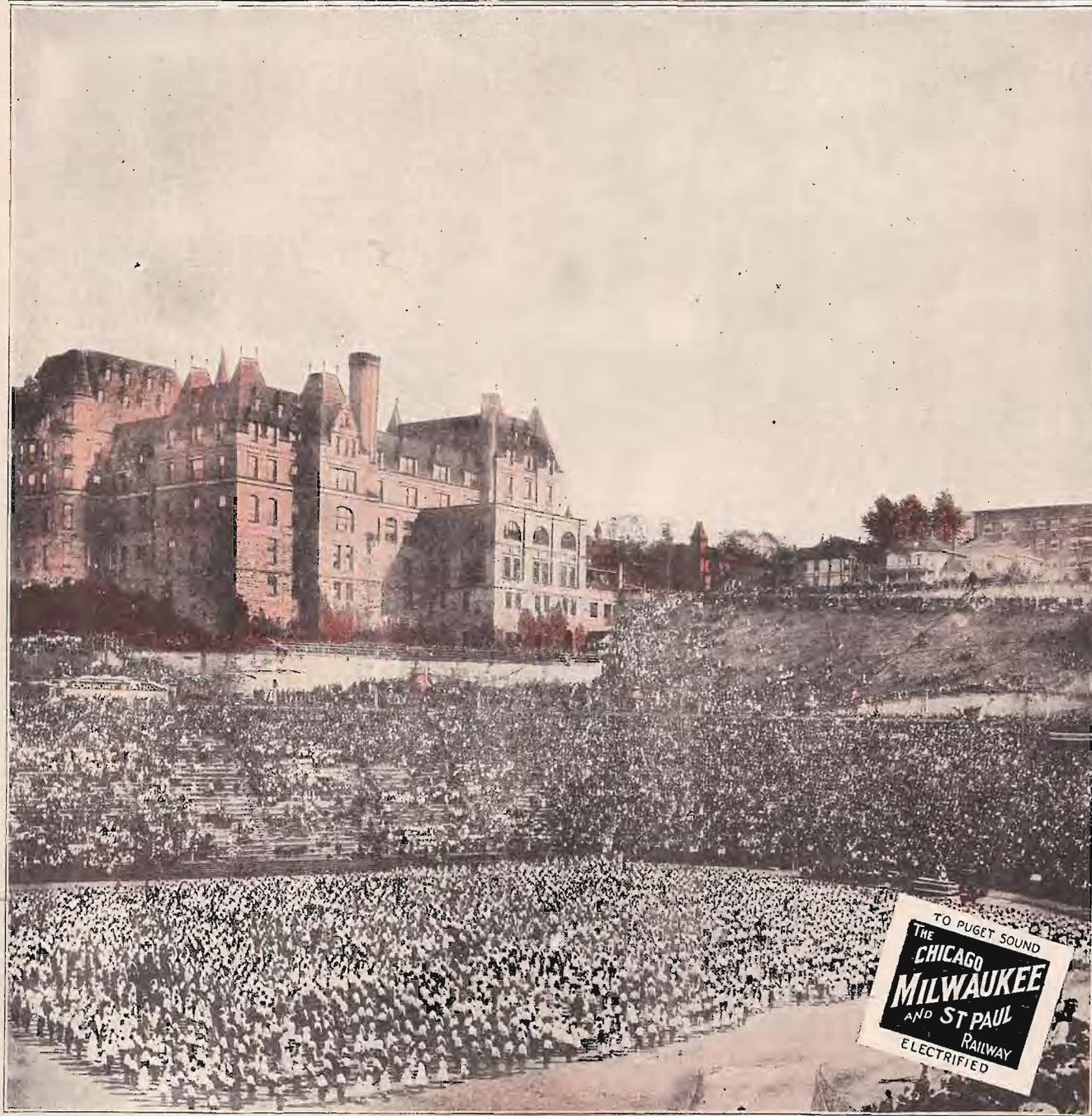
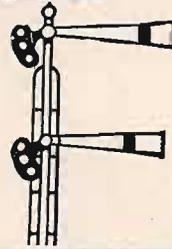
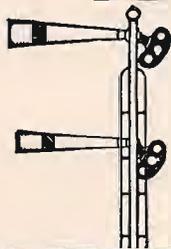


THE MILWAUKEE MAGAZINE



High School and Stadium, Tacoma, Wash.

AUGUST, 1924



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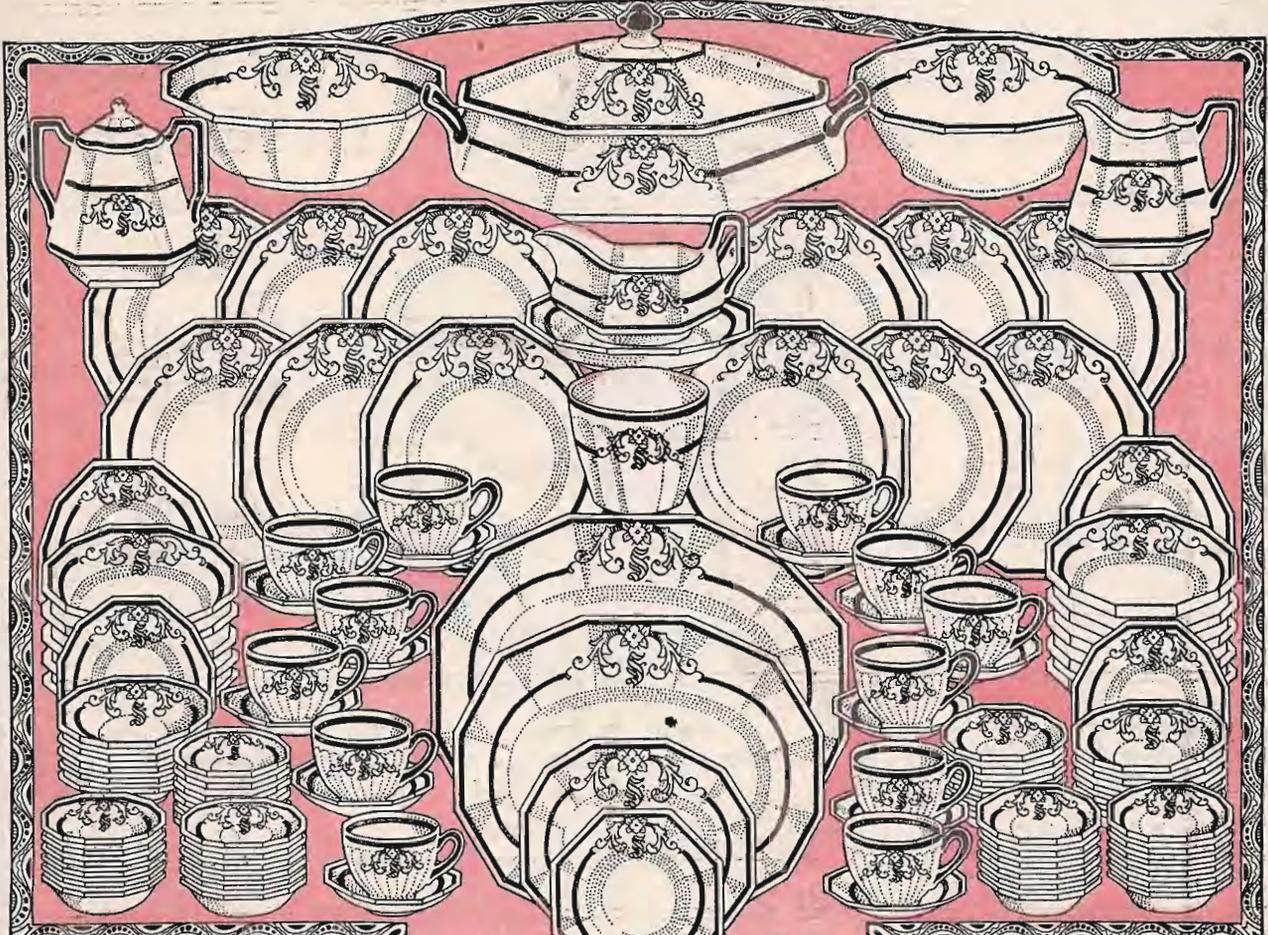
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12 Dinner Plates, 9 inches	12 Saucers
12 Breakfast Plates, 7 in.	12 Individual Bread and Butter Plates, 6 1/4 in.
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12 Cups	

Your Own
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In Gold

In Two
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1 Sauce Boat Tray, 7 1/4 in.	1 Small Deep Bowl, 5 in.
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1 Oval Baker, 9 inches	

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Electrification in Japan

The electrification program of the Imperial Government Railways of Japan which was delayed due to the large amount of reconstruction work necessary after the earthquake disaster a year ago has again been undertaken, and the railways have purchased from the Westinghouse Company eight new locomotives and 24000 kilowatts in automatic substation equipment for further extension of their electrified lines.

The railway traffic in the Japanese Empire has grown at an enormous rate during the past 50 years and sometime ago the railways realized that important steps would have to be taken to meet the requirements of this increasing traffic. The present lines, are now, 42" gauge and their operation is handicapped by severe grades and by bridges and tunnels. To change to a broad gauge track or to provide additional trackage to meet the service demands could have been accomplished only at a prohibitive cost. For this reason and owing to the fact that water power is abundant in Japan, the Imperial Government Railways inaugurated in 1910 a program for the electrification of their important lines, their decision being that this is the only reasonable method of providing increased service and to allow for future expansion.

Electrification began with the Yamate line which forms a belt line around the suburbs of Tokio and serves as an outer connection for most of the main lines radiating from Tokio. Since then the electrification of the Tokio-Yokohama line has been undertaken and at the present time the extension of electric service to Kozu 50 miles from Tokio is in progress. This line will later be extended to Yokohama and thence to Kobe passing through the important cities of Yumaza, Nogaya, Odawara and Osaka. It is on this line that traffic is heaviest so it is logical that its electrification should be the first step on the program.

The type of service encountered in Japan resulted in the choice of the 1500 volt direct current system for their elec-

trification. In order to obtain the best possible design of electric locomotives the Railways purchased about two years ago, two locomotives from each of several manufacturers for experimental service and it has been as a result of the service tests on these locomotives that eight additional units have been purchased from the Westinghouse Company.

These eight locomotives are of the passenger type, six to be used in local and two in express service. They will employ the direct gear axle hung type motors, the same type of motor will be used on all locomotives; capacity and speed variation being obtained by a variation in the number of motors and differences in gear ratio. The locomotives will consist of a single box type cab mounted on double truck articulated running gear and will be arranged for double end operation. The control will be what is commonly known as Westinghouse type HBF employing the 32 volt battery for operating the electro-pneumatic switches. The vacuum brake system will be supplied and left hand drive according to I.G.R. standards will be arranged for.

The six local passenger locomotives will be of the 2-4-0 + 0-4-2 type weighing approximately 75 tons, each locomotive will have a normal rating of 1200 h. p. on 1500 volts and although they are arranged to operate independently in local passenger service two locomotives in tandem will be suitable for high speed express duty.

The two express passenger locomotives are of the 2-6-0 + 0-6-2 type weighing approximately 105 tons. They will have a nominal rating of 1500 h. p. and will be capable of handling 460 ton train in express service at a speed of 53 miles per hour on a straight level track.

The substation apparatus order consists of ten 2000 KW. 1500 volt rotary converts and two 2000 KW. 1500 volt motor generator sets. The necessary transformers and full automatic switching equipment will be furnished with all of the rotaries and motor generator sets.

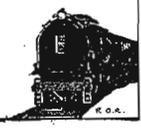


THE MILWAUKEE MAGAZINE

Volume XII

AUGUST, 1924

No. 5



Rates Lower Than Costs

Taxes were less than \$400 per mile of road in 1913 but were more than \$800 per mile in 1922 and 1923.

Taken altogether these great increases in costs, running into many millions of dollars, call for an important increase in revenues with which to pay the bills.

Last year the average charge for hauling a ton one mile on the Milwaukee Road was 1.073c—only 35% higher than the 1913 average rate. This increased rate, together with the great increase in traffic handled, earned the largest gross revenue in the history of the railroad, but, after all expenses, taxes, and bond interest were paid, there was not enough left to pay any dividends to stockholders, or to create a reserve to finance improvements.

These facts make it clear that freight rates, instead of being too high, have not been high enough to be profitable to the railroad.

As there is no likelihood of obtaining higher rates it is necessary to continue to exercise the closest economy in the use of all materials and supplies—especially locomotive fuel which alone cost us over \$13,000,000 last year.

It is evident that with the increase in expenses three times as great as the increase in rates, the most careful economy and effective service on the part of every employe is required to make both ends meet.

Any discussion of Freight Rates, from which a railroad obtains more than three quarters of its revenues, must take into consideration the cost of producing transportation.

The Milwaukee Railroad last year expended over forty million dollars for materials and supplies of all kinds to be used in its operations.

Below are given the prices of some of the most important items—1923 compared with 1913:

Coal—which was bought in 1913 for \$1 or \$1.10 per ton at mines, cost about \$2.50 per ton in 1923—an increase of about 140%.

Ties—(Treated)—that cost us 78c each in 1913, were \$1.40 each in 1923, an increase of 80%.

Ties—(Untreated)—for which we paid 32c in 1913, cost 65c each in 1923, an increase of 100%.

Lumber—(Common Fir)—was \$15 per 1,000 feet in 1913 and \$31.50 in 1923—an increase of 110%.

Cement—\$1.40 per barrel in 1913; \$2.44 in 1923—an increase of 74%.

Iron—(Common Bar)—\$1.35 per 100 pounds in 1913 was \$2.40 last year; an increase of 78%.

Wheels—(Freight Car)—\$1.20 per 100 pounds in 1913; \$1.90 in 1923—an increase of 58%.

Rail—(Open Hearth)—\$30 gross ton in 1913; \$40.60 last year—an increase of 35%.

Rail Spikes—\$1.80 per 100 pounds in 1913; \$3.25 in 1923—an increase of 80%.

Picks—\$2.70 per dozen in 1913; \$5.40 in 1923—An increase of 100%.

Shovels—\$6 dozen in 1913; \$10.25 dozen in 1923—an increase of 70%.

Lanterns—\$6 dozen in 1913; now \$12.35—an increase of 106%.

Paint—50c gallon in 1913; \$1.14 a gallon in 1923—an increase of 128%.

These figures illustrate the range in price increase over pre-war levels of some 70,000 items needed to operate a railroad.

Then, of course, there is the payroll—constituting about 60% of our operating expenses.

Of the total payroll over 90% is made up of hourly wages and the average hourly wage in 1923 was more than double that of 1913.

President.

Tacoma, End of the Steel Trail

In the summer of 1792 a lone cruiser of the English Navy, sailed into the quiet waters of Puget Sound, its commander, Captain George Vancouver on a voyage of discovery, searching for an eastward passage to the great lakes by the way of the Straits of Juan de Fuca. White men and their full-rigged craft were not unfamiliar sights to the natives of the Northwest Pacific Coast, but as the prow of this English ship sailed on and on through Sound waters into a wild and unknown country it may be easily imagined that the redskinned warriors of the Northern tribes peering with a "wild surmise" grasped more firmly their stout battle-axes and stole back to the hills to light the council-fires. For Captain George was the first white man to penetrate the far-reaching avenues of the great American Mediterranean and to land, perhaps on the shores of the lovely bay where now stands the City of Tacoma, Washington. While Captain Vancouver distributed names among the localities he visited, with generous hand, it is not recorded that he especially charted this beautiful spot; and so it was left to an explorer of the United States Navy, Captain Wilkes who visited the locality in 1841, and named Commencement Bay. Settlers were straggling in over the hills from the east by that time, and Puget Sound water was rippling gently to the scattered keels of wandering traders and a gun-boat or two now and then. In 1849, a military post was established at Fort Steilacoom near Commencement Bay, and in 1852 a saw-mill made its appearance among the forested hills at the head of Commencement Bay. That was the first "hum of industry" heard in the land where now Tacoma's mills sound their loud timbrels.

To "The Milwaukee family" Tacoma means "End of The Steel Trail", for there, looking down on tidewater in Commencement Bay, the giant electric motors that haul Milwaukee trains over the Cascade Mountains, bring their loads to rest and seek their "roundhouse" on Tacoma's tideflats. And from there they start away eastward at the head of a long train of shining golden cars, or pull the somber freight "drag" with its load of wealth over the mountains on its way to eastern goa's.

Tacoma is a busy city of one hundred and twenty thousand people, with probably only Seattle and Spokane ahead of it in point of population in the state of Washington. From its one lone sawmill and the few folk gathered about this elemental industry in 1852, it has gained strength with growth, and when you look about in its business districts, substantial is the word that occurs to you, while substantial and handsome are the adjectives to apply to its home centers. Tacoma styles itself, and with good reason "The Lumber Capital of America" for twenty-five percent of the timber of the Pacific Northwest is being cut in Tacoma's big sawmills and it takes ten thousand men to keep the mills going. That seems a good, big story to tell, but have we not already observed that big-ness and strength are the terms to apply to Tacoma's business projects?

While Tacoma was still a little saw-

mill town in the years between its settlement and its incorporation as a municipality; and for sixteen years thereafter, —while it was getting on its municipal feet, as it were, the overland trail and the Puget Sound waterway were its sole means of communication with the outside world. Then a trans-continental railroad pointed its rails that way; and soon after the first locomotive whistle sounded above the screech of the saw-mill's sounding welcome, other railroads building coastward, found Tacoma a good place to head for. In 1909



Logs for the Tacoma Mills

the C. M. & St. P. "connected up" Chicago with Tacoma, its own rails all the way and is today the only one of the four rail routes entering that city which travels its own steel trail from the Great Lakes to Puget Sound.

So from such small beginnings, in the space of one lifetime, practically, has a wonderful city with unrivalled facilities for the commerce of the world, grown up at the spot where "rail meets sail" and has made for itself a recognized claim of one of the great ports of the world, for it is served by fifty-one steamship lines operating to all the ports of the world.

The Milwaukee's big Oriental Docks are treated of in a separate story by Mr. R. R. Thiele, on another page of this magazine.

Nearby on the mainland are the big Milwaukee railroad shops,—an interesting place for a Milwaukeeite, of late especially, because usually there are some of the big electrics undergoing a general overhauling; and after you have carefully looked over the top of the big machine to assure yourself that there's no pantagraph up, you can go on in, if you are invited, and inspect the inner compartments where "the juice" is harnessed to the strange looking apparatus that subjects it and converts it into the Milwaukee's motive power.

Of the shop facilities at Tacoma, District Master Mechanic J. A. Wright contributes the following:

"The shop facilities at Tacoma con-

sist of equipment to handle both electric and steam power. We have a 150 ton hoist in a special crane bay whereby we can handle either a Mallet locomotive or any type of the electric locomotives in service on this railroad. This gives us much quicker operation than the old method of jacking the bodies or using the drop pit.

We have a complete armature room, a meter room adequately equipped for recalibrating meters and in fact, any electrical work in connection with repairs to our locomotives. We are also equipped with a large bake oven in which the baking of traction motors and auxiliary armatures are baked. The armature

room is also equipped with a banding lathe for banding such armatures as are in need of repairs and also an up to date brazing machine for different uses. Tacoma Shop is also equipped with a small overhead crane which handles traction motors and auxiliary armatures and are also in position to take care of such battery work as may be required.

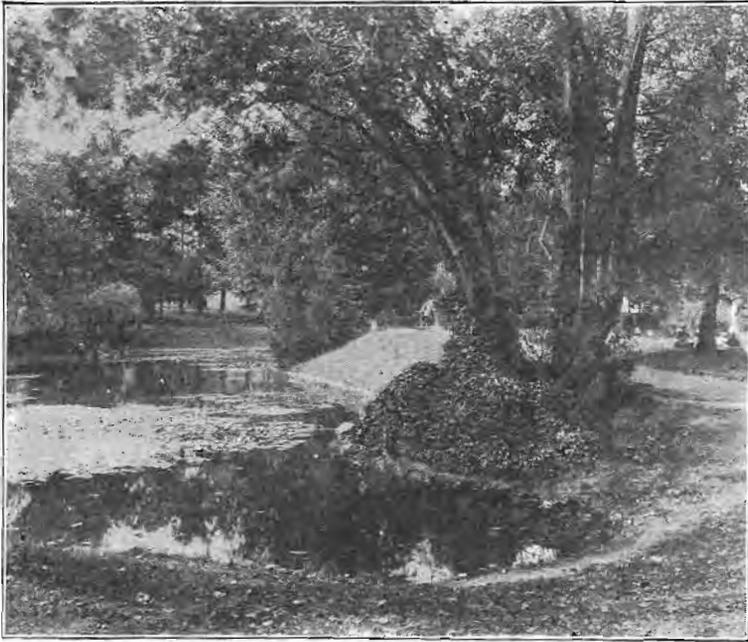
On the steam side of the roundhouse we have ten pits in the back shop and the necessary machinery to do the machine work on all of the heavy parts.

Our blacksmith shop is adequately equipped for heavy work and has several machines which were devised by our Blacksmith Foreman Schuetze which facilitates the movement of parts through the shop and eliminates a lot of handling.

Our boiler shop is fairly well equipped for heavy boiler work. In fact, we do a heavy boiler work at this point as is done on the average railroad.

Our roundhouse facilities are of the average, it being equipped with two drop pits that can handle any size wheels that are on any of our locomotives. The turntable is able to take care of a double unit electric locomotive and is electrically operated. There is an inspection pit on our outgoing track under a dead section of the trolley which enables us to make a thorough inspection of the overhead as well as the apparatus underneath the electric locomotives without any hazards obtaining relative to safety first.

In addition to the above, we are oper-



In Wright Park

ating about 90% of our steam power with fuel oil and only a few of our engines are equipped with coal. We have a million gallon oil storage tank at the plant and a supply tank containing 55000 gallons is located just back of the round-house which allows the fueling of engines to be done by gravity."

However, the "back-shop" of the locomotive department is not all of interest at Tacoma Shops, because there is a large car department, also with all the facilities and equipment of the modern work-shop where freight cars get heavy repairs and passenger equipment the "once over" which keeps them in good running condition,—on the principle that "a stitch in time" saves sending them all the way back to Milwaukee so often for a general rebuilding.

Tacoma, like most of the Pacific Coast cities is built on terraced hillsides that rise in places abruptly and in others more gently, from the waterside, and the view over Commencement Bay from one of these heights is a veritable moving picture of modern industrial, commercial and social life. Lining the harbor shores are the big mills with their tall stacks, while the water in front of them is filled with the giant fir logs that will soon be caught up in the greath teeth of the mill and made over into marketable lumber. Farther up the shore is the lofty chimney of the Tacoma Smelter, the largest plant of its kind on the west coast. To it come ores from Canada and even from South America. It would be hard to enumerate all the varied industries belonging to Tacoma, in this short

story, but they include beside the mills, of which there are nearly a hundred within the city and in the Tacoma District woodworking plants of all kinds making interior wood-work,—and there are more fir doors turned out of the Tacoma factories than in any other city in the world. It has box factories, shingle mills, furniture factories,—in short, lumber in all its forms from the huge logs to the finest products is the moving factor in the city's prosperity. A conservative estimate of the annual value of the furniture products alone, produced in the Tacoma factories, is well over six millions of dollars.

It is not so many years ago that the white flour used in the "Sound Country" came from east of the mountains, all the way back to Minnesota, but flour is one of the successful industries, now, of that region and Tacoma has rightful claim to being one of the great flour and grain centers of the world; its mills grind and sell more flour than any other mills west of Minneapolis and Kansas City. That sounds like "a large order", but figures prove the truth of the statement.

Now if we turn landward and look up to the highest height of the city,



In the Tacoma Business District

past the skyscraper structures of the business district, we see the green-clad and flower decked terraces rises one above another, with beautiful homes in green and flowery settings that might challenge the skill of the landscape artists of the Gardens of the Tulleries or Hampton Court. You will catch the gleam of broad smooth avenues winding up the hills, and you



In the Big Timber Section Tributary to Tacoma

would better accept the invitation of your hospitable Tacoma friend to ride up there and see at close hand what beauty art and nature have evolved.

Perhaps your first visit will be to the Tacoma Stadium, world-famous, and unrivalled in location anywhere. It is built close beside Tacoma's proud high-school, on the side of a splendid slope which sweeps grandly down to the curving shores of Commencement Bay. The Stadium will seat forty thousand people and is the scene of community celebrations, athletic contests and municipal celebrations. The scene on the Magazine cover shows the Stadium during a school contest when more than two thousand students are in line for a drill. This great Stadium was built by public subscriptions, led by school children.

The Park System is a chain of floral beauty. Wright Park is in the heart of the city and its beautiful lawns are a grand meeting ground for the city folk, old and young. There are no "Keep Off The Grass" signs in Wright Park. Spanaway Park on the shores of Spanaway Lake has 339 acres of wooded prairie, abounding in wild flowers. There are bathing facilities there, and a dance pavilion. Throughout the residence district, wherever you drive, you see and admire the lovely homes; great and small, for even the smallest has its bed of flowers, its climbing roses and other vines and its velvety lawn.

Out at the end of a winding boulevard built along the curving bay shore is Point Defiance Park, lovely with the charm of natural woodland through which winds the fine drive that penetrates to the uttermost limits of the Park. Here, if the day is fine, is one of the most magnificent sights to be found in the world. The blue, dancing water, the evergreen shores and high banks towering against a northern sky; while over all stands guard the great mountain which Tacoma calls its own; and indeed on a soft summer day when the air is clear and the sky is blue, the great white peak seems in all reality to be a glittering ornament to the city's dooryard.

You drive back from Point Defiance Park with a glorified sense of the wonders and beauties of God's Creation.

There are wonderful drives into the mountain land that surrounds Tacoma. You can go to American Lake scene of the great mobilizing camp of the Northwest Coast, during the war. You can easily in a half day, or longer if you make a good job of it, go to the great water power plant at LaGrande, where

the waters of Nisqually Glacier eventually turn their latent forces to man's account by speeding the turbines that whirl the generators of electric current. You can, if you are fortunate, play golf on the most perfect fairways and greens; and you can picnic in scores of nearby and beautiful spots and motor for hundreds of miles over fine hard roads and cement highways.

Tacoma is gateway city for Rainier National Park, to which the Milwaukee operates regular train service as far as Ashford, whence motor busses convey passengers to the various resorts on the mountain side. Longmire Springs, Glacier Camp and Paradise Valley, on the edge of perpetual snow, where hundreds of varieties of alpine flowers peep through the snow and carpet the hills the instant Old Sol clears their path of its wintry mantle. On another page we give you a scene at the opening of the summer season at Paradise, this year. But the snow in the Valley disappears rapidly after the June sun gets under way, while the heights above lie in glittering eternal white.

With all her material advantages, the city of our sketch is able also to inspire ethical moments, and no matter whence people come, much of this inspiration comes as part of the abundance found here. Good musical talents are developed, fine arts combine with the love for Nature and there is even a strain of the spirit of the west and of the community developed in poetry. As examples two "outbursts", as the author calls them, may be given space here written by Walter E. Ruemelin, who came from Milwaukee, the "home port" of the railroad, a dozen years ago, thus he sings: 1—(Sung to the Melody of "Maryland")

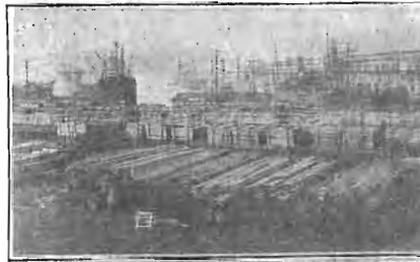
Oh Western Land! Oh Welcome Land!
Abundant Land and Charming!
You bring the thrill of Pioneer
To millions more in every year—
Oh land of mine, your wealth and clime
My heart a-new is warming,
Oh Mountain Land! Oh Valley Land!
Oh Land of worthwhile living!
Where loyal people, hand in hand,
In worthy cause together stand—

Enjoy each day, in work or play
And add to Nature's giving.
2—"Tune In", Wireless Station Smile)
A stranger to your gate may come
And crave a smile, to feel at home.
How far he came it matters not,
A wireless "flash"—a smile—makes
naught
Of distance that may lie between
The present and whatever scene.
The world might be a better place
If humans would all frown efface
And bear each other none of "rile"—
Let's link our parts here with—a smile.

Tacoma Dock and Terminal Facilities

By R. R. Thiele

When the Milwaukee Road extended its lines to the Pacific Coast, it soon became apparent that the Tide Flats District of Tacoma afforded the best location available for the necessary terminal facilities and for the docks required for interchange of freight with the steamship lines with whom the railroad was about to enter into traffic alliance. The district in question was then a waste of mud and rank grass, overflowed at every high tide by salt water and at every flood by the Puyallup River. By driving thou-



Lumber Ready For Export From Tacoma

sands of piles, building bulkheads, pumping millions of cubic feet of sand, dumping hundreds of thousands of yards of rock riprap, large areas of tide-flat land were reclaimed and raised high above tide level, forming two wide peninsulas extending out into Commencement Bay for about two thirds of a mile. The most westerly of these artificial peninsulas is flanked on the west by the Puyallup River, ordinarily not much of a river but on occasion a roaring flood capable of doing much damage, as for instance a few years ago when, aided by a strong northerly gale and a high tide, it tore out a large part of the north end of Dock One, doing fifty thousand dollars worth of damage within a few minutes. On the outer end of this peninsula Dock Number One is situated. This was originally opened for business in June 1909, being then only half its present length, which was then considered ample for handling both import and export freight. However, the business grew so fast that the dock was very soon extended to its present length of 960 feet (the width being 175 feet), the north half being then used for import freight and the south half for export. With the outbreak of the World War the Transpacific business soon rose to enormous proportions and another dock was constructed south of Dock One. This is known as Dock Two and is 1000 feet in length and 175 feet in width. It was opened for business in September 1916 and was used for export business only, Dock One being then devoted to import business exclusively. Both docks were full to overflowing during the war and for a considerable time afterwards and especially the export business soon exceeded the capacity of the house so much that rough freight enough to fill another house was piled up in the open everywhere in the yards and our line was even compelled to lease additional dock facilities elsewhere on the Tacoma waterfront. When business dropped to more normal proportions after the war both kinds of business were handled at Dock Two, the north half of which is now used for import and the south half for export, while Dock One is used for import freight when necessary. In addition to this, all automobile shipments for local delivery are now unloaded at a space fitted up for the purpose at Dock Two and the facilities thus provided have been instrumental in a tremendous growth of our automobile business. During the war large separate office forces were kept busy at both docks but at present most of the clerical work is handled at the Local Office, only the warehouse force being maintained separately. Even at present, when business is comparatively dull, the dock presents a busy scene when steamers are discharging or loading. The freight handled differs con-

siderably from that which makes up the bulk of freight at local railroad stations. The steamers of the Osaka Shosen Kaisha, our Oriental connection and the second largest of the Japanese steamship lines, discharge enormous quantities of tea, porcelain, basketware, toys, bamboo, strawboard, beans, linseed cake, Japanese provisions, matches and the like, while camphor, vegetable wax, arsenic, menthol crystals, pyrethrum flowers and furs are some of the more unusual items. Wood oil, produced on the Yang-tse-Kiang River, and coconut oil from the Philippines and elsewhere form a large part of the imports; these are carried in bulk in the steamer's tanks and are pumped from the steamers to large storage tanks or direct to tank cars for shipment. The exports consist very largely of automobiles, all kinds of machinery and power plants, electrical appliances, cigarettes for China, paraffine, lime, cotton, and all kinds of manufactured goods, not to mention much pedigreed live stock; while during the season, scores of thousands of cases of salt fish are exported to China and Japan. Tracks on the water side of the docks permit heavy freight and lumber to be unloaded direct to the steamer, lifts up to fifty tons being handled thus.

Between Docks One and Two are located the Oil Docks of the Philippine Vegetable Oil Company, handling coconut oil and of L. C. Gillespie & Son, handling wood oil; large storage tanks are adjacent to both plants. These oils are almost altogether shipped in tank cars; the former enters chiefly into the familiar coconut butter and into soap, while the latter is used for paints, varnishes and oil cloths.

