division

C. C. C.

DEMOCRATS from Seattle, Tacoma and Southwest Washington traveled to and from the State Convention at Spokane via special trains over our line. The train was in charge of Trainmaster W. E. Cummins and Traveling Engineer Buchanan. We heard many favorable comments on the fine service and treatment accorded the delegates.

Mr. H. F. Love, General Chairman of the Clerks Organization returned recently from Chicago where he was instrumental in securing a raise for the members of that order.

Miss Daisy Webb returned from Los Angeles shortly before Easter where she has been recuperating for some time, and we are glad to report Miss Webb greatly improved in health.

Mr. Fukahara and Mr. Kuramoto, together with a number of other Japanese farmers of the Puyallup Valley, doing business as the Union Produce Company, have signed a ten year lease for a new building at Auburn to pack and ship lettuce. It has been estimated in the neighborhood of 125 cars will be shipped from their plant this season.

Col. B. W. Dunn of the Bureau of Explosives gave a very interesting and instructive lecture on "Safe Transportation of Explosives and other Dangerous Articles" in the Chamber of Commerce Rooms at Seattle, Tuesday Evening April 3rd. Supt. Devlin, Asst. Supt. T. J. Hamilton, Trainmaster Cummins, Agent Allemen attended from Tacoma. Agent W. H. Campbell of Seattle was in attendance with a large number of employees from his department.

Mr. W. S. Burroughs for many years Cashier at the Tacoma Local Freight House has bid in the position of Mr. C. F. Negley in the Superintendents' office during Mr. Negley's absence. Mr. Negley is greatly improved in health and will soon be able to return to his position.

An industry which is comparatively new in the Northwest is the shipping of ferns from the country between Morton and Chehalis, known as the Big Bottom Country. The ferns are picked in the deep forests and are assembled in large crates at Morton and Chehalis, and shipped to florists in Chicago, New York, St. Louis and Kansas City. Some of these shipments move via express, others

move in car load lots and are under refrigeration.

Dick Wende's stubbing crew, which has been working on the Coast Division for the past two months were transferred to Montana the first of April, and Mr. Wende is now busily engaged in organizing a new crew to complete the work. The work done by this crew is stubbing the ends of trolley poles that have gradually become decayed.

The Northwest Duntile Corporation have leased a parcel of our station property at Everett and will erect a plant for the manufacture of roof tiling, concrete blocks, and decorative brick.

Mr. T. E. Corbett, Chief Dispatcher, spent a few days the latter part of March with his family at Miles City. As soon as school is out Mr. Corbett will bring his family to Tacoma to reside.

The Baker, Kelly McLaughlin Co., of Salem, Oregon, have recently leased a warehouse located on our line at Rochester, Washington, and expect to handle a number of carloads of strawberries through this warehouse to Tacoma for cold storage. The shipments eventually to be forwarded to Eastern territory.

During March tests were run with 4500 ton trains and since that time it has been the practice to operate such tonnage trains Black River to Othello whenever sufficient tonnage is available. Black River Yard office has been closed, 263 and 264 are now running via Van Asselt instead of Black River as formerly. Transfer crews between Seattle and Black River have been discontinued, Seattle yard handling the business between Stacey Street yard and Van Asselt.

Mr. G. J. Brenner, Grand Monarch, Supreme Council Mystic Order Veiled Prophets of the Enchanted Realm, recently traveled on Train 15 from Chicago to Seattle, and in a letter to the General Manager commented on the fine pleasure of again making the same trip in the near future.

The Government has recently signed a lease for a site at Ellensburg for the making of concrete pipe for the Kittitas Irrigation Project. The project involves the irrigation of 80,000 waste land, at an expenditure of Nine Million Dollars. The work extends over a period of four or five years. In connection with this same work contractors are unloading material at Horlick, Cle Elum and Woldale.



office 6th street yard. Takes different every time. Then tis hard to keep the gang away long enough to properly pose. A good saved off gun will if necessary be trained on this gang next time. We hear Hazel is going to get married.

Mr. Jas. Elder our air brake Supervisor was down at Terrible Hot, Ind., a few days ago.

Mr. Jno. Crowley was also down the line the other day. Goodness knows where.

Another death to chronicle is that of Mrs. Emil Schumacher, wife of Round House machinist, she died April 10th, at her home in Milwaukee.

### Twin City Terminals Happenings N. A. H.

MR. HAROLD MURPHY, Chief Clerk to Master Mechanic at Aberdeen, was a pleasant caller at Minneapolis March 20th in connection with business.

Messrs. John Turney and W. C. Blase made a business trip to Duluth, the termination of our Duluth Line engines.

Mr. Emil W. Jelinek is the new clerk at St. Paul Roundhouse, relieving Mr. J. S. Comrie. While we were sorry to see Mr. Comrie leave us, we welcome Mr. Jelinek to St. Paul.

Mrs. Chas. Lundburg, wife of Roundhouse Foreman at Minneapolis, was pleasantly surprised after her return from the hospital by a group of Milwaukee employees' wives, who called on her one afternoon, bringing the coffee and lunch.

Mr. Wm. Snell of Chicago was a recent caller at South Minneapolis, he having been called to St. Paul on a law suit.

River Division John Garin who worked the largest part of the time in the Terminals passed away April 3rd after a short illness and our sympathy goes to those left to grieve his departure.

Messrs. H. A. Scandrett and J. T. Gillick arrived in Minneapolis April 9th on the grade crossing proposition. Messrs R. W. Anderson and J. E. Bjorkholm also were callers this date.

Mr. George W. Vore, River Division Passenger Engineer, and wife, who have been in California for the past few months, returned to their home in St. Paul April 2nd. Mr. Vore is in very poor health and at present is confined to his bed and not allowed to have visitors. We all wish him a speedy recovery.

We also have a report that Mr. and Mrs. A. Z. Cowles returned from a visit in California but as yet brings us no news as to what kind of a time he had while there.

Mr. John O'Brien is still on the sick list. Mr. O'Brien has been General Yard Master South Minneapolis for many years and very active up to the time of this ailment and we wish him the best there is and hope he will be with us soon.

The Milwaukee Band Committee at Minneapolis is putting on a dance and picnic at Excelsior, Minnetonka, June 30th, and the lucky number this time draws a Chevrolet Sedan.

Mr. Lyle Sweeney of the Stoker Company, is spending a few days around the Twin City Terminals in company with our Fuel Supervisor E. J. Kervin.

We see by the April Magazine where Mr. Harts of the Store Department South Minneapolis commented on the good looking girls at Aberdeen. He shouldn't have any trouble in finding good looking girls right here at Minneapolis.



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John Asplin, Pioneer Railroad Man, with a service date as a fireman on the River Division of 6-29-1887 but who has been in the service of the Company continuously for forty-nine and one half years, passed away the morning of April 3rd at Minneapolis. He worked most of the time in Hastings and in 1919 came to Minneapolis, working in the yards at this point. Four years ago on account of his physical condition, he was made flagman at James Ave. and last Fall, he suffered a stroke from which he never recovered and resulted in his death at the age of 79 years. Short services were held at Minneapolis after which the body was taken to Hastings at which point he was buried Friday afternoon. Our sympathy goes to his family, he leaving a wife and three sons and two daughters.

Miss Hodges of the Store Department, South Minneapolis was called to her father's bed side due to serious illness. Mr. G. P. Hodges was formerly an engineer on the H&D. Division up to his appointment of General Foreman at Mason City.

Mr. Albert Rasmussen passed away April 11th which was brought about thru an accident which resulted while performing his duties with the wrecker at Mendota.

If Mr. Axel Edlund wants to contribute to the up-keep of any certain city, why not patronize his own home town and pay the fines in Hennepin County instead of going out to Richfield. This refers to the highways.

Mr. John Erickson, Blacksmith Foreman, South Minneapolis Shops, is confined to the hospital and up to this time, has been hale and hearty in spite of his 70 odd years.

**Wisconsin Valley Division Notes**  
*Lillian*

A JOINT Safety First and Section Foreman's meeting was held at Minocqua on Tuesday, April 3rd, which was very well attended.

Mrs. Clara Rege has returned from the Memorial Hospital and is convalescing at her home.

Miss Mildred Conklin spent last week end visiting with Mrs. J. W. Delaney at Chicago. Mrs. F. L. Hudson, fell on an icy walk and sprained her arm.

Mr. A. E. Griffith has been released from the Memorial hospital where he was receiving treatments for the past three months—Amos says home looks mighty good to him. his strength is returning fast and his many friends are happy to know that he is doing so well.

News was received here of the passing away of John Crandall, former section foreman on the Wisconsin Valley Division. Mr. Crandall has been employed at Bangor for the past three years. Mr. and Mrs. Russell Crandall and daughter attended the funeral. Sincere sympathy is extended to Mrs. J. Crandall and family.

A very sad accident occurred last Saturday night when the ten year old son of Mr. and Mrs. Silo Nelson, died of injuries received as the result of an automobile striking him. Sympathy is extended to the parents by the employees of the Wisconsin Valley Division.

Mrs. Felix Slomski entertained her friends at a card party held at the Club house Saturday evening April 14th.

David Nowitzke, little son of Mr. and Mrs. Lawrence Nowitzke is receiving treatments at St. Mary's Hospital.

As a result of an accident Engineer Dan G. Wells passed away at St. Mary's Hospital on the evening of April 9th. His passing is

a shock to his many friends and the employees of the W. V. Division extend sympathy to Mrs. Wells, and daughter, also to Miss Wells.

Mr. Frank J. Love, operator at Wisconsin Rapids was married on April 9th. Mr. and Mrs. Love are enjoying an extensive trip, through the east, south and west and will be at home to their friends at Wisconsin Rapids about July 1st. Congratulations and best wishes from Wisconsin Valley friends.

Mr. Louis Jelen spent Easter at home with his parents at Winona, Minn.

A letter was received at the Superintendent's office from Mr. Charles A. Dunn, from Menlo Park, California. Mr. Dunn reports his health much improved, and that he is enjoying the climate very much. He expects to remain there for several months visiting at Mass beach and Monterey before returning home.

**Notes From the Local Office, Tacoma**

MERRY Springtime having been with us here on the Coast for quite a while at this writing, the crocuses and daffodils blossoming everywhere and the robins gaily gamboling on the lawns, several of our force have felt the call of the great outdoors and have prepared for the summer season by yielding to the blandishments of the automobile salesman and signing up for new cars. Billy Allemen was first to buy a new Falcon-Knight two-door sedan and he waxed so enthusiastic over his new wagon that Ray Harwood also traded in his old Chevy for a similar Falcon-Knight. So now they drive proudly down Twenty-fifth street, hardly deigning to look at us poor dubs who are not in that class.

Bill Court of the Local Office force was half persuaded to trade in his slightly worn Oakland also, but when he found that it had traveled only 196,723 miles so far, he decided that it would easily be good for another 104,000 miles and therefore kept it. It has developed a few wheezes and weak spots in its long and useful career, but as long as Earl gives us a lift to the top of McKinley Hill every now and then, far be it from us to run down a good car.

Mr. Court, by the way, will be a grass-widower for some time in the near future, as Mrs. Court and two of the children expect to leave for the Central States in the near future, to visit at Milwaukee, Chicago, Wau-paca and other points. In the meanwhile the bereaved husband will no doubt be moping around with a long and disconsolate face.

W. S. Burroughs, who has been cashier at the Local Freight Office for a matter of twenty years or so, being the first and only cashier the station has had, has quit his post at least temporarily, having taken over the position vacated by Mr. C. F. Negley of the Superintendent's office, who has taken a three month's leave of absence because of illness. After wrestling with uncollected and balance sheets all these years it must seem quite a relief to Mr. Burroughs to handle stock claims and to haul warehouse foremen over the coals for mis-loaded freight. We wish him all success in his new post, but we must admit that the cashier's office will not look quite it's usual self without him, even though he has found a worthy successor in Fay Clover, long time Assistant Cashier and lately Claim Clerk, who will now preside over the cash in his accustomed genial manner.

Bob Shipley, who used to be known as "the handsome and rotund Chief Yard Clerk" is quite popular with the Company's patrons as Assistant Cashier, but his figure is now a mere shadow of his former self, being now a perfect thirty-eight or thereabouts. However Bob looks much better than when he was bursting the buttons from his clothes.

Prent Bement, son of our energetic Assistant Agent, Mr. Ralph Bement, is now established as cashier and weighmaster at Cedar Falls, where he is doing very well. We wish him a long and pleasant stay up there in the foothills.

Kenneth Alleman is again Assistant Bill Clerk, after being on the messenger job for a short time, and is happily banging away on the billing machine, while Miss Willa Lindsey, our charming and petite former Assistant Bill Clerk, is again wrestling with Fuel and Commodity reports and such like.

Miss Frieda Marty, is spending all her leisure hours in laying out flower beds in her garden which from all accounts is going to be a real horticultural gem.

Emmett Maloney, Chief Bill Clerk, is busily engaged at lunch time each day in giving a few pointers in the manly art of self-defense to Clair Jones, who is proving an apt pupil and is taking his lickings manfully. Emmett reports daily athletic progress on the part of his recently arrived son and heir and has already entered him as an aspirant for world honors in the Olympic games of 1948.

Ray Fink, Demurrage Clerk, finds an hour all too short for lunch these days. When the noon whistle blows, Ray has to drop everything, hustle for his ever ready sedan, get down to the Washington Door Company's plant a mile away, pick up a certain charming young lady, take her to her home on McKinley Hill, three miles away, hurry to his own home near there for lunch, get back to the fair charmer's home, take her down to her office again, and still get back to this office in time for work. We can hardly figure out how he does it, and if he ever should have a flat tire we really shudder at the consequences. However from casual glimpses of the young lady we should say she is well worth all the exertion.

Ray Harwood of our warehouse force and Mrs. Harwood recently returned from a trip of several week's duration to the Middle Western States, during which they visited relatives in Chicago and at Davenport, Iowa, Ray's old home. However they were glad to get back from those frostbitten regions to the milder and more congenial climate of Puget Sound.

Our readers will be grievously disappointed at our failure to record anything happening to Tubby Gleb, the roundest and best-natured man we have in the warehouse, but nothing has occurred to disturb the even tenor of Tubby's existence or to keep him from adding a few more pounds of weight each month. However Mr. Baldwin, checker in the warehouse has promised to see to it that Tubby gets into some kind of trouble next month and to keep us posted on his misdoings, in which case we shall be able to gratify the natural interest which our readers take in him.

Kent Langabeer, our former messenger, is at present engaged (and will be for some time) under the direction of Superintendent Deolin's office in straightening out and sorting a lot of old records. It is a dusty job and Kent sure enjoys a bath after the day's work, but he doesn't mind as long as he is again on the payroll.

## Splinters From the Wooden Shoe "Brownie"

SINCE our last write-up we have had a few changes around the old place. We now have in our midst the Engineering Department. P. Jenny has been appointed Division Engineer with headquarters at Green Bay and is located in Division Master Mechanic's old quarters. Pete has quite a force and we don't seem to be able to keep track of them all, but nevertheless we welcome all of them to our midst.

L. J. Gotto, Dispatcher's Clerk, Green Bay, has been quite seriously ill for about a month. We all hope for his speedy recovery.

Roy Schramm from Oconto is taking Louis Gotto's place during his illness.

Engineer Boettcher is to be congratulated on the arrival of a new girl. Guess she is a month old by now but we have never offered our congratulations before, and we figure better late than never.

Chief Clerk H. C. Ballard is also the proud daddy of a baby girl. Congratulations.

We were all sorry to hear of Fireman Art Lynn's misfortune. Hope to see him up and around soon.

Eddie Allard has bloomed out with a new Chevrolet Coach, as well as the Perishable Freight Inspector Nicholson doing him one better by coming along with a brand new Oldsmobile. Some class.

We have also recently learned that Switchman Leo Burns and wife are the proud parents of a baby boy. Congratulations.

Stanis Sorenson was over to visit us during her Easter vacation.

Two teams from Superior Division went to Madison April 1st to see what they could do in the Bowling Tournament. Ask them what they did as we do not want to embarrass them by telling.

We are still waiting for the wedding bells to ring for Jim and Irwin. By the dreamy look in Jim's eyes at times we think it is going to be soon.

Eric Gehrke and family spent Easter at Wausau.

We extend our sympathies to M. L. Hynes, General Car Foreman, account of the death of his father.

We also extend our sympathies to John F. Meulendyke, Engineer, on the death of his wife.

Ira Kurth, Dispatcher, has also bought himself a new car. Don't know how many more we will have to report as the weather gets warmer, but business looks good so far.