The two peninsulas mentioned above are separated by the Milwaukee waterway, dredged to more than fifty feet of water alongside the docks, thus affording plenty of water for the very largest liners at all stages of the tide. On the eastern peninsula at the outer end is located Dock Number Three, opened for business in 1909 and fitted with elevator and cleaning facilities for handling grain. It has been under lease to the Milwaukee Grain Company for years, though sometimes also used for import freight. It is 600 feet in length. The remainder of this peninsula is taken up by storage and repair tracks and the Milwaukee Log Dump, where the trains of logs coming from interior points to Tacoma sawmills by rail are dumped into the bay to be towed to the respective mills on the water front; much of the western peninsula is also taken up by tracks, some for loading and unloading, others for storing cars of export freight, and still others used as repair tracks. South of the long viaduct carrying East Eleventh Street from the Puyallup River drawbridge to the Sitcum Waterway, east of our yards, are the main yards and the shops and roundhouse with their miles of tracks, extending out to Tacoma Junction.

From Tacoma Junction the main line runs westward across the Puyallup River, which more than once has here washed out our bridge, through the Coach Yard, where the transcontinental trains are made up, cleaned and provisioned and where the Commissary Department has its storehouses. Across a long viaduct through a busy manufacturing district, to the Local Warehouse and to the Passenger Station. The

Local Warehouse at East 25th and D Streets was opened for business in July 1909; it is 600 feet in length and has four housetracks. It is very conveniently located to the wholesale district and is indeed a busy place on any normal shipping day. The western half is devoted to Out Freight, the eastern half to In Freight. Mr. F. J. Alleman, the justly popular agent of our line, has his office here and has all of his numerous clerical force housed on the ground floor of the building, while offices on the second floor are occupied by Mr. Frank Rusch of the Motive Power Department and his office staff. Team tracks are located east of the station, while still farther east, at East 25th and A Streets, is our passenger station. Plans for a new passenger station, commensurate with the rank and importance of our line, have long been approved, but our readers need hardly be told that recent years have not been any too favorable for such expenditures. The upper story of the station is taken up by the offices of Division Headquarters under Superintendent Rossiter. From the station another viaduct leads to a romantic gulch, almost a canyon, with beautiful trees and sparkling cascades, through which the Tacoma Eastern, Gray's Harbor and Willapa Harbor trains leave the city—a beautiful scene, but a hard pull for heavy trains. This is the route taken by passengers

on our line going to Tacoma via Ashford, the nearest and in fact the only rail approach to the wonderful beauties of Ranier National Park, and gives them a foretaste of the grander scenery beyond.

Our terminal facilities include spur tracks to many of the city's largest industrial plants, while others are reached indirectly through other terminal lines or through the Belt Railway operated by the Municipal Railway for freight service, which gives us access to nearly the entire Tide Flats District with its great industries and shipyards, as well as the Port Commission's Docks, which are reached by our line direct. In addition to this various large manufacturing plants on the water front, among them the great smelter, which have no direct rail connection with us, are reached by regular service by car barges handled by tugs, and it keeps the "Milwaukee Navy" busy to furnish empties to these and take out the loads.

Tacoma is continually growing larger in its manufacturing interests, and our lines terminal and dock facilities have been wisely laid out to take care of present and future needs of the city and of its domestic and foreign commerce and can be depended upon to expand as needed. Tacoma owes much of its prosperity to the service of the Milwaukee road and realizes that the interests of both are the same.

Electric Transportation-- A Gift of Science

N. V. CARGILL

(The paper following was selected from a group of over three hundred subjects which were written upon by various students and was read at the commencement exercised of the East High School of Rochester, New York, June 24th, 1924. The choice of subject was inspired by the visit of the big electric motor to Rochester in June; and the student who wrote the thesis received much valuable aid from his visit to the motor and the information concerning its construction and operation given him by those in charge of the locomotive on its eastern tour. Editor.)

Out in the West, across the most picturesque parts three mountain ranges, there stretches the shining rails of the world's greatest electric road. Over these rails, there glides smoothly, steadily, swiftly, with uniform speed a great power unit, the electric locomotive, hauling its thirteen passenger coaches or its five thousand ton freight train with no apparent effort, impelled by some invisible force.

As we settle back in the soft comfort of the passenger coach and gaze out of the car window at the gorgeous moving panorama, we are thrilled by the natural beauty of the scenes that fly by. The snow-capped mountain studded with pine trees and veiled in a purple mistresses to greet us as we approach. The crystal stream, rushing down the mountain side, pauses a moment in its descent to gaze upon this rival of its swiftness. The jade-green valley complete the scene and together with sky and mountain forms a harmony of colors, entrancing in their beauty.

"Where distance lends enchantment to the view,
And crowns the mountain top with azure hue."

This beauty is permanent, for it is not obscured by the thick, black smoke of the puffing steam locomotive. Here we can find no trace of the blinding cinders, the suffocating gas fumes, and the hazardous hot sparks that recall the unpleasant memories of less perfected methods of transportation.

In this age of invention and discovery we are unfortunately inclined to take too much for granted; to accept new theories and to adopt new apparatus without proof and without asking, "Why and How"?

Let us break away from the usual and apply these questions to this new mode of transportation, defined as electric traction. There has evidently been a marked change in transportation facilities. Why has this change been brought about? To answer this question, we must hark back to that bromidic expression, "Necessity is the mother of invention". Certain technical men, after making careful research of transportation problems, realized the necessity of something better, and set out to find it. How this "something better" was found is not so easily answered. It is not the realization of one man's dream; it is not the result of the fusion of ideas of several individuals. Its history is as long and as complicated as the history of the science of electricity, for after all, it is only a new application of this inexhaustible source of power. The science of electricity is built upon the dependent discoveries and theories of many savants, and since the development of electric traction is based upon the utilization of these discoveries and theories, it is rightly termed a gift of science.

Every gift of science is dependent upon

on many existing resources, and electric traction is no exception. The startling fact is that the giant electric locomotive is actually dependent upon snow and ice which we see on the mountain top and which we are likely to consider essential for beauty alone. It has, however, a vastly more important position in the success of electric transportation. It is its heart, for it is the source of energy which supplies the power necessary to turn the drive wheels of the electric locomotive. It is the first chapter in the story of power generation. The melted snow and ice flow down the mountain side in little rivulets, which unite to form the mountain streams and finally rivers of enormous momentum. Science has discovered the great value of water power and the means of converting it into a more useful form, electric power. Thus the river is checked in its onrush by the steel blades of the turbines in the hydro-electric power plants where the conversion takes place. At this point, generation stops and transmission begins. The energy of the melted snow and ice is now electric current speeding through the long distance transmission lines to "substations," a name given to the various points along the line where the current is fed to the overhead power supply of the railroad. In the story of power generation, we again see the intensive service of science in deriving from natural sources, power sufficient to move thousands of tons.

When we think of electric transportation, we associate with it three S's, standing for three of its most prominent features: smoothness, sureness and swiftness. The even, gliding motion of the electrically propelled train is unparalleled by any other form of railroad transportation. This smoothness is attributed to the use a regenerative braking system which necessitates the use of the inefficient air brake only in cases of emergency or in bringing the train to a full stop. The efficiency of the electric motors to function properly under all conditions makes electric transportation the surest. Its service can be depended upon to the fullest extent which is the first requisite of a successful railroad. Electric transportation also boasts of the second requisite, that of swiftness. This is the outcome of the scientific construction of the modern electric locomotive, the latest step in railroad advancement.

The present state of railroad electrification is by no means as efficient as it can be made. Extensive research work along such lines is constantly in progress and scientific men are bending their efforts to the successful solution of those problems to which electrification gives rise. They have set a high standard and they are beginning at a level which some years ago it was thought impossible to attain, guided by the established principle of their predecessors.

Expressions

Sometimes some queer expressions

Come in vogue—are widely used;

But I have a good impression

Of the ones just lately loosed.

"Oh, she's quite the cat's pajamas."

"Isn't he the oyster's ears?"

What truly striking lingo

To hand down to future years!

Would you like to be the "snail's antlers,"

Or "quite the mole's eyeball?"

Or the "old cat's fallen arches?"

—And see the fellows fall!—Mink.

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Roscoe, So. Dakota, Greets The Olympian With Fireworks and Brass Band

On Sunday, June 15th, The Olympian stopped for the first time on its new regular schedule, at Roscoe, So. Dakota. The Roscoe folk were down en masse at the station on the evening of that day to meet No. 15 and as the beautiful train pulled in the Roscoe Band struck up a lively tune and the Roscoites helped the welcome with lusty cheers. Here is the way one of the Roscoe newspapers chronicles the festive occasion:

"The citizens of the city and surrounding community showed their appreciation of the first permanent stop of train No. 15 which occurred in the city Sunday evening. Long before the train was scheduled to arrive the people started gathering at the depot platform rejoicing over the new change in schedule.

By the time the train whistled for the town there were over three hundred people there to greet them. As Billy Foster, conductor stepped off the train the Roscoe Band struck up a lively tune that more than pleased the many travelers that were on the Olympian. Sky rockets were sent up, Roman candles were fired over the train, every person rejoicing over having such a great asset come to them. During the five minutes that the train stopped here there was many a complimentary remark heard from different parts of the gathering on behalf of the Milwaukee Railroad, their employees and the good service that exists at this point.

As the train started to move from the depot the Roscoe Band played another popular tune and everyone waved their hand as a token of good luck and appreciation for the valued new train service that they have received.

Judge Lightner says that Roscoe does not fully realize the benefit the railroad is to our country. He says 12 of the railroad men own their own homes already and several others are desirous of buying and simply waiting for the opportunity to pick out a suitable home.

Then think of the pay roll where nearly 40 men get their pay checks monthly. This amount runs from around \$4,000 to \$5,000 per month.

These people are a great addition to any town. You see their families connected with church work and where good people are needed in life, they are always on hand. Further, notice the amount of taxes the railroad company pays annually. In 1923 in Bryant and Glen this amounts to \$13,114.19.

Business men and tax payers let these solemn facts soak into your souls, and ask yourself the question "Can we af-

ford to kill the railroads by giving the trucks our business?"

How much taxes are the trucks paying us? Do the trucks help our roads? Let us all give this matter proper attention and heartily support the railroads with every pound of freight possible. In helping the railroad, we help ourselves, and just the opposite when we support the trucks.

It will be a great benefit to the city of Roscoe and the people living tributary to know what the railroad company paid in taxes in the various townships last year. Glen and Bryant townships they paid \$1950.06, Glen \$6161.98, Bryant \$2233.98 and in Roscoe \$2768.20, or a total of \$13,114.19 that was the Milwaukee taxes here in 1923. The truck and Bus Lines pay nothing. They are poachers on real legitimate business, and the quicker that we can get rid of them the better it will be for every town in this section of the state."

An Error of Figures

In the July Magazine, in an article by Mr. Samuel O. Dunn, entitled "What Is The Answer To The Railroad Problem" there appeared on page 14, the statement as follows: "In 1903 the average wage per railway employe in the United States, was \$477." The figures should have read \$577. The error was typographical.

The National Dairy Show At Milwaukee

The National Dairy Show to be held at Milwaukee, the week commencing September 27th, will be one of the biggest events ever held in that city. The State Fair Grounds, which will be headquarters of the Show will not be large enough to accommodate the Exhibits, so the great Auditorium will also be used for some of them; and space reservations already tax the limits of both Fair Grounds and Auditorium. Both of the locations chosen for the Dairy Show are conveniently and advantageously located to our tracks. At the Fair Grounds we have tracks directly into the enclosure and unloading platforms on the north side of the grounds on which side most of the cattle barns are located. The Auditorium is only three blocks distant from our Chestnut Street team track.

This year, for the first time, thirty allied dairy organizations will also hold their annual meetings during the Show, and the delegates to these meetings alone will probably number around five thousand; so in addition to the immense amount of farm and dairy machinery exhibits to move there will be a tidy revenue from passenger business. Too much emphasis cannot be placed by our soliciting agents upon our advantageous location and excellent service.

Over The Top

In the matter of railroad battalions, The Milwaukee appears to be going over the top, as the following from The Military Engineer, published by the corps of engineers, U.S.A., in Washington, indicates. Major Horton and Captain Ryan, aided by the Management of this railroad, have done wonderful work in organizing the 609th Engineer Battalion, and the credit given them is deserved.

"The 609th Engineer Battalion (Railway) is being organized in the Chicago, Milwaukee and St. Paul Railway System, with headquarters at Chicago, Illinois, and judging from present prospects will be the first "to go over the top" as re-

gards completing its organization. Its commanding officer is Maj. Thomas P. Horton, Engr.-ORC, and its Adjutant, Capt. Norman A. Ryan, Engr.-ORC. Both officers served with distinction with the 13th Engineers during the World War. To date applications have been received from more than enough officers and enlisted men to entirely complete the peace time strength of the unit. The commanding officer and adjutant are both working overtime classifying the material and arranging for the appointment or enlistment or transfer of those deemed suitable. The completion of the organization of the unit is expected by not later than September, 1924, and this excellent showing is entirely due to the activities of the commanding officer and his adjutant, and the hearty support given them by the higher officials of the railroad."

A Most Bewitching Whistle

Two negro firemen were discussing the merits and music of their locomotive whistles at the passenger station at Vicksburg.

One said: "Man, when Jack Leach blows dat quill de women gits up and waves table cloths and towels at him."

The other said: "Shucks, niggah, you don't know nothing about blowing a whistle. When Carey Jones come through dem woods at night de owls even reaches out and grabs lightning bugs and waves him a high ball, dey loves so well to hear him blow it."

Tender and True

In the gloaming, oh, my darling,
When the lights are dim and low,
That your face is powder painted,
How am I, sweetheart, to know?
Twice this month I've had to bundle
Every coat that I possess
To the cleaners—won't you darling
Love me more and powder less?
—Selected.

The Curbstone Philosopher Says:

When I see a sixteen hundred dollar automobile parked in front of an eight hundred dollar home, I know what is the matter with America.

There are still some fellows in this country who call it "pretty good whisky" just as long as it doesn't eat the cork out of the bottle.

The only drawback some people see in a radio or phonograph is that you have to be home to enjoy them.

You can never tell how things are going to turn out. Even the common house cat becomes mink when it gets made up into a set of furs.

If you see a man with a chip on his shoulder, laugh at him and it will fall off.

Some drivers hug the side of the road and others have a girl with them.

It has been my observation that the man who has sunshine in his heart can get along without moonshine in his stomach.

Figures show that we spend more for chewing gum in this country than for books. Well, isn't it easier to exercise the chin than the mind.

Lena

There was a thin maiden called Lena,
Who bought a new vacuum cleana,
But she got in the way
Of its suction one day
And since then nobody has seena.—Wasp.

N. Y. C. Veterans Acquire Vacation Camp

Here's an idea with a job attached for our Veteran Association. The Veterans' Association of the New York Central have acquired a big "Camp" at Lake Placid, N.Y. for the perpetual use of the Veterans as a vacation spot. Lake Placid, as we all know, is one of the beauty spots of the Adirondacks, and in getting title to one of the largest resort camps there, the Association has provided a superb vacation place for its members. The following from the July issue of the New York Central Magazine tells the story and the pictures illustrate the splendid acquisition.

The Veteran Employes' Association of this railroad has built for itself, a splendid monument in the Milwaukee Pension Association, which was founded and launched by the Veterans, and which is going on with inspiring success to a magnificent future. The Veterans having handed their work over to an Association that is exclusively engaged with the Pension, are they not now in need of something which shall be a second piece of fine constructive work? Every organization requires the stimulus of an objective, and while to meet once a year and renew the ties that bind us all to our good old railroad; to renew our loyalty to our leaders and pledge anew our long-time friendships is a wonderful thing for us all, yet the thrill of a distant goal adds zest to the meeting and eagerness to the forward look. Along the Milwaukee all the way from Wisconsin's green borders to Puget Sound's shimmering strand are beautiful spots in which to build a vacation camp for Milwaukee Veterans, and such a place, after it had been acquired, equipped and gotten into running order, need no longer be an expense to the Association. What a handful of Veterans on another road can do, the great body composing the Milwaukee Veteran Employes' Association would have no difficulty in putting across. It's a splendid idea. Let's think of it.

Here is the story reprinted from the New York Central Magazine.

"On Thursday, June 26, 1924, the New York Central Veterans' Association acquired Undercliff, a camp on Lake Placid, town of Elba, in Essex County, New York, as a vacation retreat for its members. By the middle of July the camp will be prepared to receive veterans in quest of rest and recreation for themselves and families.

Everybody has heard of Lake Placid, the supreme beauty spot of the Adirondacks, known throughout the world as a summer and winter resort. Most of the millionaires, at least, seem to have heard of it, for they have swarmed in there until it is a regular millionaires' nest. There are beautiful "camps," of such substantial materials as stone and brick, of handsome architecture and appalling cost, for everything in the Adirondacks is a "camp," no matter what the cost of materials of which it is built.

There is the famous Lake Placid Club with its hundred buildings housing fifteen hundred souls, for example, across Mirror Lake from the village of Lake Placid, and no end of handsome private places and sundry hotels for bank rolls of every size, from the modest family resort to sumptuous palaces where the head waiter would faint if he saw a guest who didn't happen to be in evening clothes making toward the dining room.

But in natural beauty of location Undercliff surpasses them all; though when it comes to that, the best is none too good for veterans of the New York Central Railroad. The property is on a densely wooded slope which stands out into the lake a little as if it had started out to be a peninsula, but thought better of it before the job was done.

Naturally, this gives an unsurpassed view, beginning with the west arm of Lake Placid straight away to the left, with Mount Whiteface, 4,872 feet high, in the distance right around through a splendid panorama of verdure-fringed blue water, with mountains everywhere in the background, through an arc of 190

degrees. The ground slopes right up from the water's edge at Undercliff to Eagle's Eyrie, an 800-foot height behind the camp, from which there is a fine view of Lake Placid.

The west arm of the lake ends a mile or so from Undercliff in Echo Bay, which never speaks unless spoken to, on the lake. It is a well-bred echo, which never speaks unless spoken to. On the other hand, it never fails to answer promptly when called, which is more than can always be said of the party at the other end of the telephone wire.

The supreme charm of Undercliff is its splendid isolation. When one goes to the woods for a rest one doesn't want to be crowded. The camp can be reached on foot, four miles by highway to Whiteface Inn, then three miles by trail following the contour of the lake. Or, if you want to cut across lots, you can swim, three miles from the Lake Placid (village) steamer landing, three miles to Undercliff, provided you don't get lost winding around the twists and turns among the island and promontories and things.

For those who object to so much exertion there is the camp's own fleet of launches, one of which can cover the three miles at the rate of 22 miles an hour, provided the State trooper who regulates lake traffic doesn't catch 'em at it. Or you can even take a behemoth of a two-deck motor boat, a sort of steamless steamboat, so to speak, which makes trips around the lake twice daily on a regular time card handling passengers, baggage and freight between all landings.

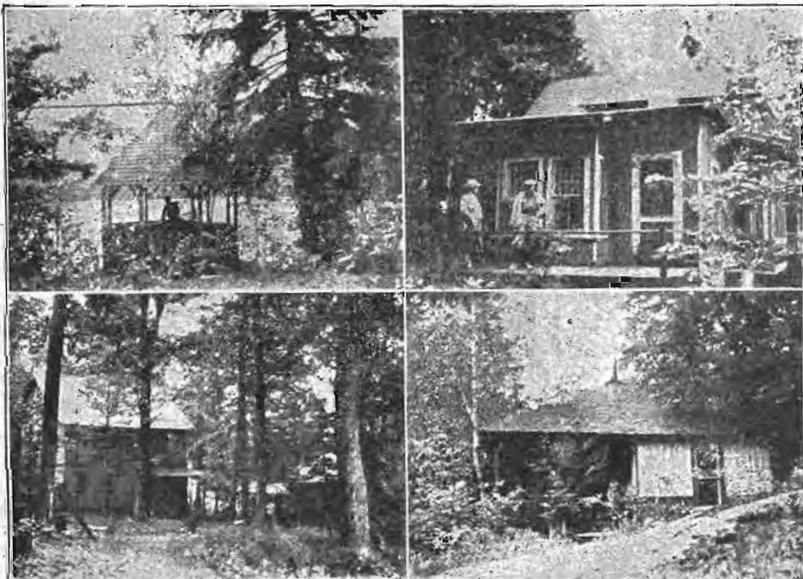
Once at Undercliff, you are monarch of all you survey, but you can't survey much except when you go down to the margin of the lake and look across the water. For Undercliff is right in the woods, and the woods are so full of trees that you can scarcely see from one building to another, while as for neighbors, if there are any, you cannot see any signs of them. It is the forest primeval.

Now as to the property itself. Undercliff consists of about 35 acres of land, with 1,700 feet of shore line, on which stand fourteen buildings, if you count the barn and sugar house and pump house. To all intents and purposes, Undercliff may be said to consist of thirty-five thousand acres or more, for the property abuts on the State forest preserve, so that the veterans who visit their summer (or winter) home may wander for miles through primeval forest and never know when they step from the ground they have paid for to that which they share in common with all other citizens of the State. And they will find no one to interfere with them.

In the forest are countless bushels of luscious blueberries eager to be picked, a heavenly chorus of birds of 150 varieties to sing to you, squirrels to bark at you, rabbits to wiggle their noses at you, herds of deer and chipmunks and ground hogs and porcupines and ever so many other interesting things, while the lake is full of whitefish, and pike, and pickerel, and lake trout and small-mouth black bass wearied with waiting for some one to come and catch them.

Will House 125 Guests

The nine buildings available for dwellings will house, when some minor alterations are completed, approximately 125



Some Scenes in N.Y.C. Veterans' Vacation Camp

guests. Every building is equipped with running water and sewer connections, with bath rooms on every floor, while some rooms have private baths. All are completely furnished, but not ready for occupancy, when the property was transferred, because all furnishings were taken down and folded up and packed away for the winter. And then there are minor repairs inevitable whenever any house is unoccupied for a few months. On the day the transfer was made. Secretary-Treasurer J. M. Wooldridge, of the Veterans' Association, was looking forward with eager anticipation to two weeks' hard work to get the place ready for the first detachment of veterans. Alterations necessary to make the camp serviceable to veterans will be made at once.

The first two buildings to be opened will be "Undercliff Cottage," located on a point about midway of the shore line. On the first floor is a living room 18 by 21 feet with a large stone fireplace; a music room 15 by 20 feet and eight bedrooms with two bathrooms. There is a front porch 35 feet long by 14 feet, with a splendid outlook on the lake, and sleeping porches on the upper floors. This is completely furnished, and only awaited the sprucing up that any good housekeeper would want on moving into a new house.

Connected with this cottage by a covered passage is a two-story cottage, the lower floor of which is used as a dining room, about 15 by 20 feet, with a big stone fireplace and with well equipped kitchen and butler's pantry, woodshed and ice house. On the second floor is a large room once used as a sitting room, but which will be converted into sleeping quarters, with other bedrooms and sleeping porches. The big bay and other windows and front porches command fine views across the lake to the mountains in the distance. Kitchen and dining room are completely equipped. There are two ice houses on the property filled with crystal ice from the lake, and no end of wood split and dried ready for the open fireplaces.

"Cliff Hall" was built for the main dining hall of the "Camp." The first floor consists of a room 40 to 60 feet, with a seating capacity of 125. Adjoining is a room 25 by 40 feet, originally used as a pantry, which can be thrown into the dining room by taking down a partition, making one huge dining hall 40 feet deep and 85 feet long. Adjoining are kitchen and pantry. On the second floor are seven bedrooms and a room which can be made into a bedroom. This building is in need of considerable repairs.

The prize building is the "Casino," right on the shore of the lake. The first floor is divided into two rooms, one a dance hall, 55 feet long and 25 feet wide, including in its furnishings a Chickering concert grand piano. Adjoining is a most attractive sitting room, 21 by 30 feet, with a monster stone fireplace which will have to be fed with young sawlogs, and a great bay window with cushioned seats almost overhanging the lake. Back of this is an office. Upstairs is a billiard room, with pool tables waiting for the next players.

In front of the Casino is the pier at which the steamless steamboat unloads visitors and their baggage, and one of the boathouses, for there are two boathouses for the two motor boats already

mentioned, and a fleet of fifteen row-boats and a canoe included in the transfer.

Scattered among the trees are "Sunrise," "Silver Birch," "Treetop," "Red House" and "Lodge" cottages, each with living room and bedrooms and baths, bringing the grand total of bedrooms up to 55; three summer houses, a storehouse, a barn, a platform for a tent, a tennis court, a guide's cottage and a pump house by which sewage is pumped over the hill and away from the lake, for the waters of Lake Placid are kept free from contamination.

The prize possession—at least so the little folk of the veterans' families will say—is the sugar house to take care of the sap from Undercliff's 400 sugar maples, capable of supplying about 120 gallons of syrup. One of the plans in contemplation is for a sugar party during the season for such members of the association as may be able to attend. It is thought that a railroad man could find no greater fun than to get out of bed before dawn on a bracing spring morning and quarrel with the black bears for possession of the appetizing sap buckets, then pour the share salvaged from the bears into the kettle and keep it boiling and skimmed until ready to take off. Then when the syrup has been poured out you make yourself a little wooden paddle and scrape the kettle and lick the paddle and repeat, ad libitum-m-m-m-m! And you can make little cakes of sugar and cool them on the snow and—oh! those sugar parties will be no end of fun, not to mention the fact that they will be the only thing of the kind offered by any resort anywhere.

To sum up, Undercliff is the largest camp on Lake Placid. More than \$75,000 was expended in improvements, which could not be duplicated today for less than \$125,000. The New York Central Veterans' Association was able to pick up the property at a most attractive price, thanks to the enthusiastic interest of President Crowley, Vice President Starbuck and General Attorney Lyman. Now the New York Central Veterans have a country home of their very own. They also have the satisfaction of knowing that their Association is the only railroad veterans' association in existence which can boast anything of the kind. But then, the New York Central folk are accustomed to leadership in everything.

The New York Central Veterans' Association was organized January 11, 1922, as a result of a meeting held in the Lexington Avenue Theater in New York City three days previously. Its president is William O. Wichman, a locomotive engineer on the Harlem electric division; vice-president, George E. V. Osborne, chief clerk, Auditor of Passenger Accounts; secretary and treasurer, J. M. Wooldridge, chief clerk to A. S. Lyman, general attorney.

Mr. Wooldridge will have charge of the camp as manager. Veterans who wish to spend a few days or weeks or months at their very own country home should address him at Undercliff, Lake Placid Postoffice, New York, for reservations, arrangements for motor boat to meet them at Lake Placid dock and so on.

Terms had not been fixed at the time these lines were written, but they will be approximately half the rates charged

for similar accommodations at resort hotels.

One plan proposed is to throw open any accommodations not required by members of the present Veterans' Association to employes who have the qualifications of members and who signify a desire to join whenever new chapters are formed, and then to other New York Central employes at a small advance in rates over those charged members. By keeping the camp going at capacity it would be possible to pay off the debts and improve the property more rapidly. This will soon be decided."

President Byram's Visit to Mich. Point

E. A. Lalk

President Byram and party, recently spent a few days on an inspection trip in northern Michigan.

Arriving on Tuesday morning, June 10th, the morning was spent by the party in looking over the terminal and dock property at Escanaba. It is whispered about among the dock employes that the president set a new record for speed in climbing the dock stairs, and it is intimated that some of the young men need look to their laurels.

That afternoon was spent in and around Crystal Falls. In the evening the president's party attended the annual dinner of the Upper Michigan Peninsula Development Association. About 300 Michigan boosters sat down to this dinner.

Mr. Byram delivered the principal address of the evening. As he arose to speak he was greeted with loud applause, indicating the personal feeling of friendliness and good fellowship toward our President, as well as a kindly feeling toward the line.

Mr. Byram's address was listened to with keen attention as was indicated by the lack of restlessness and the quietude of those assembled. The president delivered his message in a very forceful way. The message to the public to stamp out the libeling of railroads by certain politicians to further their own personal gains at the expense of breaking down the efficiency of one of America's greatest public utilities, the railroads. A plea that the public acquaint themselves with the true facts and judge for themselves was made.

He also paid a very delightful compliment to the work of the members of the Development Association in the upbuilding of the country and pledged them the moral support of the Chicago, Milwaukee & St. Paul Railway, to the furtherance of their worthy cause.

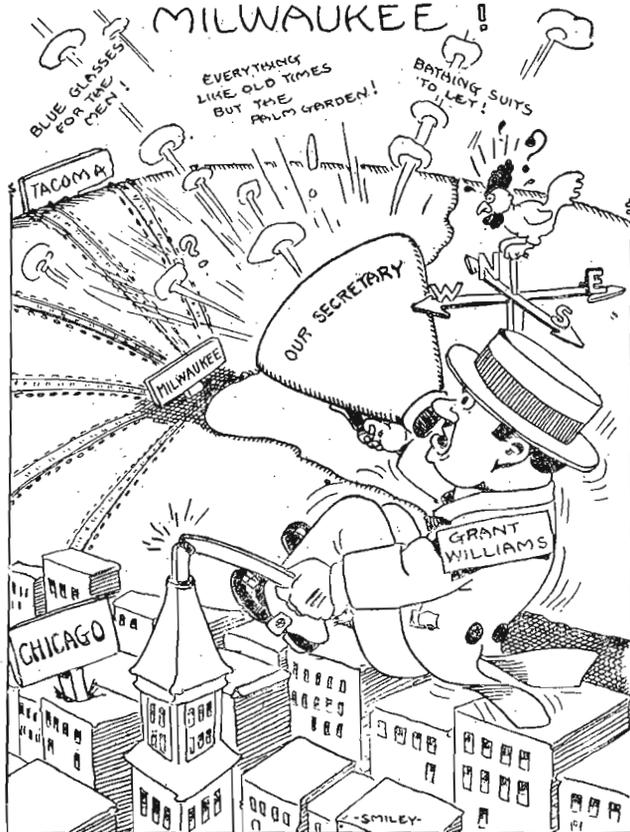
On Wednesday the party spent considerable time in looking over the properties of the Rosebush Farms Corp. who are developing cut over lands on a large and scientific scale. The operations of this company have reached enormous proportions and I understand it is really a prosperous arrangement. Mr. Byram displayed a very keen interest in all the operations, realizing the great possibilities of the working of land on a large scale and what wonderful traffic would be contingent upon the development of logged off land.

The afternoon was spent in calling on the different mine owners and managers in the Iron River and Iron Mountain districts. A visit to the woodworking plant of the Ford Co. closed the day. The Ford people just recently put in a new water power plant in conjunction

(Concluded on Page 18)

HEAR YE! HEAR YE!

GET YOUR DUDS READY FOR THE BIG ANNUAL JAMBOREE AT MILWAUKEE!



VETERANS ASSOCIATION CONVENTION
AUGUST 25th and 26th, 1924

Veterans, Get Your Applications In Early

By the time this issue of The Magazine reaches its readers, the cards of notification will have been sent out to the members of the Veteran Employees Association, with return cards to the Committee on which Veterans expecting to attend the meeting in Milwaukee, August 25th and 26th are asked to advise the committee of their intention to be present, also to make reservations for the banquet.

The banquet reservations seem always to lag until the last moment, and because of this, as will be remembered on several occasions, there has been a shortage of food which had to be made up hurriedly by the caterer, and delays in service that were in no way his fault. To obviate this difficulty the Committee make a special request that banquet reservations be made early in the following:

To all Veterans and their families contemplating a visit to Milwaukee to attend the Veteran Employee's Association of the Chicago, Milwaukee & St. Paul Railway, Convention on August 25th and 26th, the Banquet Committee appointed by Chairman Carrick, ask their full cooperation to insure a successful termina-

tion of the Banquet to be held at Gimbel's on August 25th.

As you are all aware, a successful ending can only be accomplished by cooperation, and we want every veteran who expects to attend this convention to signify the number of reservations they want at the banquet, so that the Committee will be able to notify the caterer just how many plates to serve. In this way we are going to give you such a Banquet as has never before been tendered the Veterans at any of their conventions. It is necessary that the caterer know how many to prepare for in order to prepare substantially for our members. It has been the practice in the past for a number of our members to forget to make their reservations, and as a consequence there has been criticism on account of furnishing two or three hundred more meals than were reserved.