## West H & D Divn. Notes N. M. R.

MR. R. C. Dueland of the Signal Department called on us during the first part of March.

Mr. V. M. Reichert spent a few days in the old home town, Waterloo, Iowa, visiting his parents.

Mr. Hermansater and Mr. O'Gar were Aberdeen callers during March. Both gentlemen are looking fine.

Mr. Lemay form the General Storekeeper's office was another Aberdeen visitor the latter part of March.

We are enjoying some wonderful spring weather. The golf fans are getting anxious to try their luck after several months without their pastime. The links open up about April 15th.

Mrs. Sizer from Montevideo was in Aberdeen during March a guest of Mrs. P. H. Nee.

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The inventor is now ready to place this remarkable discovery on the market and has an introductory free sample offer to mail you. Write Mr. Willy today. Charles Hickey wrote for this free sample offer. Since then Mr. Hickey has made \$4,931.50 profit and earned \$977.25 in prizes. To get this liberal offer simply write your name and address, enclose this ad in an envelope and address it to W. M. Willy, E-291 Logan Bldg., Mitchell, S. Dak.

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The signal crew who have been working one mile east of Aberdeen installing an automatic signal protection with the C&NW and the G. N. will move to Redfield on the completion of the Aberdeen job. At Redfield they will install an automatic signal protection with the C&NW.

Our popular local freight agent has a mustache, a regular one from appearances. He says he is losing out at home on account of it, but it also has its "good points".

The barbers will be busy when the boys make up their minds to come out of the bush.

Mr. and Mrs. P. H. Nee departed on a business and pleasure trip to California first part of April.

Miss Grace Amos who has been visiting her parents for the past three months returned to her home in Chicago.

"Are you a clock-watcher?" asked the Chief Carpenter of the candidate for a job.

"No, I don't like inside work" replied the applicant, without heat, I'm a whistle listener".

Now that Bill Whalen has a sufficient amount of seeds, shrubs machinery and ambition to plant a garden of several acres, all that is required is the several acres.

V. M. Reichert doesn't have his car out because he isn't taking any chances. You know it was stolen once.

Say Ayars! if you heard this one about Andy Gump stop me.

Winnie: Mr. Reichert I would like to get a new typewriter.

VMR: What kind would you like?

Winnie: One to match this ribbon.

Understand Dispatcher Ayars is going in for the bigger and better things of life. He is taking up golf.

We had the pleasure of receiving a call from Mr. Alexander the latter part of March. C.J.M. wears a smile most of the time now. His radio is working fine he says.

"Where are you going on your vacation?" is what you hear most these days.

## R & SW Division

Lillian L.

WE are sorry to report that Flagman Larry Lyons received a rather painful injury at Milwaukee on March 21st. Mr. Lyons had started for his home after arriving on his run on the Southwest Limited, and while walking out to take a street car at Third Street and Wisconsin Ave., was struck by an automobile, which threw him against the curb, cracking one of his ribs. Mr. Lyons was confined to his bed for sometime and suffered considerably from his injuries.

Anyone wanting to know a good parking place at Rockford, just ask Marvin Brick.

About every so often Conductor and Mrs. J. H. Cavey take a honeymoon trip, and this year they took in New Orleans, Houston, San Antonio, El Paso, Los Angeles, San Diego and Tijuana, Mexico. John says the weather was fine and they had a wonderful time.

Mr. Cavey's first trip on the Southwest Limited after his return was on March 26th, which date was his fortieth anniversary as an employee of the Milwaukee road.

We are glad to learn that Engineer Dan Mackin, who has been very ill for sometime, is now on the gain.

Conductor and Mrs. D. G. Mc Carty took quite an extended trip through the west during February and March.

We extend our sympathy to Engineer Carl Degman in the loss of his wife, who passed away at her home in Milwaukee on March 22nd, after an illness of but a few days

with pneumonia. Funeral services were held on March 24th.

Although it is somewhat late in the day, would like to tell you about the Gertrude Ederle stunt Jim Sweeney and Jack Foster tried to pull in an attempt to swim Lake Minnetonka while attending the Vets convention last summer. Sad to relate, they failed. However, they expect to be able to show the old timers what real swimming is by the time the next Convention is held, as understand they have both been practicing every day, even though at times it was necessary to break the ice in order to do so—Jim in the Pecantonica River and Jack Foster in a creek near his abode.

Mrs. Johanna Lorbetter, wife of Engineer George Lorbetter, passed away at her home in Milwaukee on March 17th. Funeral services were held March 20th. We extend our sympathy to the family and friends.

Understand John Bauer is a little absent minded at times and will bear watching. His wife took especial pains not long ago to put up a nice little lunch for him, just prior to his leaving for the office. It seems John had a little package of refuse tied up ready to burn, and by mistake got hold of the wrong parcel, burning up the nice little feed his wife had prepared.

Roundhouse Foreman Messer had better take more care when calling telephone 449 and know who he is talking to before making any rash promises, as a certain bank number in Beloit is very similar and might cause complications.

Mr. Fred Fairchilds, eldest son of Station Baggage man and Mrs. Fred Fairchilds, passed away at the Emergency Hospital Beloit on April 10th, after an illness of about ten days. Mr. Fairchilds was employed at the Fairbanks-Morse plant and had charge of foreign shipments. He is survived by his father and mother, three sisters and three brothers. Funeral services were held April 12th. We wish to extend our sympathy to the family and friends.

An eight pound daughter, Doris Marie, born to Mr. and Mrs. L. J. Lightfield on March 25th. Papa Dick and Grandpa Bauer both look pretty happy these days.

The last reports from Fireman John Hoch were that he is getting along fine and would soon be able to leave the hospital.

## Iowa Middle and West

Ruby Eckman

CONTRACTORS have been busy for several weeks grading for an extension of the double track west of Manilla. A two thousand foot extension will be built which will eliminate a lot of delay caused by east bound trains being into clear when they take water instead of blocking the single track as their cabooses would extend beyond the double track when they had the usual number of cars.

Virgil Majers who has been serving his time in the Perry round house as a machinist apprentice was married the fore part of March to Miss Leona Corneliison, of Perry. The ceremony took place in Cedar Rapids. Virgil had just made arrangements to go to house keeping when he was notified that he was to go to Milwaukee to complete his apprenticeship so is there for a few months.

G. Tornes, General Supervisor of Buildings was out on the Iowa division in March getting acquainted with the employes in his territory and making some inspection trips.

Dewey Gosch of the Perry round house force deserted the ranks of the bachelors and

on March 21st was married to Mildred Brelford of Perry. Dewey must have been planning on the affair for some time as he had already purchased a home and had it already for occupancy as soon as the wedding took place.

Ralph Judd who has been firing on the Iowa division for several years has completed all the necessary examinations for promotion to an engineer. All he is waiting for now is seniority enough to get himself a job.

There is a little club on the Iowa division composed of the head of the various departments at Perry. The men in looking about for an appropriate name, decided on calling themselves The Division Efficiency League. They meet every Sunday morning in the office of assistant superintendent Schmitz and talk over things of interest to the company from the standpoint of the various departments. The League has been the means of enabling the heads of the departments to work closer with one another resulting in greater harmony and more efficiency for the company. In line with the old saying that "all work and no play makes Jack a dull boy" they now and then have a little social evening when they invite their wives. In March the ladies planned a party for the men, Mrs. Vic Hansen and Mrs. John Kindig being in charge. The affair was started with a dinner at one of the Tea rooms in the city and closed with a party at the Women's club house, where they enjoyed an evening with cards and dancing.

Thomas L. Howlett, third trick operator at Coon Rapids suffered a stroke of paralysis while at work at his desk on March 29th. Train dispatcher Wright, called his station soon after the attack and realizing from the effort Mr. Howlett made to answer his call, that something was wrong, got in touch with the night policeman at Coon Rapids over the city telephone and had him go to the railroad office to investigate. Mr. Howlett was found in a dazed condition, unable to talk and in a short time he lapsed into a stupor from which he never rallied. He died March 31st. Burial was made in Dow City, Iowa. Mr. Howlett's son Loyal is an extra operator on the Iowa division. He was in Pennsylvania at the time his father was stricken but came home for the funeral.

Mrs. Wm. Cheek, wife of the foreman of the Perry steam derrick was in a Des Moines hospital during the latter part of March the fore part of April for an operation.

Mrs. Thos. Rellihan, wife of a Perry engineer was at Rochester, Minn. in March to consult the Mayos regarding a serious throat trouble she has had for some time.

Engineer Lloyd Leonard who has been part owner in the Perry Drug Co., for the last few years has sold his interest to his partner and will return to service as an engineer.

Conductor W. E. Rathman was called upon to mourn the death of his mother the latter part of March. She had been ill for some time and Mr. Rathman has been making frequent trips to see her. Funeral services were held at Greenfield, Iowa.

Jake Wagner first trick clerk and caller at the round house is no longer a bachelor. Jake succumbed to the wiles of the fair sex and on April 4th was united in marriage to Helen Strait of Perry. The ceremony was performed at the Christian Parsonage in Rockwell City, Jake's sister and her husband being the attendants.

Mrs. Verto Reichert and daughter were

down from Aberdeen in April to visit at the A. B. Cate home.

Operator D. J. Crowe of the Perry dispatcher's force was in Chicago to spend Easter with relatives.

There has been a change of operators at Manilla station made possible by the transfer of Ralph Wright to the Perry dispatcher's office. E. L. McGuire who was on second trick bid in the third trick and M. F. Kelley is on the trick which McGuire vacated.

M. P. Schmidt who has been car foreman and General Car foreman at Council Bluffs for a good many years has been seriously sick for several weeks.

Howard Finley, one of the reserve firemen while working with a circular saw outfit in a Perry lumber yard had the misfortune to lose a thumb and fore finger in an accident.

March 19th Operator Lyle Butler and wife welcomed a fine five pound daughter into their home. The baby is the first in the family and was given a royal welcome. Lyle works third trick at Ferguson.

A train order delivery staff was installed at Collins the middle of March for the purpose of handing up train orders, messages and clearances for west bound trains.

Engineer W. H. Young and wife returned home the middle of March from a six weeks trip to California. They saw many former friends and acquaintances and enjoyed every minute of their trip. At Santa Ana, California they made it a point to stop at one of Frank Jackson's ice cream booths, Frank was a former train dispatcher in the Perry office who is now making ice cream in Santa Ana and is one of the Perry boys making good. Associated with him is his brother-in-law George Natzel, son of Gus Natzel one of the veterans in the track department on the west division.

Mr. and Mrs. John Palmer of Perry are the parents of a ten and one half pound girl born to them on March 26th. John is employed by the Milwaukee in the Perry round house.

Mrs. J. H. Johns, wife of the road master on the middle division died at her home in Tama the latter part of March following an illness which had extended over quite a period of time. She had been in a hospital for an operation shortly before her death. Burial was made at Lucerne, Mo.

Wm. Neal, son of Conductor H. A. Boisen left the fore part of April for Seattle, Washington where he plans to spend some time.

Sheldon Majers a former caller for the Milwaukee who is now in the navy has recently been assigned to the crew of the U.S.S. Idaho. He is now on the west coast and will leave soon on a cruise to Honolulu.

## LaCrosse and Northern Division Items Eileen

Dere Ester:

Thank U for the pecans. We injoyd them very much. We're awful glad to welkum U bak with us onct more. Glad U liked Florida so much, but glader caus U lik to be bak with us.

Ur Felo Werkers.

Considerable excitement prevailed recently when a flash came over the LaCrosse Division train wire that A. Ford was towing 19 Chevrolets from Janesville to Brookfield for movement west on the La. Crosse Division. The fact that A. Ford was towing 19 Chevrolets marked a new epoch in the motor industry and everyone was wondering just what the possibilities of the new Ford really were.

We'll let you in on the deep secret that our investigation brought to light. A. Ford is one of the Madison Division conductors.

Miss Agnes Mattke quietly passed away at her home in Portage evening of March 26th. She has been employed in the Superintendent's office for the past ten years and for the past year and a half has been the Bill and Voucher clerk, which position she was holding when she suffered her fatal illness.

Switchman Wm. Simpkins was killed in the performance of his duties in LaCrosse Yard when he fell from the footboard of the switch engine at LaCrosse. W. A. Springer, former Yardmaster at LaCrosse and conductor on the LaCrosse Division, and now of Chicago, attended the funeral of Mr. Simpkins at LaCrosse and on his way home dropped into the Dispatcher's office to shake hands with his old friends.

Last Christmas while Art Carlson was in conversation with Santa Claus, ordering his yearly supply of various essentials, he stressed the importance of man power, exclaiming and declaiming upon the Fates that allowed him so few men for so much work and so earnestly did he plead that old Santa promised to take the matter up with the proper authority with a view of remedying the situation.

Time elapsed and only just recently who should walk in to Art's house very carefully and very solemnly, but old Doc Stork and when he left there was a brand new two fisted Roadmaster of about nine pounds. Art has not seen Santa Claus since and he wishes that, if any of you see old St. Nick, you would tell him that the newcomer is cutting his teeth on a spike maul and will, in a short time, be out telling the "gandy dancers" how to raise a low center.

Due to fluctuations in the prices of ore, the ore beds at Mayville on the Northern Division have closed down indefinitely. They have been in operation for the past 70 years and employed some 300 men, many of whom own their own homes in Mayville.

Dispatcher F. W. Pischke is back on the job after an absence of four weeks, due to illness.

A new electric plant was installed at Camp Douglas and put in service on March 14th replacing the old signal tower that saw many years of service. This facilitates the operation of our trains and is working fine.

Barney Larson, first trick Towerman at Grand Crossing, took a trip to Chicago to look over some new kinds of Railway appliances but more particularly to see if he could not find some kind of aerial for Grand Crossing that passing trains cannot knock down.

We understand Conductor Louis Weiland has already purchased his ticket for the opening Ball Game at the Cubs ball park in Chicago. Expect he'll be pretty busy telling us on the La Crosse Division how to double our profits by betting on the Worlds Series.

Passenger Conductor Ray Long is paying 50c a can for angleworms this spring anybody having any angleworms they would like to dispose of at some profit please ship them to his fish market at La Crosse.

Conductor Chas. Draves has resumed work after being off about two months with a broken ankle. Passenger Conductor Michael has resumed work after laying off for the winter.

Conductor Arthur Otto is now very efficiently managing the Tomah Switch job having given up the Viroqua Branch job.

Brakeman Louis Ditt, if it happens that you do not know it, is a staunch Waltonian

and frequently grows oratorical about the benefits derived from an Isaac Walton membership and dilates profusely about the good this association has done. He adds with a great deal of fervor that our wild life must be preserved at any cost. About a week ago, Louie was pursuing the calm and even tenor of his way, obeying the various requisites of his duties as head brakeman, when suddenly he saw on the right of way a large dog, and the incident happening on the Raymond hill, Ditt thought it only fair to drop off and shoo the dog off the right of way before harm came to it. It so happened, however, that appearances in this case were very misleading, and the dog turned out to be something else and Ditt ran around the train eight times before he could get on to the caboose. We are not just exactly clear as to what the animal was, but piecing it together as well as we can from Louie's description, it was a cross between an alligator and an elephant. The rest of the crew thought it was a wolf—your guess is as good as anybody's. Louie's ardor has cooled somewhat in the preservation of our wild life and as far as he is concerned he will be found in the caboose braking behind until further notice.

Little Miss Margery Pauquette, age 13, found a broken rail in one of our tracks about a mile west of Tomah and reported it so repairs were made immediately no doubt averting an accident, a letter was sent to her telling her how much the Railway Company appreciated her thoughtfulness.

O. H. Bernie, operator at Tomah, is also in line for special commendation having discovered something dragging on Train 65 March 3rd and arranging to have the train stopped at Tunnel City where it was found that a brake beam was dragging. Interest like this is what prevents accidents and makes railroading safe.

In the March 1928 issue of the Milwaukee Employes magazine, there was an article entitled "Railway Office Economy" which gave some valuable suggestions for the conservation of stationery and other things used in various offices on the railroad. In connection with the question of economy, I would like to tell you what one of our Operators—Mr. H. J. Bullock—at La Crosse has done in line with economy. From 1920 to 1922 he has a record of utilizing some fourteen thousand relay telegram blanks. This was accomplished in a most unusual way. He obtained some bankrupt papers discarded by a prominent lawyer—rather, these papers were rescued from an alley near his residence—as were also some posters. Some paper from flour lined cars was cut up and used for relay telegrams. In 1927 he obtained about four thousand blanks, which were used for making up the daily statement, from a defunct bank and in many cases he was able to place two and three relay telegrams on one blank. This is really practicing economy in the interest of the railroad.