Let us get away from that in this instance, and I can assure you that you will go away from Milwaukee entirely satisfied as far as the Banquet is concerned.

You will all receive postal cards for reservations at Hotels as well as for the Banquet, which are to be filled in and returned to Mr. W. D. Carrick, Chairman of Committee on Arrangements.

Monarch of the Rails

Sterling S. Parker

Student Western Reserve University, Cleveland, Ohio

The hundreds of curious Clevelanders that recently journeyed to the East 105th street station to inspect one of the largest electric locomotives exhibited by the Chicago, Milwaukee & St. Paul Railway came away thoroughly convinced that the day and age has arrived when the old steam locomotive can be consigned to its last resting place in the museum for future generations to gaze at. Though this statement may sound a trifle exaggerated to one who is unacquainted with the workings and advantages of an electric locomotive, it is hardly possible that it would be difficult to convince the skeptical that, since the new locomotive has proven itself to be far superior to its present day rival, the Electrical Way is the last word in passenger train operation.

To begin with, the steam differs from the electric locomotive in that it produces its own power by the conversion of the latent energy in coal and water into mechanical force; whereas, the electric must receive its energy in the form of electricity from an outside source.

A number of water power stations were built in the states of Montana and Washington to harness the waterfalls and make them produce the electricity or "white coal" needed to feed the electric locomotives operating in the mountain regions. These plants (some of which are more than 200 miles from the nearest point of the "Milwaukee") are electrically connected to the railroad, and transportation caused by the breakdown of any one unit, the generating stations are all linked together by an auxiliary line erected nearly the full length of the electrified zones.

These transmission lines deliver electrical energy to the railroad in the form of 100,000 volts three-phase alternating current. Since this voltage is too high to be used direct, substations (about 30 miles apart) are utilized to reduce the voltage to 3,000 volts, and at the same time to change it into direct current. This current is then fed to a heavy copper cable which, paralleling the track, is connected at frequent intervals to the trolley. This trolley is made up of two copper wires one-half inch in diameter supported over the center of the track about 25 feet above the rail. It is from this that the locomotive obtains its power.

The locomotive is equipped with a device called a pantograph by which the electricity is obtained from the trolley. The current travels from the pantograph down through the various control devices to the motor which causes the shaft to revolve. As there are twelve of these motors, the locomotive is able to develop 3,200 H. P. continuously at 3,500 H. P. for a one-hour period. Each motor is mounted directly upon the driving axle, thus eliminating the gears usually required because of the speed of the motor being too high for direct application to the driving wheels.

One of the safety features of the electric locomotive is the manner by which all the dangerous switches are controlled. As it would not be safe to have the 3,000 volts in the engineer's cab, all of the switches that are connected



Pioneers Club Picnicking

The Pioneers' Club At Spokane

The eighth annual meeting of the Milwaukee-Puget Sound Pioneers' club held in Spokane, June 26th and 27th was a complete success. Over 100 old timers registered at the Coeur d'Alene hotel, headquarters for the club during the meeting.

On June 26th visitors were given an auto ride over the city after which the business meeting was held in the Brotherhood Bank Building. The following

officers were elected for the coming year: President, John Quinn, Engineer, Seattle.

First Vice President, J. E. Brady, Round House Foreman, Tacoma.

Secretary-Treasurer, L. S. Cunningham, Engineer, Tacoma.

In the evening a dinner-dance was held at the Elks Temple. From seven until nine members enjoyed dinner and entertainment, the crowning feature of the en-

tertainment being a speech on "Bobbed Hair and Bathing Suits" by R. C. "Dock" Mead. The evening was completed by dancink to the music of the Elks' orchestra.

On the 27th the Pioneers ended their two-day get-together with an old fashioned picnic at Natatorium Park. The afternoon was spent in games and seeing the sights of the park.

The main event was a seven inning ball game between the conductors and

with this high voltage are operated by compressed air or low voltage electro magnets. In addition, the control arrangement was made similar to that of the steam locomotive as far as possible since the new locomotives are being operated by the same men who formerly ran the old type.

Another important feature of the electric locomotive is the regenerative braking whereby energy is reclaimed on the descending grades. With the steam locomotive considerable skill was necessary to handle a train with the usual air brakes. In the case of the electric, however, the brakes are only used in an emergency or in bringing the train to a full stop. The restoring of current to the line is done by reversing the usual function of the electric motors, utilizing the momentum of the train to drive them as generators. From 40% to 60% of the power necessary to pull the train up the hill is recovered in making the descent.

The fact that an electric locomotive operates to the best advantage in cold weather whereas a steam locomotive requires hot weather is a big point in favor of the former which is used in mountain regions where cold climate is found.

Other advantages in favor of the electric locomotive include the uniform distribution of power throughout the entire revolution of the wheel, thus reducing maintainance cost and eliminating the jerking and jarring met with steam drawn trains, and the complete absence of smoke and cinders.

Is it any wonder that the Clevelanders were convinced about the superiority of the electric locomotive after inspecting the one at East 105th?

Preaching But Not Practicing

A doctor who was making a call on one of his patients, a widow, said: "You are slightly morbid, my dear lady. You should look about and marry again."

"Oh, doctor, is—is this a proposal?"

"Allow me to remind you, madam, that a doctor prescribes medicine—but he doesn't take it."—Exchange.

Fuel Conservation

C. H. McCrum, Traveling Engineer, Miles City, Mont.

Fuel conservation has been a live subject for discussion since the building and use of the first fire. When fuel was plentiful and free, the fact that labor was required to gather and prepare made its conservation an item of interest.

No doubt the first unpleasantness that disturbed the connubial bliss of Adam and Eve was brought on by the quantity or quality of fuel. One can imagine old Adam coming in hungry at mealtime, and the dinner was not ready. Naturally he started to complain, but Mother Eve, who had her own troubles that morning gave him to understand, right off the bat, that if he had cut her stove wood, or perhaps told him if he had left her dry hickory or ash instead of that awful green elm, that he did put in the wood box, the meal would have been ready on time.

History tells us that fire was not used until a much later date, but we know better. History must be wrong. Adam may have been satisfied to live on love for a short time, but we'll wager, that, if the truth could be learned, he soon grew tired of admiring Eve and her fig leaves (admitting she had a new design or color for each day), and demanded his toast and coffee for breakfast. And how could he have this without fire, and how can we have fire without fuel? We know that when the stork brought Cain and Abel they must have had fire. No baby was ever raised, but what a hot water bottle was needed and used, and every one knows it takes fire to make the water hot.

And we can see old Noah preparing his boat for the forty days rain, and the ensuing flood. Undoubtedly he selected the best fuel obtainable, knowing it would take up less room, and would be cheapest in the end. This gathering of fuel must have been quite a chore for our early forefather's and we venture that Noah thought he had the problem solved when he cursed Ham and sent-

enced him and his descendants to be servants forever. But I doubt if this proved very satisfactory. Frequently we have found it easier to do a job ourselves than make one of Ham's descendants do it. And in all probability Mrs. Noah often gathered up chips in the wood yard to prepare the old man's meal, or to do the family wash, while Ham was off rolling his bones with some of his white relations.

Fuel economy and conservation has always been a matter of interest to domestic families. Today, with railroads and other large industrial concerns, it is a matter of vital concern. Daily we hear discussions regarding fuel economy; else we read a book pamphlet or paper suggesting ways and means that waste may be eliminated and fuel saved. Some of these suggestions are good, practical and worth while. Others, while sounding good do not bear the test of actual practice. Here are some excerpts from suggestions recently received. For the fireman "If the steam goes back on you, there is most likely a bank under the arch, and the thing to do is to fire around it and work it out." Another for the Conductor "Do not overload the engine, but study the profile of the road and be governed accordingly". One imagines he is reading a lesson from a Correspondence School.

Not long ago, I received a report of a meeting held to discuss fuel conservation. This report contained remarks at some length by an acquaintance of mine, as to when the fire man should shake grates on the road. To my positive knowledge, the author of these never rode an engine but a few miles in his life. He never fired one. Verily, he spoke truly who said men were divided into two classes. One class had something to say, the other had to say something. Each day we hear suggestions and receive instructions as to the main-



Near Spokane, June 27th

the engineers. The game resulted in a tie score of 13-13 and Umpire J. E. Brady of Tacoma announced that the tie would be played off at the meeting of the club next year at Vancouver, B.C. The feature of the game was a home run with two men on bases by Pitcher Spetch of the conductors. Pat Sheridan, captain of the conductors and "Dock" Mead, boss of the engineers, shouted encouragement to their respective teams from the side lines.

taining of locomotives in good condition, valves square, flues clean, interior of boiler clean, engines free from air and steam leaks. Remarks regarding the firing up of locomotives in advance of time needed, etc. These instructions are really good, and generally recognized as such. Unfortunately actual conditions sometimes prevent their being put into practice. Shortage of roundhouse room for example, frequently forces the firing up of locomotives, that would otherwise remain without fire for some time.

Again we often burn a low grade coal, when a better coal would tend toward a more economical operation. Along this line a very grave doubt is entertained as to whether a low grade coal produced an economical operation in our average power house. With the use of air and steam growing more extensive each day in our mechanical plants, the power house is of far more importance than it was a few years ago, and frequently the demand is only measured by the capacity or ability of the boilers to produce. If a cheap or low grade fuel is furnished, the demand is not supplied, and the operation of the plant suffers. The case comes to mind of a certain terminal where the plant was practically at a standstill; machines and mechanics idle for a time each day because of a low grade coal was being furnished for the power house. Result; insufficient steam to operate the machinery. The fireman, either stationary or locomotive, when working under such conditions has no thoughts for fuel conservation. He makes a terrific effort to get over the hill, the cost he cannot consider.

Another item along the lines of fuel conservation and economy, and one we hear but seldom discussed is the proper efficient tonnage rating for freight trains. A daily report is made, showing the number of tons handled per train today as compared with yesterday, a week ago, a month ago, and a year ago. Does this tend toward the conservation of fuel and toward economical and efficient operation in general? Rather should not the cost of handling a ton a mile or the cost of handling a ton over a certain

The members of the conductors' team were Quinby, Spetch, Perry, Wilder, Feiblekorn, Miller, Staeger, Donovan and Christy. The engineers' nine was composed of Breeden, Cunningham, Quinn, Theriault, Hodges, Nash, Foreman, McCormack and Haas.

The woman's race was won by Alice Jordan with Mrs. T. J. McAndrews second. Mrs. W. B. Jones hammered her way to victory in the nail driving contest. Helen Cooper won first and Dor-

othy Hamilton second in the race for girls under fifteen.

After the game the players and rooters took a swim in the Nat. plunge. Dinner was called at six and ended the day's program. The food was prepared and furnished by Mrs. A. Jackson of the Elks' lunch room.

Everyone left with the feeling of having had a real good time and with expectations of another at the meeting next year at Vancouver, B.C.

division be computed and a comparison made with former dates? It is understood that the rating must be practical. A locomotive running with less than her proven efficient tonnage, is a money loser, just as much as another locomotive running overloaded. This efficient economical tonnage rating can, in our opinion, be proven only by actual experience, and cannot always be justified by dynamometer or other mechanical tests. The length of the ruling grades for instance, will play an important part in determining a profitable and efficient tonnage rating for a locomotive over a division. If the grades are few and short, it is undoubtedly good economy to haul a tonnage that would necessitate working engine at full capacity and at slow speed in order to negotiate these grades, provided that this tonnage can be hauled over the rest of the division without excessive use of fuel and without excessive overtime. On the other hand, we call to mind other ruling grades, that extend from 60 to 100 miles continuously—sometimes over an entire subdivision. Grades are not steep but long. The locomotive can handle a large amount of tonnage over these grades, if given sufficient fuel and sufficient time.

We know of one sub-division, slightly over one hundred miles in length, where an attempt was made to pull a train of 2500 tons with one of our L2 engines. The engine could pull this train over all grades on the division. She never stalled, no hills were doubled. But the fuel required and the time consumed! It was necessary to cut and run for coal and water. The crews were tied up under the law after sixteen hours had elapsed and when they were still usually about twenty miles from the final terminal. When rested they got more coal and were paid 100 miles for going the last twenty miles. After the tonnage was cut in 2000 tons, the same engine took the train over this division with approximately one third less fuel and in eight hours time. It is of interest to note, in this connection, that figures compiled regarding this move showed that it cost about 50% more to handle a ton over

this division when 2500 tons were being hauled per train and sixteen hours consumed, than when handling 2000 tons in an eight hour trip. These figures took into consideration only the cost of the fuel used and the wages of the train and engine crews.

Other items to be considered in computing an efficient and economical tonnage rating or any division are the length and capacity of sidings whether double or single track, number of passenger trains running on that division; also the number of opposing trains to meet, and, of course, weather conditions must not be forgotten.

A heavy train that can be kept moving is frequently a money maker; whereas the same train if stopped frequently, will prove, to be akin to a liability, rather than an asset. These stops must be necessitated by different causes; to meet opposing trains, possibly to saw by where side tracks are of insufficient length to hold either train; to be passed by superior trains and various other reasons; and multiplies the cost of train operation amazingly. This cost refers not only to excessive cost of fuel and wages of engine and train men, but the excessive cost of locomotives and car maintenance as well. It is remembered that at a certain station it is impossible to start a train of maximum tonnage, and if such a train is brought to a stop at this station, either by meeting point, or for other reasons, it is necessary to procure orders and back entire train some two miles, else double to next siding some seven miles distant.

It is difficult to teach engine crews the importance of fuel conservation when conditions demand such practices. It would appear that Railroad Companies have for sale transportation, so much per ton, per mile. The difference between the cost of producing this transportation and what it sells for represents the margin on which business is conducted. A division may show a heavier tonnage pulled per train as compared with last year, but the cost of handling each ton is greatly increased.

Good lubrication is another item that tends toward fuel conservation. It goes without argument that a locomotive with dry valves will not properly handle her train, and will burn an excessive amount of fuel while any bearing on a locomotive or car insufficiently or improperly lubricated causes extra stops and excessive delays, resulting in needless and expensive use of fuel. In this connection, would barely mention the force feed lubricators for locomotives and while I am not familiar with their mechanism and operation, it would appear that if operating properly would solve many of our lubricating problems and possibly entail a lesser cost of application and maintenance than the hydrostatic lubricator now generally in use.

To sum up:—The enginemen are not the only ones who can labor to and for fuel conservation. The Conductor, Brakeman, Dispatcher, everyone directly or indirectly concerned with the movement of engines or trains can do his part toward saving fuel. A saving can be affected by the use of a good grade of coal. The best is always the cheapest, costs less in the end than a poor grade, and tends toward interesting men in its conservation.

Locomotives properly maintained mechanically and economically operated, properly, sufficiently, not wastefully, lubricated with a practical efficient tonnage rating and with every one concerned in train movement, actually earnestly doing his part—the human element, the pride, the sentiment of all enlisted—aye demanded—with the one point in view, that no fuel be wasted or used unnecessarily.

But much can be done by pudicious advertising, by keeping the subject constantly before the minds of all. It is stated that the fuel bill of our railroad last year was something like sixteen million dollars (\$16,000,000). Can we make the bill less this year? Surely. We have told the fireman how, by using one less scoop of coal, per mile, he can save three dollars (\$3.00) each way over a one hundred mile division. Fine. This is a good beginning. Now why not inform the operator who needlessly stops a train how much he could have saved had he been on the job attending to business, and get him to do his bit toward fuel conservation. Let us call the yardmaster's attention to the fact that frequently he can bunch the short loads on one train and thus avoid unnecessary stops for all trains and unnecessary burning of fuel. Let's have the car men at terminals and the train men on the road give the trains a good inspection when the train is standing and thus avoid needless stops for hot boxes and other defects. Let's get everyone interested. It's everybody's job. It's a big job, but big jobs make life interesting. Are we down hearted? No. It can be done. Let's all go.

Somewhat Handicapped

"Sam, do you solemnly swear to tell the truth, the whole truth, and nothing but the truth?"

"Ah does, suh."

"Sam, what have you to say for yourself?"

"Well, Jedge, wif all dem limitations you have jes' put on me, Ah don't believe Ah has anything at all to say."

—Illinois Central Magazine.



Conductor Ben Oleson

On The Job Fifty Years and Still Going Strong

Conductor Ben Oleson of the I. & D. Division, the subject of the following sketch is a fifty year man, having this year reached the half century mile post. The North Iowa Times, published at McGregor, Iowa celebrated Mr. Oleson's golden jubilee with the following story of his life:

Conductor Ben Oleson Finishes Fifty Years Services for the C. M. & St. P. Ry. Co.

When one travels west on No. 3, or comes in on No. 4, they are served by a handsome, upstanding conductor who appears to be on the bright side of the prime of life, but a history of this gallant gentleman shows that he has been on the job all of fifty years.

When a boy living with his mother at Ridgeway, Iowa, Bennie often dreamed of a life, not on the "ocean wave," but on the rushing trains which carried lives and food, machinery and lumber to spread civilization to all parts of the country.

While still under 18 years of age, on January 18, 1874, Ben Oleson shipped out of Ridgeway on a way freight as a brakeman, under Conductor Charlie Waterman. His companion brakemen were Charlie Cornell and Tom Fitzgerald. His headquarters were at North McGregor, and he ran on the Iowa and Minnesota Division from North McGregor to Austin for four years. His initial work was performed in cold and storms, one of the worst winters of history. His first experience being snow bound was at Bellevue, Minn., (now Taopi.) There were no modern appliances to help, no injectors on the engine, and they had to get out in the driving blizzard and shovel snow into the tank where it was heated, and the track cleared for a space of five rods, the engine running back and forth on that small space make the pump work, to get the melted snow out of the tank into the engine boiler. It was a hardening process for a youngster.

August 1878, Ben came into the Iowa and Dakota Division, and has worked on this Division ever since. He was "set up" as Freight Conductor May 28, 1879, and went onto the western part of the state, running from Algona west, where construction work was going on. The Milwaukee was built only as far west as Hull in 1878, but reached Running Water, S. D. in the fall of '79.

He was married in 1884 to Nellie Child. In 1887 he was promoted to Passenger Conductor, with a run between Sanborn and Mitchell, having their residence in Mitchell, until they moved to McGregor in 1899.

For 22 years Conductor Oleson had the night run on No. 1 and No. 8 from McGregor to Sanborn, the last three years the day run.

With a record of 69,000 miles a year, which is what he has been doing the past several years, how many hours or days can it be said he spends on earth. And during all these fifty years of service, his train has never had a serious accident, and he himself has never received an injury.

We congratulate Conductor Oleson upon his splendid record, and the Company on having such a loyal servant. May he continue an active employee long as he enjoys his labors, and after that we hope he will live to spend years in the contemplation of labor well performed.

Some Details of the Vets. Program

The Elgin Watch Company will very generously provide some unique badges for the visiting veterans and their ladies.

A special train will leave Milwaukee at 9:30 A.M. August 26th for Pewaukee; returning, will leave Pewaukee at 4:00 P.M.

Amusement and games will be part of the program at Waukesha Beach, during the day, with luncheon at a charge of 50 cents a plate.

The menu for the banquet the evening of the 25th, at Gimbel's is a sumptuous one, and the charge as usual will be one dollar per person for the veterans and their families.

The ladies will each receive a half pound box of candy when the cigars are passed to the "men-folks".

Charges at hotels range from \$1.75 to \$2.50 for rooms without bath; and \$2.50 to \$5.00 for rooms with bath.

He Gets Cheap Coal

Ike: "Does your father have to pay much for coal?"

Mike: "Not a cent. We live near the railroad track, and I make faces at the firemen."—Illinois Central Magazine.

"Stet!"

"Bill", the poet gasped to his friend, "I wrote a poem about my little boy and began the first verse with these words, 'My son, my pigmy counterpart.'"

"Yes, yes?"

The poet drew a newspaper from his pocket. "Read," he blazed, "see what that compositor did to my opening line."

The friend read aloud: "My son, my pig, my counterpart."

—Central Wesleyan Star.

A Clear Case Here

"Any insanity in the family?" asked the insurance doctor of Mrs. Suffragist. "Well, no—only my husband imagines he is the head of the house."—Selected.

Gilded Silence

"I couldn't get out of marrying her," Henpeck explained. "When she proposed, she said: 'Will you marry me? Have you any object? You see, no matter whether I said 'yes' or 'no', she had me.'"

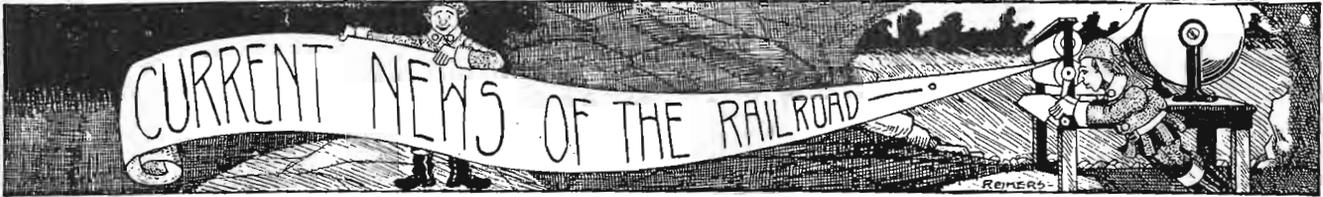
"Why didn't you just keep silent, then?" inquired his friend.

"That's what I did, and she said, 'Silence gives consent,' and that ended it."—Titbits.

Right on the Dot

Her Mother: "Now, Willard, you may come to see Mary Frances; but remember—the lights go out at 10."

Willard: "Yes, ma'am, I'll be there at 10."—M. C.



Where Railroad Profits Go

To earn enough money to buy a pint of ink an American railroad has to haul a ton of freight 48 miles, Dr. David Friday, director of research of the National Transportation Institute, said in a report on railroad earnings.

"To buy a cross tie," the report says, "a railroad has to haul a ton of freight 75 miles; to purchase a hand lantern, 105 miles; to replace a freight car wheel, 1,287 miles; a monkey wrench, 115 miles. To pay for a day's work of a freight train crew a ton of freight must be hauled 3,350 miles. A day's work of a machinist must be paid for by a haul of 534 miles. Average compensation paid each railroad employee in 1923 was \$1,488, to pay which it was necessary to haul one ton of freight 133,441 miles, or more than five times the distance around the world."

Freak Year On Railroads

The year 1924 has thus far been one of violent fluctuations of traffic and correspondingly violent fluctuations of gross and net earnings. It has presented the strongest possible contrast to 1923.

In January there was a sharp decline of traffic and earnings. Then came February with an increase in traffic and earnings that made it the best February in all history.

March wiped out part of the gains that had been made in February, followed by April with such a big decline of traffic that when it ended total earnings in the first one-third of the year were \$80,500,000 less than in 1923, and net operating income was only \$264,732,400, as compared with \$268,212,000 in the corresponding part of 1923.

When May reports are in it will be found that in the first five months of the year the net return has fallen considerably behind that of 1923.

Motor Car Ownership In the Wheat Country

State records show that the number of motor cars upon farms and in towns of less than 1,000 in South Dakota is exceeded by only four states in the Union—Massachusetts, Rhode Island, Iowa and Nebraska.

The number of motor cars on farms and in the smaller towns of North Dakota is exceeded by only five other states. South Dakota's cities and towns are unimportant industrially and have practically nothing behind them but agriculture. Yet in communities of more than 1,000 people, the number of motor cars per thousand is the highest of any state in the Union.

The agricultural states of Minnesota, North and South Dakota, are among 10 states of the Union leading in the number of motor cars per thousand of rural population.

FRENCH GOVERNMENT OWNERSHIP SHOWS \$145,000,000 FREIGHT LOSS

Tax Payers To Make This Up

Statistics regarding the operating and financial results of the railways of France in 1923, which recently have become available, show in the year 1923 each of the six private systems made earnings exceeding expenses, and their net operating income aggregated 732 million francs.

On the other hand, the State Railway's operating expenses were 113 per cent of—or 13 per cent greater than—its total earnings, and its deficit, which the tax payers must pay, amounted to about 145 million francs.

The private railways continued to reduce their operating expenses as they have been doing ever since the war, and, therefore, increased their net earnings. The State Railway hardly reduced its operating expenses at all, the ratio of its expenses to its earnings in 1922 having been 114 per cent and, in 1923 as already stated, 113 per cent.

M. Georges Allix, in an article in the Paris "Revue Politique et Parlementaire" for May 10, draws the following contrast between the Orleans Railway, which is privately operated and the State System:

"In extent, in the resources of the regions they traverse, and in the nature of their traffic, the Orleans and the State System are very similar; moreover they are operated with the same competence by a personnel of equal capacity.

"But whereas the former (the Orleans) operates with a surplus of 113 million francs, an increase of 83 million over that of 1922, the latter operates at a loss which exceeded 152 million francs in 1922 and which will only be reduced by 8 or 10 millions for 1923. Such a poor showing is only attributable to the inherent defects of all State enterprises. It continues to give strong reason to those who are calling for the reorganization of the system."

Cost of Repairs

Approximately a million American railroad employes are constantly engaged in repairing things that wear out. The cost of this work last year was approximately \$2,300,000,000, an average of \$6,390,000 a day, representing approximately 36 per cent of the receipts of the railroads last year.

Taxes On Operating and Other Property of This Railroad In the Various States Reached By Its Lines, For the Year 1923

For your information I give below a tabulation showing TAXES on operating and other property of this railroad in the various states reached by its lines for the year 1923:

Total\$8,501,754

(*Figures for Montana represent only about one-half of 1923 Taxes,—balance payable in 1924.)

The foregoing shows that out of every hundred dollars earned by this road as Operating Revenue last year about five dollars was paid as Taxes.

In 1923 the railways, large and small, in the United States, paid approximately \$340,000,000 as Federal, State and Local Taxes,—an increase of 184% over 1913.

In addition to these direct taxes the railways pay, in the bills for materials and supplies bought from producers and manufacturers, a proportion of the taxes assessed against those concerns.

The effect of these indirect taxes cannot be figured closely, of course, but it is estimated that some \$300,000,000 was paid last year by the railways on this account.

Adding this sum to the taxes assessed against the railways brings a total of about \$640,000,000—paid in 1923 out of railway revenues, chargeable to taxes. Assuming that taxes paid by other concerns increased, in the same proportion as railroad taxes, this \$640,000,000 represents an increase of about \$400,000,000 over 1913.

These figures indicate the important relation of taxes to rates, for, if applied to freight revenues alone, present rates would have to be about 18% higher than in 1913 to take care of the increase in this one item of expense.

Idaho	\$ 234,900	Michigan	\$ 139,195	North Dakota	\$ 285,877
Illinois	686,025	Minnesota	1,079,181	South Dakota	1,200,199
Iowa	1,296,134	Missouri	75,524	Washington	948,695
Indiana	227,333	*Montana	556,548	Wisconsin	1,763,872
Kansas	2,501	Nebraska	5,770		



Opening Rainier Park Season at Paradise Inn

"The National Park Limited"

A limited train service to Mount Rainier and Rainier National Park which will compare favorably with our trans-continental train service was inaugurated Sunday, June 22nd with a sort of christening party of representatives of the Railway and newspapermen from both Seattle and Tacoma, Mr. A. P. Chapman, Jr., personally conducting the party.

Leaving Seattle at 7:30 A.M., and making but one stop at Tacoma, they arrived at Ashford, the rail terminus for Park visitors, at 10:45 A.M. There they boarded big open comfortable busses of the Rainier National Park Company, which took them to Longmire where the entire party were guests at noon of Mr. T. H. Martin, General Manager of the Rainier National Park Company.

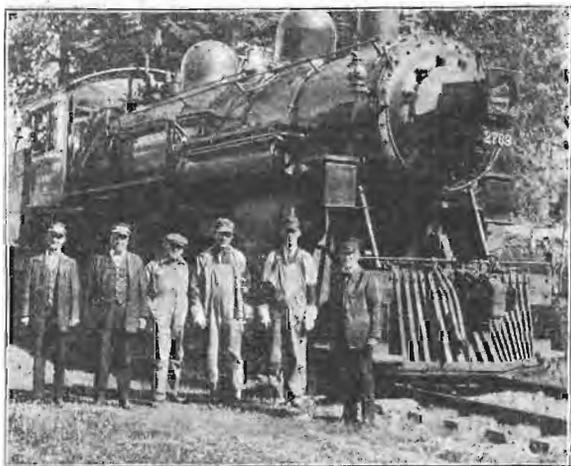
After luncheon, they proceeded to Paradise Inn, making the run in schedule time where they found the snow about fifteen feet deep on the Mountain side of the Inn—and it had been necessary to dig tunnels through the snow to reach the entrances—giving the guests the sensation of entering an Eskimo's igloo instead of an up-to-date hostelry such as Paradise Inn.

Returning, the party reached Ashford at 5:00 P.M., arriving at Seattle at 7:45 P.M., and all declared it a never-to-be-forgotten trip.

This new "National Park Limited" is a daily train equipped with a cafe car, parlor car, combination observation and chair car, such additional first class coaches as may be necessary, and combination smoker and baggage car and affords the traveler all of the comforts to be enjoyed on the "Olympian" for the short length of time on the train.

The new service places Ashford on the main line of the Milwaukee so far as summer tourist travel from points east is concerned, as tourists buying round-trip summer excursion tickets will be routed through the gateway to the Park without extra charge when the request is made.

Members of the Milwaukee who made the trip on the first National Park Limited were, F. N. Hicks, A. P. Chapman, J. F. Bahl, F. J. Calkins, E. M. Gulbransen, O. D. Richardson and U. A. Moore all of Seattle; A. E. Kirkland, F. A. Valentine and D. E. Rossiter all of Tacoma, G. S. Cooper of Spokane and J. L. Brown of Chicago.



Crew of Rainier Park Limited Train, June 22nd. Conductor H. C. Smith, Brakemen, A. B. Smith and H. L. Stone; Engineer, Wm. Keene; Fireman Bayer

Dealer: "Here, what are you doing with those teaspoons in your pocket?"

Customer: "Doctor's orders."

Dealer: "What do you mean—doctor's orders?"

Customer: "He told me to take two teaspoons after every meal."

Solved

"I wonder why it is a girl can't catch a ball like a man?"

"Oh, a man is so much bigger and easier to catch."

—Baseball Magazine.

Madison Division Items

Mr. Chester Webb, Engineer on the Dunbarton Airline, spent the last week in June fishing at Okee, Wis. He had extremely good luck as he landed fifty pounds of the finest of black bass however, some one stole them—His statements are not borne out by Mrs. Webb, who accompanied him on the trip.

Mr. J. A. McDonald is anticipating a trip to Yualt, Missouri, where he expects to visit old friends from Gratiot. He will also visit Kansas City. Mr. McDonald secured one ticket Shullsburg to Kansas City for which credit should be given him on the roster.

A. G. Verch, genial Agent at Gratiot, spent Sunday, July 13th at Okee, Wis. He returned with a nice string of black bass and catfish. A regular fish dinner was served at Gratiot, Monday, July 14th. Invitations being extended to all.

Business on the Shullsburg Branch is good. The Rodham and Paquette Mines are producing in the neighborhood of two cars zinc per day. As the Rodham is being worked by the Vinegar Hill Zinc Company, the mine will continue being worked until all zinc is taken out.

When you want news write me.

Doesn't Max, the Paint Foreman, look strange without his mustache? He says he parted with it to please his "little girl." That may be true but we have our doubts, as one of the bridge foreman (it wouldn't be fair to tell his name, but his initials are something like I.W.S.) says he might have his taken off as the "little girls" in the Store Department have asked him to. Max??

We're sorry to see you limping so much Van. Have you worn the soles of your feet off by parading around that new tile floor too much?

Is rain good for clover seed, Fergy? We can't see that it made you grow any taller—possibly sweeter though, eh? Dangit!

Frank from Fennimore is gifted with an unusual ability to remove cinders, etc., from the eyes of the weaker sex. Anyone in need of such help, please feel free to ask Frank for aid. He will be willing to assist you wherever you are—Washington Avenue or any place.

President Byram's Visit to Mich. Points

(Concluded from Page 12)

with their Iron Mountain operations which apparently interested Mr. Byram very much because of the fact that the Milwaukee had extensive water power operations of their own in their electrified area. The shippers, we are pleased to say, were very enthusiastic in their entertainment of Mr. Byram's party, speaking well for the hospitality of that section.

Not a Sensible Suggestion

In a certain Western city, drivers too often used only one hand on the steering wheel, while the other hand was devoted to the girls beside them. An ordinance was recently passed, requiring two hands on the wheel of a moving car.

As a result of this ordinance, a member of the police force stopped an approaching car and severely reprimanded the "spooning" driver in this manner:

The policeman: "Young man, do you not know the laws of this city? Why not use both hands?"

The derelict at the wheel: "Sir, I need one hand to drive with."

—Illinois Central Magazine.

Polite Man—"Pardon me, but I didn't catch your last name!"

Dangerous Woman—"Oh, well, I haven't caught it yet myself."



Grade Crossing Accidents

Being assigned the duty of writing a paper on Safety First, to be read at this meeting, I have selected the subject of grade crossing accidents, as accidents of this nature have been on the increase, while total accidents on railroads have been greatly decreased.

The I. C. C. report of 1922 shows only 200 deaths to passengers on all railroads in the United States, none of which were killed on the C. M. & St. P. Railway. We did, however, participate in the grade crossing accidents, killing 23 in each year of 1922 and 1923. The report further shows passengers carried as 969 million, nine times the population of the United States, and the death rate .006 per million passenger miles, and still the law requires that each railroad will have to spend money for a train control or automatic stop, and the only kind of an accident prevented by such apparatus is collisions. Why not spend the millions on grade crossings, for separation or otherwise, and let the automatic block take care of the trains, jointly with train orders? Protected grade crossings are not a preventative of all accidents, as the bulletin published by the Pennsylvania Railroad System, of July 8, 1923, shows that grade crossing accidents on its system during June 1923 were 60% greater than for June 1922, and 115% greater than for June 1920. It is also interesting to know, as well as instructive to note, that for the quarter ending December 31st, 1922, more than 30% of grade crossing accidents in all States, happened at protected crossings. This would indicate that many now driving, or that have driven cars, are deficient in some manner.

What is now needed as much as anything for the protection of motorists is legislation requiring every driver to pass an examination before giving him a license, and where his vision or hearing is impaired, his application rejected. This can be accomplished if every man will stand firm in his demand for such legislation of his representative to the State Senate or House. We should do all we can to avoid crossing accidents. Everyone should help, and when our engineers see an auto stopped at a crossing waiting for his train to pass, he should not neglect to sound his whistle and ring the bell, as the fool may not have arrived or may be on the left of the train obscured from the engineer's vision and will either try to beat the train to the crossing or go into the side of it, as we had just such an accident on June 17th on Hughes Crossing on the highway between Tacoma and Sumner. The Tacoma-Sumner bus had stopped to let No. 17 by, but this party ran around the bus and into the rear of side of locomotive and head coach, 4250. Engineers may be careless at times about sounding the whistle or ringing the bell, but this State has a law, and it would be well that we all understand it, so we may impart our knowledge to some not so fortunate.

Remington's compiled statutes, Sec.

2528; Failure to ring bell: "Every engineman driving a locomotive on any railroad who shall fail to ring the bell or sound the whistle upon such locomotive, or cause same to be rung or sounded at least eighty rods from any place where such railway crosses a traveled road or street on the same level (except in cities) or to continue to ring such bell or sound such whistle until such locomotive shall have crossed such road or street, shall be guilty of a misdemeanor. L. 109 p. 975, Sec. 276."

Failing to sound the bell or whistle continuously until a crossing is reached as required by this section, is negligence as a matter of law. McKinney vs. Port Townsend & Puget Sound Ry. Co., 91 Wash. 387, 158, 107.

While the above requires the engineers to sound such whistle or ring such bell, the matter has come before this Committee as to the advisability of the installation of the whistle lever or rope so as to be actuated by the fireman from the left hand side of the cab to be used in emergency by the crossings where the regular warning has been given by the engineman, but the fireman may notice someone approaching in such a manner as to not head the approaching train. However, compliance with the law by the engineman should eliminate any such emergencies.

In this connection, crossing accidents in this State may be summed up as to position of fireman or engineman relative to auto, in the following manner:

During the year 1923, there were a total of 26 fatal accidents on grade crossings, total lives lost, 30; 19 of the 26 were on the fireman's side, and of the 30 killed, 21 on the fireman's side.

A further check on this matter in 1922, did show for the last eight months 21 fatal accidents on grade crossings, total lives lost 28, 9 on fireman's side, 12 on engineman's side. This somewhat differs from 1923, but taking the eight months of 1922, all of 1923 and five months of 1924, and we have the following:

Out of 25 autos hit on grade crossings, 10 were hit and 15 people killed on engineman's side, 15 were hit and 24 people killed on fireman's side. This covers a 25 month period in this State.

A very small percentage of locomotives in this State are coal burners and many of such are mechanical stokers. However, some of these left hand side accidents may be due to other duties of the fireman that require him on the deck instead of on the lookout at all times.

There is now a movement on foot to put this Safety First problem in our schools, and I personally think this is where we will reap our biggest harvest, because we catch the girl as well as the boy, also, the boys eventually man our trains and run our automobiles.

There is also an Act as follows, on grade crossings:

"Section 1; That Section 6350 of Remington's Compiled Statutes, same being Section 245, Pierce's Code, be amended to read as follows:

"Section 6350. Drivers of all motor vehicles carrying passengers for hire on any of the public highways of this State outside the incorporated limits of any city or town, shall bring said vehicles to a full stop within fifty feet of any unguarded grade crossing of any railroad or interurban track before crossing the same.

"Drivers of all other motor vehicles shall at the point of passing an advance railroad crossing sign, reduce the speed of the vehicle until the rate of speed at a point of fifty (50) feet from the crossing shall not exceed twelve (12) miles per hour."

The proper enforcement of this law will, in my opinion, result in the prevention of a good many accidents, and would suggest that flagmen at crossings and others observing violations be instructed to procure the license number of cars making such violations and make report of same to the Division Superintendent.

J. F. Reardon, Chief Log Scaler.
Tacoma, Wash.

Construction and Inspection

I wonder how many of the rank and file reading the various contributions on the subject of Safety First ever stop to consider the part played by the Mechanical Department in the reduction of the loss of life and limb in the operation of our railroad. I venture to say very few, and for that reason will endeavor to touch very briefly on the subject in this paper from the point of view of the Department to which I belong.

There is a very vital connection between the Mechanical Department and Public Safety. This might be divided into two spheres—that of Construction and that of Inspection. In the former case a tremendous amount of research and experimentation has been necessary to arrive at the modern equipment which has enabled us to transport hundreds of thousands of passengers to their destination during the past few years, without the loss of a single life. The attainment of the modern passenger car is not a matter of merely working out tensile strengths, etc., and then constructing a vehicle more than strong enough to withstand the heaviest strains that can possibly be imposed upon it. There is a delicacy in connection with side-bearings, springs, flanges of wheels, center bearings, and innumerable other parts that becomes almost overwhelming when first studied, and the slightest error in calculation in anyone of them might easily send scores of passengers to an untimely end. For example, who would think the incorrect re-lining of a brass would cause the derailment of a car, yet this is so likely that we have had to install fool-proof mandrels as a guard against inaccurate babbiting.

The getting on and off of passenger trains, through or over freight cars, and such other ways in which the public makes actual contact with our equipment has necessitated a great deal of

careful study and arrangement to prevent accidents that would otherwise occur due to people not being familiar with railroad equipment and train operation. Fixtures known as safety appliances are now prescribed for every form of railroad rolling stock, and the size, location, and manner of application of these numerous appliances has been arrived at only after carefully measuring the distance some hundreds of men could step up, across or reach up, down, across or around cars, locomotives, etc. There are not less than 295 possible defects which must be guarded against on a train, and under the revision of Safety Appliances just being issued in book form by the Simmons-Boardman Publishing Co., which data was compiled almost exclusively on the Milwaukee, the number of possible defects is considerably increased on account of prescribing for the first time safety appliances for such equipment as electric locomotives, gas-electric cars, and other very modern rolling stock.

This reference to the large number of possible defects to be guarded against brings me to the matter of the inspection of our equipment.

At points about 100 miles apart, distributed over the entire length and breadth of our system are inspection points, where trains are subjected to a first, second, or third class inspection. Speaking in general terms, trains are given first class inspection at originating and terminating points, and second and third class inspections en route, the exact status of inspection being arrived at after consideration of local conditions, compiled with character of country to be negotiated. The whole scheme of inspection has been carefully mapped out in the Master Car Builder's office, and is designed to ensure safe and regular movement of our trains. The men making these inspections, on whose judgment the Safety of passengers, freight and equipment depends, are trained in a very painstaking manner to properly fit them for the responsibility they assume when they remove the blue flag and sign the 975 report—the certificate of the trains fitness to proceed. To these inspectors particularly must be given great credit for the degree of Public Safety which our road has attained, and which we are at all times endeavoring to improve. Inspectors are required to sit for monthly examinations on several phases of their work, including, notably, safety appliances and air brakes. When it has been a matter of considerable difficulty to educate these men, possibly a greater trouble has been to have them uphold the decisions which we have trained them to make. At times they are overruled by officials, and in this respect it might not be out of place for me to utter a word of warning here. A seam in a wheel, possibly not more than a hair's breadth and less than an inch long, running longitudinally with the flange, may appear to one unfamiliar with wheels to be nothing less than an excuse for setting out a car; yet that small mark or crack invariably indicates a blue fracture—a foundry defect in wheels—which will have disastrous results if allowed to proceed. These seams are generally found, when the wheel is broken and the trouble exposed to be 8 to 30 inches in length, and will give away without warning when the car is in service. Such trivial indications of danger are numerous, and the inspector is train-

ed to look for and find them, and to order the car set out. Unfortunately he cannot as a rule explain the matter clearly, and when he is told he doesn't know what he is talking about, he will sometimes submit and allow the car to proceed against his better judgment. However, as a body, our men are very zealous, and the success of their rigid inspections can be judged by the results obtained in face of the fact that we operate over country as hazardous as that traversed by any railroad in the country.

In conclusion, let me say that to our inspectors, possibly more than to any other body of men, is assigned the duty of safeguarding our traffic, and to them we pay the tribute of doing their part in the great effort of making our road the Safest in the country.

Axel Strand, General Car Foreman.

Safety First

How many practice this motto of which we preach? Do we fully realize the meaning of these words? The responsibility connected with them when we practice them a lot rests on our shoulders—more so then workmen of Railroads; for so long as there is a railroad, there will be an accident, but we can do our utmost to prevent as many as possible.

Defective tool and flaws in material often cause serious accidents which could be avoided if looked after. Tools should be looked after every so often, A defective or worn jack may be the cause of injuring a person who is working it, such as a weak spring controlling the pawl. Such small things can injure a person without him having an idea it is about to happen.

Some time ago, I saw a man working with a jack with a weak spring controlling the pawl, jacking down a heavy loaded car the spring being weak caused the pawl to stick and not catch properly, somehow the handle slipped out of his hand and continued to go up and down, narrowly missing hitting him on the head.

While speaking of accidents, I wish to describe an accident that happened while working in a saw mill some time ago. It was shortly after the break-up that the mill started working full blast, putting on three shifts, and as each shift came on there would be a change of saws, which were the large circular saws to be put on and fastened. It happened

that one of the saws was not fastened properly, as the man explained, to not being able to see well enough, there being no light in the pit at the time. When the signal was given indicating that everything was OK, the switch was turned on; the saw running the way it was for an hour or so and all of a sudden it came off, striking a workman several feet away, knocking him senseless for some time—not hitting him just right it did not kill him.

Fellow workmen! Let us get together and try and have as few accidents as possible. There are people that laugh when you speak of Safety First: They cannot see what good it does—how accidents have decreased since the Safety First movement was started.

City after city have started campaigns for safe driving, taking members and having them put emblems on the windshields of their cars so that accidents might be decreased instead of increased.

Schools have traffic squads of police made up of members of the school so that the school children may cross the street safely.

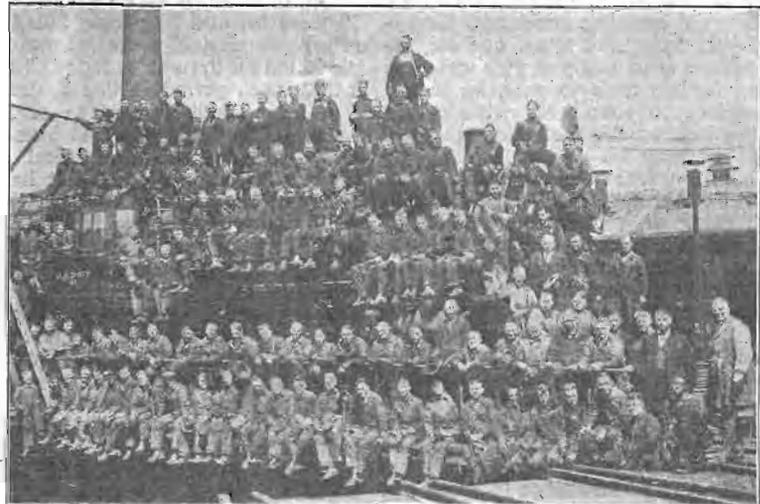
We have not only ourselves to look out for but also our families—so let us all do our best towards SAFETY FIRST.

Gerald Anfang, Car Repairer,
St. Paul, Minn.

The Thing That Counts

By Al Kroes

Back of the motor's humming,
Back of the saws that sing,
Back of the belts a-running
Stands that important thing
Of knowing how to handle
Each piece with constant care,
And follow safety practice
Instead of reckless dare.
Back of the mammoth castings,
Back of the crane that lifts,
Back of the chain that's creaking,
Where danger lurks and shifts,
Stands common sense awaiting
A safety hint to lend,
To save from serious trouble
Your shopmate, pal and friend.
Back of the pounding hammer,
Back of the press that trips,
Back of the sharp devices
That cut steel into strips,
Stands Safety, our good friend,
Broadcasting through the air
Don't Speed! Be Safe! Take Care!
That message of good will—



Locomotive Department Employees, Minneapolis Shops

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

As was announced in the July issue of The Magazine, a meeting was held on the afternoon of July 12th, in the Railway Exchange, Chicago, at which a Club to be known as the C. M. & St. P. Railway Women's Club was organized and started on its way. Twenty seven women of the Milwaukee family were present. The meeting was called to order by the Editor of this Magazine, its object briefly stated and a temporary chairman was named, Mrs. Grant Williams being the nominee. She was chosen unanimously and with her gracious and excellent guidance, the business of organization was accomplished. Mrs. Williams has had much experience in club work and in her preliminary talk she told what would be the business of the day. She gave the object of the formation of a Women's Club for the Milwaukee Road, the better acquaintance of the women members of the families of those in the service of the company, for mutual enjoyment and helpfulness.

Said Mrs. Williams, "when a child is born, one of the first things to be done is to give it a name, so perhaps that will be our first care." The name "Milwaukee Road" Women's Club was proposed, but upon discussion, there developed some opposition because of the fact that while the railroad is very generally known by its pseudonym "Milwaukee Road"; yet in many places it is called "The St. Paul Road", therefore, the vote was cast in favor of the full name of the railroad, Chicago, Milwaukee & St. Paul Railway Women's Club, with the consent of all to use the initials for greater convenience, as is done in the case of the railroad. The purpose of the Club was next; and that was designated as "A Social Organization for Better Acquaintance and Mutual Enjoyment and Benefit". The Annual dues were placed at one dollar per year.

Although a constitution and by-laws are still to be adopted, it was decided to complete the organization otherwise, and the election of officers was as follows:

Mrs. H. E. Byram, President
 Mrs. Grant Williams, 1st Vice Pres.
 Mrs. Robert N. Scott, Milwaukee, 2nd Vice President
 Mrs. Elizabeth Peterson, Secretary
 Mrs. Carpenter Kendall, Treasurer
 Mrs. Heman H. Field, Chairman,
 Committee on Constitution & By-Laws.

Other chairmen of Standing Committees will be elected at the next meeting which will be called as soon as the Committee on Constitution is ready to report. The Standing Committees will be Membership; Program; House and Purchasing; Social. Other committees will be appointed by the President as occasion demands.

A permanent club home will be established in the Fullerton Avenue Building, and stated meetings will be held at which programs for entertainment will be provided, and the sectional work of the Club will be planned as fast as possible. There are many fields of pleasant occupation for the Club and as the membership grows it will reach out and be a power for good work and influence all over the System.

While the Chicago branch will probably remain the headquarters club, it is planned to establish "Chapters" at Division Terminals and in the larger places

where there are a number of Milwaukee Road families living, so that the general activities and resultant enjoyment may be participated in by the women of the railroad wherever our rails extend.

Many letters have been received from various points congratulating the organizers upon their initiative and asking for membership. Applications for membership may be sent in to the Secretary, Mrs. Elizabeth Peterson, Care Assistant General Manager C. O. Bradshaw, Chicago; and all names received prior to the adoption of the Constitution and By-Laws will be considered as Charter Members.

Those present at the meeting were: Medames: H. E. Byram, R. M. Calkins, G. S. Stolp, A. G. Loomis, W. W. K. Sparrow, Heman H. Field, F. H. Johnson, Geo. B. Haynes, C. O. Bradshaw, H. E. Pierpont, T. W. Proctor Lee Spratlin, E. G. Hayden, W. H. Penfield, O. W. Dynes, J. W. Taylor, W. B. Dixon, W. F. Ingraham, Elizabeth M. Peterson, Carl S. Jefferson, Grant Williams, R. N. Scott, Milwaukee; B. J. Simen, H. S. Good, Carpenter Kendall, Libertyville; Misses Vera Gillick and Hazel M. Merrill.

Several gifts have been received and many more promised, which will go toward the furnishing and equipment of the Club Rooms, and after the rooms are finished and furnished, The Magazine has been promised some photographs for publication.

If the spirit of the first meeting may be taken as prophetic, the Women's Club will be a success from the start. Everyone was enthusiastic and eager to get started and as there were representatives from many departments of the railroad body, the sentiment may be considered as fairly indicative of much benefit as well as enjoyment from a better acquaintance. It would not be surprising if some day in the future, women may become Presidents of railroads or hold some other position of executive importance, so it would seem to be most desirable that the women of the railroad family should be as closely allied for the common good as are the men of such families; and everyone knows that the bond of brotherhood among railroad men is peculiarly strong and centered.

Not Always, Tommy

A teacher was telling her class little stories in natural history, and she asked if anyone could tell her what a groundhog was. Up went a little hand waving frantically.

"Please, ma'am; it's a sausage."
 —Perfect Star.



Store Department Force, Minneapolis Shops

Mocha Cake

2 Cups pastry flour sifted
 3 Teaspoons baking powder
 Half teaspoon salt
 1 1/4 Cups sugar
 4 Tablespoons cocoa
 1/2 Cup cold coffee
 Half cup melted butter or oil
 2 Eggs separated
 Half teaspoon vanilla and 1/4 teaspoon cinnamon if desired.

Sift dry ingredients including sugar, add coffee, butter, yolks of eggs unbeaten and flavoring. Stir quickly and fold in stiffly beaten whites of eggs.

Bake 20 to 25 minutes. This cake takes but seven minutes to prepare.

Mocha Icing

2 1/4 Tablespoons butter
 1-1 1/2 Cup confectioners sugar
 Pinch salt
 2 Tablespoons cocoa
 Half teaspoon vanilla
 Mix cocoa, sugar, salt and cream in butter—add enough hot coffee to make it spread evenly.

Contributed by Emilia Pleiss, General Managers Office.

Deer Lodge Notes

Water B. Strawn

Freda Johnson spent her vacation in Missoula. Earl Medley and wife have returned from an auto tour of coast cities.

Hilda Sikla reports a pleasant vacation spent touring Canada in company with Traveling Engineer McAvoy and wife.

Chief Clerk Harold Foster is spending his vacation in Yellowstone Park.

G. J. G. Carr is the new District Store Keeper at Deer Lodge. We are unable to say what all those initials stand for. Probably some lodge he belongs to.

Do people profit by their mistakes? If they do Division Accountant Johnson knows some one who should be a millionaire.

It is rumored that D. C. Peck is soon to be appointed Assistant Chief Carpenter. What could be sweeter for Miss Dahlberg?

We have been trying to get some one from the Superintendent's office to give us news items each month, but without success. Well, if we can't get news, we can pan the whole outfit from Dave on up to the chief time keeper.

A party of our boys were recently camped on the Big Blackfoot. About the old camp fire they were discussing swimming and Russel Marsh admitted that he was pretty good. France Woods thought he wasn't so bad either, so these two decided to swim across the river the next morning. When the first faint blush of dawn brightened the sky, there was a reason for the blush. Clad only in his native modesty, Russell could be seen coyly approaching the river. As he stepped into the icy stream, his gasp of dismay was too much for France, who made a sneak for camp. Kussell waded through a deep pool and out to where the water was only a few inches deep and then he was too cold to go ahead and too cold to return. The sun came up and its bright rays were reflected from the mirror like surface of the water and Russell's head, and still he waited with modest pose. A car came along and a childish voice was heard: "Oh, Mama, look, there's September Morn."

Boeey Evans has returned from a few minutes fishing in the Big Blackfoot. Fishing was not as good as usual and he only reports catching 70 rainbows, 106 native trout, 400 bull trout, 15 catfish, about 30 pounds of perch, a few bass, a crocodile and a couple of Mallard ducks which grabbed his flies out of the air as they flew by. Boeey was up to Dempsey Lakes recently and he had to hide behind a tree until he had his line ready, as the fish would steal his flies away from him before he could get them strung on the leader.

The man who just ties with the train at the crossing may not feel that he won, but think of the publicity he gets.—Hutchinson (Kan.) Gazette.

AT HOME



HAZEL M. MERRILL, Editor



Bobble Little, Grandson of Agent D. A. Beaver, Forest Glen, Ill.



Melvin, 7 Months Old, Son of George Harder, Assistant General Manager's Office



Ruth, Granddaughter of Agent D. A. Beaver, Forest Glen, Ill.

August Hints for Fall Fashions

Has it seemed like you have had a long vacation or does it seem almost incredible that it is time to get the wardrobe ready for the return to school? The sleeveless-dress and the tailored blouse makes a nice combination for school. Here let me say that it is to be quite the thing this fall to have your coat match your dress. The straight slim silhouette is still in vogue; coats vary in length—some reaching to bottom of dress—some few inches shorter. A small cut-felt hat would be appropriate to complete this costume, or may be made of the same material as dress or suit. They say dress hats are to be somewhat larger this fall, so to be properly "hatted" while away to school there should be one of each. However, there are more felt hats seen than almost any other kind. They have been worn all spring and summer and promise to be worn all fall and possibly winter.

The Eton Collars add a pleasing touch to tailored dresses and make a neat costume for school or business wear. Another novel fad in the way of neckwear is the stock collar. Unlike the "stocks" of old, they are worn with dresses which are complete without them. They are of velour of bright color to liven up a dark twill dress. It seems to be quite the thing to "dress-up" the neck with a scarf of some sort—even the evening frock for fall has a scarf, a gold ribbon tied around the neck with a bow in front. Speaking of evening—the party dress to take away to school may be made of georgette, taffeta, or crepe; made with full skirt and quaint bodice with nosegay of flowers at the belt or on left shoulder, or trimmed with bands of ostrich. Ostrich boas have again come into their own and are pretty and soft in contrast to the wool scarf now much worn. For the afternoon dress, a bright colored crepe will come in handy. For the utility garment, flannel, jersey, velour, kasha, twill, etc., made with straight lines and loads of buttons for trim. Belts are also good for trim and they are to be somewhat

wider; a wide, soft belt of bright color gives a pleasing finish to an otherwise plain garment.

Now that we have given the girls who are getting ready to go away to school a few hints that may possibly be helpful to them, we hope, a few hints for those of us who are no longer in school may not come amiss. We have with us again this fall—tunics—a tunic that may be a hip flounce at the sides, a blouse that is a little longer than usual, or a dress that is just short enough to show the tight foundation skirt. Suit coats are long; sleeves long and tight for afternoon wear. High hats for the matrons will be quite the thing—especially be she short. We have heard rumors for the past few weeks of a change in fall fashions that will be quite decided. But so far the practical woman of today refuses absolutely to wear anything that is not practicable and modistes have tried in vain to bring to pass any radical alterations. The straight, somewhat boyish frocks, with white collars and cuffs are so becoming and good-looking and also so popular that it is doubtful if their wearers will permit them to be replaced—might we say "we hope not."

Running the Home On a Business Basis

Many women who perhaps feel that they have been deprived of the privilege of a business career, probably because they were married before it was considered the thing, are running their homes on a business basis, thus making better homes, finding much enjoyment, and enabling them to get some of the longed-for business experience. You should have a room or a corner in a room, exclusively yours, where you may have your desk and be undisturbed while taking care of the many business problems that arise in housekeeping. You will find a typewriter a great help in

keeping neat records, although you can, of course, keep your records neat without one. You must have file boxes or cases because there just must be a place for things and things must be kept in place if you are going to have an orderly office in your home. If you have a desk, no matter what kind of one to commence with, desk chairs, calendar, necessary writing materials, large desk blotter and pad, ink well and pen tray, spindle, pencil sharpener, memorandum pads, small clock, and waste basket, this will give you a splendid start for your new home office. There will, of course, be many little conveniences that you may add to this list as you find use for them. Now if you could manage to have your little office near the telephone, I think you would be, to use the slang phrase, "sitting pretty."

Household Helps

A very attractive mat for hot dishes or plants may be made of discarded automobile lenses. The underside may be lined with piece of wallpaper, or flowered cretonne, and the edge bound with picot-edged gros-grained ribbon, securely fastened on with glue.

It will prevent the pocket catching on door knobs and furniture, if you will sew it on the inside of your kitchen apron.

A sharp edge may be put on scissors by cutting a piece of fine sandpaper with them.

Fruit stains may be removed by dipping them in a quart of water containing a teaspoonful of chloride of lime. Rinse well in clean water. Raspberry stains will disappear if dipped in weak solution of ammonia and water.

When steaming vegetables, be sure that the water under the steamer is boiling when vegetables are placed in it; then cover closely.

To grease the wires of a broiler before broiling fish, you will find a piece of fat salt pork convenient. Heat the broiler and rub the pork over the wires thoroughly.

Good Things to Eat

Coffee Sponge. Soak two tablespoons granulated gelatine in one half cup cold water and add to two cups strong hot coffee; then add two thirds cup sugar. Strain into a pan and set in larger pan of ice water to cool slightly, then beat lightly until quite stiff. Add stiffly beaten whites of three eggs with a pinch of salt and continue beating until the entire mixture will hold its shape. Turn into a mould which has been dipped in cold water. Chill thoroughly and serve with sugar and cream.

Raspberry Ice. Sprinkle one quart of raspberries with one cup sugar, cover and let stand two hours. Mash and squeeze through cheese cloth; add one cup water and juice of lemon to taste. Freeze.

Lenox Punch. Make a syrup by boiling three-quarters cup sugar and two cups water fifteen minutes. Add two thirds tumbler currant jelly and a piece of ice to cool the mixture. Then add one cup orange juice and one half cup lemon juice and two bottles ginger ale. Color with red coloring and freeze slightly. Serve in glasses.

Prune Ice Cream. Soak one cup prunes over night in one and one half cups cold water. Cook in same water until soft. Remove stones and put pulp through a fine strainer. Add one cup sugar; four tablespoons lemon juice; pinch of salt and one and one quarters cup heavy cream beaten until stiff. Freeze.

Maple Parfait. Beat four eggs slightly and pour over them slowly, one cup hot maple syrup. Cook in double boiler until mixture thickens. Cool and add one pint thick cream beaten until stiff. Mould, pack in ice and let stand three hours.

Mint Jelly. Measure two and one half cups water, add one teaspoon green vegetable coloring and stir until dissolved. Then add one cupful fresh mint leaves, strained juice of one lemon and six and one quarter cups sugar. Let the mixture come to a boil, and stir in at once one bottle of Certo, stirring constantly, and bring again to the boil and boil one half minute (no more). Remove from fire and skim out the mint leaves. Let stand one minute and pour quickly into glasses. This is a beautiful looking and delicious jelly. One teaspoon spearmint extract may be used instead of the fresh mint leaves if the latter are not available.

Raspberry Syrup. Pick over and mash two quarts raspberries and sprinkle with four cups sugar. Cover and let stand over night. In the morning add three quarters cup cold water, bring slowly to the boil and let cook twenty minutes. Press through a cheese cloth bag, fill sterilized glasses brim full and cover immediately. An excellent foundation for cold beverages, ices or sauces to accompany desserts.

FASHION BOOK NOTICE

Send 12c in silver or stamps for our UP-TO-DATE FALL and WINTER 1924-1925 BOOK OF FASHIONS, showing color plates, and containing 500 designs of Ladies', Misses' and Children's Patterns, a concise and comprehensive article on dressmaking, also some points for the needle (illustrating 30 of the various, simple stitches) all valuable hints to the home dressmaker.

Address Miss Hazel M. Merrill, 1917 Railway Exchange, Chicago, Ill.

The Patterns

4805. Misses' Dress. Cut in 3 sizes: 10, 18 and 20 years. A 16 year size requires 3 yards of one material 54 inches wide. The width of the dress at the foot is 1 1/2 yard. Price 10c.

4844. Girls' Dress. Cut in 4 sizes: 8, 10, 12 and 14 years. A 12 year size requires 3 1/4 yards of 40 inch material if made with long sleeves. If made with short sleeves 3/4 yard less material will be required. Price 10 cents.

4810. Ladies' Dress. Cut in 7 sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. A 38 inch size requires 4 1/2 yards of 40 inch material. The width at the foot with plaits extended is 1 1/2 yard. Price 10c.

4812. Girls' Dress. Cut in 4 sizes: 6, 8, 10 and 12 years. A 10 year size requires 2 1/2 yards of figured mate-

rial, and 3/4 yard of plain material cut crosswise if made as illustrated of 32 inch material. Price 10c.

4808. Ladies' Dress. Cut in 7 sizes: 36, 38, 40, 42, 44, 46 and 48 inches bust measure. A 38 inch size will require 4 yards of 40 inch material. The width at the foot is 1 1/2 yard. Price 10c.

4836. Ladies' Dress. Cut in 7 sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. To make as illustrated for a 38 inch size requires 1 yard of 36 inch lining for the underbody, 3 3/8 yards of 40 inch figured material and 1/2 yard of plain material. The width of the skirt at the foot is 3 1/4 yards, with plaits extended. Price 10c.

4805. Ladies' Apron and Cap. Cut in one Size-Medium. It requires 2 1/4 yards of 36 inch material for the Cap and Apron. The Cap alone requires 1/2 yard. Price 10c.

4841. Ladies' Morning Frock. Cut in 6 sizes: 34, 36, 38, 40, 42 and 44 inches bust measure. A 38 inch size requires 4 1/4 yards of 32 inch material. The width of the skirt at the foot is 1 1/2 yard. Price 10c.

4327. Child's Dress. Cut in 4 sizes: 1, 2, 3, and 4 years. A 3 year size requires 2 1/4 yards of 27 inch material. Price 10c.

4829. Boys' Suit. Cut in 4 sizes: 2, 3, 4 and 5 years. A 3 year size requires 2 3/4 yards of 36 inch material. Price 10c.

4814. Junior and Misses' Dress. Cut in 4 sizes: 14, 16, 18 and 20 years. A 16 year size requires 3 1/4 yards of 40 inch material. The width of the dress at the foot is 1 1/2 yard. Price 10c.

4816. Girls' Dress. Cut in 4 sizes: 8, 10, 12 and 14 years. A 12 year size requires 3 1/4 yards of 36 inch material. Price 10c.