Farnham, Hayes, Jungwirth, Alexander, Roecker, Van Epps, Stowers, Abell, Isberner, Elliott, Guhin and Stegman took part in the bowling tournament held at Madison on April 1st for the employes of the C. M. St. P. and P. Railroad Company. Donnie and Billy represented the Superintendent's office. Roecker and Van Epps now rest in third place in the doubles and Alexander's 621 in the singles should bring him a nice piece of change. Understand Lonnie did some very consistent bowling in the All Events hitting 1736: Billy says if he had used a left handed

ball he would have done better. Understand the tournament next year will probably be held at Minneapolis or Green Bay, but we are hoping we can hold one at Portage in the future.

## Kansas City Division Notes C. M. G.

SEVERAL of our Milwaukee employes have been vacationing in the sunny South during late winter and early Spring. Condr. F. E. Cox wrote of the 'interesting scenery' in Florida and Cuba. Condr. Mann attended the Madri Gras in New Orleans. We understand he made some real winnings betting on the horse races while in New Orleans. Engineer E. Rudolph was among the travelers touring the beautiful island of Cuba. Our friend 'Ed' spent his vacation with Francis Barnoske in Shreveport, Louisiana. Ed reports having had a wonderful time, although no details were given. He informs us that the Southern Belles, who are noted for their beauty, have nothing on our good looking Northern girls, especially the good looking school teachers of Iowa. Ed is stenographer to the Trainmaster and you may know him by the moustache he wears. This is his second attempt to make a man of himself.

Jack Pfeiffer machinist at West Yard, has been promoted to Roundhouse Foreman at Madison, S. D.

T. Farnsworth of Seattle, Washington was a recent visitor at the Ottumwa Junction. Mr. Farnsworth stopped off to see some of his Kansas City friends and acquaintances enroute from Kansas City to his home in Seattle. Some years ago Mr. Farnsworth was an employe on the Kansas City Division and is still in the service of the Milwaukee Railroad. Mr. and Mrs. Farnsworth have at numerous times extended their hospitality to Kansas City Division friends who were visitors in their city.

Dispatcher Jno. Sanford was off duty for several days to attend the funeral of his sister, Mrs. J. J. Johns of Tama, Iowa. Mr. Johns is Roadmaster on the Milwaukee Railroad at that point.

Effective April 2nd L. H. Wilson was appointed Chief Dispatcher on the Kansas City Division. M. L. Fromm was promoted to dispatcher, working second trick on the Middle and West Sub-division. Operator L. Callaway is working the first trick in the dispatcher's office, N. R. McCulloch is working second trick and V. H. Campbell is on duty the third trick.

Section Foreman Charles Carman, Harris, was off during the winter months and on April 1st resumed his work.

Earnest Thompson, Section Foreman at Blakesburg, is going out on the ballasting gang about April 10th., Harry Peterson relieving him as section foreman. Mr. Thompson will remain on the ballasting gang until November 1st. Also G. B. McLallen at Laredo, who has been on a leave of absence during the winter, again took up his duties on April 1st.

Operator Martha Brown went overland to Chicago in her Nash car during the latter part of March. She was accompanied by her two sisters and her nephew. They spent a week in Chicago.

Dispatcher H. G. Barnard was recently called to Kansas City on account of the death of his brother, a resident of that city.

Agent E. Ferguson, Muscatine, attended a rate hearing at Des Moines on March 8th. Mildred Kissinger and Jerry Long recently

spent the week-end in Chicago, visiting with Marguerite Kissinger at the Three Arts Club. Mrs. W. C. Hensen died at the Ottumwa Hospital on Monday April 9th., where she had been confined for four weeks. Mrs. Hensen is the mother of Harold Hensen, stenographer to the Chief Clerk, Superintendent's office. We all wish to express our sympathy to Harold in the loss of his mother.

## Ottumwa Freight House News

J. W. Calvert, our genial agent, acted as toastmaster at the K of P's big banquet held during the past week and handled the situation in his usual efficient manner.

Jay Farrell, our only OS&D Clerk has returned to work after spending the week with Old Man Flu. Jay said there is nothing to it only aches and aches.

Jay Mills, Cashier was off for a few days account of sickness and the question is, did he have the neuritis or too much banquet? The 'eyes' have it.

## Aromas From the Cereal City Ray

YD Condr. M. H. Munsell and wife spent several days recently visiting friends at Decorah.

Lee Winfrey is back on the job as Yard Section Foreman. Lee has been doing Extra Gang and relief work for several months.

There's somethin' wrong somewhere—The opening day for the baseball season is nearly here said Bill Dunson, but I do not believe I will see the game.

Rumors are being heard of a Milwaukee baseball team being organized. Anyone desirous of displaying their ability should apply to Geo. McNabb at the Yards or Marvin Nickell at the Round House.

Springtime myth: Herb Klersey nor Fred Fink will not do any camping or fishing this year.

## Motoring on the Milwaukee Up and down hill on the Rocky Mountain Division

Nora B. Decco

AM afraid the RM division will be short of its report of what did and did not happen this time as owing to the serious illness of my father I was called away twice and gone about a week each time, so missed a lot of things, among them the visit to our Women's Club of Mrs. Carpenter Kendall and Miss Lindskog, which I was very sorry to miss indeed as they spent a day here looking things over and every one reports a fine time 'was had by all'. Well better luck next time.

We regret to write of the death of Galen of Mrs. John Haugan wife of traveling car repairer John Haugan, on April 9th. Mrs. Haugan had been ill for some time and had been at Galen for several months in the hope that her health would improve, but she passed away after everything had been done that could be done for her. She leaves behind to mourn her besides Mr. Haugan two daughters and a small son. The entire division offer Mr. Haugan and his family their deepest sympathy in this loss.

The small son of Mr. and Mrs. Spector of Harlowton also died the 9th of April, the little fellow had been sick for some time but his death was unexpected and we offer our sympathy to the bereaved parents.

Mrs. Jorgenson wife of Engr. Jorgenson has gone to Denmark for a trip which will probably last all summer. She expects to

# Electric



# Castings

## Steel

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visit with Harold in New Jersey before sailing.

Walking down Park street over in Butte last month saw a big crowd mostly beautiful young ladies before a window. When we could get close enough to see inside, there was Warren Dixons photograph in all his glory! Well I'll say so, further on another crowd, same intense interest, same photograph.

Later on another street another crowd, another photograph, don't know if that was all the photographers in Butte or not, but he certainly makes a handsome movie hero, doesn't he? Over in Bozeman now about the best looking thing we saw in the whole town was a beautiful picture of Miss Martha Flynn in a photographers window.

Understand Miss Syble Hobart over in Deer Lodge had a birthday the other day, kind of mean tho to put so many candles on the cake when they didn't need half that many wasn't it?

Engr. Shaddock has been released from the hospital here where he has been for a short time, undergoing an operation for cancer of the lip. He is much improved and able to be out again.

Mr. and Mrs. E. H. Mundt have returned to Deer Lodge after a few days here where Mr. Mundt was operated again for his arm. He is doing fine now and says he feels better than ever.

Mr. and Mrs. Harry Buyers have returned from Billings where they were called on account of the death of a brother of Mr. Buyers, who died at Forsyth April 5th, we offer our sympathy to Mr. Buyers in this loss.

James Hamilton son of fireman Hamilton has returned home from California where he has been for some time, he will remain here this summer.

Mr. and Mrs. Heier who have been in California for a few weeks have returned home and seem glad to get back again.

### Dubuque Division

E. L. S.

**S**YMPATHY is extended to B & B foreman Wm. Reilly and family, whose wife died latter part of March. Also to Extra Gang Foreman Thomas O'Rourke on account of the death of his wife which occurred in March.

We are glad to learn that B & B Foreman Martin Galvin is recovering from his recent illness and hope to see him about his work soon.

Born to Mr. and Mrs. Wm. Nelson, April 6th, twins—a boy and a girl. Congratulations! This is the best news we have had for the columns of this magazine for a long, long time.

Chief Clerk Kinney and the male force in the Superintendent's office went a-house-cleaning in the attic March 21st and 22nd. All had new jumpers and overalls for the occasion, and made quite an improvement in the general appearance of the attic. When the Carpenters finish the work on the shelves, and C.E.K. and force conclude the clean-up, no doubt our record room will rival any there is. Here's hoping!

Chief Carpenter Farley, also in line with house-cleaning, was busy with his forces during March in making a clean-up of old bridge timbers and scrap material on the R. W.

Conductor L. E. Dunham hereby wishes to thank the donor of the bar of soap which he received some time ago. That's what you told me, wasn't it, J. J. D.?

We missed Marie at the Superintendent's office, who was absent for several weeks on account of sickness latter part of March and first of April.

It is expected that the bridge painting on the Dubuque Division this year will be taken care of by contract.

Brakeman Sam Hess has given up the run on 30 and 9 between Marquette and Davenport, and is running baggage job on No. 4 and No. 3 with Conductor Merwin between LaCrosse and Savanna. George Mehsling is now on 30 and 9 in Hess' place.

We wish every success to John Zuber, Train Baggage man, who effective April 1st took leave of absence, to enter the farming business temporarily at Shiocton, Wis.

Section Foreman E. Smith, Sec. 42, has taken 6 months leave of absence, and V. E. Ames, formerly Section Foreman of Sec. 43 is at Bernard filling the vacancy left by Smith. Section 43 is on bulletin, and Mike Meyer is filling this position temporarily until appointment is made.

Mr. Toussaint has returned to work as Section Foreman on Sec. 52, West Union, after having been on leave of absence during the winter months.

Would be glad to receive some news from M.J.B. at McGregor pertaining to happenings on Roadmaster Swanson's territory. Don't you think you could scrape up a few items each month?

Wm. Teague has returned to Dubuque after being in a hospital at Chicago for some time. He has not yet been able to resume work on his position as 2nd Trick Operator at Gordons Ferry.

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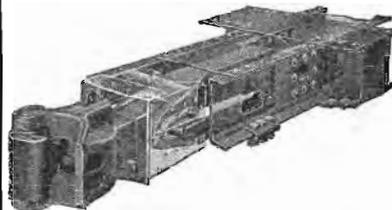
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Mrs. E. E. Duff, 3rd Trick Opr. at Gordons Ferry has been at Clayton for the past month assisting in taking care of her mother who has been very ill since the 1st of March. Her position is being temporarily filled by Opr. H. E. Parsons of Milwaukee.

Agent T. M. Hogan of McGregor was off duty from March 29th to April 6th account death of his father-in-law at Dubuque, and also on account of personal business. Operator N. A. Irons relieved him.

Agent W. H. Wyse of Waukon Jct. has been away from duty since March 19th due to poor health. Relief Agent P. A. Gram, borrowed from Illinois Division, is taking care of the position during Wyse's absence.

We are very much interested in the item from the Illinois Division in the April issue of the magazine about the blonde widow V. W. McCurdy is interested in.

Assistant Chief Dispatcher Buswell from the Illinois Divn. called at Dubuque Dispatcher's office Thursday, April 5th. The boys were all glad to see that he still retains his good looks.

## Des Moines Division Items

### *Frenchy*

**M**R. W. H. Ferguson, formerly brakeman with this company and who has been operating a barber shop in Des Moines, has sold his shop and bought one at Nemaha. Mr. Ferguson is the son of agent G. S. Ferguson, Nemaha.

Dispatcher "OLE" Olson attended the National Bowling Tournament in Kansas City during April.

A pot-luck luncheon was given by the girl employes in the Union Station on the evening of April 9th. After a delicious meal of most everything that is good to eat, music and bridge were enjoyed by those present. We are all hoping that this sort of thing will be repeated some time in the near future.

General Superintendent Lollis payed the Des Moines Division a flying visit early in April on his way through Des Moines.

Miss Jean Dallas returned March 20th from a leave of absence spent with her family and other friends in Calif. She reports a fine time and is quoting California at each opportunity now. Guess she stayed long enough to become a true Californian in every sense of the word, and a loyal booster for that country.

Traveling Accountant, Mr. C. V. Hammer, paid the Des Moines Division a visit recently. While here he was entrusted with a present from one of the young ladies, for Mr. Ray McGovern which she thinks will be very much appreciated by him.

Miss Lotta Davis of Mr. Warren's office, who was off duty account illness, has returned to work and seems to be very much improved in health. Her many friends are glad to see her back.

A certain young lady in the Superintendent's office is receiving numerous letters and boxes of candy these days. Think this case will bear investigation.

Agent Watts at Clive is taking a vacation and is being relieved by P. L. Calhoun.

Agent C. J. Zehr was off recently account of illness and was relieved by P. L. Calhoun. Glad to know he is able to be back on the job at this time.

Conductor W. W. Kelly has moved his family to Spencer, having taken the run on 97 and 98.

Mrs. M. C. Corbett and small son Billy are visiting at Faribault, Minn.

## Twin City Terminals

### *Mac*

**W**E are pleased to report at this writing that Mr. J. P. Fahey Agent Twin City Transfer is convalescing at his home after an operation at the Northwestern Hospital.

Hazel Mc Mahon, Elliott Fisher operator Local Freight office, is ill at her home with diphtheria. We hope to see her back soon fully recovered.

Josephine Payette is helping out on the Expense Desk for a few weeks.

Two plays were given last month at the meeting of the Railroad Women's Club. Everyone did splendidly in their part and an appreciative audience was noticeable.

Gene Bowman of the St. Paul City Ticket office admired the new Minnesota Theatre from an Artistic view point accompanied by one of the fair sex who we understand explains the fine points from an Artists conception. He announced his intention to purchase a 1928 model auto and notified the gang he was in the market for anything from a Ford to a Packard or Rolls Royce. We understand he has purchased a Pontiac. Well you know the saying "in spring a young man's fancy etc." this applies to the old ones too.

Miss Mae McCohen Telephone operator St. Paul office is on a two weeks vacation she traveled on the "Pioneer Limited" to Chicago and will visit other Eastern points. We hope she doesn't trifle with any young man's affections while away for we want her back again.

## Sparks from the East End of the Electrification

### *Adolph C. Knudson*

**S**OME people are born with a silver spoon in their mouths—most of us are not that fortunate—but still some are born lucky. Our Carforeman, Ed. Haugan, must have been born with a four leaf clover, horse shoe or rabbits foot in his mouth 'cause he is awful lucky. And the time he is most lucky is on his birthday, when his friends chip together and buy him a new Underwood Portable typewriter like they did March 5th. They called on him in a bunch, just like bananas, that evening and made a regular party of it.

Mrs. Catherine Middleton, Dale's mother, has sold her property on Mill Hill and purchased the King residence in the Tucker addition. The family are nicely settled in their new home.

Engineer and Mrs. E. A. Patterson, are again making their home at Harlowton after having spent some time at Miles City.

Mrs. Harry Green returned the latter part of March from an extended visit with relatives in North Dakota.

Mrs. Joseph Blackear and daughter Lena were Butte visitors during March, Miss Lena receiving medical attention for infection, the result of a dog bite.

Note to our readers: Tom Richey has some new dope on "Spike," who is none other than our Machinist Inspector—we dare not print his name—but I do not know at this writing just what it is, so, will try to have it for this column next month.

Mrs. Roy Harrington and son Billy spent the Easter week end with relatives at Boze-man.

Musselshell Fireman, Ernest Stein, after spending a month visiting relatives at Minneapolis, is again shoveling black diamonds for a living.

The H. C. M. R. W. C., meaning Harlowton Chapter, Milwaukee Railroad Women's Club, is a live bunch. Furthermore, we'll tell that to the world and prove it, too. After telling us mere men for months and months, and then more times than that, that if their club house was larger they would have us into some of their social doings; they staged a card party at I. O. O. F., hall the evening of March 24. Five hundred and dancing and E A T S were the diversions of the evening. If he had the 35 cents admission, the male of the species could attend.

Heading the list of prizes was a five dollar gold piece, raffled at 10 cents a chance, won by Evelyn Middleton. Mrs. Wagoner marched off with the Ladies first prize, with Mrs. Norton coming in second best. John Wigfield won the mens first prize and Wesley Williams—not Harvey—altho he had considerable competition, managed to capture the booby honors.

Harlowton friends of Agent and Mrs. George Rediski, of Slayton, noted with interest the snap-shot of their twins, Paul and Pauline, appearing in the March number.

Miss Cora Hamel, who has made her home with her sister Mrs. Earl Burrows while attending high school here, was united in marriage to Earl Amdor March 11. The groom is an employe of, the best of all roads, the Milwaukee. The Harlow rails wish the happy couple much happiness and success through life.