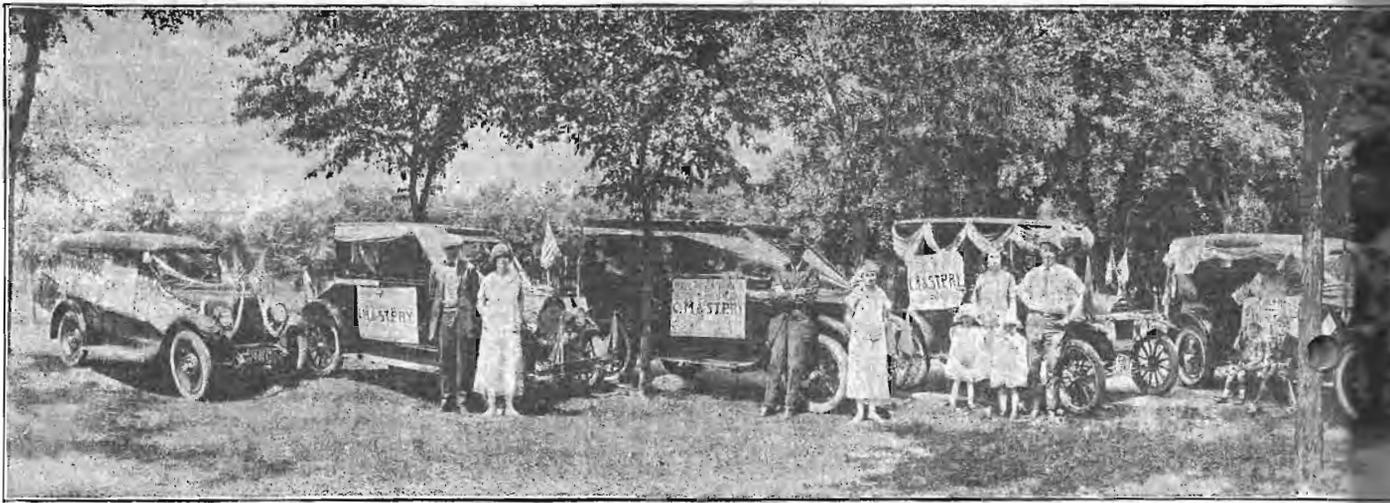
An Agile Shirt

A man purchased some red flannel shirts guaranteed not to shrink. He reminded the salesman forcibly of the guarantee some weeks later.

"Have you had any difficulty with them?" the latter asked.

"No," replied the customer, "only the other morning my wife said to me, 'John, where did you get that pink coral necklace?'—Selected.



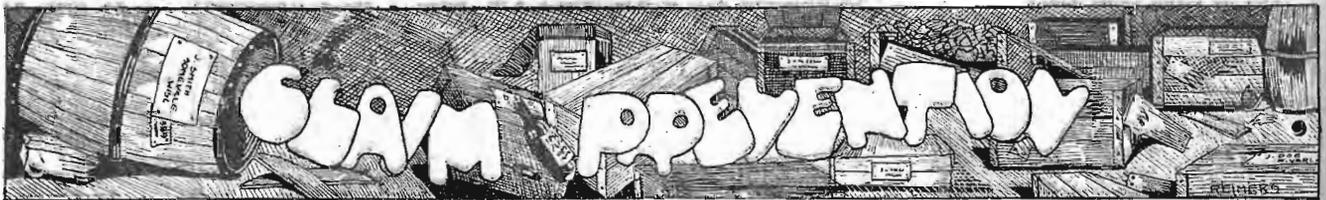


C. M. & S. P. Ry.

The picture at the top of this page shows the C. M. & St. P. section in the patriotic and industrial parade given at Austin, Minn., July 4th. All the industries and commercial houses

of that city participated in the event which was the biggest of its kind ever held at Austin. C. M. & St. P. was awarded First Prize on Industrial Section and Fifth Prize in the entire

parade. It also received much favorable comment on its Safety First feature. The float shown carried locomotive bells and whistles.



Prevent Claims On Perishable Freight

The months of July and August have been assigned for special activities in claim prevention on perishable freight. This is a National movement and each one should co-operate to renew the interest and help reduce the large amount paid on perishable claims.

Below are a few suggestions that may help:

The first thing in the handling of perishable freight is to get shippers instructions as to the service desired (See rules 80 and 85, perishable Protective Tariff No. 2) and write such instructions on the bill of lading and the waybill. Inspect if possible, all cars of fruit to see if loaded and shipped in accordance with Dulaney's Tariff No. 3. If not loaded solid substantial bulkhead should be built to prevent shifftage. Agents should watch loading carefully, see that cars are properly cleaned and in suitable condition to handle the commodity to be shipped making permanent record of its condition.

In handling watermelons or other commodities moving under ventilation, agents should see that end and all side vents are fastened open, yardmasters and conductors should inspect all vents and see that they remain in proper position. Junction agents are particularly cautioned not to deliver cars to connection with vents closed or partially closed. They should also see that the cars are properly sealed and doors in good condition. Record of seals and position of vents should be recorded.

In the event it is necessary to transfer perishable freight, a proper car should be selected and prepared to receive the shipment. The transfer should be carefully handled and lading reloaded in accordance with the lading rules so as to prevent damage. Melon cars should be papered and bedded and melons reloaded the same number of tiers high as in the original car.

If necessary to transfer freight moving under refrigeration, cars should be properly pre-cooled prior to transfer and again re-iced after transfer to full tank capacity. The load should be properly stripped to allow free circulation of cold air and if crates not loaded solid in doorway, proper bulk heads should be installed to prevent shifting.

Diversion should be handled promptly and extreme care should be exercised to see that accurate information as to car numbers and initials, consignee and destination are shown.

Agents at diversion points should use extreme accuracy and promptness in accomplishing diversions. Where the order is telephoned from the agency to the yard, it should be immediately followed up with written confirmation which should be checked promptly against the diversion to catch and correct any mistakes.

Keep cars of perishable freight moving and ice them on schedule. Cars under refrigeration held for diversion or delivery should be watched carefully and re-iced daily if necessary. A good plan in a case of this kind is not to allow the ice in the bunkers to go below $\frac{3}{4}$ full. It is cheaper to buy ice than to pay damage claims.

One of the biggest items of loss and damage to perishable freight is caused by rough handling. Trainmen and switchmen are cautioned to use every care possible to reduce this item and by careful handling only can it be reduced.

Watch perishable freight and assist in reducing the claim thereon.

Don't Mix Consignments

Recently there was a shipment consisting of seven carloads of sheep handled at one of our feeding stations, consigned to three different parties.

The entire seven cars, however, were shipped by the same man, and the stock yards force took it for granted that it was one consignment of sheep and unloaded same in one lot, mixing the three consignments.

The railroad company is now called upon to pay a loss of \$1,350,000 for our failure to keep shipment separate at feeding stations.

Egg Shipments

At the present time we are having an excessive amount of breakage on egg shipments due to various causes, principally poor containers and loose loading.

The following is an extract from the rules and regulations governing egg handling and shipping, as put out by the Western Weighing and Inspection Bureau:

For the past several years the Western Weighing and Inspection Bureau has carried on an extensive educational campaign throughout its entire territory dealing with the Classification rules and regulations covering the construction of an egg case; and the packing, loading, stowing and barring of egg shipments.



Section In Austin, Minn. Industrial Parade

able com- impress the necessity of using care at railroad
The truck crossings.
whistles, to Austin business men expressed themselves as
more than pleased to have the men of the me-

chanical department and of other departments
of the railroad at Austin enter into the spirit
of the event so heartily and to put on such a
fine display. The SHIP BY RAIL signs were

carried on the rear of each car. Division Master
Mechanic H. C. Dimmitt staged the exhibit and
deserves much credit for his splendid display.
He stands at the extreme right in the picture.

Dimensions of Standard Egg Case

	Long	Wide	Deep
Inside	24 inches	11 $\frac{3}{4}$ inches	12 $\frac{1}{2}$ inches
Outside	25 $\frac{3}{8}$ inches	12 $\frac{1}{8}$ inches	12 $\frac{7}{8}$ inches
Filler openings	11 $\frac{3}{4}$ inches	11 $\frac{3}{4}$ inches	12 $\frac{1}{2}$ inches

When eggs are in wooden cases with ends less than $\frac{1}{2}$ inch in thickness, or with top, bottom or sides less than $\frac{3}{8}$ inch in thickness, the cases must be made of hardwood and the following construction requirements must be complied with:

Sides, top and bottom must be not less than $\frac{3}{16}$ inch in thickness; center partition must be not less than $\frac{7}{16}$ inch in thickness; end cleats must be not less than $\frac{1}{4}$ by $\frac{7}{16}$ inch in thickness; three penny fine, cement coated, large headed nails, eighteen on each side, twenty-one on bottom and eight on top (four in each end except where drop-cleat cover is used three nails in each end will suffice); ends must be not less than $\frac{7}{16}$ inch in thickness and either of one piece, or two pieces cleated, but when two end pieces cleated are used two nails must be used in each end of each piece, nails clinched; panel ends may be used if made of $\frac{5}{16}$ inch material completely surrounded by $\frac{1}{2}$ by $\frac{1}{4}$ inch cleats securely nailed with not less than six nails in each cleat, nails clinched; CENTER PARTITION MUST BE OF NOT MORE THAN TWO PIECES, AND SO PLACED WHEN NAILED THAT IT WILL BE SQUARELY ACROSS THE CASE, PLUMB AND LEVEL WITH THE TOP AND BOTTOM of the case, EACH COMPARTMENT TO BE NOT LESS THAN 11 $\frac{3}{4}$ INCHES INSIDE MEASUREMENT; sides, bottom and top must be of not more than two pieces each; staples may be used in lieu of nails if clinched on the inside.

Second-Hand Egg Case

Second-hand egg cases may be used, but must be properly strapped in accordance with the Classification requirements. However, their use should be limited, and when absolutely necessary to use them the very best cases should be selected in order to withstand the ordinary hazards of transportation.

Packing of an Egg Case

Fillers and cushions must comply with the following requirements:

All flat dividing boards and tray fillers must be of wood pulp board or hard calendered strawboard weighing not less than three and one-half pounds to the set of ten trays and twelve dividing boards, one of which is to be used at bottom and top of each compartment, all to be of sufficient size to fill the compartments to prevent shifting.

Placing Fillers in an Egg Case

The right and the wrong way to place a filler in a case is also important. The filler must be placed in the case with the two solid sides against the end and center partition, which will leave the two cut sides against the sides of the case.

A Good Package

The standard egg case and standard honeycomb filler have long been the recognized package for the transportation of eggs. The continued popularity of this package lies in the fact that it carries no trade objection, offers a simple, quick method of packing eggs and the same simple method of displaying or repacking eggs with a minimum of labor and expense. The addition of the excelsior pad to this manner of packing has practically eliminated all danger of breakage, and enables packing to continue in the old, established manner.

Standard Excelsior Pad Construction

A standard excelsior pad should be not less than 11 $\frac{1}{2}$ inches square.

No single pad should weigh less than 3 ounces.

A pad should be uniform in thickness, and free from bunches and thin spots. THIS IS VERY IMPORTANT.

Paper used in manufacturing a pad should have a resistance of at least 20 pounds to the square inch, Mullen Test.

A bundle of fifty pads should be compressed into a space very close to twenty inches, and in no case less than nineteen inches.

THIS IS A VERY IMPORTANT POINT as compression can entirely destroy the filling capacity of a pad.

Rough Handling

Hand Brakes

The interest of the Car Department in the campaign to reduce Rough Handling is shown by the attached report of a member of one individual road General Committee on Freight Claim Prevention.

"Our investigation of accident in yards causing damage to cars and contents developed that considerable trouble was due to defective hand brakes on cars, ratchet wheels loose, brake chains balling up, brake levers not properly adjusted, etc.

With these facts before us we have campaigned vigorously with carmen on question of getting more careful inspection of hand brakes, of making repairs promptly on arrival of cars in train yard so that yardmen have good braking power to avoid excessive speed at time of impact, particularly in gravity yards.

This has resulted in a marked decrease in damages account of severe impacts in yards, and that there is no noticeable amount of shock to cars in trains between terminals has been demonstrated by use of impact recorder.

Our success has suggested the idea that it might be of advantage to inaugurate a country-wide campaign on subject of giving closer attention to hand brakes on cars, carrying on this campaign for a week, or, if desirable, for a month, and the thought is passed to you for such consideration as your committee may care to give it."



SPECIAL COMMENDATION

The following named employes have received special commendation for meritorious service performed while in the conduct of their regular duties, and for solicitation of and securing of revenue business.

C. & M. Division Brakeman W. I. House for watchfulness, discovering a piece of structural iron projecting from side of car in train No. 74, June 24th, thereby preventing serious damage and a possible accident.

H. & D. Division Engineer P. B. Bradley for discovery of a piece of flange on track in Aberdeen Yard. Investigation developed that this flange had dropped from a wheel in train about to leave the yard. Without doubt finding of this defect prevented a serious derailment.

S. C. & D. Division Conductor G. Dunham discovered brake beam down on St. P. car 72203, while train No. 61 was pulling by passenger station at Sioux City, July 1st. He immediately pulled the air on the train and with the assistance of the yardmaster, removed the beam.

C. & M. Division Fireman Ed. Burke for discovery of broken truck under coach on No. 12 June 18th. Train was stopped and car set out at Lake without further damage.

C. S. Schroeder, Operator, North LaCrosse, noticed door of refrigerator car wide open as Extra West, July 16th, was pulling out of North LaCrosse Yards. He immediately notified Yardmaster and had train stopped at River Junction to close the door.

Section Foreman J. Pappas, Holmquist, S.D., for being out during a heavy storm two or three hours before he was called; and finding a wash-out which prompt and efficient service probably prevented an accident.

R. & S. W. Division Conductor F. E. Horton and Brakeman Homer Artlip received a letter of thanks from Superintendent Devlin for prompt action in returning pocket book containing a sum of money found by Mr. Artlip in train No. 33, June 21st. Pocket book was turned over to Conductor Horton who lost no time in discovering and returning property to the rightful owner.

On the night of June 27th, the Kansas City Division was visited by a terrific wind and rain storm, resulting in a very serious washout. Tie-up of traffic for about fourteen hours. Trees were uprooted, and one especially large tree was blown over onto the track east of Rubio. Conductor Scott on train No. 26 called on a number of employes working under Edwin TeBrake, General Foreman Stationary Engineering Department. These men were enroute from Kansas City to Milwaukee. With the help of saws and axes obtained from the tool cases in the coaches, these men very cheerfully assisted the train and engine crews in the task of cutting a way through and removing the debris from the track. During all of the time, the wind and rain continued strong. The names of the men with Mr. TeBrake were:—Machinists Ivar Erickson, Chas. Hedstrom, James Meredith, Hugo Paader, Walter Rietz, Herman Specht, Wm. Sonnemann, John Wirta and John Zahorik. Machinist Helpers:—John Brown, Otto Bellin, Theo. Borkenhagen, Walter Beyer, Oswald Barre, Gustave Lingonblad, Fred Steigelmann and Fred Starke.

Engineer Wm. C. Johnson on April 17th while working as engineer on train 93 stopped two miles west of Gault, Mo., where there was a bad fire on the right of way and turning on the blow off cock extinguished the fire.

Agent W. E. Ferrell at Lucerne, Mo., on

March 29th discovered a broken rail on the house track and called the matter to the attention of the section foreman to have repairs made before an accident occurred.

Engineer R. C. Oakes on train 78, April 19th dropped off a note to the Section Foreman at Lucerne advising him that he thought possibly there was a broken rail about one mile west of Lucerne. Upon inspection of the Section Foreman it was found that there was a broken rail.

While acting as brakeman on train 76, May 25th, Conductor J. W. Calvert while making inspection of train at Jerome discovered broken arch bar on SORX car 6271 gasoline, for Chicago, thus avoiding what might have resulted in a serious accident before the train reached West Yard.

A letter was received from Mr. H. S. Zane, this Company's special oil solicitor covering the oil territory in the southwest who accompanied the special train of oil which moved over the Kansas City Division leaving Kansas City, May 22nd, stating that he was very much pleased with the way the train was handled and the very courteous treatment afforded him on this trip by the crews in charge of the train. He wired that he was going to show his appreciation by working harder to get more oil business for us to handle.

Special commendation is due K. C. Division Engineer J. Gordon, Conductor A. F. Scott and their crew who were on train 26 the night of June 27th for the careful handling of the train to avoid an accident to train on account of the bad storm and for the effort put forth in trying to clear the track of trees and debris in order to get through, working through the wind and rain in order to accomplish same.

Revenue Business Secured Through Employee Solicitation

K. C. Division Switchman Geo. B. Wellman, secured two passengers from Ottumwa to the Coast and return after the parties had been lined up to use a competing line. Mr. Wellman received a card from his friends commenting favorably on Milwaukee route and service.

Mrs. T. H. Kemp, K. C. Division secured a passenger, Ottumwa to Chicago.

K. C. Division Engineer R. C. Yates was successful in securing the shipment of one car canned milk from Sparta, Wisc. to Ottumwa.

Night Engine Inspector Wm. Wilkinson, Aberdeen, secured one passenger Aberdeen to Chicago and return and Mrs. Wilkinson was instrumental in securing two passengers Aberdeen to Minneapolis. Both Mr. and Mrs. Wilkinson are alert to secure all possible business for our line.

Mark G. Allen, Assistant Accountant, Lewistown, Mont. secured for our line, one passenger from Lewistown to Los Angeles, Calif.

Miss Alice Smith, Comptometer Operator, Fullerton Avenue, Chicago secured three revenue passengers, Chicago to Omaha and return, enroute to Denver and back. Miss Smith made the trip with the party on her vacation.

Bellingham Division Brakeman B. H. Loring secured two round trips, Columbus, Ohio to Bellingham and return.

James Corbin, Section Foreman, Bellingham Division secured two round trip passengers, Sumas, Washington to Charleston, S. C. and one round trip, Bellingham to Buffalo, N. Y. and return.

C. R. Reilly, employe in Milwaukee Shops and a student at Marquette University solicited and

secured a party of 75 law students who went from Milwaukee to Madison to take the bar examination. Such interest and action on the part of our employes is highly gratifying.

R. W. Weber, employe in the office of Supervisor of Refrigerator Service was instrumental in securing two passengers Chicago to Omaha en route to the coast and two from St. Paul to Chicago.

Milwaukee Foreman Refused "To Quit Under Fire"

The following letter to Superintendent B. F. Hoehn from Mr. F. O. Coleman, Superintendent of M. & St. L. R. R. pays high tribute to the loyalty and "nerve" of a Milwaukee employe who stuck to his job in spite of a serious injury received while helping to clear the M. & St. L. line of a serious derailment.

Oskaloosa, Iowa, April 17th, 1924
Mr. B. F. Hoehn, Superintendent,
C. M. & St. P. Railway,
Ottumwa, Iowa.

Dear Sirs:—

I am taking the privilege of writing you in connection with services of Wrecking Foreman L. B. Faltynski, who was in charge of C. M. & St. P. steam derrick on April 9th, picking up a derailed M. & St. L. train east of Brighton, Iowa.

During the clearing of this derailment, Mr. Faltynski was injured when he attempted to dodge swinging cable striking his head against a bolt on steam derrick causing a bad scalp wound. He was placed in charge of Dr. Parks at Brighton, Iowa, at 9:15 A.M., who treated him promptly and 10:00 A.M. Mr. Faltynski was back to the depot and said he was ready to continue work. M. & St. L. officers who were present were doubtful as to his ability after receiving such an injury. However, he returned to his work in charge of steam derrick and performed very efficiently, showing a wonderful physique and refusing to quit under fire, which action on his part expedited clearing of our main track and indicated to us that he is a very efficient employe and will never give up if it is possible to continue his work or accomplish what is desired by the company for whom he is working.

I wish to extend to you my appreciation of the work performed by Mr. Faltynski and will thank you very kindly if you will extend to him my appreciation and if you have no objections I would be glad for him to read this letter.

I want to take this opportunity to thank you personally for the prompt delivery to us of your steam derrick when our line was tied up and traffic stopped in both directions.

Yours very truly,

F. O. Coleman,
Superintendent.

Rules of the Road in Japan

(As translated from Japanese traffic regulations.)

At the rise of the hand of a policeman stop rapidly. Do not pass him by or otherwise disrespect him.

Whenever a passenger of the foot have in sight tootle the horn trumpet to him melodiously at first. If he still obstacles your passage tootle him with vigor and express by word of the mouth the warning, "Hi, Hi."

Beware of the wandering horse, that he shall not take fright as you pass him. Do not explode the exhaust box at him. Go soothingly by, or stop by the roadside till he pass away.

Give big space to the festive dog that make sport in the roadway. Avoid entanglement of dog with your wheelspokes.

Go soothingly on the grease-mud, as there lurk the skid demon. Press the brake of the foot as you roll around the corners and save the collapse and tieup.



News Items Madison Division

A. S. Wright

Roundhouse Foreman Ryan and wife of Janesville, have just returned from a western trip, taking in San Francisco and Los Angeles. They report a gay time with a dip in the surf.

Night Roundhouse Foreman Lotte and family at Janesville, are enjoying their vacation in northern Wisconsin at the lakes, making the trip via a brand new, disc-wheeled Overland.

We are very sorry at this time to hear of Engineer Anthony Wilkinson of Shullsburg being on the sick list. Engineer Wilkinson has been with us a good many years and we hope to see his smiling face back in the cab very shortly.

Of late we have been noticing Clerk Mulligan's Ford doing jitney service in Madison, and if our eyes have not deceived us, he carries one person who looks very much like the stenog. in D.M.M. Kenney's office? Are we right?

Also, we have heard that the passenger agent at Madison is very accomodating and the other gay picked up six girls from the lake and took them to their destination in Madison. A little bird told me to thank him heaps.

More or less improvements are going to take place soon. At Janesville where the old store room used to be, a new door is to be put in there and the room is to be used as an extension to the machine shop. At the car department considerable improvements are now being made, putting in a new floor, painting, etc.

Mr. R. W. Kellar, former Agent, C. M. & St. P. at Mason City, Ia., was in Madison for a short visit with Mr. O. A. Beerman recently he attended the claim prevention meeting at Brodhead, gave very interesting talk. Sorry you could not try the fishing spot Mr. Maxwell mentioned on the trip to Brodhead.

June 22 a number of employes from Madison enjoyed the excursion and boat ride on the steam boat Capitol from Marquette to Lansing and return, no one fell over board, every one had a fine time dancing, eating, and enjoying the scenery, Mason City was well represented also.

Chas. Brown, Sr., is able to be round again after a few weeks illness.

Mrs. F. W. Fisher, wife of Fred Fisher, B. & B. Foreman, passed away at her home in Milwaukee, Wis., Tuesday, July 8, 1924. Mrs. Fisher has been ill for several months but not seriously so, and her death was a shock to her many friends and relatives. Sympathy of all is extended to Mr. Fisher and family, also to Chief Carpenter Neal Gregory and Mrs. Gregory. The deceased was a sister of the latter.

Conductor Pat McCaffery who has been off for about three months on account illness is able to be around the station again and will report for work about Sept. 1st. Pat is looking and feeling fine.

Did any of you fellows on the main line ever see Polly Smithson's big Dodge he just got? It is a Dodge touring but is bigger than an ordinary one. Better too.

George Larson, Brakeman on the branch, went to Rio, Saturday the 12th to see his sweetheart. Understand she is as big as he is and that he has spoken for the Auditorium to live in.

Jake Simpa is still on the branch in McCaffery's place says he likes it. It keeps Jake busy looking after things up here. Jake just came



Conductor Anderson, Moberge-New England Branch Giving the Highball.

back from Madison today the 14th and says to mention that when he was home he saw a swarm of bees flying over his house and with pans and other noise he got them to land in a bird house in front of his house and says they were haking honey when he left.

If you think business isn't good on the branch ask Bob Ziel or come up and see for yourself. No slow times on the Richland Center branch.

Mrs. Mary Stark a graduate in a course of Journalism at the University, has written a very interesting story of the beginning of the Richland Center Branch and its first and present Engineer Mr. J. J. Brady for the Wisconsin Magazine. Jack is still on the job and is as ambitious as he was 20 years ago.

Operator Siker fitted the Agency at Lone Rock last week while Agent Gunderson was pulling in the little ones and watching the big ones get away.

It is reported that Mabel's pump is in bad shape again because Mr. Vanderhie has not been looking after it lately.

Now we know why Switchman Chester Gregory is so musical, we just learned that before he was two years old he played on the linoleum.

A postal card shower is being held on one of our veteran employes. Engineer Anthony Wilkinson at Shullsburg is the recipient.

Extensive repairs and remodeling of Car Foreman Wilcoxes office is taking place and a heatless furnace is being installed.

Engineer Conductor Harrison layed off on the 16th inst. to attend the Masonic Picknic at Riverside Park.

Engineer Thos. Fox has resumed service on runs No. 91 and 92 after a six weeks vaca-

tion in the East where he attended the B. of L. E. Convention at Cleveland, Ohio, and then visited New York City, Buffalo and Niagara Falls.

Engineer James Gregory our 100% catcher for the Janesville Booster Ball Team has been working for the M. P. and N. Ry. at Mineral Point the past month—I'll look after Mammie!

Switch Foreman Charles Gregory has been promoted to General Yardmaster at Janesville, replacing Henry Young who has been assigned to other duties.

Cross crossings cautiously. It's better to say it with Safety, than to say it with flowers.

Mr. A. J. Wilkinson, Engineer for a great many years on the Shullsburg Branch, is being held at his home account of a general breaking down. He is somewhat better at this writing and it is hoped he will be able to resume work in the near future.

S. M. East
R.G.E.

June was a great month for weddings on the S. M. Division. On June 16th Mr. Otto Softky of Seattle, Wash. grabbed off Engineer Saterloff's only daughter, Nellie, and after a short honeymoon through Northern Minnesota and parts of Wisconsin the young couple left for their home in the West. Miss Saterloff was at one time stenographer in the Superintendent's Office.

Wells, Minnesota was also the scene of a wedding on the same date. There, our Roadmaster's and Chief Carpenter's Clerk, Mr. Herbert Noer was married to Miss Agnes Rathai. Mr. and Mrs. Noer will be at home to their many friends at Wells, Minn. after taking a trip through the Iron Range and visiting at Huron, S. Dak.

Even Ramsey can boast of a wedding during the month of roses. Elmer C. Hedegard, Operator at Ramsey was married during the latter part of the month.

Vernon Pettit, Truckee, Austin, Minn. also took the final step and is already back on the job.

We have gotten the cigars from all but one of the above mentioned weddings and that last one is mighty welcome. Thanks.

Tom Todoroff, Machinist Helper in Austin Shops, is sporting around in a New Buick Six, fully equipped with all the latest devices. Tommy gave us a ride the other night and we accidentally caught a glimpse of B. & B. Foreman Wollweber and Shopman L. Dilger stealing away from the Cedar River at Ramsey with their fish poles over their shoulders—but no fish. We did not hear a word about that fishing trip from either of the gentlemen mentioned.

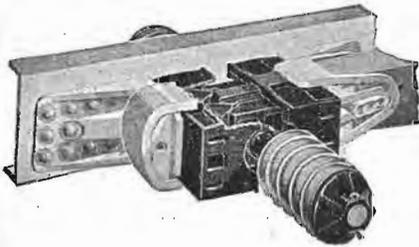
Saturday, June 14th, Mrs. George Stewart, wife of George Stewart, Switchman, Austin Yards, passed away after a short illness at St. Olaf Hospital. The sympathy of everyone is extended to the grief stricken husband.

Mrs. H. S. Hoff, wife of Operator Hoff at Lanesboro, spent a few days visiting Austin friends during the second week of June. Guess she got lonesome as we couldn't make her stay very long.

Seven o'clock was quite early for the Trainmen Timekeeper on June 16th, and when he arrived at the usual time of eight he pulled the same old gag—"I forgot all about the change in office hours."

Conductor Killoren celebrated another birthday on June 13th. It was a safe and sane cele-

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bration this time and the neighbors didn't have any trouble sleeping through it all.

Conductor Tolbertson is very busy these days getting his household goods ready to move to LaCrosse. Ole now has the run formerly held by the late Mr. Birran and this necessitates a change of residence.

Dispatcher Wood has had some real practice at entertaining during the past month. Early in the month his sister, Mrs. N. T. Torgerson of Minneapolis, arrived at Austin for an extended visit. A few days later Miss Josephine Wood stopped off to say "Hello" while on her way home from Minneapolis. Mr. and Mrs. C. Jacobson of Canton, S. Dak. also spent a short time visiting with the Dispatcher and his family. Mr. Jacobson is a brother of Mrs. Wood.

We came very near to getting cigars from the Assistant Baggage man at Austin this month. He got a week's vacation to attend the Chautauqua, got up at 5:00 A.M. to get in line for reserved seats, and would surely have walked off with the attendance prize had not the Iowan arrived and carried him away for a few days. Everyone was whispering matrimony, but he came back from the Corn State unaccompanied and has finally got us convinced that he is still single. Too bad those tickets went to waste.

The Milwaukee Colts have a couple more victories marked up since last month, but have heard nothing from our neighboring brothers.

Who planted the pretty flower garden in the C. M. & St. P. Park at Austin?

We are glad to report that Mr. E. J. Auge is much improved in health and will soon be back on the job as Chief Carpenter.

Verne Evenson of the P.F.I. Department will leave July 1st for Lake City, Minnesota. Verne, better known as Moco, is enlisted in Co. H. of the National Guard and is required to spend two weeks out of every year in Camp. He seems delighted over the idea of going.

Joe Lorenz, S. M. Engineer, had the misfortune to break his arm while climbing between cars in Austin Yard. We hope he won't be laid up too long.

Guess Scotty, Red and Blake thought the Fourth came earlier this year. It is a good thing that Dispatcher Si Johnson is so good natured or they may have landed in Nicholson's Hotel for the night. Firecrackers are for kids anyway.

Last month we made the report that Lyle Olson is acting as Operator at Lanesboro. This report was in error. Lyle Olson is the Agent at Artesian, S. D. and his brother, Lester, is the man who is taking care of the second shift at Lanesboro.

R. W. McCoy and George Johnson, both S. M. Division brakemen, spend a lot of time fishing these days. To hear them tell it fishing is very good this year. However, we haven't sampled any of those big ones yet.

Word comes from P. G. McCarthy that he is comfortably settled in his new home at Minneapolis. Pa made his first run on the Wells-Minneapolis run on June 24th and made record time.

Charles Hanson and wife are taking an extended tour through the Eastern States. Mr. Hanson is a Machinist in Austin Shops and thought he may as well take a look at such places as Erie, Pa., New York City and Washington, D. C. while the shops were closed down.

Des Moines Division Items

Frenchy

We regret to announce the death of Conductor H. C. Bellman which occurred on Sunday, June 29th at his home in Rockwell City. Mr. Bellman had been ill for some time. We wish to extend the sympathy of his many friends on the division to the bereaved family.

Dispatcher M. C. Corbett was married June 14th in Los Angeles to Miss Florence Gene-

vieve Colleton of Mason City, Iowa. After an extended western trip the happy couple are at home in Des Moines.

Mr. Britt Stuber returned recently from a trip to California. He reports a fine time notwithstanding his stay there was very brief. The office force in the Superintendent's office have enjoyed some of the fruit he brought back with him.

Claim Adjuster E. W. Webb, spent a few days recently visiting at the cottage of Company Surgeon Howland at Templars Point, Spirit Lake. He reports a fine time fishing and enjoying all the other sports around the lake.

Engineer Geo. Finnicum has been elected to the position of General Chairman of the B. of L. E. His many friends will rejoice at his good fortune, although they will miss him on the road.

Dispatcher R. P. Edson is taking a vacation and reports are that he is employing his leisure time picking cherries. Presume the fruit market will soon be flooded and prices low after his output reaches the public.

The Misses Geneva Dickman and Vera Price, daughters of G. R. Dickman and Frank Price respectively, have returned from a delightful trip to Estes Park and other Colorado points.

Section Foreman A. D. Kemp, of Clive, Iowa, was called to Laurens, Iowa, by the serious illness of his father recently. We hope that ere this is published he has completely recovered.

Brakeman C. A. Lemley and wife returned recently from a several weeks' visit in Illinois which trip was made in their automobile. They report a fine time.

Mrs. A. W. Hakes and son Kenneth visited Mrs. Hakes' son Williard at Redfield recently.

Miss Bernice Russell of the Superintendent's office is the latest recruit to the ranks of the bobbed-hair people. She is the envy of all the bobbed-hair damsels as she does not need to use the curling iron.

For Sale—Six thoroughbred pups. Anyone wishing to buy please call on Charley Barrows, Baggage master at Madrid.

Mr. Paul Quinn, Clerk at Jefferson and Miss Bernice Powers, daughter of Mr. and Mrs. John Powers of Lohrville were married at Lohrville at 6 A.M., June 16th. Apparently Paul was not worried much about the event as he was still in bed at ten minutes to six and had to be called the morning of the wedding. The happy couple took a ten day trip to Denver. When they arrived at Manila they received a message from Paul's Brother Kenneth that the Police at Omaha had been notified to arrest them when going through. Apparently they did some tall ducking as they arrived safely home and now claim they are living happily.

Miss Russell of the Superintendent's office claims what one Bernice can do another can.

Store Room Sparks, Dubuque Shops, Ia. S. A. Matter

Being afflicted with a malady which may never be properly diagnosed as to what delusion leads me to write limericks; I am therefore waiting for some heroic treatment which may possess some efficacy in obliterating my poetical aberration.

Saxophone Lester was he,
A musician he thought he'd be;
So he blew his horn
From night 'till morn'
While the neighbors all had to flee.
Our own Louie Messink, detective;
His mind was becoming defective,
For cases revolve
Which he couldn't solve—

In criminology he's ineffective.

The Store Room Social Club held their annual election of officers at their hall on Cedar St., last Saturday. Henry Zwilkus Basten the retiring president was presented with a fairly

(Continued on page 39)

Locomotive Guides Repaired Easily and Economically by Electric Arc-Welding

An interesting exhibit was brought to the attention of railroad men at the National Railway Appliance Association exhibition at the Coliseum, Chicago, recently. A new process for repairing locomotive guides was displayed by means of which the General Electric Company claims to have eliminated all difficulties previously encountered in renewing these guides and keeping them up to I.C.C. standards.

The process used was electric arc welding automatically applied. The guides were placed in an ordinary lathe and on the tool post, was mounted the automatic welder. When in operation, the guide remained stationary and the automatic welder traveled along with the carriage of the lathe, depositing electrode metal on the worn surface of the guide. The welding was applied on the side surface of the guide covering a width of two inches, beginning the welding on the inside and laying down adjacent beads working to the outer edge. Two layers of beads were required to build up the worn spot, a total of 3/8" on each side. This was then machined away 1/8" on each side, leaving a 1/4" finished built-up stock. The length of the built-up guide was five feet. A total

of three hours was required for welding both sides, using 150 amperes, 20 volts across the arc and 1/8" diameter electrode wire.

Figures obtained from a railroad now using this process indicate a saving of almost 50% when automatic electric arc welding is used in preference to the oxyacetylene process. These figures are given in the following tabulations of cost data:

Four Guides Reclaimed by Oxyacetylene Process

Labor (8 hrs. at 75 cents.....)	\$ 6.24
Oxygen (3.168 cu. ft. at \$1.75.....)	5.54
Acetylene (4.024 cu. ft. at \$1.15.....)	4.53
Wire (28 lbs. Manganese bronze— 43 cents per lb.....)	12.04
Total (four guides).....	\$28.35
Cost (one guide).....	7.09

Four Guides Reclaimed by Automatic Electric Arc Process

Labor (12 hrs. at 78 cts.....)	\$ 9.36
Electric Power.....	2.40
Electrode (28 lbs. Roebling).....	2.53
Total (four guides).....	14.28
Cost (one guide).....	3.57

New Smokeless Oil-Electric Switching Locomotive Unusual Fuel-Saver

The new oil-electric locomotive, recently announced, was given its first practical test June 10th by the New York Central Railroad in its freight yards at Eleventh Avenue, New York City, where

it will be tried out for several months under actual operating conditions. At this time a steam engineer learned to operate the new engine after ten minutes' instruction.

The new locomotive, which was built jointly by the General Electric Company and the Ingersoll Rand Company, has been in use about four months in the yards of the latter concern at Phillipsburg, N.J. In ordinary switching service it consumed between 12 and 15 cents worth of fuel oil per hour, or approximately one-third the cost of coal used by an ordinary steam locomotive in like service. The absence of smoke makes it well suitable for use in cities or in other places where smoke may be objectionable.

The engine weighs about 60 tons. Its power is supplied by a 300 horsepower Ingersoll-Rand oil engine directly connected to a 200 kilowatt G. E. generator. This supplies electric current operating four 50 horsepower motors, one of which is geared to each of the four axles. Sufficient fuel can be carried for 48 hours' continuous switching service. A muffler for reducing the noise of the exhaust is mounted on the roof.

An economical feature of the new locomotive is that, like an automobile, it is necessary to operate the engine only when the locomotive is in use.

The Railroad vs. Private Industry

PPRIVATE business and industry, unhampered by government regulation, can use the larger profits of prosperous years to make up low returns or losses of lean years.

Railroad earnings are limited by law but not guaranteed. Losses in one year cannot be made up in another year. Should the railroad during a period of general prosperity earn a greater return than that to which it is restricted, the excess must be turned over to the government.

Prosperity of private industry depends, in large measure, on its own efficiency, enterprise and energy.

Prosperity of the railroad business depends not only on the ability of railroad men but also on the character of regulation imposed by the public.

A railroad cannot improve and enlarge its facilities to keep pace with the country's development, nor provide the adequate and efficient service required in the best interests of business, industry and agriculture, unless its earnings are steady and sufficiently large to attract new capital.

Some private business or industry may experience hard times when other enterprises are enjoying prosperity. Impairment of railroad service, as a result of inadequate earnings, affects all lines of business.

These are the facts supporting the plea of the railroads for relief from further radical and restrictive legislation.

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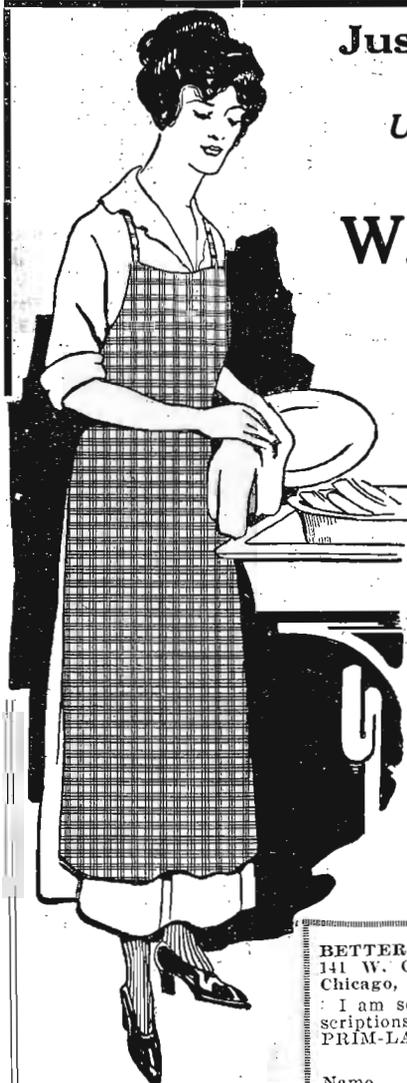
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good rain coat together with an empty hip flask. Benny Artosa Stoeffler the new president spoke for several hours covering a variety of subjects:—Viz; "Probable Colonization of Patagonia, Together With Its Commercial Possibilities." "Corporate Seclusion of Antagonistic Hybrids." "Affinity of the Rare Woolelduff to its Ancestor the Rifflidizz." Herbert Gambus Baumhover who is a Terpsichorean artist of no little ability, delighted the members of the club with his original Oriental dance creation. The voluptuous swaying of his body, the rhythmic movement throughout the dance proclaimed Herbert a son of the Dreamy Nile. Accompanying the dancer was the writer who consented to play his own Egyptian composition, "The Streets of Cairo". This number harmonized perfectly with the dance.

The tractor has just received another coat of paint. With it's original coat it now possesses quite a wardrobe.

Peggy is quite right. She recently confided to a certain Herby that of the genus homo, only bona fide "nuts" could produce such atrocious journalistic efforts such as the writer is guilty of.

The only difference between myself and those who are confined in that institution on Asbury is that they are deprived of their liberty while I am still running at large.

Where art thou oh Oosie? I crave thy society in some secluded nook where we can exchange confidences.

There ought to be a law to restrain Louis Valentine Schwartz from singing those parody verses on the popular song, "It ain't, etc. If he keeps it up I shall write one and call it; I ain't gonna work no mo'."

"What makes the water wet"? Felix asked of John.

"I could not say, but listen pray"

"What makes the sky so blue when the fleecy clouds are gone?"

To Mr. Unmacht:—

Wedding bells will soon ring
And happiness we hope they'll bring;
As the years are silently run.

So Herb we congratulate,
On your coming happy fate

When the parson will unite you two as one.

Here's a true story. It would be all right if the facts were not distorted. Clarence Grat-tan Horsfall our worthy stockman once had an enlarged specimen of the weasel family entitled a ferret. On one occasion he decided to take advantage of the ferret's cunning in obtaining rabbits. Taking the ferret and also several hour' dogs to the country the combination succeeded in terrifying all living things, humans and beasts with their unearthly uproar. After the county was clear of animal life the ferret finally discovered a lame rabbit in its hole. Anxious moments followed the ferret's activity on its victim. Mr. Horsfall meanwhile awaited patiently the rabbit's exit. Suddenly an excited creature came out of the hole, Clarence no sooner beheld it then fired. When the smoke cleared away no rabbit was found. However, Clarence did find a dead ferret which he calmly appropriated as his game. Boiled ferret with dressing was indulged in that night by Horsfall.

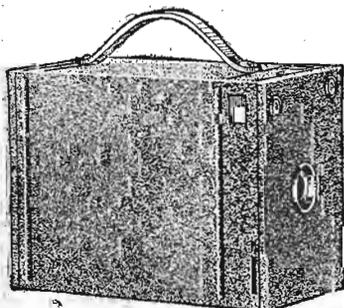
"M. C. B. Gossip"

"Lee"

Julia Barrows should be able to describe the wearing of the seven-league boots quite realistically. All this came about when she wore new shoes and we had an unexpected shower. An old pair of rubbers of unknown ownership came to the rescue but a size six rubber on a size three shoe is anything but a snug fit—Yes, she brought the rubbers back.

Mr. Carnarius paid a short visit to the office while on his vacation. We were glad to see him but surprised to see him sans moustache.

Erwin Weber had a wonderful vacation from all accounts we have heard. He went tobogganing, hiking, and horseback riding and has



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the honor of being one of the party of three to be the first to climb to the summit of Mount Rainier this year. The snow stories sounded rather fishy, but he has pictures to prove his tales are real.

Mr. Brock returned from his vacation with a bad cold as a result of making a visit to the Battleship Mississippi at San Francisco. However, the balance of his trip is not to be compared to after-effects of changeable California weather, because it was very pleasant.

Fern Hawkins is on her vacation in the west and to judge from messages received she must be in "The Land of the Midnight Sun" for she says she will "write tonight". As we have had no other message, that night evidently has not shown up so far.

Steve Filut made an automobile trip while on his vacation and saw the beauties of Northern Wisconsin.

Robert Wilson paid a short visit to Madison over the Fourth of July week-end.

Chicago again had the honor of Bernice Kruse's lively presence, in fact was so fascinated with her that it didn't let her go until Monday morning. Well Bernice enjoyed it just the same.

Certain young ladies in the office are contemplating a trip to The Dells but we doubt their ability to get that four o'clock train. But they might surprise us at that and really do it.

As usual we have a new Mail Boy to announce, our latest arrival is Joseph Skibjnski. We are glad to have him with us and hope he will stay long enough to get acquainted.

Rose Schultze paid a visit to Marathon, Wisconsin and while there climbed Rib Hill, the highest point in the State of Wisconsin, much to the ruination of a pair of perfectly good satin slippers. For Bill Stark's information she wishes to say that she did not see the porcupines which he insisted were running around in the neighborhood of Wausau. He must have been seeing things on his last inspection trip.

S. M. West Notes

Ray H. Hoffmann

Ole Granfaten, Pumper, at the Madison R.H. took a short layoff which he spent at La Crosse, Wis.

Section Foreman V. Lucas of Howard, So. Dak., spent the week-end at Jackson, Minn. recently.

Chief Dispatcher A. J. Starks of Madison left July 5th on a two weeks vacation which he will spend in Chicago and Elgin, Ill., at the home of his wife's parents.

Edw. Lucas of Howard is relieving Agent Packer of Junius who is taking a little vacation.

A number of cyclones have been disturbing the peace of this part of South Dakota during the past month; Wessington Springs being particularly hard hit. On the evening of July 11th a small cyclone hit Airline, Minn., which is just on the line between Minn. and So. Dak. and destroyed a number of buildings in its path. The inhabitants noticed the cyclone coming and all got into their cars and drove out of its path, thereby saving themselves possible injury and death.

The Robbins Bros. Circus performed at Madison, So. Dak. on the afternoon and evening of July 1st. It was a great day for all the kids, not to mention the grown-ups. Their next stop was Lake Preston, So. Dak. A Circus is always given considerable attention by the Railroad Officials as it must be handled with the least possible delay.

The Dispatchers' Office at Madison has blossomed out in a new map of the Chicago, Milwaukee and St. Paul Railway System.

Conductor Joe O'Brien took a few days leave of absence which he spent with his family at Madison, So. Dak. He was relieved by Conductor Wm. Torbert.



Originality

Behind every well developed institution that has imprinted itself in the mind of Industry stands Originality guiding the hands of its organization

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Frt. Condr. Joe Rooney and wife of Woonsocket, spent the Fourth at Lake Madison. Over 10,000 people spent the Fourth of July at Lake Madison this year, which is a record.

We envy those fortunate ones who are at present spending their vacations in some cool spot, while we have to make use of a little Christian Science while the thermometer keeps telling us it's 90 in the shade.

Notes From the Local Office and the Docks, Tacoma

R.R.I.

Mr. F. J. Alleman, our genial Agent, is a grass widower at the present writing. Mrs. Alleman with her daughters Margaret and Melba having left on June 17th for an extended visit in the Central States. Their first destination was Libertyville, Illinois, to visit with Mr. Alleman's relations; from there they were going to Monticello, Wisconsin, to visit with Mrs. Alleman's relatives; while later on they were planning to visit friends at Milwaukee and at New Hampton, Iowa, to be gone altogether for about two months. During their absence Kenneth Alleman, of our Yard Office force, is housekeeper and chef at the Alleman residence. Kenneth claims to be an expert on steak and onions, but we are informed that Mr. Alleman takes most of his meals downtown, evidently having no great confidence in Kenneth's culinary skill.

Mr. Ralph Bement, our live-wire Assistant Agent, and Mr. Hilmer Guttormson (known for short as Elmer Johnson), Supervisor of Yard Clerks, attended the Per Diem meeting at Seattle, June 25th.

The Local Office force is feeling all swelled up these days, due to the beautiful new hardwood floor which has recently been laid in the Local Office. It was certainly needed badly.

Miss Sophie Hansen of the Local Office returned to work on June 26th after a protracted vacation spent in Chicago, and other points thereabouts. We are pleased to see her back on the job in accustomed good spirits and good looks, the latter being enhanced by the fact that Miss Sophie took advantage of her absence to have her hair bobbed. The office force considers it very becoming.

Lawrence McKay, son of Mrs. McKay, our popular switching clerk, has taken advantage of vacation at Lincoln High School to earn a wad of money and see the world at the same time by taking a job as cook on the dining cars running between Chicago and Tacoma on Nos. 17 and 18 during the summer. We applaud his industry and application.

John Dubois, formerly of the warehouse force at the local office, has been appointed as yard clerk on the second trick.

Tubby Gleb, plump and goodnatured member of the warehouse force at the local office, had been behaving pretty well for some time, but

we regret to hear that of late he has again been showing signs of succumbing to leap year. The fact that he spends much time in the vicinity of Jefferson Avenue and Seventeenth Street may offer some clue as to the location of his affections.

The south end of Dock Two has recently borne considerable resemblance to a farm yard, harboring, as it did, several lots of pedigreed Holstein cattle, various lots of fancy chickens, and a large shipment of thoroughbred Rambouillet sheep, all of them for shipment on the Alabama Maru for Japan, most of the stock going to the Imperial Experiment Farm at Otaru in Hokkaido. The stock came from Massachusetts, Indiana, Wisconsin and Utah. Further shipments of blooded live stock are expected for other steamers in the near future.

Northern Montana Division

A. B. T.

The "5 o'Clock Club", which originated at Hilger, Mont., May 1st, gave two successful dances and turned the proceeds over to Fergus County to defray the expenses of installing new clock works in the Court House Tower. The old clock went on strike at 5 P.M. almost the same night that the banks closed their doors.

The organizers of this club are, Pres. R. A. Loveland, Conductor; Treas. T. W. Humphrey, Agent at Hilger; Directors L. S. Wandell, Conductor; Harry La Grange, Engineer; Joe Cox, Fireman. Meetings are held at 5 P.M. on Main St., Lewistown when the President sees fit. Fergus Co. can be proud of the interest these Milwaukee employees have taken in helping to boost and to start the old clock. Officials of the Northern Mont. Div. are going to issue a watch inspection card for the new clock.

Some of the Northern Mont. boys are planning on starting a "Wooden Leg" Club if they can get V. P. Jenks, Conductor; T. J. Graham, Conductor; L. S. Wandell, Conductor; Bert Richards, Engineer; J. C. Kidneigh, Roadmaster; Harry Spears, B. & B. Foreman; L. C. Searles, Train Dispatcher and Frank Conrad, Switchman to sign up as charter members.

Mrs. Nellie Wandell and grandson Willett of Kaukauna, Wisc. are visiting Conductor L. S. Wandell and family. Mrs. Wandell is widow of an old time engineer of the C. & N. W. Ry. Mrs. Wandell will also pay a visit with two other sons, Earle a machinist and John, stationer for this Milwaukee at Miles City.

"Red" Fox, Northern Mont. div. lineman dozed off in the smoker of the Winnett mixed run, and when he woke up he was dark complected, when "Red" got home, his wife thought he was some one looking for a hand out, but at a closer observation she recognized her own little "Red".

They are all talking about diversified farming, if the public was at the depot when Russ Loveland the popular conductor of the 5 o'clock club arrives and watch him unload cream, eggs, poultry and dressed meat, they would say that Wisconsin has nothing on the Roy-Winifred country.

The rain we have been having the past month in the famous Judith Basin points to a bumper wheat crop.

The smiling face of R. M. Div. Conductor Earl Wilson has been seen the past month on trains No. 115 and 118 relieving John Englund who has been on a vacation down where they have the hoof and mouth disease.

Understand W. A. Harnack the robust conductor of the Agawam line is on a diet until the turkey crop comes in. Bill has invented a new way of saving on feed for his stock farm, as follows: "Throw the feed out on the ground and keep the chickens locked up in the hen-house". Patent No. 403404.

Tom Sackett, Conductor No. 116 and 117, wore his straw cap all winter now he is going to buy a jar of "Stacomb."

Brakeman E. J. Burn's ability as a fisherman up Spring Creek way is unexcelled, but as a jury man on the bootleggers calendar, we all figured he was for conviction: per Democrat News.

Never saw Conductor B. S. Ford look so neat and clean, since the fruit season came in, and since he has been relieving Conductor J. J. Troy on passenger.

Understand Agent Maxeiner is contemplating placing a whistling post in his back yard near garage, because you cannot tell what a Dodge will do.

Joe Holecek, Fireman, made a trip braking on the Harlowton Local with Conductor McDonell the other day account of shortage of brakemen, on this trip he got so he could cuss the head end like an old time trainman. Understand a baby girl has made her appearance at Joe's home. Congratulations, Joe.

Harry, Graham the veteran call boy is quite a mushroom gatherer, anyone in the market can call on him for a mess of the delicacy.

Sometime ago the citizens of Winnett thought that some one had shot off a large cannon, but it was only a bottle of crude oil in the hands of one of our conductors, which could not stand air tight confinement.

Have seen A. B. several times since her return from the hoof and mouth district and she seems as though she had lost her last friend, as it was, she lost her beautiful tresses.

C. K. Happy Hatton and wife just returned from Chicago, where Happy has been working since cut off here, now he is on his way to California on a short visit.

Tom Keating has decided braking on passenger isn't such a bad job after all. Tom is quite handy with the ladies, young and old, alike.

R. & S. W. Division
Lillian L.

Understand Conductor C. F. Hayes is very partial to brunettes. Ask him to show you some of the pictures he had taken with one of the "fair" sex.

Miss Mary D. Ewart, daughter of engineer and Mrs. Frank Ewart, passed away at her home in Milwaukee, June 30th. Funeral services were held at the residence, No. 455, 24th Ave., interment at Forest Home. Our sympathy is extended to the bereaved family and friends.

A daughter, Mary Patricia, was born to Mr. and Mrs. Joseph I. Hayes, June 15th. Had the little lady put off her arrival until the following day she would have been just at the right time to help papa and mamma celebrate their wedding anniversary.

Mosquitoes—millions of them and big fellows—swarmed into Freeport shortly after the Fourth of July from the swamps of Kilgrubben. Night train service through Freeport is being

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greatly expedited as train crews wildly fan the air and get out of this town in a hurry.

Roscoe Askey spent the Fourth at Devil's Lake and the Dells.

Agent Heinen relieved Agent Colville at Davis two weeks the first part of July.

E. C. Fraser showed up at Beloit early the morning of July 5th. He was perfectly sober and it did not appear to be a case of too much Fourth of July and afraid to go home.

Rockton seems to be a popular place for Leap Year parties. How about it, Helen?

There's one who is glad the Fourth is over and meets our old friend Louie. Every time he heard a fire cracker he would jump so far that it would take him an hour to walk back.

Cashier Phillips is back on the job after an extended vacation. We all missed the old boy and glad to have him back again.

Yard Foreman Devins informs us that even though he did dose his "cookie duster" that those who want to see how he looked when he had it can have a photo of same (in natural color—henna) by making application three weeks in advance. Place order early, as the supply is going fast.

Special train carrying 130 Kansas, Missouri and Oklahoma bankers, editors, farmers and county agents, who are touring Wisconsin in an inspection and study of agricultural conditions, as well as good roads and conditions in general, arrived Beloit 8:00 A.M., July 7th. The party detrained at Beloit and after a short singfest to express their exuberant feelings, and the taking of several photographs, including a moving picture for one of the best known news-reel companies, they were taken by automobile to visit the Dougan farm, the Rockwell-Kattenhenry farm and the Inman farm, from where they proceeded to Janesville. After having dinner at Janesville and visiting several farms in that locality, they left by automobile for Evansville and Madison. From Madison the special train was scheduled to go to Fond du Lac. Eight counties were to be visited during the tour.

The call of the west has been heard and the Master Mechanic's office will be minus the presence of our gay young Lothario Leo. On July 12th he left for Spokane for a few weeks sojourn, where we understand the "incentive" resides. The Sheik has remained immune to the matrimonial bug so far and the girls in the Beloit office, as well as the majority of the girls in Rock and Dane County, are praying that he suffers no reaction while away from home.

Heine Funk returned to work July 5th, after spending two weeks at St. Paul and his old home at Crookston, Minn.

It is with deep regret that we report the fatal accident to Roger Hehir, three year old son of operator and Mrs. Tom Hehir, at Rockford on June 10th. The little fellow while at play on the second floor of the home with the older children fell through a window on to the cement walk below, sustaining injuries which resulted in his death the day following. Roger was a lovable little chap and a great favorite with all who knew him.

Twin City Terminals

Carl

James Morrison had to return home from a fishing trip soon after arriving there on account of becoming suddenly very ill. He has recovered and is back on the job. Too bad Jimmie, vacation comes only once a year.

John Parkins was on the sick list for a few days, but is back on the job feeling spiffier than ever.

Frances Leonard has returned to work after a month's leave and reports a very wonderful vacation. She and her mother visited friends in Kansas City, Los Angeles and other points in the West.

Fred Ahr is smiling the smile that won't come off—Yes—Another boy, and Harold Beringer is

the proud father of a baby girl.

Mr. Harry Brown returned from his vacation wearing a headdress similar to those participating in the Lincoln pageant.

Mr. Davies has returned to the Demurrage desk after a leave of absence. We are all glad to see him back on the desk.

The District Accounting Bureau has a new comptometer, Miss Volberg Martinson relieving some of the girls on their vacation. We notice that the boys stick around the office more than usual, and we wonder why.

Miss Hilda Krogh has returned to work after a leave of absence. She visited Los Angeles, the Golden Gate and returned via Seattle. She was very much taken with the "Garden of the Gods", but reports very favorably of her whole trip through the West.

Miss Violette Loffert made a run to Taylors Falls in her Chevrolet, and was busy dodging the speed cops. They have not nabbed her yet, but are extremely likely to get her sooner or later.

Leo Walch is putting in some good gold on the Glenwood Links, and has managed to get a few "Birdies", but not an "Eagle" yet.

There will be wedding bells ringing in August, tra la!

Seattle General Offices

Marie E. Cleary

Mr. H. F. Hunter, General Agent at Chicago, called around greeting old friends in the General Offices. He doesn't get out this way very often.

Mrs. Elois Herren is the new stenographer in the Engineering Department, taking the place of Miss Artie Defries who resigned.

Wish we had space to tell you of all the lovely vacations and vacation trips that have been enjoyed and are being planned—but will merely say in passing that those who have gone and returned all had a wonderful time and those who are as yet planning expect to have a wonderful time, so what more could be desired?

Mr. Nicholson is almost a stranger around here. Think his title should be "Traveling" General Manager—as that's where he spends most of his time—traveling.

Mr. Faragher has returned to the office after an absence of about six weeks, very much improved in health—although still on a diet and under the doctor's care. He still carries a formidable looking thermos bottle with him, and while we really don't know just what is in it, it is being rumored that he has never thought a great deal of this man Volstead and his snappy little Act that has produced so much home industry of a secret nature.

Mr. A. Bullwinkel, District Adjuster at Butte, together with Mrs. Bullwinkel and son William have been visiting in Seattle for several days.

Someone whom everyone was very very glad to see came back to Seattle for a combined pleasure and business trip recently—and that was J. L. Brown, or "Jimmie" as he's known to all. He's just the same old Jimmie and being away from this glorious Northwest of ours hasn't changed him one little bit. Everyone greatly enjoyed seeing him again but feel that he should visit us more often. Mrs. Brown and family were with him on his trip West.

The Transportation Department is boasting of the cleverest office personnel in the building—claiming a gifted cartoonist, a draftsman, a poet—and Mr. Stablein—who, when it comes to games of chance with an offering of any sort of prize, always seems to hold the lucky number, card or whatever is necessary to establish his right to the prize. He makes a specialty of movie houses advertising "Northwest Products" night, and can always make anywhere from 100 to 1,000 percent on his investment. Even misfortune turns into fortune for him. His car broke down in a neighboring town and on going

out a couple of days later to get it, was induced to go around the corner to a carnival where he practically cleaned out their supply of prizes.

Word received from Mr. Currie as he was landing in Liverpool is to the effect that he's having a very very wonderful time. Getting back to his "own country" is bringing to him all the thrill he anticipated, and he's at present "somewhere in Scotland".

Mr. H. C. Brisbane, Cashier in the Freight Office at Great Falls, called around to pay his respects.

A niece of Mr. F. R. Shong, Mrs. Christianson from Bloomer, Wisc., together with her son Robert, who are enroute to California, have been house guests of the Shongs for several days.

Mr. H. O. Engel has been transferred from the Traffic Department to the office of Mr. A. J. Hillman, General Agent, taking the place of Mr. A. V. Palmer who goes out as Soliciting Freight Agent, a place created by the resignation of Mr. P. A. Warrack. The best of luck to you, Hugo!

We've discovered the prize dumb-bell of the General Offices who thinks that Wheeling, West Virginia must be a hard job.

Mr. E. B. Crane is, as everyone knows, a very ardent admirer of Isaac Walton and a follower in his footsteps as well. Recently having heard that there were some fine large bass to be had for the catching in Lake Washington, he made much ado about purchasing for himself the necessary paraphernalia with which to entice little fisheries away from their liquid playgrounds, and sallied forth in a right merry mood for a day's trolling—loudly announcing that those as liked fish should form a party of greet-crs at the dock on his return.

Here a word must be said as to his skiff. Not having one of his own, he coerced a neighbor into allowing him to use a 'speed' boat belonging to said neighbor, which was of an almost obsolete type that is propelled by using the Australian Crawl stroke on the oars—giving a slightly swinging motion to the boat.

After spending a long hot day on the lake—his time being spent mostly in waiting—and being footsore and weary,—one could scarcely say he was "footsore", either, riding about in his 'yacht'—but anyway he was weary and decided he should start for home, although he had neither seen nor heard of any bass all day. Even without success, he hadn't really given up all hope, and still held the pole between his knees all the while praying that a stray bass might yet be tempted. Just as he was nearing the shore, the King of the fleet of wild bass inhabiting Lake Washington and surrounding lakes, took a fancy to the new shiny-looking fishing rod, line, etc.; and disregarding the bait, grasped the sinker firmly in his mouth and galloped down the lake, leaving Mr. Crane not only bemoaning the fact that he had caught no fish, but also the loss of a snappy new fishing outfit that the salesman had insisted was the very last word.

Every evening just at sunset, a sad, forlorn figure may be seen slowly rowing about, peering intently into the water, hoping, aye! praying that some day the fish may die and the pole being bamboo would then float and could be salvaged.

A party of Electrical Engineers from Henry Ford's railroad—the Detroit, Toledo & Ironton Railroad Company—including Mr. Allison, Mr. Jungstrom and Mr. Terry of the railroad, Mr. Shepard of the Westinghouse Electric Company and Mr. Roosevelt of the General Electric Company made a detailed tour of inspection of our main line, being especially interested in the electrified divisions. The entire party very thoroughly enjoyed the wild west show and roundup at Miles City the Fourth.

Wisconsin Valley Division Notes

Lillian

This is the time for vacation, some of the

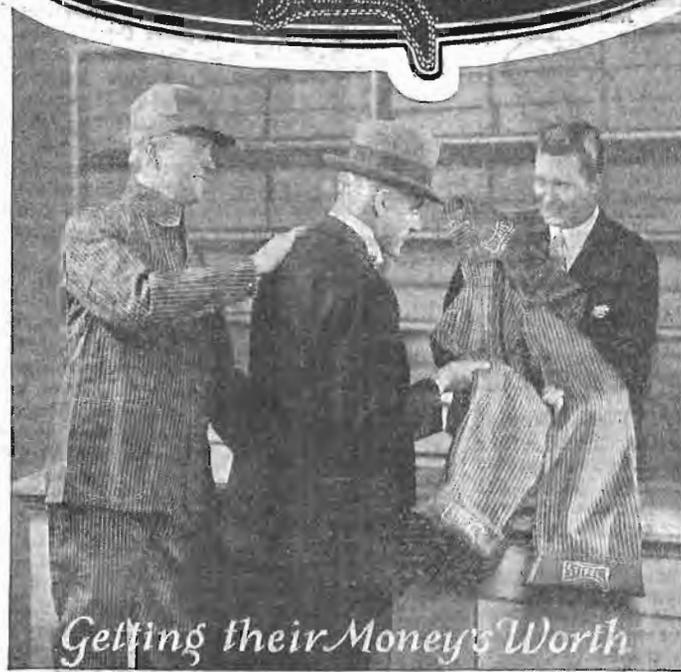
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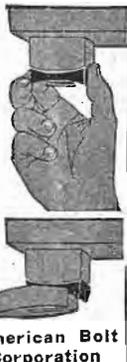
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PATENT LAWYER

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employees are leaving, some returning and others planning. The scenery all around is beautiful and the woods and lakes extend invitations that are hard to resist.

Mr. and Mrs. C. O. Bradshaw, and Mr. and Mrs. P. H. Nee spent a week at Bullard Lake. Mr. Bradshaw was fortunate in landing a 42 pound Musky.