Mrs. Dale Middleton, of the freight office, has been the guest of honor at several showers recently. One of the finest being that given by Harlow chapter, M. W. C., at a special meeting held March 19th.

Agent, George Rediski, Slayton, and brother Otto, Ryegate businessman, were Harlowton visitors the fore part of March.

Girls, Ole Osmundson is still single.

## Musselshell Minutes

### *By Helen Kirwan*

**L**O Folks! Here I am again with the return of spring. You know the little 'red-heads' always return—sort of come-back as it were. However, I can't lay the blame or credit or whatever it may be, of this writing urge at the feet of Lady Spring. Lady Kendall, herself, came along last week—and well, even if you folks don't understand me, "Way down in Kansas" will read about this and say "Me too." She literally 'spanked' her correspondents all along the line wherever they needed it. I came in for my share.

Then, when a feller the size of our friend H. E. Riccius wags his finger at you and says: "You're loafing, where are the Musselshell Minutes?" Why, something just has to happen that's all. I'm sort of between the—ah, well, er, the—I mean two fires, so to speak.

I want to thank the shop folks for the news items. Wheel you saved my life that time. Do it again and see if I care.

Mr. O. C. Juvik, B&B foreman, came in the office this week. He is out of the hospital, has been to the coast recuperating and is about ready to return to work after a very serious operation for goitre. Looking fine, too.

V. J. Peterson, commonly known as "Pete", donned his seven-league boots and made eight the first step he took on the East subdivision as the new acting-roadmaster while A. H. Olson is out on the West end showing those folks how the Musselshell boys lay steel. We thot of ordering one of those ten-gallon hats for Pete, you know the kind, like H. E.

Riccus wore during the Rotary Convention. However, he has lost his school girl complexion and I don't believe his head-size is far enough above normal to warrant it.

Yes, and that reminds us, our Master Mechanic, H. E. Riccius, took in this said Rotary Convention held in Miles City recently. Being a new member there were many things of interest to see and special duties to perform—so, H. E. R. fits himself up in true Western style—the glass of cowboy fashion and the mould of Montana form—tugged out fit to kill in one of these "Tom Mix" hats which nearly caused a riot. There were a number of wise remarks passed in the crowd about whom he resembled most and no little debate took place. Some said he looked like a twin brother to Tom himself, while others insisted he looked more like Jesse James, but it appears that the little girl sitting in a car watching the parade came nearest the mark when she cried out: "Oh, Mother, look quick, here comes Babe Ruth."

Ole Evinson, Ed Lennon, A. Geelhart, Frank Yokahama and Tom Flynn were down from the West end recently taking their exams and looking over the old town at the same time.

Mr. "Pleasant" Strickland, now of Spokane, was here for a short time, due to the illness of our Claim Agent, Mr. Bingham. We were all mighty glad to see our old friend "Strick" again and pause to remark that if he is ever in any other mood than his name implies, we wouldn't believe it, that's all. Same old million dollar smile.

Mr. E. Howell has paid us several short visits this spring. If only he wouldn't remind us that our weather here is terrible and the country in general et cetera, et cetera, and why don't we go out to God's country to live. He did own, however, that it actually did pour down rain out there one day last week.

Glad to report that Mr. Bingham is back on the job and seems much improved in health after his sojourn in the Holy Rosary Hospital here where he underwent an operation a few weeks ago.

Mr. Tom Corbett returned from Tacoma recently to move his family out to the coast. It has been such a long time since we were in print that we didn't mention Tom being promoted to the position of Chief Dispatcher at Tacoma and Roy Dowd in the same capacity to Sioux City, Iowa. Their friends were mighty glad to hear of their promotion, but we do hate to see the good fellows leave our division. Roy and Tom and their ladies left a lot of good friends here who wish them well.

Mr. G. M. Hayden, formerly of Tacoma, is the new dispatcher here.

Understand Roadmaster Ed Mattheisen from Three Forks was in Forsyth recently. We that we heard your voice Mr. Ed, but it must have been long distance. Do they let you holler as loud as you want to out there in 'them hills'?

Felix Wagner is back at work after a two week's lay-off doctoring up the rheumatism.

Mrs. Pearl Huff is back at her desk again after undergoing an operation on March 8th at the Holy Rosary Hospital. She says: "Never again." Pearl can't figure out why she is so weak. It takes time to get back the old 'pep' Pearl. Suggest you try staying up late nights, taking in a few dances and fast car rides to restore your wim, wigor and vitality.

Mr. J. S. Griffith spent a few days in Miles City in connection with his official duties.

R. C. Hempstead and J. A. Anderson stopped over in Miles City recently and in-

spected our shops. They are gathering data for comparative figures on costs and shop practice with other roads. It seemed like old times to meet them again. The boys from Lines East are always welcome. Come again, fellows!

E. W. Young, Mechanical Assistant from Dubuque Shops spent a few days here recently attending to business in connection with his official position. We are always glad to see Ed.

It is a common sight these frosty mornings to see D. B. Rivers herding his tractors out on the grass. He has all the appearance of our old friend Simon Legree of Uncle Tom's Cabin fame, and some of the officials have so dubbed him. They say this said District Storekeeper is so wrapped up in his tractor operation that he even dreams of them at night (you can blame it on the tractors if you want to.) It seems the other night he dreamed he was called to the phone and the party on the other end told DBR that all his tractors had broken out and were raising hell in general around the plant (I hope that word don't burn a hole in the paper.) Dave thereupon donned his slippers, not stopping to dress and ran down Montana Ave. at top speed. The early-morning-risers saw him coming and figured there was a fire, or that he was 'walking' in his sleep. However, when he turned toward the coal dock they felt sure something serious was up. When he arrived at the tractor garage he found them all out, he started for the scrap dock and just as he rounded the corner at the Car Dept. the Red Devil Fordson ran over him and along came the Lift Truck, picked him up and took him to the scrap dock and dumped him in one of the bins. Then the Tractor Crane, with the magnet, picked him up and took him home. In the morning he awaked, so stiff and sore he could scarcely get out of bed. End of Part 1.

Two extra gangs on the Musselshell Division this month. Frank Angelo is foreman of No. 1 and Tory Fremo of No. 2. These gangs are applying anchors and installing switches.

Mr. and Mrs. Chas. Boeckman have returned from California where they spent some little time this winter.

Mr. Fred Curtis, engineer at Kinsey Pit, spent an extended vacation along the Eastern coast, visiting friends and relatives in Boston, Albany and New York. He reports a fine trip.

A number of changes in the personnel of Division Engineer Swane's office since V. J. P. became roadmaster. Mr. H. L. Pitner is the new office engineer, being relieved of his duties as instrument man by Mr. Wm. Byrne from the Seattle office.

There has been a great deal of speculation about the dark cloud which appeared on the upper lip of the chief clerk in Mr. Bowen's office of late. Some suggest that he may have been cleaning the stove pipes at home this spring, others believe it is a part of his spring garden transplanted while there are some farsighted individuals who go so far as to vouch the opinion that he is thinking of raising a moustache and he may be trying the potash fertilizer idea. However, Chauncey, its something to look forward to and you'll always have something coming.

### River Division

Margaret Maher

**T**HE best angle from which to approach any problem is the Tri-angle.

It is with regret that the sad news of the death of Mr. George Parkhurst, Veteran Con-

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ductor on the Division was received. Mr. Parkhurst, one of the oldest conductors on the Division, had been in failing health for the past few years. The funeral was held from the home of his daughter at Minneapolis April 12th. Sympathy is extended to the family.

Fireman John Anderson of the I & M Division has been having considerable experience with horses and cows on the Wabasha Division. Mr. Anderson seems to have a special talent for teaching the horses stunts on the rails. If you get stuck for ideas call on Mr. Davey whose ingenious mind never fails him.

Federal Inspector Mr. Ernst called at points on the Division the past month. The vast supply of knowledge and genial way of Mr. Ernst always makes him a welcome caller.

Mr. John Fleming, Roundhouse Foreman at Wabasha, spent Easter Sunday with his daughter, Mrs. Bernice Cant, at Minneapolis. It takes a holiday or some such occasion as Easter to induce Mr. Fleming to visit his relatives for a few minutes.

District Boiler Inspector, Mr. H. J. Wandberg, completed the large task of testing all the boilers located on the Division. Mr. Wandberg wanted to complete the work so he wouldn't be around Wabasha on the First of April. Don't mind little things like that, Mr. Wandberg.

William Trabert formerly from Wabasha but now located at Milwaukee and an employee spent a few days vacation at Easter time with relatives and friends. Nice to come back to the old town but glad that you recovered quickly from the "shock".

Mr. William Tritchler, Chief Carpenter with headquarters at Mason City, Iowa, spent Easter Sunday with his family at Wabasha.

Engineer Mr. John Garin passed away at his home in Minneapolis the latter part of March. Mr. Garin's death was most untimely and he leaves to mourn his sad loss a wife and four children who have the sympathy of everyone on the Division.

Mr. W. T. McNamara of Milwaukee has been appointed Roadmaster on the Chippewa Valley and Wabasha Divisions. Mr. McNamara possessing steadiness and consistency which are so essential to the supervisory force no doubt, will meet with success in his new field. He has gained very favorable and meritorious comment as an official during his short regime at Wabasha.

The death of Mrs. John Ostrum came as a distinct shock to her many friends at Wabasha and Reads Landing. Mrs. Ostrum had suffered a stroke about ten days prior to her death and was unable to rally.

Mrs. Ostrum was born in Sweden and emigrated to this country in 1886. She was married to John Ostrum in Minneapolis in 1891. Mr. Ostrum has always been with the company and is very prominent in railroad circles and to him the sympathy of everyone is extended for his loss is very keen.

## At the Cross Roads of the World

Roberta Bair

THE following article recently appeared in a Linton Indiana daily newspaper which will be of interest to many of our employees—

### First Train on Walsh Railroad into Linton Came on April 1, 1900

"The first train to be run over the "Walsh" railroad, then the Southern Indiana, now the Chicago, Milwaukee, St. Paul and Pacific Railroad, which reached Linton was on Sun-

day April 1, 1900—or twenty-eight years ago Sunday April 1st.

"Many Lintonians will remember the arrival of that train, which, peculiarly enough, was pulled by engine No. 13. It came in from Bedford and carried officials of the road, including John R. Walsh himself.

"According to J. M. Humphreys, Mr. Walsh got off the train and asked the crowd, which was there to greet the first train, where he could find a livery rig. Jackson Bros. furnished him a rig and drove him to Terre Haute."

Mrs. R. S. Bentley, wife of our Signal Supervisor, will leave May 10th for a 3 months trip abroad. Mrs. Bentley will visit her father in Switzerland, friends in Germany and will spend one week in Paris. Our best wishes go with Mrs. Bentley for a safe voyage and a pleasant visit with relatives and friends.

Did you ever hear of a man changing his mind? We thought that right was reserved for women, but we know a man who did. Fireman John McLaughlin first said he wanted his name in the magazine and when told that there was nothing to prevent it, he turned right around and said that he didn't. Now, what do you think of that? And let me tell you something else about Mr. McLaughlin. He said that he didn't like to ride on a train because he didn't like smoke. Now can you imagine a fireman saying that? At any rate, Mr. McLaughlin is going to ride the trains in June when he goes to Los Angeles, California to attend the National Convention of Locomotive Firemen. Mr. McLaughlin is Local Chairman of B. of L. F. & E.

The stork paid a visit to the home of Mr. and Mrs. Patrick Bailey March 26th leaving them a fine baby girl, Helen Louise. Mr. Bailey is operator in the Chief Train Dispatcher's office Terre Haute.

Mrs. Joe Dede, who recently submitted to an operation at St. Anthony's hospital Terre Haute, is reported to be getting along nicely.

### Terre Haute Freight Station

The Terre Haute Freight Station sign has been repainted and made to read "C. M. St. P. & P. R. R." and placed on top of the Freight Station.

Wonder if it is true about Sam Whitaker being jealous of Jim Knuckey's singing.

Earl Lehman is back on the job to straighten us out again. Andy didn't like the job anyway and just ask him now if he wants a new kind of oil for the billing machine, or a new electrical device.

"The Spirit of Chicago" paid us a visit in the person of Mr. M. K. Darnell, Demurrage Inspector. Nice person to have around but how about the "pineapples" in Chicago, Mr. Darnell?

Bill Nad and Sam Dilks contemplate purchasing new Whippets the 25th. They extend their thanks for the clerk's raise for Whippets still use gas and oil. Girls are expensive too.

Mr. Arnett is taking care of Harry Strausberg's desk while he is on his vacation. Strausie is putting out strawberries on his farm and giving Mr. Faris advice how to put out onions and other garden vegetables.

Chas. Toon warned the boys not to leave their shoes out on the back porch. He just lost a pair recently.

Our Chief Clerk, Mr. Brown, is trying to sell his present home so he can move out in the country. Perhaps then he will purchase an airplane so as to avoid the rush when coming to work. But where will he park?

## West Clinton

We want to express our sincere thanks to Mr. Curtis Grounds of the Twin States Coal Company for his gift of candy and cigars the last of March. It was a real gift and we will never forget his generosity. Mr. Grounds is leaving us for awhile and will attend the convention at Houston before returning home. That is alright Curt but we are afraid it will make a democrat out of you.

Cecil Lewis deserves mention for his fire fighting ability. During the latter part of March he saw an engine on fire and lost no time in rushing in and extinguishing the flames. This kind of work is appreciated.

George Lundwall turned down an automobile ride to Terre Haute owing to the fact that he would rather ride the Red Ball.

Charles Rollings is able to be up after a serious illness and we hope he will be able to work before long.

Brakeman Charles Lindsay had a serious injury to his knee last month but we are glad he is now able to be out, and wish him luck with his new gas station, which he has opened between Terre Haute and Clinton.

Joe Wright, the West Clinton talking machine, had an attack of the flu last month and we thought for awhile that we would have to get a new needle, but he finally took enough bromo quinine to cure a horse and he stayed on the job. We need more loyal men like you, Joe.

Conductor Herman Kutch will be the next Sheriff of our fair county. H. J. can hardly wait until it is over.

Storekeeper W. C. Glass says he is going to Terre Haute and tell them how to load and bill company material. Look out Terre Haute bunch.

As this is campaign year Silky and Lehman are preparing a debate entitled—

"Why is a democrat?"

February was a fairly good month for business and we all kept very busy running as high as twelve trains some days. Agent M. H. McCandless and Train Master J. H. McDonall were on the job constantly and Mr. Elder Superintendent, was here part of the time. The four horsemen in the yard master's office were Guy Kelley, G. F. Lundwall, O. L. Clawson and E. B. Braden with R.W. Males helping out.

## Squeaks from the C & M Division

By H. E. W.

BRAKEMAN Rex Miller has been laid up for some time with a severe case of quincy. Hurry and get back on the job Rex. Sandy and Willie Bungalow are up against it without you.

Guess that Mrs. Smith and Mrs. Furman got their heads together and put the boys out as "Sam 'n' Henry" are down at Rondout doing their stuff.

Conductor Pluck and his gang are back on the work train again this Spring.

Condr. Scotty Nicholson was performing on the second Rondout switch job until displaced by Condr. Trantor. Scotty claims he is Scotch but was born in this country to save the fare over.

Everybody is pleased to see our old friend Brakeman Adolph Moe back on the job after being laid up for about a year and a half.

Brakeman James Yanda has been released from Washington Blvd. Hospital and has gone to his home in Iowa.

We ought to see some new Conductors on the division pretty soon. Have quite a few brakemen who have been here over five years.

Engineer Murphy hung up a record for the boys to shoot at. He left Western Ave. on No. 65 April 3rd at 11 P.M. and after making the usual set out at Sturtevant arrived at Burnham Bridge at 2:30 A.M.

Condr. Kolb has laid his uniform aside for a while and is back on the Galewood-Rondout patrol run.

Engineer "Skippy" Harper says he believes in an eight hour day. Eight hours straight time and eight hours overtime. The boys are going to take it up with the Office and see if he can work the last eight hours first.

Condr. E. J. Moran is the Captain on the third Rondout switch job. John is making a drive on the C & M Division to line up all the boys in the O. R. C. Come on in fellows let's make it a 100% division. Don't let the other fellow pay for your benefits.

Condr. "Tiny" Drews says he lost four pounds. At present there are eight men out looking for it.

Has anybody seen Louie Jensen out racing his new Ford?

Condr. O. P. Taintor and wife have returned home after spending the winter in California.

### General Office—Chicago Vila

THE General Freight Department wish to extend their heartiest congratulations and best wishes for further success to Mr. M. F. Edbrooke, formerly Chief Clerk to Mr. E. B. Finegan, Freight Traffic Manager; who has been promoted to Assistant General Freight Agent. Also to Mr. J. T. McSweeney, formerly Chief Clerk to Mr. O. T. Cull, General Freight Agent and promoted to Chief Clerk to Mr. E. B. Finegan, Freight Traffic Manager; to Mr. G. M. Ryan, formerly Chief Clerk to Mr. G. W. Myers, Assistant General Freight Agent and promoted to Chief Clerk to Mr. O. T. Cull, General Freight Agent; and to Mr. C. F. Lingerfelder, formerly Clerk in the General Freight Department who has been promoted to Chief Clerk to Mr. G. W. Myers, Assistant General Freight Agent. We are all with you and are hoping for a 100% performance.

Our congratulations are herein extended to Mr. and Mrs. Richard Hayes whose marriage occurred the latter part of March.

We are glad to see the smiling face of Ray Thayer again after several days illness. Ray had a touch of the flu but is looking a good deal better now.

The recent raise in salary for clerks was a Happy Easter greeting, especially to a good many in the Union Station building. We can look forward to a large number of June brides now!

Baseball is not receiving the attention from a good many that it deserves. However, the weather is to blame and as soon as it warms up so that a person can sit in the bleachers in comfort a good many absentees on Wednesdays and Fridays (Ladies day) will be in order.

"Pd walk a mile for any kind of a cigarette" is the slogan of Frank Wilson, that slow, easy-going fellow with taking ways from room 848. Yes, he carries his own matches, sometimes!

Joe Kane is getting wide experience to put him in line for promotion by filling in as chief file and time clerk, stenographer, etc., along with his many other duties in the General Superintendent's office. If he gets in on the increase watch his stuff.

Will see you at the Ball at the New Stevens

Grand Ball Room, Friday evening, April 27th. And HOW!

Some of the boys from the seventh floor are in training to become freight and passenger solicitors for the Milwaukee Road. The punch boards (half the chances free and a swell pea green pen and pencil to the fortunate one) giving them their start as salesmen.

### Passenger Department "Rubber Neck Wagon"

Politician Bill Wallace; Myles & Kennedy, the Gallatin Gateway twins; Cross-word puzzle Harper (by the way Rod took a vacation and went all the way to Kansas City); Cogdell and his convoys; Bob Johnston, Director of the Gala production, "Varieties"; all the Parker pens and pencils Kennedy has accumulated; George Gloss's new Ford Coupe (ordered but not yet delivered); the pawn shop appearance on the door of Room 700; the daily parade of the 12 o'clock lunchers around the main waiting room of the depot (watch for them—they never miss); Adolph from the Advertising department with his newspaper clippings; the good looking stenographer in room 708; Bob Johnston making drawings on GALLATIN GATEWAY circulars; Jean and the April Shower Frolic of the Milwaukee Road Athletic Club; George Neuendorf—one reason why gentlemen prefer blondes; Myles and the Gallatin Gateway Gazette (different from the Police Gazette) Kennedy negotiating for rods and reels to use in his spare time next summer catching Montana trout.

On March 31st, L. Cecil Davis, the fashion creator of J. L. Brown's office severed his connections with the Company. From all indications Violet Gallagher, Dora Hallwachs, Marge Petersen and Laura Franzen will sing the Au Revoir Blues for some time. Judging from the excitement in the office and also the Main waiting-room Saturday afternoon you would think they were bidding farewell to Lindy.

### Tacoma Shop News "Andy"

GEORGE Felzer, Division Storekeeper at Tacoma has joined the ever increasing ranks of Sunday drivers—having purchased a standard six Buick sedan. George is very proud of his car and rightfully so for it sure is a swell outfit.

Al Hazard of the Store Department force, has bought for his exclusive use a horseless carriage of the Chevrolet variety—and it's a coop—maybe he figures on drumming up a little competition for some of these young shicks in the chicken business.

Mr. G. W. Taylor is out just exactly one box of very choice havanas, and Al Pentecost is ahead just exactly the same amount of the same brand of rope. This was all due to a slight miscalculation, so to speak, on the part of Mr. Taylor, in the matter of politics. You know Mr. Taylor had it all figured out that Mrs. Landes would win the mayoralty contest in Seattle, and it proved out to be just another case of where the woman lost and the man pays.

On April 3rd of this year Mr. Harvey Lewis Snyder, Chief Clerk to Division Master Mechanic, J. A. Wright, passed the 25th year mile post of his railroad career in the service of the Milwaukee, and he is now rated amongst the "Vets" (please note that the first letter of that word is "V" and not "W"). Harvey commenced toiling for the Milwaukee, away back in the early days, when runners or callers, were the only means of communication between the roundhouse and the engine-

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men, and he was one of the callers, in the roundhouse at Green Bay, under roundhouse Foreman E. Z. Harmanzader, and Master Mechanic N. S. Kimball. From then he has served in various capacities and when the line was extended to the Coast, he migrated to Montana—at Miles City and Deer Lodge he put in time, and thence to Tacoma where he is now located.

Charles Reynolds, of late has been a perfect picture of despair, his eyes are red and blood-shot from evident rubbing, and they reflect a sort of a faraway expression (about 2000 miles away) and denoting some great sorrow, or calamity, or loneliness, or vot you got, he is even trying to raise a moustache, for hours he will gaze out at the waters of Puget Sound, wondering what the permanent waves are saying, possibly contemplating suicide, but he knows we will not stand for any dead one around here, well, taking it all in all, he has assumed the appearance of a human derelict. We all wondered what could cause such a change, we thought at first that he may have lost a dime—but ah—the secret is out (on bail) his ladylove—his sweetheart—his one and only er—we better not go so fast, that's covering too much territory, but anyway she has left and gone to some place way down in Kansas and Chawles is in awful straits—but cheer up she may come back.

On April 12th the stork brought to the home of Mr. and Mrs. James Glen, Machinist at Tacoma Shops, a bouncing baby girl. We all extend our best wishes and congratulations.

A well known member of the Milwaukee family just walked in and advanced the information that Fritz Campbell is on the lookout for all lost, strayed or stolen B. O. log flats, and anybody knowing the whereabouts of such animals, please get in touch with the above mentioned. He also said that Fritz Campbell and Matt Sievert, since adding a black derby to their array of masculine finery, had the appearance of jewelry salesmen from Noo Yoik.

## Illinois Division

M. J. S.

**SYMPATHY** is extended to Night Roundhouse Foreman Jerome Ulmer and daughters account the death of his wife at her home in Savanna.

Sympathy is also extended to Fireman Albert Haberbusch and sisters on account of the death of their mother at her home in Savanna.

Seward Johnson, son of Ill. Divn. Engineer Leonard Johnson is recovering from a bullet wound in the right lung. Seward was accidentally shot by a boy companion while climbing the bluffs north of Savanna.

Miss Hazel Schmidt, daughter of Mads Schmidt, Drill Press Man, Savanna Roundhouse, who has been a patient at the Washington Blvd. Hospital for some time, has been removed to her home in Savanna. Hazel underwent a serious operation some time ago and is now recovering nicely, a fact her many friends will be pleased to know.

Catherine Mary is the name of the new arrival at the home of Mr. and Mrs. J. J. Roe, Savanna. Mr. Roe is Supt. of the Savanna Rail Mill. Congratulations.

Mr. and Mrs. Geo. Humphrey are back in Savanna after a three months visit in California. Mr. Humphrey commenced duties again on April 1st as first trick dispatcher at Savanna.

John Clement, Machinist at the Savanna Roundhouse, recently consulted Mayo Bros.

in regard to his health. Mr. Clement has been off duty for some time and we hope to hear of his recovery soon.

Mads Schmidt, Drill Press Man at Savanna Roundhouse, who has been quite ill at his home in Savanna with the flu, is feeling somewhat better.

The Safety First Meeting and dinner at the Lydia T. Byram Community House at Savanna on April 11th was a decided success. Dinner was served by the Savanna Chapter of the Milwaukee Women's Club to about 160 guests. Mr. A. W. Smullen Gen'l. Supvr. of Safety and Fire Prevention was present and gave a short talk. Other guests were representatives of the Boy Scouts of Savanna and the Company Physicians—Drs. J. B. Schreiter, W. W. McGrath and E. C. Turner. Mr. W. M. Thurber and Safety First Inspector Cobb also gave short talks.

Deepest sympathy is extended to Mrs. Chas. W. Brown and family of Elgin account the sudden death of Mr. Brown March 26th, due to heart attack. Mr. Brown was 57 years of age and a veteran engineer of the Milwaukee. He was born at Sabula, Iowa Aug. 12, 1870 and resided at Elgin for the past 16 years, previous to that time living at Savanna. He first entered the employ of the CM&STP in 1885 and in 1892 was promoted to engineer, and was on continuous duty as such, until his death. Engineer Brown was a member of Mississippi Chapter No. 200 RAM of Savanna, and the Order of Eastern Star and Council of Elgin. Also belonged to the B of LF&E. Besides the widow, he is survived by one son at Elgin, a daughter at Charles City, Iowa, and two brothers; one at Kansas City, and Engr. Alonzo Brown of Savanna. Funeral services were held at Elgin March 28th under the auspices of the Masonic Lodge, and were largely attended by friends and fellow workmen. Interment was made in the Bluff City Cemetery at Elgin.

Thru' the medium of the magazine, Section Foreman Beck of Thomson wishes to thank Condr. C. A. Altenbern for the prompt return of a lost purse and pass belonging to Mrs. Beck which was left on train No. 54 March 26th.

Ye Scribe and parents, Mr. and Mrs. J. L. Johnson of Savanna, have returned from an extended visit in the beautiful Rio Grande Valley on the Texas-Mexico border.

Deepest sympathy is extended to the bereaved wife and relatives of Condr. Geo. Morse account his death which occurred March 22nd, 1928, following a short illness at the Washington Blvd. Hospital at Chicago.

Sympathy is extended to the relatives of Condr. Geo. Gray former passenger conductor on the Illinois Division, account his death which occurred April 14th, 1928. Condr. Gray had been confined to his bed for a couple of months. Burial was made at Mt. Carmel Cemetery at Chicago and largely attended by co-workers and friends.

## Engineering Dept. News

There has not been a draft account the windows being open in RGH's office for the past week due to the absence of Miss Nan Gallagher who has been confined to her home account having the flu.

Maurice Kaufman with his green eye shield, is getting ready for a strenuous baseball season.

Tony Novak of Trainmaster's Office can give full details of chasing the window peepers recently. Ask him about it.

## B&B Dept. Items

Fred Horner, Carpenter in Foreman Wm. Payne's gang who received an injury the fore part of January, is still making his regular visits to the Washington Blvd. Hospital for treatment.

Max Dauphin sold his Bottling Works at Savanna and is now employed as Helper in the B&B Department.

## Savanna Yard News Items

Car Inspector Geo. Clay is running for re-nomination as Alderman of the 4th ward. He has as his opponent Car Inspector Andrew C. Kuhn. Both the boys are confident of victory.

Switchman Geo. Hummel has a 250 pound red pig. The pig is a playful little thing and while George was in the act of petting said animal, the pig kicked George on the wrist breaking the member and Geo. says he will not butcher until next fall now.

Caller Wm. Jensen had a funny idea that his new second hand Ford (cost \$15.00) was very low on water. He lighted a match to determine just how low it was; the water of course, contained alcohol, which caused an explosion and burned his face quite severely.

Mrs. Roy Weldon, wife of Switchman Roy Weldon, Savanna Yard, passed away at her home in East Savanna March 28th. She was ill but a short time and her untimely death was a very severe shock to her many friends. Our sympathy is extended to the bereaved husband and relatives.

The monthly meeting of the "Seven Come Eleven Club" was held April 11th at the home of Walter Green. A very sumptuous fish supper was served. Mr. Chipman advises that Mr. LaBerta Follett disposed of four pounds of cat fish. Not satisfied with this, he sneaked one out and took that home for his midnight lunch.

Mrs. Wm. Smith, wife of Asst. Yardmaster is very ill and in the Freeport Hospital at the present writing.

Miss Ermeline Brown daughter of Towerman Frank Brown was united in marriage to Asst. Section Foreman Clarence Ewalt at Mt. Carroll April 3rd. For the present they will make their home with the bride's parents.

Switchman Laird Castle has purchased a home in East Savanna. He is still single girls and would like to have some morning glories growing around the house.

Car Record Clerks in a new Role "Why Gentlemen Prefer Blondes." This is a home talent play—performance commences every other evening at 7:30 PM. Parade along Chicago Avenue West to Main Street, North to Web Theatre.

## News Items for the Savanna Rail Mill

Clarence Wagner and Clarence Taylor are the proud possessors of new Chrysler Four Coupes. Girls please take notice as both are eligible bachelors.

Frank Turner and John Loftus took our Chief Clerk John Sullivan for a short ride one Friday night. The short ride developed into a long one as they got stuck in the mud and were until 2:30 in the morning getting home. No more short rides for John.

The baseball season has opened at the Rail Mill and Art Fegurson, John Sullivan and Paul Hepfer may be seen during noon hour engaging in the gentle art of "Catch."

## The Eye of the I & D Division

F. E. P.

**WHO** said Spring had arrived? You wouldn't think so if you were with us today. The snow is coming fast with a

strong north east wind. Well we won't give up yet any way.

We understand Earl Platte and H. L. Will-trout are planning a non-stop flight from Mitchell to Betts— distance about 7 miles. Good luck boys.

Archie Victor who was employed as Blacksmith Helper at Murdo some years ago passed away March 31st after a lingering illness with tuberculosis.

Talk about speed—well C. H. B. takes the cake. He traded his Essex coach for a new Chev one morning and before the day was over he had traded it for a new Pontiac Six. Haven't heard whether or not he still has the Pontiac.

Mr. J. W. Shelby, agent at Mitchell has been confined to his home for the last few days with the flu. Glad to see him back on the job again.

R. W. Anderson and J. E. Bjorkholm were visitors at Mitchell between trains on April 11th.

Frank Murphy, clerk at Mason City roundhouse visited his parents at Mitchell on April 8th.

A rousing Claim Prevention and Coal Conservation meeting was held at Murdo Mar. 20th, better than eighty were present.

Joe Patton is the new man in uniform you see in charge of 11 and 22 between Chamberlain and Rapid City.

A fine shipment was received at Murdo recently. A solid carload of cream separators.

The Missouri river was a pretty tame article this spring everyone thought it would be at least, but it fooled us again. Nineteen bents went out of the bridge at Chamberlain but it was only a few days before things were going smoothly and they are now crossing again.

We are advised that Mr. L. W. Winfrey will take charge of Division 19A as Roadmaster.

Don't know how true this is but some one told me that Ray Hanson the Shiek of the Yard Office is in love. Well it will come to us all sooner or later.

The new Milwaukee emblems have been painted on several engines at Mitchell and needless to say they look fine.

We heard an awful commotion out side the other day and upon investigation learned that it was just E. W. Hopp paying us a visit. Don't make such a noise next time Earl.

Wonder what will take up our time now since the bowling season at Mitchell has closed. Golf of course. We understand Jack Sundquist has purchased some kneec breeches and a new sweater and is all set. Better practice up a little before you make your first appearance Jack.

Yes, we have a gardner in our midst. The famous Axel Peterson is endeavoring to introduce some new vegetables to this community. You know the Swedes are great when they get started.

If you haven't had it you will soon—What? The Spring fever? No, of course not, the FLU. So we produce this SHORT STORY OF THE FLU.

A wheeze, sneeze  
Bones ache, brains ache,  
Eyes red, sore head  
Can't feed, can't read,  
Can't smoke, No joke—  
Can't sing, ears ring  
Can't talk, can't walk  
Don't care rip! Swear!  
Take pills. Doctor bills.

H.B. Where is the best place to hold the World's Fair?

Phil West. Why, around the waist of course.

*Don'ts for the Most of Us:*

Don't fret; you have everybody's sympathy at any rate.

Don't chew gum; it is a bad habit and teaches infants to slobber.

Don't drink milk shakes; they loosen your milk teeth.

Don't drink ice water; it is too cold for a hot head.

Don't butt in; some one might butt you out.

Don't spend all of your money—good doughnuts require lots of dough.

Don't stand around with your mouth open, a small leak often sinks a great ship.

Don't try to boss. Maybe your boss knows as much as you do. Give them a chance.

D.M.M.'s were born for great things,

R.H.F.'s for small

But it is not recorded

Why Supts. were born at all.