Chief Timekeeper Nile McGinley leaves July 18th for Seattle, from there to Portland, Mt. Rainier and to Vancouver by way of Canadian Pacific Steam Ship. While enroute he expects to meet a particular friend who expect to accompany him on the return trip—Nile is prepared for all sorts of thrills.

Assistant Division Accountant E. B. Gherke was able to prove that he caught a 30 pound Musky while at Lake Sishebogemah recently. The rest of the boys just caught small ones weighing about 12 or 15 pounds, Bass and Pike. They also admit catching a few postage stamps, must be some new kind of fish.

Will someone please try and find a reason for Charles Schlieff going on duty at 3:00 A.M. on June 21st instead of 6:00 A.M.? This was the first day of summer, perhaps that had something to do with it.

First Trick Dispatcher H. L. Vachreau is spending a month's vacation up in the northern woods fishing and outing. This has been looked forward to for sometime and we hope he will be greatly benefited by the change.

Engineer Elgin B. Fowler, was married on June 4th to Miss Agnes Hintz of Wisconsin Rapids. They spent their honeymoon visiting at St. Louis, Detroit and Flint, Michigan and Chicago. They will be at home to their friends at Wausau sometime in August. Congratulations and best wishes from the Division employees.

Mr. Karl Lundell, Time Inspector of Milwaukee, has been in the office for the past two weeks checking time. We are grateful to say that thus far he has found the Wis. Valley books in A-1 shape. During Mr. Lundell's stay with us he won "the cap" by relating the tale of catching a 14 footer.

Mr. M. G. Scacial, Traveling Accountant, of Milwaukee spent a day with us. He thought it best, however, to go to Merrill to sleep.

Frank Rhylick, Boilermaker Helper, has gained the reputation of being a first class trapper. It was reported that he trapped six mice within a week, which certainly requires a great deal of skill as well as experience.

Mr. Gardner B. Keeney, veteran brakeman on the Valley passed away on Tuesday morning, June 17th, at his home in New Lisbon, at the age of about 70 years. He was in continuous service on the railroad from 1880 until about a year and half ago when he was forced to retire on account of ill health. Funeral services were held at New Lisbon and a number of employees attended. The Division employees extend sympathy to Mrs. Keeney and family.

Mrs. H. O. Wheelock and children, John, Ted and Dorothy left last evening for a visit with relatives at Kokomo, Ind.

Aberdeen Division R.G.H.

The "Milwaukee" gives service. If you don't believe it read this. The Gilbert Manufacturing Co., of Aberdeen had three new type road-graders that they wanted shipped to San Antonio, Dallas and Waco, Texas, respectively, to be used there for exhibition purposes. It was imperative that the graders be there by July 5th. The shipment left Aberdeen as L.C.L. freight on June 25, was routed via the "Milwaukee" through to Kansas City and from there to Texas via the M. K. & T. At ten o'clock July 3rd the shipment arrived in Dallas, Texas. From the most northern part of the states to the most southern in seven days, is some record. It is operation of this kind that should make us feel proud that we are a part of that great

"Milwaukee System"

Chief Dispatcher R. C. Doda and family have motored to Walker, Minn., where they are spending a two weeks vacation fishing. You will note that Ray stayed pretty close to home until after the Fourth. The fact that he knows a lot more about dispatching trains than he does about fire-works has made him decide to take his vacation immediately following the Fourth hereafter.

General Superintendent W. M. Weidenhamer was a visitor at Aberdeen on July 10th and 11th.

We understand that Mr. Joseph Johann of the ticket office is contemplating taking a trip to eastern points. Joe plans on making this trip in style, taking with him a private secretary 'n everything.

Realizing that the increase in road taxation and continually rough condition of the highways are largely due to the heavy trucks and busses, the people of MacPherson County and the people along the Cogswell line have taken steps to keep the trucks and busses from off the highways in their respective communities. We might add right here that there are a great number of the Commercial Clubs in the towns along our R.O.W., that have also taken steps to see that all freight business and passenger business in their respective localities will be handled by the "Milwaukee" and not by the trucks and busses. It is this sort of co-operation between the public and the railroad that will eliminate some of the hard times we are now experiencing. If the railroads are given their share of the business that they are entitled to, it is going to mean better times for all.

Word comes to us from Casper, Wyo., that a baby boy has been born to Mr. and Mrs. Wm. Henzlick. Both Mr. and Mrs. Henzlick were formerly employed here at Aberdeen. Mrs. Henzlick as stenographer in the Superintendent's Office and Mr. Henzlick as clerk in the Roadmaster's Office. We surely would like to see that baby, Alice.

Len Mashek has been carrying his finger around in a sling for the past week. Len says that hereafter he is going to insist on some other member of his family having the job of gathering up the eggs.

One of the most interesting attractions of our Fourth of July celebration was the parade put on by the American Legion. We were pleased to note that the "Milwaukee" was very well represented. Led by Supt. Hills fifteen cars beautifully decorated with flowers, bunting and "Milwaukee" posters, made up our part of the parade. Safety First buttons and pamphlets were passed out among the crowd. The representation made, served to be a very good advertising medium.

Ed. Thomson, Stenographer to Supt. Hills, must be given credit for being a very persistent chap. No matter where the light of his life may be on the week-end, be it Fargo or Minneapolis, you can rest assured that Eddie is going to be there.

Esther Brown, Stenographer in the office of the Division Master Mechanic is spending a two weeks vacation visiting her sister, Mrs. Henzlick in Casper, Wyo.

Bill Neary, Round House Foreman, says that summer will soon be here and suggests that we lay off that day.

The Aberdeen Division notes can be made bigger, better and more interesting if the employees over the Division will help the correspondent by submitting to him any items of interest that may have happened during the month. Let's all lend a hand and make this, our column, one that will be interesting to read.

Iowa (East) Division and Calmar Line J. T. Raymond

Opr. L. A. Huffman of Oxford Jct. was away on a few days vacation, Martin Kelly relieving.

Verto M. Reichert who succeeded J. L. Frantz

CLASSIFIED SECTION

This is a new department in our magazine. Some excellent opportunities will be found here for employes who have an hour or two a day to turn into cash. We advise you to answer these ads and mention the name of our magazine.

AGENTS

Agents—Live representatives wanted in every locality to show sample of the American Bank Roll and take orders; the greatest value in a \$1.00 pocket book ever offered. Full particulars on request. Why not add \$25.00 to \$50.00 a month to your income by selling us your spare time in this pleasant, profitable work. U. S. Leather Goods Co., Dept. M.M. 560-570 W. Monroe St., Chicago, Ill.

Agents—\$11.80 daily in advance (send for sworn proof). Introducing New Insured Hosiery—47 styles—35 colors—guaranteed 7 months—Fall line now ready—No capital or experience required—You simply take orders—We deliver and collect (or you can deliver, suit yourself) Credit given—Pay you daily—Monthly bonus besides—We furnish samples—spare time will do—Mac-o-chee Textile Company, Room 5187, Cincinnati, Ohio.

Polmet—The Wonderful Polishing Cloth that cleans all metals without liquid, paste or powder. Approved by "Good Housekeeping" and "Modern Priscilla"—sells fast at 25c. Sample free. F. C. Gale Co., 132 Edinboro St., Boston.

Send for Big Bargain Sheet—Tires, Accessories, Parts for Fords—Radio supplies and thousands of other items. Jones Motor Co., Dept. M, Bowling Green, Kentucky.

Make \$17 Daily—Finest Extracts, Food Products, Toilet Preparations, Household Necessities. Credit; Sample case Free. Write for amazing offer. Perkins Products, B-8, Hastings, Nebr.

\$60-\$200 Week, Genuine Gold Letters for store windows. Easily applied. Appointment agents. 20 percent commission. Metallic Letter Co., 407 N. Clark St., Chicago.

Agents—Get our big sample assortment free offer. Tea, coffee, extracts, spices, food products, things people eat, 240 fast sellers. Big profits. Harley Co., 362 Harley Bldg., Dayton, Ohio.

Send Me to the Darn E-X Laboratories, Dept. H-G, Dayton, Ohio, and I will show you how their representatives make big money selling Para E-Z Universal Fabric Cement, either full or spare time.

Big Money and Fast Sales. Every owner buys Gold Initials for his auto. You charge \$1.50; make \$1.35. Ten orders daily easy. Write for particulars and free samples. American Monogram Co., Dept. 67, East Orange, N. J.

"Clausen"—Will pay world trip expenses" says Salesman Green. New Imported business necessity; compel attention. Sample 75c; satisfaction guaranteed. Importer, 422 Harvard, Glendale, Calif.

Mason Sold 18 Comet Sprayers and Auto-washers on Saturday. Profits \$2.50 each. Particulars free. Established 30 years. Rusler Co., Johnstown, Ohio, Box C-19.

Soap Agents Wanted to sell our big line of products. Sample case furnished. Write for terms and particulars. Libro Company, Dept. 151, St. Louis, Mo.

Agents—\$6 to \$21 a day. Take orders for Aluminum Handle Cutlery Set. Brand new. We deliver and collect. Pay you daily. Sample to workers. Jennings Mfg. Co., Desk C-32, Dayton, Ohio.

Remarkable Invention, Greatest Convenience on Earth. Big money maker—Sells like wildfire. Praised everywhere. We want reliable sales agents for full or part time. Write Flexo Mfg. Co., Sheboygan, Wis.

Silk Fish Lines. Oiled, enameled, or casting line. 25 yds. 13 lbs. test, only 75c. Send stamp for samples. Silkline Co., Dept. G, Pekin, Ill.

New Wonderful Seller, 96c profit every dollar sales. Deliver on spot. License unnecessary. Sample Free, Mission, Factory D, 519 No. Halsted, Chicago.

We Start You without a dollar—soaps, extracts, perfumes, toilet goods. Experience unnecessary. Carnation Co., Dept. 216, St. Louis.

Make Big Money Easy in your spare time. Double profits. New Self-Wringing Mop. Eastway Company, 405 St. Paul, Baltimore, Md.

Agents—Three neckties boxed singly for \$1.00. Retail \$2.00, cash with order. President, 401 Searle Bldg., Rochester, N. Y.

Hustlers, take orders for Food Planor. Ernest Shockley, Navarre, Kansas.

New Novelties from Japan, Germany and France. \$20 a day easy. Write for selling plans. Spors Co., Lesueur Center, Minn.

BUSINESS OPPORTUNITIES

\$1 Hour. Write showcards for us at home. Particulars free. Kwik Showcard System, 66-L Bond, Toronto, Canada.

120 Money-Making Plans Free! Wolverine Bureau, L-3, Muskegon, Mich.

HELP WANTED—MALE

Be a Detective—Excellent opportunity; good pay; travel. Write C. T. Ludwig, 100 Westover Bldg., Kansas City, Mo.

Men wanting Forest Ranger, Railway Mail Clerk and other government positions, write for particulars. Mokane, Bll, Denver, Colo.

Firemen, Brakemen, Baggage-men, Sleeping Car, Train Porters (Colored). \$140-\$200. Experience unnecessary. 857 Railway Bureau, East St. Louis, Ill.

HELP WANTED

Detectives—Excellent opportunity. Experience unnecessary. Write, George Wagner, former Government Detective, 1968A, Broadway, N. Y.

MISCELLANEOUS

Know Thyself—Wonderful three-page Horoscope—your talents, character, love, friends, enemies, business. Send birth date, year, specimen of handwriting and 10c. Garglis, Box 2771-MR, Boston, Mass.

Three Practical Booklets on Health. The science of breathing, water cure and common sense diet. Price 25c each, 3 for 70c. Dependable Remedy Co., Lake Zurich, Ill.

Send for Bargain Bulletin. All makes of rebuilt motorcycles at lowest prices. Used parts half-price. Ash Motor Corporation, Rochester, N. Y.

Signs, Banners and Cards easily painted with Letter Patterns. Samples for Stamp. John F. Rahn, C2433 Greenview Ave., Chicago.

Tobacco or Snuff Habit cured or no pay. \$1.00 if cured. Remedy sent on trial. Superba Co., X10, Baltimore, Md.

Money in Pecans. Write, Blanchet Company, 347 Fifth Avenue, New York.

"Music Composed" to words. Bauer Bros., (formerly of Sousa's Band), Oshkosh, Wis.

INFORMATION

Guaranteed Information, any subject. Strictly confidential. \$1.00. Doris Chemical Laboratories, East Cleveland, Box 59A, Cleveland, Ohio.

HOME WEAVING

Earn Big Money at Home, weaving Colonial rugs, carpets, potteries, etc., from rags and waste material. Weavers are rushed with orders. Looms only \$9.90 and up. Write today for free illustrated Loom Book, telling all about the weaving business and quoting special credit terms on our low-priced, easily-operated looms. Union Loom Works, 330 Factory St., Boonville, N. Y.

TYPEWRITER SUPPLIES

Typewriter Papers—Second sheets; samples free. R. D. Elliott, 305 South Third, St. Louis.

SPARK PLUGS

Special Introductory Price to car owners. Pronto Series Gap Mica Spark Plugs. Guaranteed to last life of motor. Positively shoot through oil. 100% Government test. Write quick. Pronto Sales Co., Council Bluffs, Iowa.

ORCHARD AND FARM LANDS

Pecan-Orange Groves "on the Gulf" \$10 monthly. Guaranteed care. Soon produce \$500 yearly. Suburban Orchards, Dept. K, Biloxi, Miss.

TOBACCO

Buy Your Cigars and Smoking Tobacco direct. 50 Aspirations, prepaid, \$1.50. Agents wanted. Havana Smokehouse, Homeland, Ga.

Smoking Tobacco—Five lbs. genuine Havana, \$3.50; ten lbs. Kentucky Burley, \$5; ten lbs. Tennessee Red, \$3.50; ten lbs. No. 2, \$2.75; prepaid. Jim Foy, Duketown, Tenn.

UNDERGROUND TREASURE PERSONAL

Sixth and Seventh Books of Moses, Egyptian Secrets, Black Art; other rare books. Catalog free. Star Book Co., HG, Camden, N.J.

Lucky Charms, Secrets, Lodestones, Occult Books, Catalog 4 cents. Box 55, Station 1, New York.

PHOTOGRAPHS

Films Developed, Prints made. Write for price list today. R. Kocielniak, 17214 Lamont, Detroit, Mich.

MOTION PICTURE OUTFITS

Bargain Lists Free. Machines. Films, supplies for theatre or traveling shows. National Equipment Co., Duluth, Minn.

PATENT ATTORNEYS

Inventors—Patent your ideas. Send sketch or model for opinion on patentability. Information how to proceed free. Reasonable charges. Frank B. Hoffman, Patent Lawyer, Union Bank Building, Washington, D. C.

DOGS

For Sale, high class German Police Pups. Imported Stock, \$30.00 and up. Riverside Police Dog Kennels, Cooperstown, No. Dak.

Beautiful registered bull pups cheap. Bulldogs, 501 Rockwood, Dallas, Texas.

POULTRY

Profitable Poultry. 32 hens paid for \$3,000 home in 26 months. Booklet for stamp. Spencer, R. 1, Santa Cruz, Calif.

RADIO

Radio Advice—Any hookups, best ever—what's wrong with your set. Ask us 10c in stamps. X-L Radio Co., 141 W. Ohio St., Chicago, Ill.

MUSICAL

Cornetists—Trumpetists—Saxophonists—Clarinetists. Get "Free Pointers." Name instrument. Virtuoso School, Concord 10 Mass.

BOOKS

Personal Success Books—Illustrated catalog for stamps. Phipps Library, 1014 Belmont, Chicago.

INTEREST TO WOMEN

Hemstitching and plotting attachment, fits any machine for home use. \$2.50 sent collect. Agents wanted National Sales Co., 12th Floor, 6 N. Mich., Chicago.

MANUFACTURING

Patented Articles, Models, Brass Work, Machine Construction; Dies Made, Baum's Metal Specialties, Kansas City, Mo.

OLD COINS WANTED

Old Money Wanted—\$50.00 paid for Liberty 1913 nickels (not Buffalo). \$50.00 for 1894 dime S. mint, etc. Thousands old coins, bills and stamps worth big cash premiums. Get posted. Send 4c for Large Coin Circular. May mean big profit to you. Send NOW. NUMISMATIC BANK OF TEXAS, Dept. 14, Fort Worth, Texas.

Rare United States Coins for sale. Everett Granville, Numismatist, West Fitchburg, Mass.

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Producers of pure oxygen and hydrogen.

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ANNOUNCEMENT

Equipment is now being installed at Milwaukee which will enable us to hot roll tubes up to 5½" diameter.

**GLOBE STEEL TUBES CO.
MILLS—Milwaukee**

as Chief Clerk at Marion and who has been in the Marion office for ten years was transferred July 10th to the position of Chief Clerk to Supt. Lollis at Montevideo. Mr. Reichert is a fine type of a gentleman and has made many friends during his stay in Marion who wish him success and happiness in his new field.

Supt. Flanigan was absent from Marion headquarters for about a three weeks stretch on account of the extensive washouts around Panama which occurred about the 22nd of June.

Mr. and Mrs. J. H. Foster and daughter Miss Winnifred were guests of Mr. and Mrs. Karl Kendall of Marion for the July Fourth week end. Mr. Foster was formerly Supt. of the Iowa Div. and is now Assistant to Vice President Greer with headquarters at Minneapolis.

Bruce Nichols who has been laid up with an injured foot is improving slowly and is around on crutches.

Train Baggage man Sam Cooper was away on a weeks vacation, John Larkin relieving.

Agent Fred N. Rathbun made a flying leap near Martelle, Sunday, July 6th, his Parachute failed to open quickly enough and he fell to terra firma with much force injuring his shoulder. We sympathize with Fred and but for the fact that he has a good insurance policy we should have hesitated to speak of his misfortune in a humorous vein. Fred says with both hands in the air "Never Again".

Conductor F. E. Pike was away on a several weeks vacation. Elmer Shook relieving on the Davenport-Maquoketa passenger run.

Conductor Steve Parmenter of the day service run between Marion and Atkins was off several weeks account of illness but is now improving and will return to work soon. Conductor Frank Dlouhy has had Mr. Parmenter's run.

Conductor John Troy was absent from duty for about ten days on account of a minor operation and is now greatly improved in health and has returned to work.

Chief Carpenter Ed McGuire of Marion has been ill for several weeks, not very sick, but by orders of his physician has been compelled to remain in bed a greater part of the time, the prospects are bright for his early recovery.

Chairman B. H. McNaney and P. L. Rupp of the Rules Committee spent a day in Marion recently.

Mr. and Mrs. C. L. Sherwood of Cedar Rapids have gone to California on an extended visit.

Conductor John Higgins who has been ill in a hospital at Monticello is reported steadily improving and is in hopes to recover completely in course of time, this was not thought possible at one time.

Mrs. Hazel Barnoske has a permanent position with the clerical force in Superintendent's office.

Miss Marcella Maher for several years stenographer in Supt's office was married to Mr. J. Frank Lilley at Cedar Rapids, June 19th.

Mr. Lilley is special representative of the Sinclair Refining Co. and served as Lieut. in the infantry in the world war. They will be home after Oct. 1st in Omaha. Miss Maher was a very popular member of the Milwaukee family in Marion and will be greatly missed. We extend hearty wishes for much joy and prosperity to Mr. and Mrs. Lilley.

City Ticket Agent C. L. Sherwood of Cedar Rapids, rounded out a half century of service with the company June 4th and is still active in the ranks.

Mr. Sherwood began service with the company June 4th, 1874 as Night Operator at Darien, Wis. learning telegraphy with D. L. Bush at that point and has been located at Cedar Rapids since 1898 where he is highly regarded in the business and social world.

Mr. Sherwood is one of the widest known and most popular ticket Agents in Iowa and his loyal and efficient service to the Milwaukee road all these years is worthy of a more extensive eulogy than we are capable of writing.

We have lived very close to Cedar Rapids for a number of years and have many times heard people who did business with the Cedar Rapids ticket office and also many Milwaukee Employees speak in terms of highest praise of the fine service given by Mr. Sherwood to the traveling public and the Milwaukee Railroad. We extend our hearty congratulations to Mr. Sherwood in reaching the fifty year service class. It is a distinction he may well feel proud of. We wish him good health and a long period of vigorous activity, enjoying the fellowship and high esteem of the Milwaukee family.

Engineer Geo. Busby of Marion went to Cleveland, Ohio, to attend the International meeting of the Brotherhood of Locomotive Engineers. Mrs. Busby and daughter joined him there later visiting Niagra Falls and other Eastern Points.

Charles Le Roy who was Chief Clerk at Montivideo under Supt's Flanigan and Lollis arrived at Marion, July 10th to fill position as Chief Clerk in Supt's Office. Mr. Le Roy is being given a warm welcome and will undoubtedly find hearty co-operation in getting efficient results from the Marion force.

Willis Jordan was acting Chief Dispatcher at Marion during Mr. Van Wormer's vacation period.

Operator A. J. Campbell of Atkins Yard, was laid up for several days account of illness. James McGuire relieving.

E. E. Edwards is working second trick on the Main Line during Mr. Doves absence. M. J. Marchant is working the Clerks job in Mr. Van Wormer's office.

Operator Don Fox Delmar is off account of illness. A. W. Harrington is working second Delmar during Mr. Fox's absence.

**H. & D.
"JD"**

Abe Stuber has been spending the past two weeks in the Montevideo Hospital account acute appendicitis. Abe'll probably be back on the job by time this reaches the press as it is reported he is hitting on all six.

Andy Gump is doing his stuff on the "Come To Me, Go From Me" between Wegdahl and Montevideo daily.

Conductor McCall went over the division on 17 the other night, everything went 100% but Mack said he missed stopping at all the little Jerk-Waters.

Jake Hammer and Pearce Trueman are getting to be regular passenger conductors, having each made several trips including each a student trip.

O. P. R. spent the week end around Norway Lake, he brought home three bull-heads. Mr. Ronning calls them "Norway Herring".

F. E. Falkenham, who has been in the Monty. Hospital for a week account severe cuts and bruises received in an automobile accident, is reported getting along nicely and should check out in a day or two (6-28-24). F. L. P. was also slightly hurt in the same accident but was on the job as usual the day after the accident.

Gas 9 cents, more or less, B.C.B. Inc.

J. J. B., wife and two daughters spent three weeks in N. Y., Washington, D.C. and several other eastern points. J. J. B. is back on the job again looking fit as a fiddle.

Geo. Williams of Appleton has been laying off the past three or four weeks account sore thumb. You'll have to smash those trunks in a different manner Billyum. Mr. Lovholm, a new man from the Jim Hill has been taking Williams place.

R. E. (Rudy) Lindquist, of the TM's Office, may be seen taking his evening walk on North Sixth Street every evening. Mr. Ustruck (old time line man on East H. & D.) reports seeing Rudy out in his neighborhood as regular as a Milwaukee passenger train. What is it Rudy, or rather, who is she?

Pat Welch spent a few days in LaCrosse last week.

Byron Tillbury, ex-helper Groton, is now working at Wahpeton with Geo. Lieb of Fargo. The boys are getting by big but looks like some old granddad's going to bid them out on the next bulletin.

While walking from the dog house to the head end of his train, Jas. Brown stepped in a hole and wrenched his knee, he was relieved at Bristol by his man "Friday", Billy Harding. Jimmy however was able to do the flagging and upon arrival at Montevideo made the hill without the aid of a pair of crutches.

Irish Kelly and Percy Bradley had the honor of moving the elephants to various points on the H. & D. Irish took in two shows a day at every show town.

Peg Freberg of Mr. Fisher's office traded his bike and five dollars to boot for a Ford. Dad Fowler is spending his annual vacation in California.

Tom Curtin who has been running the Dinkey on the Farmington line for some time is now located on the Fargo Line. Mr. Tickner is at present running the Dinkey.

We have recently heard from Mr. Swan back in Old Kentuck. He is getting along fine and sends his regards to all the boys.

Scotty Brown has been bumped off the Farmington Line and we suppose he will do some bumping on the East End shortly. It looks as though we'll have to put up with the Scotchman again.

Had a card from Mr. Sizer on board a N.Y. C. passenger train. R.E.S. said he was having a very very enjoyable trip. Mr. O'Neil is doubling over during Sizer's absence.

Sioux City and Dakota Division

H. B. Olsen

Our Safety First meetings are displaying plenty of enthusiasm, and astonishing improvements are shown. Let the good work go on, never before has this movement been more in evidence—Stop—Look and Listen.

The glorious "Fourth" having passed it is believed employes on the division came out winners as no accidents have been reported and we would say all must have obeyed that ever mindful "Safety First".

Engineer A. B. Main and family celebrated the Fourth at Yankton—"Al" won the foot race, assisted in a tug of war and played ball his team winning in each case—Hurray for our side!

Switchman Ole Anderson and family recently attended a country barn dance, during the wee hours a storm came up, it rained, the wind blew and crashes of thunder drove the dancers out into the open, Ole gathered his family up and proceeded to Sioux Falls arriving a few minutes before time to start work, he was too much "all in" for he had pushed his automobile practically all the way home, wet but wiser.

Back in 1852 the Western & Atlantic R. R.

down in the state of Georgia had the following rule in its time table—"As a general rule, when trains meet between stations, the train nearest the turnout will run back. Any dispute as to which train is to retire is to be determined at once by the conductors, without interference on the part of the engineman. This rule is required to be varied in favor of the heavier loaded engine, or worse grade if they meet near the center."

Now Conductor Tom Crellen got married, without the consent of parents, friends or associates. We will overlook such a breach of etiquette this time and at the same time we are congratulating Tom and Miss Carrie Enright the fortunate young lady. They were married at Sioux Falls, June 19th, 1:00 P.M. at the M. E. church.

We had a good illustration at Sioux Falls the other night of the need of Safety First when a Ford car insisted "bunting" a box car off the track while the switch crew, Overcash, Sweeney and Torrey were switching. All efforts to stop the on-rushing Ford were of no avail until box car and Ford met but luckily no injuries, small "dent" in the rear of "Lizzie".

Agents Wright of Armour, Helvik of Ethan and Bristol of Delmont, S. D. all celebrated the Fourth at Armour. It may be of interest to know all three of these gentlemen hail from Charter Oak each having been Agent at that point.

Harry Stopfor, Second Operator, Mapleton, now possesses a new Ford Coupe. They tell us Harry is somewhat of a ladies' man, hence the purchase was necessary.

Agent Helvik at Ethan has just completed the installation of a new one-piece hardwood telegraph table highly polished and we venture to say his office will compare with any on the division when it comes to arrangement and cleanliness.

Dispatcher C. L. Jacobs and family have just completed their vacation of two weeks and "ye scribe" enjoyed a nice visit with "Jake" while in Sioux Falls. It's needless to say Jake has one of the "classiest" cars ever built.

Operator E. J. Greskowak, Scotland, got the wonderlust fever and has taken two months vacation being relieved by Operator Issacson.

Agent A. L. Landmark has returned to Menno and resumed his duties as station agent.

Our ever pleasing passenger conductor Chas. Alexander has resumed work on the old runs 131-138. Welcome to our midst "Alec". Conductor Pete Smith has moved to Sioux City where he will take care of the extra passenger work.

Colton:—Nothing has happened here since 1905—Steve.

Miss Olga Lindblom, timekeeper, Divn. Supts. office returned from her vacation on July 2nd, having spent her time on the "farm"—believe it must be a diamond farm for it is noted that she has one on "the" finger, too. Congratulations will soon be in order.

SIMPLICITY

The Buckeye Yoke is cast in one piece and, all other conditions being equal, it is therefore stronger than any other cast steel yoke of equal weight composed of two or more parts.



THE BUCKEYE STEEL CASTINGS CO.
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New York-Chicago-St. Paul-Louisville-London

POLARIZED MERCURY BOILER CHEMICALS

Eliminate scale and corrosion by the use of only 35 lbs. per engine per month.

B-A Anti-Foaming Chemicals

Stop foaming and priming in the lightest waters by the use of only one pound to 8,000 gallons of water evaporated.

The Bird-Archer Co.

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WHITE OAK RED

Pine—Chestnut—Mixed Hardwoods



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Secretary-Treasurer

MAGNUS COMPANY

(INCORPORATED)

Journal Bearings and Bronze Engine Castings

NEW YORK

CHICAGO

Agents H. E. Bram of Fairview, Fletcher of Hudson and Brown, Hawarden celebrated at Jawarden taking in all side-shows and ball games—nuf sed—

It has been rumored around the Supt's. office that one of the fairer sex is about to be married. The young lady who boasts of being engaged is Miss Helen Flynn. Miss Flynn is coal consumption clerk. I am sure every one on the Division wishes her the best of luck.

The Fairview gravel pit is now open and it seems like "the days of real sport" to see all those gravel trains moving.

On June 26th, Miss Anna Petry, Bill and Voucher Clerk, Sioux City, was united in marriage to Mr. Herman Kreuger of that city. There were plenty of picnics and showers tendered her and the usual numerous best wishes. The happy couple left for an extended motor trip honeymoon through Minnesota, Wisconsin and Illinois, arriving home in Sioux City about July 20th. The vacancy caused by Miss Petry's resignation is being filled by Miss Zylphia Arnold.

The first annual division office picnic was held June 24th at Saunder's Beach. Heap much cats, bathing and dancing with a little touch of Gran 'oper' and Aesthetic dancing by Mr. C. T. Mullen, timekeeper also some fancy roller skating. It was all enjoyed so much there is talk of another already. Mr. C. D. Whitney, Special Acc't. was the guest of honor.

The Fourth came and went again this year and no serious fatalities. Miss Helen Flynn, Clerk-Steno., checked short Saturday the 5th, but we understand tried turning a corner in a Hudson coach at 40 per—

Steel for the new Wheeler bridge is being rushed from Geddes to the site fifteen miles south and work on the struture is progressing rapidly.

Crops along the Platte line are looking better than they have for years—looks as if we will have to have a double track this fall.

If it's "novelties" you are looking for boys and girls, call on or write Agent Murphy at Mapleton—he has some left over from the Fourth and will be glad to dispose of them.

With the "tons" trains Nos. 75 and 76 are handling these days with double headers is unbelievable and needless to say they keep Sioux Falls and Canton "plugged" all the time.

Switchman Fred Brown and family went to Spirit Lake (Iowa's popular summer resort), the mud turtles. Fred said the biggest thing they saw was the K.K.K. parade.

Bad Land Echoes

"Bill Mike"

We are back from our inspection of the lines both south and east, Ted's been shaved by lady barbers and has called on a modiste. We have been at Kansas City, rode around the streets of "Chi." everything was working smoothly 'till Ted saw Her passing by. Funny how the Red Haired Lady made Ted's heart beat double quick, now he's pining to go back there near his Kansas City chick. I have just perused a copy of this monthly for July, I have seen "Pop's" contributions and its truth I'll not deny. I was looking up, you noticed at the scenes above my head, but poor Ted looked ever downward watching calves and socks instead. One could tell that he was single by the notice that he took, of the limbs of passing women, not a one did he o'erlook. There is quite a bunch of young folks come to town to help it grow, there's Miss Catey and Miss Lewis and Miss Marion, as you know. And Miss Elliott and Miss Zeis each and everyone a girl, we predict when they are grown up they will be right in the whirl. Agent Tripp's been at St. Louis, R. J. Heywood's been relief, Martin Walsh's been down from Miles Town but his stay was sort of brief. Johnson and Madsen are spend-

ing their vacation on the coast, bet they'll catch a lot of fishes and come back to us and boast. Anson Welsh is also out there as is Herman Lindow too, guess Herman's give up the circus and will start a zoo in lieu. Maxfield's been at the Twin Cities, to a meeting of the staff, heard the girls kept him quite busy teaching them the dance "Giraffe". Understand that our Carl Staben has been seen out with a girl, that's all right Carl we are with you, glad to see you take a whirl. Shirley Brown's at Valley City via his four-pass-tin-can, Henry Blaine is laying off spending money at Spokane. Bobbie Burns paid us a visit right fresh from our western state, seemed real fine to have him back here, thinks the west is simply great. Earl Smith's gone on his vacation back to good old Milwaukee, bet he'll pluck a lot of comfort from some unknown barley-tree. Hear that Allen has gone eastward; gone to enter politics, since he gave the park a flag pole, thinks that he is full of tricks. Thinks that in appreciation, he will get the tourist vote, he might get the nomination and help keep Sammy afloat. Leland Richey spent the Fourth here with his folks and someone else, could be found in the coal places for he knows that honey melts. Mrs. Greer was bound on business to our neighbor city Rhame, "Pop" thought he could save some money take the car instead of train. So he cranks his car and they start on that money saving trip, almost reached their destination when the clutch began to slip. Tried again and tore the gears out, had to telephone for aid, stayed all night at the "Buttes Hotel" that's the way Pop's money's made.