Alfred Clifford, Mach. helper at Mitchell roundhouse has been on the sick list for two weeks. We trust that he will soon be back with us again.

Mrs. Wm. Wood, wife of Mach. Wood is recovering from a serious operation at St. Joe Hospital. We all wish her a speedy recovery.

In the next issue you will hear about the Gallatin Gateway party to be given by the Women's Club on April 20th.

Mr. A. A. Ricks, is back to the old home stead at Murdo, S. D. Well we are always glad to have a good man return to us, and everyone on the West I&D welcomes Mr. Ricks back in our midst.

#### THE OLD BLACK HILLS

Where mountains climb to the azure skies

And snows fill the sparkling rills

Everyone knows where this applies

That's out in the Old Black Hills.

How the splendent trout will leap and play

'Till the water fairly mills

And if you'll give your memory sway

You'll think of the Old Black Hills.

Some day you'll want to take a trip

Away from the heat and bills

The best I can say is to pack a grip

And go to the Old Black Hills.

Wal Ton.

A little word of comment before we sign off for this time, we want to say to Miss Hazel Bilty that her article in the April number of the magazine was certainly enjoyed by us and that it has given us a great enthusiasm to go to Mt. Rainier and see the wonderful sights that she has so beautifully described in her article.

We also want to add that we enjoyed the article by Mrs. DeWitt Gibson of Perry, especially the little poem at the close of her paper.

#### S. C. D. Gossip

S. E. R.

**T**HE blizzard Easter Sunday didn't prevent

Bernice from wearing her Easter togs. She had a promenade all her own for a certain someone in her living room. It was a shame that you couldn't have strutted down the Avenue, instead.

Yes, we have another new office boy. One

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**CHICAGO**

couldn't help see Harold Mundt. I believe he is about 6 feet tall.

The S. C. D. office is certainly on the sick list. Edith Hamman is back with us after being off with a severe cold. Dorothy Yakes is quite sick and Erwin Weber has been gone for a few days. We wish them a speedy recovery for we miss them very much.

The stork presented Mr. J. M. Bremser with an eight and three quarters pound baby boy, March 26th. Congratulations.

I'm sure you would all be interested to know that Lorraine Adolph, a former employee, has opened up a woman's shop in Hibbing, Minnesota and is doing a wonderful business.

We certainly missed Mrs. Gregory when she was sick for a few days. It's great to have her back again. Mrs. Gregory has asked me to thank the office for the beautiful plant sent her.

It is going to be a case of "Love me, Love my dog" with Bernice Kruse. Someone gave her a two-month old police dog. But the poor dog hasn't got a name. Won't someone please give it a name. There's a prize for the best name—but Bernice won't tell what the prize is.

Marie Schouten, our Comptometer Operator for a few days, met with a serious accident on her way to work. She slipped and broke her leg. At this time she is getting well quickly and wants to thank the S. C. D. Office for the flowers sent her.

Mrs. Agnes O'Connor is taking Miss Schouten's place. We're glad to have you one of us Mrs. O'Connor.

Francis Anzia, Frank Skola, Oliver Hahn, Fred Gregory and John Koslowski, represented the S. C. D. office in the Milwaukee Road Annual Bowling Tournament held at Madison, Wis. They made a score of 2085 which is a little too much for low and quite a long ways from the high mark. Haven't heard so much about their bowling but did hear lots about the good time they had and especially the dinner of club steaks.

### Tacoma District Accountant's Office

K. K. K.

**SATURDAY** evening March 24th Girls of the Milwaukee Women's Club sponsored a card party at the spacious home of the President, Mrs. Pyette, a Lake Steilacoom. The evening will long be remembered by all who attended. The Committee wishes to again thank all the girls who contributed refreshments and prizes, and especially to the President for opening her home on this occasion, and for the delicious chicken salad. The sum of \$25.00 was realized which goes to the charity fund. Mrs. Schulta, a member is also giving a benefit card party at her home April 21st and we hope for a large attendance on this occasion also.

Jerry says her brother is here from California. He may be a brother and he may not, but some young fellow brings her to work every morning and takes her home every night. Who ever heard of a brother doing that?

The following conversation was overheard in the "Yewhurst" garden. Lady of the house standing by friend husband telling him what to dig up and vice versa. Kind neighbor looking on, "You can't depend upon the help you get nowadays."

Howard Reynolds is back with us again after a touch of pneumonia. Here's hoping you have no more such trouble.

We extend to Ruth Rundle our heartfelt sympathy in the death of her father who passed away suddenly at Butte, Mont.

The "Milwaukee" program over KMO the other night was great, let's have more of them.

Times certainly have changed! Last week Claude was given a kitchen shower, supposedly as a birthday surprise but we are wondering—sort of thought showers were only for prospective brides, but of course this being leap year, possibly things should be reversed.

### CAN YOU IMAGINE

Morton E. without a phone call.  
Oscar D. smoking a cigar.  
F. B. Trout with his hair parted in the center.  
Ruth R. without her "Oh Henry."  
Frank Opie in a bathing suit.  
Helen dieting.  
Claude without a funny story.  
Millie driving a car.  
Harry H. without a mustache.  
Lee Boyd with a wrist watch.  
Ann Iris doing the Charleston.  
Rose with bobbed hair.  
Archie at a stag party.  
Dick Baughn playing poker.  
Jerry "At home" every night for a week.  
Olga wearing the same dress two days in succession.

Irene Thomas, pretty typist,  
Really made a hit  
With her new boss, Dave A. Meyer,  
But she had to quit  
When he noticed on each letter  
She had signed DAM:IT.

### Drippings from the Ice Bunkers

Sonia

MAY (month)

Spring at its height  
Youth of the year  
Color freshness of the mourn  
Shy violets in full bloom  
Sunshine and bird carols assured  
Faint music of the  
Dance of Summer breezes  
Drawing nigh.

MAE (girl)

The gang calls her Mae  
Bill calls her June  
The colyum calls her subject  
Even tho it makes  
That minute frown with  
A lovely smile in back appear  
She just can't help being  
An irresistible subject  
For once upon a time  
The fairies took  
Away her teething ring  
And suspended  
A bit of blarney-stone  
Around this *bebe's* neck

### TERPSICHORE!

Just whistle or hum Mendelsohn's 'Spring Song' and you will see both Mae's and Ellie's arms start *twining* gracefully to "A story of a rose." Yes, the slim sprites have gone in for acrobatic dancing. Boy, page Mr. Ziegfeld!

Since Bill refused to accept Ellie's 'leap year proposal' the sprite's seriously decided on a dancing career. And when Ziggy stars her in his "famous Follies at a salary \$1000. to \$5000 a week, won't Bill be awfully sorry.

### SPEAKING OF SHOES

Claude passing by Bill: 'Take dem bahby carriages out of de way.

Bill: Dem ain't no bahby carriages, dem's yella cabs.

### S M East

M. B. M.

**MR.** Edmond Doyle of Superintendent's office went to St. Paul on Easter Sunday and drove back in his very own Ford coupe. We had a few bad days on cars the middle of April but his being an exceptional good car it only took half hour to start it one noon.

Mr. and Mrs. S. D. Smith spent two weeks in Albuquerque, New Mexico visiting Mr. Smith's father whom they found in poor health.

Machinist and Mrs. Chas. Hans have returned from an eleven weeks sojourn in the south, having visited Cuba, Texas and Florida.

Condr. J. H. McCarthy wears a smile that won't come off since the arrival of his little grandson John Robert Fishbaugher.

Our Railroad boys are also good politicians. In our recent election Fireman Jacob Becker and Machinist Richard Taylor became members of the council.

We received the very sad news on returning to work the noon of April 10th regarding the loss of Evelyn's good pin. We did all we could to assist her to find it by asking where she lost it but she did not know, so consequently we could not get it for her.

Machinist F. A. Ryan is again on the job after three months spent in the south.

Ex-engineer George Smith of Minneapolis called on Austin friends in March.

Engineer D. J. McLaren has been ill and unable to be at work for sometime. He recently made a trip to Rochester in regard to his health and we all hope to see him back with us soon.

Chester Munson and L. Severson spent March 25th at Mason City, Ia. Muns ran out of cigarettes and when he attempted to buy some the retailer informed him he could not sell to him as he was too young. J. D. Williams went down the following Sunday but took his cigarette supply with him.

Understand the Albert Lea switch crew encountered some fierce roads on their trips to and from work but hear that they are the best bunch a stalled car ever met—good scouts and willing helpers is the praise they received from an Austin Business man.

Evelyn and Rose spent Sunday April 21st in Minneapolis, Minn. We hope they enjoyed the show.

The following poem written by E. J. Vollman, Baggage man SM Div. for Mothers Day.

### Mother's Love

There is just one thing,  
In all the world,  
That should be equally,  
Shared by all.  
It is a Mother's Love,  
A Gift from above,  
That is the best love  
Of them all.

They say that the world  
Loves a good lover,  
But how about  
The love of your mother  
Oh we just take it  
For granted that's all.

What is home without a mother?  
 Just a place to go,  
 When there is no other,  
 So be kind to your mother,  
 For when she is gone,  
 There WILL be no other.

## Kansas City Terminals

S. M. C.

SPRING is here. As proof we have the little plot of ground between the offices at Coburg sodded, the boys are practicing up on base ball and the fruit crop is frozen.

J. T. Clark, General Car Foreman who was operated on for appendicitis April 3rd has been very ill but at the present time is reported to be improving and out of danger.

The sympathies of the Milwaukee family are extended to Conductor Wm. Leahy and family in the loss of his wife. Mrs. Leahy died April 11th after an illness of several months.

We have a correction to make in the items appearing in last months magazine. The statement was made that the Milwaukee should surely develop a golf champion. Mr. Bert White says that he already is a golf champion and has a silver cup with his name on it to prove it. Hope you will be able to do as well in Kansas City, Bert. (This trophy was won in Wichita).

This must not be very good weather for mushroomers. We haven't noticed Switchman Albert Parr carrying any baskets of them by the office so far this year. He surely has the low down on where they grow.

It is reported that Jimmie Tigerman has improved greatly on the operation of a comptometer. Some folks just can't help being good clerks. Hurrah for Jimmie.

Alex Schutte says he is some bridge player and always holds a lot of big cards. We can't vouch for that but we do know he has a Queen and she is red headed.

Con Williams is polishing up his fishing tackle and says the fish had better look out, especially those in the vicinity of Pertle Springs. Hope you don't get in trouble with the game warden Con.

Vacation time is fast approaching. Lets get the job up and keep it up so we can help the fellow that's off enjoy a vacation and not have to do double duty when he returns.

We have had a number of special trains in with bowlers attending the meet here. Understand Mr. Adsit, Mr. Talbott and Mr. Springer bowled in the tournament.

## East H & D Division

Maude Hamlin, Correspondent

MR. HILLS and Mr. Sizer have been rather busy last day or so "taking up" and "stretching out" time on coast trains, for new time table to come out soon. RES took 'em in with him to Minneapolis April 12th.

Engr. Wm. Eddington and Fireman Geo. Bouthilet, were given a very nice mark of commendation by Master Mechanic Hopp for their "On time" movement with engine 6119 which had a cracked rod, and also their handling of engine 6355 with union link missing, and says "It is men like you who put the H&D Divn. on the map."

Section Foreman John Harstad, section 31 Appleton is quite seriously ill at the present writing. He is being relieved on his territory by Sven Kvennes.

Victor Person is the new section foreman on section 27, at Wegdahl, vice Knute Weflin, deceased.

Did you notice that Art Bonniwell got almost up to 200 pounds while doing his own cooking. At least that's what he lays it to, as his wife was in California for two months and he did all his own cooking.

Dean and Ronald Ostrander spent their Easter vacation in Milwaukee and Kilbourne, Wis.

Mr. Sizer, Mr. Hills and Mr. Andres attended the Freight Claim Prevention meeting at Minneapolis on March 30th.

Forgot to mention the fire in the Interstate lunch room and our office. Wasn't so bad in the office, but the roof of the lunch room was badly burned. Fire started in the ventilator over the stove in kitchen, and got a pretty good head-way before the local fire department arrived. Lots of smoke and water in our office, but John Lanning, our efficient janitor and man of all work, put in a couple of hours cleaning up water after things were all over, and we went to work the next morning as tho nothing had happened.

Mr. and Mrs. Leo Penn, proprietors of the Van Noy Lunch room, were called to Ashland, Wis. on account of the death of Mr. Penn's father. They spent about a week in Wisconsin.

Mr. John Oxley was a pleasant caller in the office on April 5th.

U. S. Senator McMaster, has appointed David Scott, 16 year old son of our Agent, F. R. Scott at Waubay, to the Naval Academy at Annapolis. The lad passed the February mental examination successfully and expects to enter the Academy in June.

Mrs. Frank Emery, wife of one of our Train Baggage men, passed away in Minneapolis on March 11th. We extend our sympathy to Mr. Emery.

Conductor Pern Harrington and family spent thirty days or so sojourning in Texas and thereabouts.

The Milwaukee Women's Club were hostesses at a splendid banquet served in their Club Rooms, on April 11th, to the Kiwanians of Montevideo and vicinity. About seventy-five people were served. The Ladies wish to thank the B&B dept. for their prompt service in getting the tables ready for the affair.

Yes, we got a raise—and now we are busy figuring up just how much we will have "extra" to spend on furbelows and such like. It all helps, and the increase is very much appreciated.

Mrs. Elizabeth Beeber, Mr. Sizer's mother, arrived April 12th for a visit at the Sizer home for a few weeks.

Conductor Joe Adams and wife, moved recently, to Ortonville. Mr. Adams is on the Fargo run and Ortonville is much more convenient than Montevideo.

Well, we can all use the new transportation now. That is most of us can, as there were a few omissions and errors, which will be taken care of promptly.

Yardmaster Crandall has our sympathy on account of the death of his mother, who died in Minneapolis March 27th. The funeral was at Montevideo on March 29th.

Conductor Jake Hammer and wife are back from their trip to the western coast, having spent a month or so in California, Oregon and Washington. Mr. Hammer is again marking time on Nos. 21 and 22.

Conductor James Barrett automatically went back on the west end way freight, after being on the package run during Mr. Hammer's absence.

Supt. and Mrs. P. H. Nee are no doubt basking in the delightful summer weather in California, at this writing, as they left for

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[ 400 Newly Furnished Rooms. \$2.50 a day and up. Sample Rooms \$4.00, \$5.00, \$6.00, \$7.00 and \$8.00. ]

Walter Craighead, Manager  
 DEARBORN STREET FROM JACKSON  
 TO QUINCY  
 New Garage One-Half Block

the coast March 31st, to be gone a few weeks.

Another treating plant is under construction at Minnesota Falls, or will be shortly. Work will be done by contract.

Cold and SNOW, and don't look much like April, and the 13th at that. Suppose it is because it is Friday in the bargain eh? But maybe by the time next notes go in we can tell you about the lilacs etc. in bloom.

Dr. and Mrs. C. H. Koyl were pleasant callers the first week in April, Dr. Koyl coming out to check up on location etc. for the treating plant at Minnesota Falls.

"Cappy" Ricks and wife moved to Murdo, So. Dak. the latter part of March, and Cappy says he will be right at home again out there, having lived there before coming to Monte.

## Chicago Terminals

Guy E. Sampson

MR. and Mrs. Wm. Sartwell are happy and proud of their first grandson which was born last month to their daughter, Mrs. Brinten, and husband, who reside just south of Bensenville.

Clarence Waldron went to California the first of March and Mrs. Waldron who had been spending the winter there with relatives, returned home with her husband the first of April. Both report a wonderful time spent on the coast but glad to get back home again.

The many friends of Engineer Thos. Maroney express their sympathy to Mr. Maroney and family over the death of their son which occurred this month. Deceased was about 21 years of age and will be greatly missed in the home.

If you want to know "Why gentlemen prefer blonds" just ask Walter Jackson. Oh, yes, he knows for Jimmie Arcus, his fireman, asked him and found out why.

Car inspector Joe Kowalskie, better known as "Kokomo" was absent from his first trick duties in Bensenville yards a few days the fore part of April. The boys sure all miss old Kokomo and wish for him a speedy recovery.

On March 27th Mrs. A. S. Portner, wife of one of our Bensenville crossing flagmen, passed away at the home of her daughter Mrs. A. G. Perry. Besides her husband she leaves to mourn her demise three daughters, Mrs. A. G. Perry wife of operator Perry, Mrs. M. B. Weaver, wife of our electrician at Western Avenue who also resides at Bensenville, and another daughter Miss Ruby Portner of Chicago. Sympathy of all employees is extended to the bereaved family.

Mary Hora, our day telephone operator at Galewood desires to thank all employees who so kindly remembered her in her deepest hour of sorrow when her little nine and one half year old daughter Dorothy passed away April 1st after a two weeks illness. All employees sure desire to express their sympathy to the bereaved mother over her loss.

Train master C. E. Elliota and wife have had their share of sickness the last few weeks. Almost every member of the family has had a turn at the sick bed but we are happy to report that all are much improved at this writing and even Clarence is back on the job in his office.

Employees in the Terminals who were formerly employed on the La Crosse Div. were sorry to read in last months magazine of the death of conductor Wm. Shaffer's wife in La Crosse and all express their sympathy to their old co-worker, Mr. Shaffer and family.

The new electric locomotive car, nicknamed by some of the boys "The Dudlebug" is now in service between Chicago and Rockford on No.'s 21 and 24 daily. Barring accidents it is usually right on the dot.

Car supervisor H. C. Cameron was recently mixed up in an auto accident and came out of it with a couple of injured ribs which caused him to be laid up at home for some time. Reported improving at this time.

Sympathy of all employees is extended to agent Floyd Sullivan, his brother, sisters and their mother over the death of his father who died April 9th. Deceased had been in failing health for the last two years.

Switchman Dave Rands and family spent the month of April visiting relatives in Sunny California. Dave said as the Waldrons did not bring back any of the California sunshine with them that they would go and

bask in it right in California. 'At a Boy Dave.

Car clerk "Whitie" Sorenson has rented the house formerly occupied by J. H. Valentine family in Bensenville, and from now on, will not spend so much time riding to and from his work. Thats right "Whitie", you can now stand on the corner and swap yarns with Bart, Yates, Cuneen or Kickapoo and still get home before the curfew rings.

And even Snuffy Brunz has turned fight fan. Sure, we saw him at a boxing fest recently and he was, Oh, so interested when he saw our call boy Earl White get the decision over his opponent.

Mr. Wm. Rands has purchased the Albert Duntemann home on Center street and moved his family into their new home. The house was built last year and had never been occupied till they moved in. Another man glad to move nearer to his employment.

Sympathy of all employees is extended to the family of switchman Abner Snell who died at his home in Franklin Park after several months illness.

Another railroad employee placed on the Bensenville school board, Yard master J. O. Capoot having been elected as president of that board at this last election.

O. K. M. & X. again we see Mr. Leonard Lane back on his transfer job after having cleared away the blockade at Faithorn, assisted by engineer Joe Hanour, who by the way is Leonards regular "Hogger" in transfer service. The two within a short time were able to put Faithorn yard in such shape that conductor Clarence Goodnow will again take the reins in the night yard. Glad to see Leonard back in capacity of conductor as we all know how hard he worked and studied to earn his promotion to that position, and on the road the same as in the yard no blockade can hold him back. He always finds a way out of it in record time.

Train director Jas. Kirby began his annual vacation April 14th and will spend about a month in Hot Springs, Ark. where he goes each year. Sampson doing directors work during Kirbys absence.

## Iowa (East) Division and Calmar Line

J. T. Raymond

SAMUEL A. McCORMAC of Savanna passed away at his home March 15th. Engineer McCormac was born at Fair Play, Wis. July 15th, 1862. At the age of 12 years he was water carrier for the Milwaukee railroad and held other positions until 1881 when he began work as a car inspector, his service date as fireman on this division dates Dec. 12th 1888, promoted to engineer Aug. 16th 1898. He was a member of the K of P, Brotherhood of Locomotive Engineers and the Milwaukee Veterans Association. Mr. McCormac was a faithful, conscientious man and many friends on the Division regret his death. We extend sympathy to the bereaved family in the great loss that they have sustained.

The annual Easter Ball of the Milwaukee Railroad Women's Club was held Monday evening April 10th in the Mentzer Auditorium with about 250 present. Mrs. Chas. Le Roy acted as General Chairman. The party was opened with a Grand March led by Mr. and Mrs. William Holdorf and Mr. and Mrs. C. L. McDonnell, punch was served during the evening. Mrs. Holdorf was in charge of the special numbers of the program which consisted of a tap dance "Nola" by four Cedar Rapids girls, a jazz novelty dance by Lois

Holdorf, Helen Johnson, Vivian Beiber, and Bernice Petrusch and an acrobatic specialty act by Bonnie Powers of Cedar Rapids, Miss Marjorie Grant of Cedar Rapids was at the piano. The hostesses were Mrs. Jennie Vandercook, Mrs. M. J. Flanigan, Mrs. Geo. Busby, Mrs. Geo. H. Hennessey, Mrs. F. J. Hardenbrook, Mrs. R. J. Kendall, and Mrs. Ralph Scager. Miss Idelle Fullerton was in charge of the refreshment booth. A most enjoyable time was had by all and the funds of the Club received a substantial addition.

Harold Adams and mother of Marion have returned from a two months visit with relatives at Ontario, Calif.

Mr. and Mrs. Bert Klumph, Mr. and Mrs. T. Murray and Mr. and Mrs. L. R. Curtis have returned to Marion after a prolonged stay in California.

Mr. and Mrs. Geo. H. Hennessey and Robert who have been residing at Atkins have returned to Marion.

Born to Mr. and Mrs. Hubert Newlin of Marion Feby. 20th, a son. Congratulations.

Division Engineer E. L. Sinclair's office at Marion has been moved from the freight house and now occupies that portion of the passenger depot that was formerly the men's waiting room and a portion of the east waiting room has been partitioned off for the use of men.

Operator W. E. Hutchinson went west April 1st for a three weeks visit in San Francisco, Los Angeles and San Diego.

Agent T. H. Lynch of Delaware has resumed work after a three months vacation which was spent in California.

Chief Clerk Chas. A. Le Roy of Marion spent a two weeks vacation at Excelsior Springs, Mo.

Superintendent M. J. Flanigan accompanied by his brother-in-law, engineer John Heintzelman, of Perry spent about 10 days vacation at Excelsior Springs.

Passenger Conductor John Dignan, who has not been in the best of health for the past few months, has taken an indefinite leave of absence and has gone to the home of his daughter in Farley. Condr. W. D. Shank has taken his run on Nos. 8 and 19 between Marion and Chicago.

Passenger Brakeman C. N. Brown, who was off duty for several trips on account of sickness, resumed work March 23rd.

Train Baggage man C. H. Hayward was called to Perry March 22nd on account of the sickness and death of his father. The magazine extends sympathy to Charlie in his loss.

Passenger Brakeman Fred G. Holsinger's daughter was operated on for appendicitis, March 23rd in St. Lukes Hospital in Cedar Rapids. Alt last reports the young lady was getting along nicely.

On March 29th Brakeman C. L. Gregory while unloading a piece of heavy machinery from the wayfreight at Martelle, received a badly mashed finger on his left hand which will keep him out of service for about two weeks.

On April 6th and 7th the Trainmaster's Office resembled a crowded country school room due to the fact that seven brakemen and four firemen were taking the examinations for promotion. The new conductors are L. J. O'Neal, C. F. Ferris, Irvin Shrack, Wm. Ellithorpe, Wilbur Cooper, Harry M. Mills and George D. Eckhart. The new engineers are Robert Shively, Thos. G. Shay,

Merle E. Chase and Hugh Miller. We all wish these young men a long and successful career.

George E. Fenlon, train baggageman on Nos. 107 and 108 between Omaha and Madrid is off duty account sickness. J. G. Larkin is relieving.

Condr. Frank Dlouhy and wife recently spent Sunday in Clinton, Iowa with their son who at present is playing with an orchestra at that point.

On March 19th Mr. Carl L. Oxley passed away in a Chicago hospital as the result of an operation. Mr. Oxley had not been in the best of health for some time but the news of his death came as a shock to his Iowa Division friends and acquaintances. Mr. Oxley entered the service of the Milwaukee as an extra gang timekeeper in 1900 and has held numerous responsible positions in the Accounting Department on the Coast Extension, the Jim River, H&D, I&M, River, Dubuque and Iowa Divisions, being Division Accountant on the Iowa Division at Marion for several years. He is survived by a wife and two small children. Funeral services were held at the home of his sister, Miss Maybelle Oxley at 3:00 PM, March 28th and burial in the family lot in Oak Shade Cemetery at Marion. The Magazine extends sympathy to the surviving members of the family in their bereavement.

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

D. H. A.

MRS. H. M. Gillick, who has spent the past two months in Los Angeles passed thru here Friday, March 23 on train No. 16. She was joined here by her husband Supt. H. M. Gillick, and they will journey on to Excelsior Springs, Missouri, where they will spend the next two weeks.

Mr. H. W. Fluke, Demurrage Inspector, from Missoula, Montana checked the Moberge freight office March 13th.

Captain of Police Carlson's usual genial smile is badly spoiled, the dentist at Miles City having ruined his appearance temporarily, but Carlson says he will look a whole lot better with his "rubber" ones.

Thos. Hussey from the freight auditor's office, Chicago, spent a couple of days here, checking the westbound movement of hogs.

Supt. P. H. Nee and master mechanic E. K. Hopp of the Aberdeen division were visitors in Moberge last week.

Miss Edith Eide of Tacoma, Wash. exercised her seniority and displaced Leona Kella-her as stenographer at the store department here.

Thos. McFarlane, our worthy master mechanic, gave a splendid talk on transportation, at a meeting of the Moberge Rotary Club.

Mrs. Hugh Ross has returned from an extended visit in California.

Mike Defrancisco and Oliver Snow, popular section foremen at Train City, covered themselves with glory one day last week. About 6:30 PM both noticed a fire West of town near the track. They jumped in the "new" Ford, dashed madly out there, and worked their heads off putting it out. Just as they finished a farmer came rushing up and said: "What are you d--- fools doing? I have been waiting for three weeks to get the wind right to burn this field off, and now you dumb-bells came up and put it out."

Engineer Ira R. Dickey shipped a carload of emigrant movables to Callery, Pennsylvania, where he will engage in farming this

coming year. Mrs. Dickey has been there for some time, caring for her aged father who is ill.

Ray Paul, operator in the relay office went to Omaha to consult a specialist for his eyes. He underwent an operation on one eye and is getting along nicely. Mrs. Paul accompanied him.

Mr. and Mrs. Tom Milligan have moved to Faith, S. D. they have rented their home at Moberge to Mr. and Mrs. "Red" Richardson.

Dora Anderson spent Sunday at McLaughlin visiting friends.

Mr. and Mrs. G. A. Robison were Minneapolis visitors last week.

Bill Vanderly, our efficient night baggageman was taking a lady's pet collie dog out the baggage car door, when "Curly" reared back out of his collar and started up the street. Bill struck out after him and after touring the city, came back very proud of himself, with the dog. Oscar Vachreau asked him where he got the dog, Van then related a heroic tale of how he outwinded the dog. Just as he finished his story, Roland Travis stepped up and said: "Give me back my dog." Van is still looking for Curly.

Mr. and Mrs. C. E. Coutts of Marmarth are the proud parents of a baby girl born April 2nd.

Mrs. C. H. Cartmell was called to Cleveland, Ohio on account of the death of a cousin.

Trainmaster J. P. Rothman and division engineer R. H. Smith attended a general meeting of the Milwaukee officials at Butte, Mont.

A shadow of gloom was cast over our city on Easter morning by the passing of Archie McLean, machinist at the local roundhouse, his death resulting from heart failure. He was the oldest member of organized labor in Moberge, and had been in the employ of the Milwaukee railroad for the past thirty-five years. Last year he was awarded an honorary button for his years of service, a record few men achieve. He leaves to mourn his

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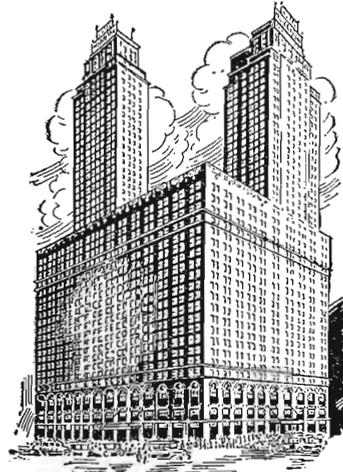
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*Ticket Department*

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loss, a wife and numerous friends especially among his fellow workers, where he will be keenly missed.

Mr. and Mrs. Gus Deutscher have returned from a month's visit with relatives and friends at Tomah, Wis.

Mrs. Clarence Nummedore and son Charles, who have both been ill with the Flu are now convalescing nicely.

Harry Slaughter, 22 year old son of Mr. and Mrs. Charles Slaughter passed away on Easter Sunday at the sanitarium at Sanator, S. D., after an illness of about a year. Harry was a graduate of the Moberidge high school and was well liked by all his friends and classmates. Sincere sympathy is extended to the bereaved family.

D. E. Rossiter General Supt., from Butte, J. J. Foley division freight and passenger agent from Miles City and Supt. H. M. Gillick made a tour of inspection on the South Line last week.

R. W. Anderson of Milwaukee, Supt. of motive power was a business visitor in Moberidge last Wednesday.

As we are about to close our notes for this month, we hear of the sad passing of Esther Catey, only daughter of Mr. and Mrs. Wm. Catey whose death occurred April 12th at the Moberidge hospital from pneumonia. Esther was of a sweet kindly disposition and was loved by all. The sympathy of the entire Milwaukee family goes out to the bereaved ones in their hour of sorrow.

**S M (West) Division**

**S**INCE receiving the Electric-Motive Gas Electric Cars on Madison & Bristol Line, and the efficient Engineers Kiersrott and Crow, we have been advised that the Gas-Electric train has been running very good and in fact the farmers who come to the various towns located on B & M line have been setting their watches by the arrival of our new train. "Not so bad is it boys."

Have been advised that our Chief Dispatcher Roy E. Wood has purchased a new Radiola No. 70, and understand he has been able to get the Oldham Station. We consider this very good for a new beginner, as Oldham is located 20 miles from Madison.

We have a new roundhouse foreman at Madison, by the name of P. H. Pfeifer, taking the place of Mr. C. H. McCaughey. Mr. Pfeifer was assistant in the Round house at Ottumwa, Iowa. Understand the round house boys like their new foreman and the rest of the force who have become acquainted with Mr. Pfeifer state he is very pleasant man to meet.

Geo. Turner who has been on three months leave of absence returned to his duties as Agent at Fulda, Minn.

Lawrence Palmer, Roadmasters Clerk at Madison, has been taking several over Sunday trips to Jackson, Minn. It is rumored around the Dispatcher's office that Larry, as we all call him, is figuring on investing in some new furniture. Why furniture, Larry.

Section Foreman Vincent Lucas has been laying new rail in Madison Yards for the past two weeks. This will make better tracks in yards as the rails being laid are eighty-five pounds, while the old ones were only sixty-five. It also has created more work for the local boys as Mr. Lucas is carrying a crew of about fifteen men.

Madison encountered a very severe snow storm on the morning of April 13th (Friday), same starting about 8:20 in the A. M. and lasting until about 4:30 P. M. This is very unusual for So. Dak. this time of the year. Some of the villagers thought this a very opportune time to set the New Gas Electric train running between Bristol and Madison, but they were rather surprised to learn that our Gas Electric was on time, in the morning, and also from the South in the afternoon.

Ed Lucas who has been Relief Agent at Artesian, arrived on No. 6 from Artesian the morning of April 11th, 1928.

Jerry Tolefson feels rather slighted because I gave Chief Dispatcher Wood a worthy mention regarding his new Radio. Jerry tells me that all he has to do, is to turn the cover on his box and he gets "Copenhagen".

**Sioux City & Dakota Division**

*H. B. Olsen*

**D**R. R. L. Devereux has been appointed Company physician with office at 522 Warnock Building at Sioux City, Ia. Phone No. 56619.

Agent Polzine at Rodney, Ia. had been quarantined with the small pox—Agent L. Landmark relieving.

1st. Opr. McQuire at West Yard, Sioux City has been ill for several weeks, however his condition seems to be improving and we hope "Mac" you will soon be able to resume work.

Agent R. H. Raub at Luton, Ia. went on a forced vacation account sickness and was relieved by Opr. Charles E. Holstrom.

Any one wishing any news of any kind please call on "Dutch Schmidt" he will supply you.

Section Foreman John Connors, Sioux Falls has been appointed Foreman at Madison, S. D. and will look after the low joints and high centers on Section S-9.

Agent P. P. Sands, Colton, S. D. has made a thorough survey of the crop conditions in his locality and reports that the seeding of the small grain is two weeks in advance of previous years and that favorable conditions prevail for another bumper crop.

Section Foreman George Christ has been transferred from line Section No. 40 north of Sioux Falls to Yard Section No. 39 at Sioux Falls. No doubt there will be some real records made this season for George is one of those "Go-getters"

3rd. Operator Kenneth S. Lambert at Canton, who has been off duty for the past two months has resumed work. Kenneth says it took an operation and six weeks rest to put him on his feet again.

Mr. Martin Miller of Fairview has taken charge of section No. 40, Sioux Falls as relief Foreman. Glad to see you Martin, you will find Sioux Falls a fine place to live.

Agent A. M. Landmark, Fairview, S. D. took a short vacation and visited Sioux Falls during his travels. He was relieved by Agent Holstrom.

Tom Oxler, Day Yardmaster at West Yard, Sioux City is surely due for a lot of credit for beautifying the station grounds around the West Yard telegraph office. The bank has been cut down and leveled making an excellent place to park employes cars. About two cars of cinders will complete the job and make it permanent.

Among those who have recently joined the radio "Bugs" are Switchman Ole Anderson, Humphrey Griffith, checker and "Bill" Lagan Demurrage Clerk, of Sioux Falls. The boys say they are all enjoying the mid-night hours now along with the rest of the FANS.

Ticket Agent, R. W. Reiwert, Sioux Falls, has taken over the old Teton hotel. Mr. Reiwert will devote all his time to the hotel business as soon as his relief arrives. We are sorry to lose Mr. Reiwert as he has won a fine patronage for the passenger department in Sioux Falls and we wish him every success in the new undertaking in which we are sure he will be just as successful. It is not officially known at this time who will relieve Mr. Reiwert at the passenger station.

Johnnie Kane, son of Condr. Charles Kane, passed the final test in the Boy Scout "Troop One" and is now known as the "Most Popular" boy in the troop. Troop one is known as the Milwaukee troop as several boys' "Dads" are in some way connected with the "Milwaukee" at Sioux City. Donald Calligan, won

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the silver cup for being the most efficient during the month of February also in troop "I". Master Zenon Hanson, nephew of Conductor Calligan is Scout Master and it looks as if the "Milwaukee" boys are taking all the glory. Go to it boys, fine work.

Section Foreman, S. Malone, J. Thompson, and N. E. White, all from the East end, attended a Maintenance of Way meeting held in Sioux City last month.

Any one wishing to know the latest fashions and how to grow the last word in "mustaches," write Opr. Issacon at Mapleton, Ia. Isaac has em.

Freighthouse Foreman, Leonard Mostrom, Sioux Falls, has been laid up with a severe cold and incidently went on a forced vacation.

Section Foreman Ed. Miller at Hornick, Ia. has surely started the season right by beautifying the section house grounds. Shrubs, trees and bushes have been planted and a new steel fence placed around the dwelling.

Conductor E. J. Ressigue is wearing that big smile these days, WHY? The base ball season has opened.

Conductor and Mrs. Archie Gamel have taken their annual vacation and visiting in various cities in Texas.

Mr. Decker, Special Officer, made a "hurry-trip" to Manilla the other day—for some reason "Dick" seems to like Manilla.

Condr. F. C. Burke has been released from the hospital and with a speedy recovery we hope to see you back on the job "Babe."

Our old-time friend and "faithful" 2nd. Operator Ray Goodell at Charter Oak, Ia. is making numerous inquiries as to where is

the best place to buy furniture etc. He is not looking for "bachelor" furniture—any way Ray, here's success and happiness to you and "yours."

Mr. Robson, City Ticket and Passenger agent, Sioux City is confined to the hospital where he underwent an operation. Mr. Robson's condition is steadily improving and we surely trust he will be able to leave the hospital soon.

We wish to extend our sincere sympathy to Agent and Mrs. C. P. Kinser at Akron, Ia. in the death of their son Pierson.

Condr. Charles Alexander has resumed his runs on 7 and 8 after a brief illness.

Cupid's arrows have been flying around the Sioux Falls roundhouse again—Clarence Anderson has been seen taking a young lady to shows, cafe's and the like. Clarence will not give us the exact date but it won't be long now.

Mrs. H. B. Olsen and daughter Evelyn, family of Ye Scribe, are spending two weeks in various southern cities including Gulfport, Miss., New Orleans, La., Biloxi and Bay St. Louis.

Conductor Martin Johnson had the misfortune to lose the end of one of his fingers while closing a door at Arion, Ia. The little accident required a vacation for Martin so he, together with Mrs. Johnson and daughter, left for Cincinnati, Ohio where they will visit a daughter who resides in that city.

Condr. Tim Calligan and son Donald have been confined to their home with a bad case of the flu. The "Flu" epidemic has been very prevalent this season and perhaps due

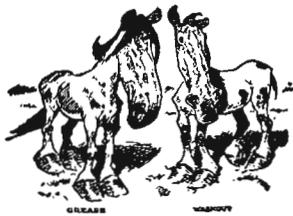
to the changeable weather a great many employes and their families have been ill with it.

Johnnie O'Neil, the blue-eyed engineer on the east end says he has had numerous phone calls here of late inquiring as to when he will open his popular Old Time Dances at Garden Park. Johnnie says "every one knows I know my stuff when it comes to dancing and I believe I will give dancing instructions personally." Here's luck to you Johnnie.

Conductor Adolph Hegg, better known as "Snoose" laid off one trip that he might attend a "checker" tournament at Bovee, S. D. (you all know where 'Bovee' is). Preparatory to leaving, he polished the FORD up to the extent it simply 'blazed' with lustre, this so he could breeze into Bovee in the best trim for he figured on "trimming" the bunch. We understand he loaded fuel to the amount of one pint of gasoline and a cup full of lubricating oil before leaving Sioux City. While no official report of the tournament has reached us, it is believed "Snoose" came out winner for he filled the gas tank full on arrival at Sioux City. "Snoose" give us the high points on the tournament as we want to get straight on it.

A little blue-eyed Miss has arrived at the home of Al. and Mrs. Songstad, checker, Sioux Falls freight house. We not learned the name of the little lady, but understand she is as handsome as her mother and noisy as her dad.

Ernest Robb, Demurrage Clerk and family, Sioux Falls have gone to Los Angeles, Cal. where they expect to remain some time, on



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O-O

**THE SENTINEL  
BINDERY**

JOHN C. SALZER

MILWAUKEE, WISCONSIN

O-O

account Mr. Robb's health. We sincerely hope Enrie' will find relief for trouble he has suffered in the past two years.

All hats off to Brakeman J. R. Reifenbark when it comes to looking out for business for our line. The other day J. R. with the assistance of brakeman J. J. Johnson went over to Niobrara, Neb. to solicit stock from a large shipper—the boys believed they could induce the shipper to ferry the stock across the river to Running Water and load at that point, however if they were unsuccessful brakeman Reifenbark said he would purchase the stock himself and turn enough extra cash on the deal to trade in the old rag-top auto and buy a new one. Here's good luck to you boys.

Conductor Robert Schenck went on a forced vacation having contracted a touch of the flu epidemic.

Sealer L. J. Angle, Sioux Falls, says he enjoys a good "MOVIE" but when some one saturates the house with "sneeze-powder" he would rather be some place else. "Slim" says he can sneeze louder than any one else too.

Switchman John Haffey, Sioux Falls is off duty account of sickness.

Switchman Henry Hurt together with Mrs. Hurt are enjoying a visit in Omaha with home folks. Henry says he likes to work but he would a lot rather visit, especially in Omaha.

### Idaho Division

R. C. P.

CHIEF Clerk, W. T. O'Reilly, is making a strong bid for first prize in a Spokane daily paper subscription contest. In a list of 110 contestants we find Billy second or third from the top. Topping the list of prizes is a Cadillac sedan, the lesser prizes being other sedans of various makes. I'll take my ride in the Cadillac, Bill.

Chief operator, F. J. Washburn, is off on sick leave and has not yet moved his family to Plummer Jct. where the new relay office was installed recently.

Mrs. Carpenter Kendall, Our Editor, paid us a visit last week and we were instructed to tell "Slat's" Whalen that if he didn't come across for every issue we would have the world believing that our trains don't even stop at Othello.

Division Freight and Passenger Agent, W. P. Warner, wishes to again express his appreciation in this column for the courteous treatment extended one of our patrons by an employe, which resulted in making a good friend for the Milwaukee. Mr. Warner's letter follows:

"Business-Getters for our Company are found among employes in all departments of the railroad. A recent example worthy of mention is that of Engine Foreman, Lloyd B. Modeland, who handles our switching in East Spokane. On joint trackage a car was improperly placed by one of our competitors, but Mr. Modeland took time to spot same where it could be reached by shippers and saved them a 24 hour delay in loading. This act of courtesy was, indeed, appreciated by the firm and has already resulted in our securing considerable additional tonnage from them for our line, and we are promised all of their shipments that can possibly move our way."

A carload of new automobiles was shipped into and unloaded at Avery recently. Those of you who know Avery, also know that there

is no road in or out of this place, even a wheelbarrow would have to be shipped or packed in. Therefore, you may ask—Why the Autos? The answer is, that they have a live Chamber of Commerce and wishing to attract the attention of possible tourists passing through on the trains they have these autos placed at random on the one street in the daytime, while at night they are grouped in a circle, and used as a corral for the one cow of the village. This cow is owned jointly by E. F. Husaboe, President of the Chamber of Commerce, and E. H. Walters, town constable, and is the pride of all the villagers, being built on the lines of a race horse, it can outrun a Rocky Mountain goat in the hills.

Lineman, Mike Parlarski, of Spokane, sustained a broken collar bone recently when his speeder jumped the track and his territory is being taken care of by Frank Platkey, formerly a lineman on the lines west during construction days.

### OTHELLO

Condr. Biggs is a little sore at the change of station numbers as he stated he was forty years getting them memorized and now all of this study was for naught.

Due to the increase of business all of the reserve brakemen and firemen have returned to duty.

Understand Condr. Perry was advised by his Doctor to get out and exercise four hours daily to strengthen his heart. Some of the boys figure the advice given to George was what caused his heart to flutter.

Condr. Frank Noble is now on the Ward-en line.

Car Inspectors Frank Schumacher and John Adams are singing Frankie and Johnnie these days, the parody is on a game of golf.

Jimmie and John Wall of the Clerical forces of Spokane, spent Saturday and Sunday giving exhibitions in the art of golf. Boy how they can hit the little white ball around. Nothing slow about these two boys on the dance floor as they attended The Golf Ball also. Come again Boys.

Yard Foreman Donley visited in Spokane over Sunday.

Car man Scotty Urquhart is waiting for his new Ford. All Scotty is worrying about is, how many gallons will she go to the mile.

Car inspector Hodson is laid up with the mumps. His partner, Bill May, has a remedy, so look for Earny to be out in a few days.

Condr. Gaynor's home of late has been visited so often the neighbors began to wonder, but upon investigation found that Frank intends to take a trip around the world this summer and these were different Railway and Steamship solicitors trying to get the business.

We may expect anything these days in regard to different parties being bribed and figured a whole lot of this mud slinging was being done from a political standpoint; but after reading THE magazine and finding that for a few of the shadowy St. Joe trout, R.C.P. would sing the praises of Avery and not even know where Othello is located, I now believe that each and every man has his price. Perhaps if he would have his press Agent interview The Wall Brothers, they would tell him some of the good points of our fair city.

Condr. Boardman has been laid up the past week but feeling OK and back to work again, glad to see him back as he always meets us with a pleasant smile and never hear him kick.

# A "Who's Who" of users of G-E equipped gas-electric cars

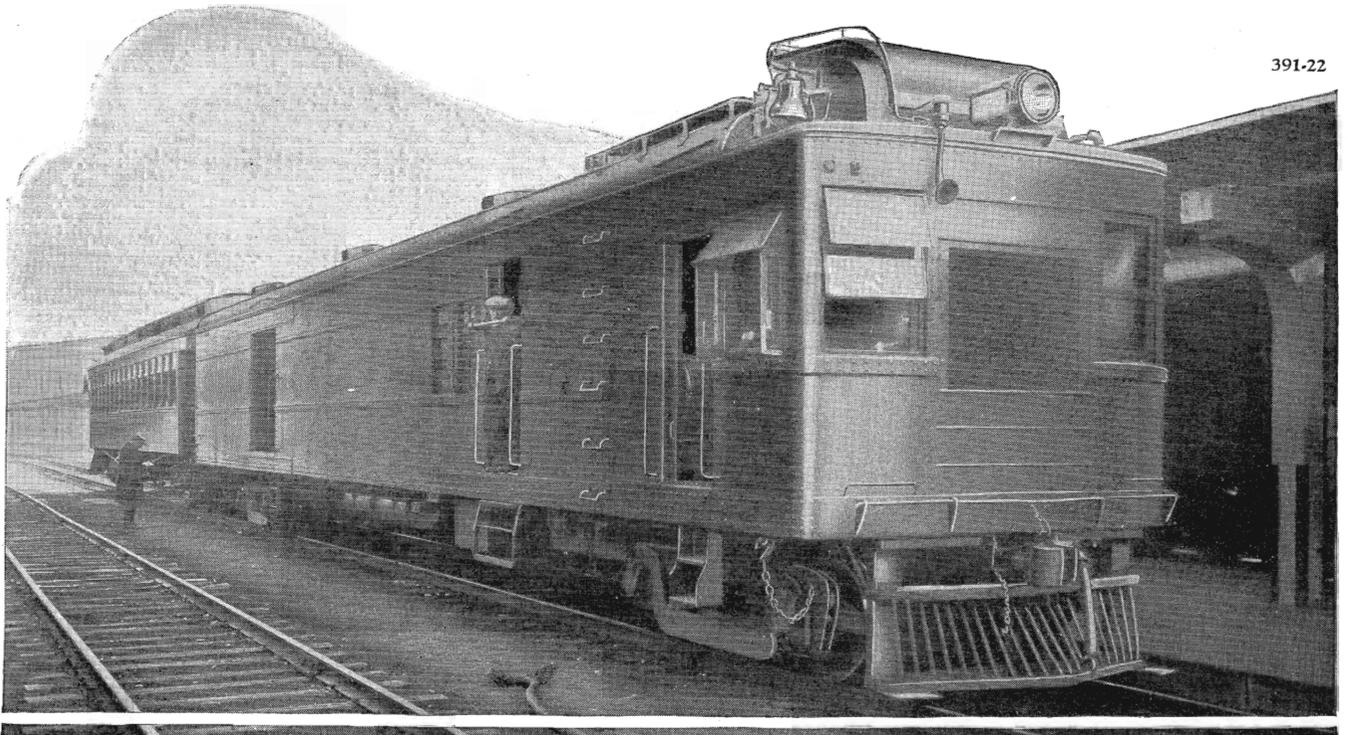
The ability of the G-E equipped gas-electric car to meet the requirements of light-traffic service is indicated by the following list of gas-electrics which are in service or on order:

Atchison, Topeka & Santa Fe . . . . .	2	Maryland & Pennsylvania . . . . .	1
*Boston & Maine . . . . .	13	Mexican National . . . . .	1
Canadian National . . . . .	9	Minneapolis, St. Paul & S. Ste. Marie . .	1
Central of Vermont . . . . .	1	*Missouri Pacific . . . . .	7
Cincinnati Northern . . . . .	4	Missouri-Kansas-Texas . . . . .	1
*Chicago, Burlington & Quincy . . . . .	33	*Mobile & Ohio . . . . .	8
*Chicago & Alton . . . . .	7	*New York Central . . . . .	5
Chicago Great Western . . . . .	1	New York, New Haven & Hartford . . .	1
*Chicago, Milwaukee & St. Paul . . . . .	10	*Northern Pacific . . . . .	13
*Chicago & North Western . . . . .	22	*Seaboard Air Line . . . . .	12
*Chicago, Rock Island & Pacific . . . . .	11	St. Louis & San Francisco . . . . .	2
Grand Trunk Western . . . . .	1	Toronto, Hamilton & Buffalo . . . . .	1
*Great Northern . . . . .	19	United Railways of Cuba . . . . .	8
Lehigh & New England . . . . .	1	*Union Pacific . . . . .	15
*Lehigh Valley . . . . .	16	Victorian Railways, Australia . . . . .	1
Louisville & Nashville . . . . .	1	Wabash . . . . .	2
Total . . . . .		230	



\*These 14 companies have each placed one or more repeat orders for G-E equipped gas-electric cars.

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*Old Faithful Geyser*  
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*Great Fall of the Yellowstone*  
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