From the Banks of the Wabash

Roberta Bair

We regret very much to report the death of Mr. Walter Hayes Scifert, who for the past year had been Chief Train Dispatcher on the Terre Haute Division. Mr. Scifert was 40 years old and died Wednesday afternoon, July 9th at St. Anthony's Hospital, Terre Haute, after several weeks' illness. Mr. Scifert came to the Milwaukee about four years ago from the C. & E. I. R.R. and altogether has acted in the capacity of train dispatcher the past sixteen years of his life. Burial was made at Wolcott, Indiana. Mr. Scifert was a member of Mohammad Shrine of Peoria, Illinois. He was a man of unusual ability to smile even when things were not going so well on the line and he was respected and held in highest esteem by all his fellow workers. All who knew him will long cherish his memory as he was known in life, being a man in the true sense of the word, always pleasant and willing to go out of his way to do one the slightest favor. Mr. Scifert is survived by his wife, his parents, one brother and three sisters.

Mrs. T. N. Walters and daughter Helen Ann, wife and daughter of T. N. Walters, Superintendent's Secretary, returned from Los Angeles on July 12th, where they had been for three months visiting Mrs. Walters' parents and family. While in California, Mrs. Walters visited in Long Beach and Santa Monica.

Mrs. Bertha Patton, Roundhouse Clerk at Hulman Street, has resigned and Mr. Virgil B. Wilson has taken her place.

Miss Ilene Lamb has accepted the position of Roundhouse Clerk at West Clinton, in place of Mrs. Unise Swartz, resigned.

We are pleased to announce the arrival of a little bay girl at the home of Homer Wallace, Assistant Roundhouse Foreman, West Clinton.

M. H. Donoho, Roundhouse Foreman, West Clinton, has returned from St. Joe, Missouri, where he was called account serious illness of his grand daughter.

Miss Catherine Pfeiffer spent the week end of July 12th with friends in Indianapolis, Ind.

Miss Catherine Pfeiffer, Edna Pfeiffer, Marie Tuemler, Mr. and Mrs. H. Patton, Mr. and Mrs. Joe Dede and Mr. Fred Hollis, spent Sun-

day, July 6th, at Cataract Falls near Terre Haute.

We wonder if John Unison's love of scrambled eggs is what caused his extended stay in Milwaukee recently.

Mr. Geo. Passage, Master Mechanic at Hulman Street, left July 11th to spend his vacation with his family in Pasadena, California.

We judge Albert Goodman of the Stores Department must have run out of money while on a vacation at Youngstown, Ohio, for Goody came back at the end of the first week and made a hurried trip to the office to get the check due him.

We are all looking forward to the return of Martha Swanson from Chicago where we hope she will get her locks shorn while she is vacationing there. If Miss Martha comes back looking as we think she should, we will then be 100% bobbed in the Terre Haute offices.

The following engineers from West Clinton have gone to Faithorn, where they will remain for about ten days—learning the B.&O. and I.H.B. railroads, so as to be able to perform duties there next winter—C. C. Damer, Bebe Faris, Will Buckner, and R. Barnhart.

Evert "Happy" Kyle, Night Foreman at the Car Department, West Clinton, is on a vacation through the west—his destination being Portland, Oregon. Happy will have lots to tell us when he gets back.

George Holloway, Car Repair Man, West Clinton, is driving a brand new Nash roadster. He says it pays to drive a Nash.

No, Clarence, a Chevrolet will not run in water.

It looks funny to see Jimmy O'Dea as conductor on the "Doodle Bug", but not so funny for the home guards.

Steve Hill has bumped on the north local. This is his first trip north in fourteen years. Watch out for that "nineteen" order at Doney, Steve!

Conductor Griffith doesn't look so bad in overalls, after all.

W. C. Glass, Storekeeper, West Clinton, Chas. Weyrauch, Boiler Maker Foreman, and B. A. Bush Brakeman, left the tenth, on a short vacation. They will spend most of the time in Wisconsin.

John E. Dientz died at his home at West Clinton the 5th of July, after a lingering illness of several months. John was a brakeman on this division and had a long list of friends. We extend our deepest sympathy.

Several engineers, brakemen and conductors have gone to West Clinton from Hulman Street. Doc Johnson says it's the same bunch he worked with 14 years ago.

Work is in progress of repairing the Arch over Brouillets Creek, just south of West Clinton. Bates & Rogers Construction Company are doing the repairing.

Splinters From the Woden Shoe

Brownie

Dispatchers are now on their vacation and Pete is taking their places. Peter sure does not like that second trick. Don't blame you a bit Pete.

Now that the Scoot is off John Deneen is wearing the brass buttons on Nos. 10 and 23. He was even seen with a red rose in the lapel of his coat the other morning. You are handsome enough Jack with out the rose.

John Henrichs is now working the day side wire in the Dispatcher's Office. John thinks that is just the thing as he can now go to Menominee on Sunday. What for we don't know of course, but they say a telephone operator also has Sundays off.

Wanted a few extra pieces so that Carl can get his Ford running. Went to the circus the other day and lost a few parts and now the machine is out of running order. Understand he had to push it home while the girl did the steering. Hard luck, Carly.

We are all sorry to hear that Conductor John Allen is again laid up. Hope to again see you back on the job John.

Conductor George Phillips was lucky enough to have four days leisure while working on the "Scout" and then it had to be taken off.

Twin City Terminals

Messrs Poole, Morison and Jacobsen of the Local Freight spent several days at Pequot, Minn. on a camping trip.

Behold the fisherman!

He ariseth in the morning and disturbeth the whole household

He goeth forth in great glee,
And when the day is far spent he returneth
with a strong odor

And the truth is not in him. Selah!

Motoring on the Milwaukee, Up and Down Hill on the Rocky Mountain Division

Nora B. Decco

Well the weather warmed up all right, most of us mountain folks were a little worried during the heavy snow around the first of June for fear there might not be enough sun shine left this summer to give us the usual good coat of tan but there is—and we still have with us the Sun. What ever the weather lacked early in the spring it gave us all at once around the grand and glorious Fourth of July and those who left the cities and small towns for higher and cooler ground on that beautiful day came home wet and almost tired of life because there isn't a doubt but it rained and hailed and poured in almost every spot where there was a picnic or anything resembling one in this part of the country. Homer Jenkins relates a wierd tale of his car swimming to dry land after a cloud burst up the Madison, but I wasn't there so I can't vouch for it.

Operator Edwards from second trick at Harlowton has gone to Canada looking for greener pastures or—well something, I forget what he said. Operator Matson is relieving him during his absence.

Fireman Otto Heimes who has been on the Nor. Montana for several weeks is back again on the R. M.

The small daughter of brakeman Homer Jenkins and wife has been sick for some weeks but is better at this time.

Engineer B. H. Everett and wife have as their guests Mr. and Mrs. Strong of Detroit and their daughter Marion of Chicago and daughter-in-law also of that same city. Mrs. Strong is a sister of Mr. Everett and the party expect to camp and also make a trip through the Yellowstone Park while they are here. Mr. Everett has been on the sick list for several months but is improving at this writing.

Mr. and Mrs. Wiltrout made quite a trip during June via car from Butte to Spokane, Salt Lake City and return. They are moving back again to Three Forks having moved to Butte to live about two years ago although Mr. Wiltrout's office has remained here.

Mr. J. P. Phalen was a Chicago visitor during June and was relieved by Asst. Supt. T. J. Hamilton while away.

While unloading piling with several others of the bridge gang, Mr. Wm. Tower of Harlowton was struck by one of the timbers and badly hurt the 1st of June. He was brought to the Three Forks hospital and has been quite sick since. Suffering from a broken collar bone and scalp injuries he is doing as well as could be expected and his friends hope he will soon be released and be able to be about again.

Fireman Gosnell was called east to White-water, Wis. where his wife has been for some time due to the illness of her mother who is quite old.

Fireman Sam Haffner and wife have returned from a short trip to Missoula and other points as far west as Spokane.

Engineer Fred Wirth from South America if you please, goodness don't that sound distinguished—is back for a short vacation. Ahem, he looks the hardened traveller he is and as the stories say—tanned from the glare of the tropic sun—any way he says he reads the magazine and would read it a lot more if he could get hold of it, so we will see about that, hereafter.

Brakeman Al Workman and C. R. Johnson have returned from that famed trip to Detroit for a car apiece which they got away with all right and got home too, they said a Ford followed them all the way with a sign—four wheels and no brakes—but they beat it in here and haven't seen it since. Al lost C. R. or was it the other way around—anyway they got there and back and the only mishap was when they tried to remember whether the salesman said this was for gas and that the brakes and they stepped on both to try it out and it wasn't—Al's wife said use your head and the brakes in Detroit traffi and Al tried to use both and didn't locate either 'til the judge said twenty-five dollars; please an' now he says he will do the rest of his driving on a street car.

Conductor Charles Steel has as his guests his sister and two nice looking daughters from Kansas. They will also look around Yellowstone Park before their return home where it's hotter that it is here if it is hot here.

A very sad accident that ocured the Fourth was the death of Lineman George Travers with Fros trolley crew. They were called during the evening after a hard storm to work on some trolley near Josephine and Mr. Traver's was electrocuted while repairing the line. He had no known relatives in this country and was buried in the local cemetary a few days later. Every effort was made to revive him, a doctor being called from White Sulphur Springs and one from Three Forks but nothing could be done.

Conductor Cosgrove was called to Montevideo, Minn. on account of the sudden death of his mother there during June. Mr. Saint relieved him while he was away.

The death of Mrs. Joe Daniels, wife of Engineer Daniels of the Nor. Montana, but an engineer on the Rock Mountain division shocked every one the morning of July 1st. She was well known on the division having lived many years in Deer Lodge and everyone regrets her loss. Having been ill for some time of cancer, her death was not unexpected but came as a great shock to her many friends never the less. She leaves besides her husband a small son to mourn her loss. The remains were taken to her old home at Tomah, Wis.

Occured at Butte, Mont., June 28th, the death of Louis Decco, father of L. A. Decco of the R. M. division. He leaves besides his widow, a daughter and five sons all of whom were able to attend his last illness and death but one who came from Casper.

The Rocky mountain offers the deepest sympathy to all those to grieve for those who have gone away and we trust that next month there will be no sad news to tell you but only that which is glad.

Iowa Division

Ruby Eckman

At 8:00 A.M., June 16th, at St. Patrick's Church in Perry, the marriage of Miss Marie Kerlin, daughter of enginer Clate Kerlin, and Harry Upton, was solemnized. The young people will make their home in Newton, Iowa.

W. G. Bower and family of Minneapolis, spent part of their vacation in Perry. W. G. was train master on the Iowa division before going to Minneapolis terminals.

James Jones, who is completing his apprenticeship as a machinist in Milwaukee, was home a couple weeks while the shops were on short time.

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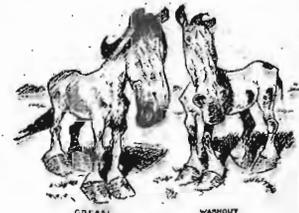
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Night Yard Master John Curler and wife of Manilla, and Switchman Kester and wife of Manilla, were in Perry, June 15th to attend the gold wedding anniversary celebration of John's parents.

Conductor A. J. Fuller's wife fell down some steps at a Des Moines store, while she was in the city shopping and broke her right arm, causing her to be laid up for several weeks.

Miss Ruth Crinnigan of the Perry Freight Office force, in company with her sister and Miss Alice McGuire of Marion, spent their vacation on a trip to Seattle and Vancouver.

July Fourth, while Engineer John Rogers was crossing the street just before getting to his home, he was struck by an automobile. His skull was fractured and he received other injuries from which he died the following day. Mr. Rogers was one of the oldest of the Iowa division engineers and was held in high esteem by officials and employees of the company. One of his sons, Wm. A. Rogers is an engineer in the employe of the company at Council Bluffs. He had spent the Fourth with his father and had returned to Council Bluffs only a few hours before the accident happened.

Exceptionally heavy rains the last of June caused some bad washouts on the west division. Several work train crews were in service some weeks building new track.

Engineer Clate Kerlin's wife was laid up at home for several weeks on account of a badly burned foot.

An eight and one half pound girl is the latest addition to the family of Louis Anfinson of the Milwaukee force. The little miss is doing fine as is also the mother, and Louis is already telling what a smart child she is.

Engineer Fred Peterson was off duty several days the fore part of July on account of an attack of ptomaine poisoning.

Conductor Joe Reel dropped a barrel on his leg bruising the shin so that he had to be off duty a couple weeks.

Ray Jones, second trick ticket clerk at the Perry depot, was married July 6th to Miss Gail Lewis. Following a wedding trip to Seattle they will be at home at Perry.

C. A. Track who has been care foreman for the Milwaukee at Laredo, Mo., has been appointed to a similar position at Perry.

Eugene Rouse, son of Mrs. Abe Rouse, was married June 19th at Pasadena, California. The young people will make their home in Chicago.

Forest Robinson, son of Engineer O. V. Robinson and Ruth Council of Perry were married June 21st. Forest is employed in a shoe store in Perry. He and his bride were members of the 1924 graduating class of the local high school.

Engineer Mike Costello's wife was operated on for appendicitis at the Perry hospital July 1st. She is doing nicely.

Superintendent Flanigan and family of Marion, spent the Fourth at the John Heinzelman home in Perry. The boys especially enjoyed the "Powder River" celebration.

The G. I. A. club composed of engineer's wives have been having a lot of pleasant social affairs lately. They have visited around at the neighboring lodges and when they don't have an invitation away they get together now and then to celebrate some member's birthday. Mrs. Theresa Stapleton was the last victim of a surprise.

John Wagner of the Perry round house force took his family and went to Minnesota in July on a fishing trip and to attend a big Indian Pow Wow. Roy Brokaw had his job supplying passenger engines during his absence.

Conductor H. W. Lee and family and Conductor H. J. Fuller and family spent a couple weeks of July at Lake Okoboji. Conductor Fred Briggie and family went to the lakes in northern Minnesota.

Engineer M. J. Hildreth has taken a branch

line passenger run and has moved to Monticello.

Muriel Taylor, daughter of Conductor O. R. Taylor was in the Perry hospital in July for an operation for appendicitis.

Switchman Charles Field's wife was in a Des Moines hospital several weeks for a serious operation.

Operator D. J. Crowe, of the Perry Dispatcher's office force, was called to Chicago in June by the death of an aunt. Before his return a cousin also passed away.

Roy Daly, Engine Dispatcher at Milwaukee, spent a couple days of his vacation with old friends in Perry. Roy formerly worked for the Milwaukee at Perry.

George Chapman and wife of Milwaukee visited Perry friends the fore part of July. George was for many years an engineer on the Iowa division leaving Perry about 19 years ago.

Operator Ed McGuire and wife are the parents of a fine son born the later part of June.

Frank Wagner, Machinist Helper at Perry round house, was married June 18th, in Des Moines to Miss Ollie Oleson. The young people will live in Perry.

Engineer John Gilligan and wife spent a couple weeks of June and July at the home of their son near Belvidere, South Dakota.

Clar Fulhart, of the Perry round house force, was married July 3rd to Rose Trompson of Minburn. They will make their home in Perry.

Machinist Orin Lutze of the Perry round house force, had a bad gash cut in his eye lid by chips from a driving box brass.

Engine Foreman Henry Hall of the Perry force was in a Des Moines hospital in July for a minor operation.

Engineer L. F. Johnson went to Bay City, Michigan the latter part of June. His daughter from Boston was there and the folks had a family reunion at his son's home.

River Division

M.M.

Coming, going or gone on your vacation? Everyone seems to have their planned and this surely fine weather for an outing.

District Master Mechanic John Turney and wife returned from Atlantic City, N.J., where he represented the Mechanical Department at the American Railway Association.

Messrs Anderson, Bjorkholm, Curry and Kirby were on a fishing expedition at Gull Lake north of Minneapolis. They claim that the supply of bass is unlimited so presume that is the reason for these anglers visiting this place:

Sympathy is extended to Cashier R. E. Thompson at Wabasha in the demise of his parents who passed away, there being only a few weeks difference in their deaths.

We are very sorry to learn that G. A. J. Carr has been taken from our Division, but glad to know that he has been appointed District Storekeeper at Deer Lodge. He will be greatly missed but best wishes accompany him from this division. Mr. Towey of Milwaukee will be his successor.

Roundhouse Foreman John Fleming is spending his vacation touring in the Oldsmobile. We expect to hear some record breaking stories when he returns.

Dist. Safety First Inspector Mr. Esch called at Wabasha, July 10th and found everything along this line in good condition.

The eldest son of Stanley Walker was killed while playing on the playground at Hamline. Sympathy is extended to Mr. Walker.

Some folks say that a Stark car can do wonderful tricks but John Hicks tried his out one day and the car really deceived him but still he is driving a Star coupe.

Mr. E. F. Palmer, D. G. C. F. is taking his vacation and I suppose that he is spending it at some lake where the fish come up to the

shore to you.

Engineer Knappin has been off on account of sickness, but notice that he has recuperated sufficiently to be back on the job.

Roadmaster E. E. McClellan who was taken to the hospital due to some injuries received when his motor car was de-railed is back on the job again.

Oh, did you see that new coupe that is being piloted around town by W. W. Dinnels? Pretty swell looking machine that Hup coupe, Dinney.

Trainmaster J. W. Blossingham has been enjoying his vacation the past two weeks. Rumor did have it that he was on the Mississippi but Mr. Bass wouldn't bite fast and often enough so he is roaming where the fish abound and where there's lots of woods and water and no mosquitoes.

West I. & D. Inklings

Dott

Well, when these items are being read, I will be in the Black Hills enjoying my long-looked-forward-to vacation, so I can say anything I want to about anybody and get by with it. I hope everybody has a good time on their vacations.

The business men of our town (Murdo, S.D.) are giving away a Ford car today to whoever draws the lucky ticket, and also a radio, bicycle and numerous other prizes. If you are thinking of a change of location and want to find a nice little town of about a thousand population in the heart of the alfalfa seed district, why don't you try ours. There, aren't I a good booster? Of course none of us Chevrolet owners would have any use for a Ford, but I imagine if we tried real hard and promised to buy the license we could give it away.

Conductor Penrose was taken ill while at Murdo on his run on 103 the other morning and had to go back to his home at Chamberlain. We hope he has improved and will soon be well again.

Roundhouse Foreman and Mrs. A. A. Ricks have been enjoying a visit for the past few weeks with two of their little grandchildren Miss Dorothy and Master Delbert Vernon from Presho.

Division Master Mechanic G. P. Hodges and wife and daughter Hazel were through here in their car on their way to the Hills for a vacation trip. I am sure they enjoy themselves as one could not choose a more interesting or picturesque place to go for a pleasure trip and rest combined.

Roundhouse Foreman Ricks and wife and niece Jessie, are planning on leaving about the 19th for Points in Iowa and Wisconsin on his vacation. Mr. Ricks intends to visit his old home at Boscobel, Wisc. and also his old stamping grounds at Marquette, McGregor and Dalewood, the latter resort where he used to have many a good time forty years ago.

Dispatcher Fay Higgins and wife from Mitchell drove out to Murdo for a visit with Mrs. Higgins' mother and father Mr. and Mrs. Vondersmith of this city.

Mr. Gillick and party made an inspection trip, over the division the fore part of July.

Well, news is very scarce but nobody ever hands any in and I can't hear it all, so it's up to you and you and you. We are all looking forward to the circus, which will be handled over the division from Mitchell to Rapid City this week. If anybody has any kids they want taken care of let me know as I want an excuse to go.

Sub, of Twin City Terminals, if I thought you were trying to hand me something when you quoted your clever little motto 'Look out for your tongue, it's in a wet place and liable to slip', I surely would hunt up a good one and hand it back to you. But I'll take it for granted that you were meaning it for every one in general and not me in particular.

Milwaukee Shops H.W.G.

Word was received sometime ago that our old friend Jas. Nellins the Minneapolis correspondent has been laid up for sometime, and the prospects of getting up again not so hopeful as we would like to hear. We do hope that some turn for the better may reach our old time veteran, and that we may hear from him through the items again.

The passing away of veteran conductor Robert Acres early in July has taken away a man, a faithful employe who handled the Madison and Portage passenger train for the last 35 years. His genial face and many jokes always served out to the many passengers and co-workers will be missed by a whole multitude. The passing away of Engineer Robt. Grace of the M. & P. passenger over a year ago removes the old regime of the M. & P. branch.

We learn that early in June, Engineer Walter Washburn of Portage suffered a light stroke which it is to be hoped will go no further, by-the-way, we have not seen Walter in sometime.

Mrs. J. B. Kynaston, wife of ex-engineer, died at the residence in Merrill Park, July 11th, buried the 14th. Mr. Kynaston is employed by the city, at one time was engineer of the transfer back in the late 80s. Mr. Kynaston has the sympathy of the host of friends who know him.

Machinist Fuller former Foreman of the Locomotive machine shop passed away early in June, and many over in the car department knew nothing about it until after the funeral.

Mr. J. J. Hennessey returned from California early in May looking fine as he always does. We all hoped the item would never be necessary.

The Great Northern Railway exhibit in Chicago, May 24th and 25th, brought out a fine looking old time train of the early 60s and also their bran new "Oriental", but they will have to go some to beat the "Pioneer Limited".

The "Adyd." photos which the photo department are putting out have caused much favorable comment.

At last, really and truly the old S.M.P. office building got a good coat of Horican mud, now the floor is being leveled up and secured and building braced making it good for another 40 years.

Quite a bunch of Milw. Shop Heads, and Spl. men went to the Atlantic City convention. The exhibit this year was more on the World's Fair order, really need a wheel chair outfit to get around, still a goodly supply of canes helped out to get over the big grounds.

The Air Brake Men had a very successful meeting in the assembly rooms July 14, 15, 16th. Supt. Elder proved a good chairman.

It is just about impossible to supply all with photos of the staff meeting groups. Possibly the magazine can put the group clear across the page so the features may be seen plain and get the picture in that way.

Our historical files are frequently called upon for old time stuff, and we have it. The lantern slides in the staff room are showing the younger generation what we looked like a half century and more ago.

By the time these items reach out, the veterans will be preparing to head this way for the annual convention, and it will be some affair this time. We old settlers had our banquet in Gimbel's grill room, Feb. 22nd, and we can assure the veterans of the same whole hearted good time, and says boys, O! those elevator girls, come on.

The article in the July magazine by Mr. J. E. Bjorkholm on "The Truck, The Bus and The Railroad hits the nail square on the head, bringing attention to an issue that will have to be handled by the entire public in the very near future. As one up state man put it, "Something will have to be done towards this wreat problem of the hour". "JEB" generally does hit the spike.

Wonder if we will have to go down and take a picture of the Womens' Club?

The Sante Fe are going us one better in the photo of lined up locomotives, they show seven at Los Angeles, and all one train (seven sections).

Come again Mr. Hopkins, your history article in the July magazine is a fine contribution.

Did you notice the add of the "Hamilton" in the magazine showing photo of Engineer Oliver P. Keller of the P.R.R.? Mr. Keller it may be remembered runs the Broadway Limited from New York to Harrisburg. Not long ago a freight train "Jack knifed over on his track knocking his engine over in the field on its side, Keller escaped with a bruised knee, and with another locomotive took the train to New York, and brought it back banging through 50 miles an hour where the other locomotive was still over on its side. Some of our Milw. boys have done a similar stunt.

Miss Marie Mitchell of the M.E. office was married July 9th. Marie be it known is much missed in this department. Miss Selma Olsen went to another department, the two vacancies are filled by Miss Cora Quirnette and Miss Pearl Blunt.

Mr. Harold Parkinson formerly in the M.E. Department now with the Urbana University and I.C.R.R. is sojourning among the boys again for a little while.

Miss Florence Stephens of the Chemists Department is married and gone to Cincinnati. Miss Emma Niemuch takes a little vacation later on, but it is not just exactly known whether she top will go to Cincinnati or not.

Speaking of vacations, our 'phone girl May Moore when asked where she spent her vacation, replied "at home, resting", a very sensible way indeed. Hi Phillips says "Vacations nearly wreck him but he likes them".

Mr. Frank O'Connor, Asst. G.S.K. "arrives in Tacoma today" (15th), by the way, the 15th is the time limit for items, so we will have to hurry up.

"Where the West Begins"

By Maggie

Mr. Vanderlay, Night Baggage Man at Moberge, returned from California the first of the month. He is now proud possessor of a fruit farm but minus a cook as Mrs. Vanderlay liked the country so well she decided to stay a bit longer. Now watch your step Van.

Jakie Rhinehart is working as Car Clerk at Moberge while Herman Wahl is away.

Several changes have occurred in the trucking department during the last month. Ole Schleen is working as Day Janitor relieving "Dad" on account of sickness. John Baum has been added to the night force and L. A. Hourigan is now working the day crew.

Nich Gabr has been re-instated on the T.M. Division. Nich is a capable man and we are glad to have him back. He is relieving E. C. Halverson, Agent at Watauga, who will be absent for about a month.

A. A. Campbell is relieving A. S. Hatch at Morrisown for a few weeks while Mr. Hatch takes a much deserved rest.

Rosa B. Golden is back on the division working at Reeder.

N. K. Merrick, regular Agent at Haynes, is away on his vacation. M. P. E. Collins is working as Agent Haynes.

R. S. Lewis and wife were called East recently account of death of Mrs. Lewis's sister. We extend our sympathy to the bereaved.

Jackie Kellar attended the car men's convention at Chicago last month. He came back full of the price of good eats, the length of the ladies skirts, the jam of the traffic and etc. Jackie is a fast stepper and it's a good thing wife was along to bring him home.

Francis Kellaher, Caller at Moberge, was taken to the hospital this morning to be operated

on for appendicitis. At present writing we are hoping that he recovers rapidly.

Harold Fuller, our young but much experienced Timekeeper, recently went to Aberdeen to take in the Revue. That was certainly all right for even Joe said the Saxophone players were worth hearing but after Harold got one glimpse of the dancers he decided he had not really been paying enough attention to the show and had to stay and see the whole thing again. Some boys are like that.

L. W. Scheffebain recently bugged the potatoes and turned the bugs loose in the house. Anyway it looked that way. Ask him for particulars.

Herman Wahl came home from Los Angeles looking fine. Mr. Wahl did not go to work at once as he was called to Minneapolis account of illness of his wife and children.

Mr. G. C. Sheridan has been appointed new Storkkeeper at Moberge succeeding Mr. Pheebus.

Mrs. Nell Horn returned from a wonderful trip last month. She is very enthusiastic about the charms of Tacoma and really doesn't appreciate Moberge at all.

Mildred Richardson is enjoying her vacation these two weeks. She is very busy entertaining her good looking cousin from the East.

Did I tell you, Dora has hers bobbed now? Well she has and we all think she looks fine.

Frank Williams is very much interested in the pen pushers Ball team, in fact think he must be financing them. Hope they win a game soon or he will go bankrupt.

LaCrosse Division

C. W. Velsor

The sympathy of the division employees is extended to the relatives of Conductor George Acres who passed away at Portage, Wis., July 1st. Mr. Acres has been an employe of the company for the past 57 years, entering the service as freight brakeman in 1867. He was promoted to freight conductor in 1878 and passenger conductor in 1885, acting in that capacity for many years and up to the time of his death, between Madison and Portage.

Fireman "Red" O'Gar has taken unto himself a helpmeet being a firm believer that two can live as cheap as one. Their honeymoon was spent at Niagara Falls, New York, Boston and other points of interest. The cigars didn't reach this far though, "Red".

Agent C. L. V. Craft and family of La Crosse left for a six weeks tour of the north-west and Canadian points. F. O. Chamberlain, Cashier, takes Mr. Craft's place during his absence.

Operator Carl Schroeder now on first trick at North LaCrosse, takes the cake for luck. Carl won a cedar chest, 11 boxes of candy \$10 that was raffled off at North LaCrosse. While at the Shriner Circus he also won a floor lamp and the second night a \$30 clock and still the third night an umbrella and a ham and bacon. The fourth night Carl takes his car down figuring his luck would still hold good, but the committee barred him from the grounds.

Carl Dickkop, Yard Clerk at Camp 20, is back to work after a weeks absence account sickness.

Ben Nelson, Third Operator at North LaCrosse, was off three nights recently recuperating account slipping off the chair while engaged in a free for all with the mosquitoes. The only other damage reported was a badly broken chair.

Dewey Hiler, Yard Clerk, North LaCrosse, spent a week in Dubuque recently visiting the boys there.

Switch Foreman F. J. Larkin, LaCrosse, acts as night yardmaster several times a month, says it's just like taking a vacation to get away from pulling pins.

Engineer Geo. Ginder, west end local, has purchased a new Star sport model. George says it has a K-1 beat a mile.

Traveling Engineer J. J. Little won the lumber at the Trade Exposition the Fourth at Portage. Jack says he will have to buy himself a car now to use up this said lumber.

Master Mechanic F. P. Miller holds the record for pike fishing, landing a nine and a half pound wall eyed pike the other evening in the Wis. River.

Portage people are wondering if Claire Capron is going to buy the cigars. If not they would like to know who the young lady was he came up from Chicago with on 51 the other evening.

Slim Cadman is going to don the woolen socks again. He says he's going to take the switch engine. Can't you cut it any more Beehive?

Earl Bergeron, Operator, Kilbourn, has purchased an Overland and contemplates driving back and forth. Better hold her down to sixty anyway Earl.

Night Yardmaster George Linscott, Portage, also fell and bought a car. Red won't even walk to work anymore which places him in the class with the yard clerks and other high salaried officials.

Otto Charper, Night Baggage man, Portage and family spent a week in the Dakotas visiting relatives.

Agent Morg. Evans at Bangor has made a deal with Ford's representative and is now driving a new four door sedan.

P. J. Larkin, west end local, is now acting on trains 1 and 6. J. Larkin and M. A. Cross also made a few trips on passenger. They sure do look fine with brass buttons and blue suits.

"Buck" Sheehan made a few mysterious trips to Milwaukee this last week and nary a word said about it. What is it Buck.

We report at this writing the fact that we smoked cigars on Operator Lonnie Farnham sustaining last months report that he was withdrawing all interest and principal from Kilbourn Park, best wishes.

It is also our duty to mention the coming nuptials in which P. K. Mahoney, Night Ticket Clerk at Portage, is to be one of the two principals. Paul's been wearing a million dollar smile for the past two weeks and been as busy as a one armed paper hanger fixing up a home for the lucky one. Don't forget we all use the obnoxious weed.

We don't want any of our fellow employes to miss the article on page 21 of last month's magazine on train manners of deadheads.

A certain young lady who lives at Okauchee was recently seen carrying home an alarm clock. Understand Earl Volderson has changed runs and goes through there early in the morning?

Brakeman Chas. Schmaus is reported improving.

Fullerton Avenue Building

J. T. Griffin

Mrs. H. E. Byram, Miss Helen Byram in company with Mrs. Carpenter Kendall, Editor of the Magazine, favored us with a visit recently. We were all glad to see them and hope they will call again.

From all reports the "North Side Cleaners" are going strong and some are flashing new Palm Beach Suits and new teeth.

Mrs. Eleanor Hartenstein entertained the employes of the Payroll and Stenographic Bureau, Auditor of Expenditure's Office on Saturday, July 12, 1924.

Mrs. Paul Cunningham, formerly Blanche Murphy, gave a luncheon on July 12th to her former co-workers of the Comptometer Bureau, Auditor of Expenditure's Office.

Miss Kal. McGuire has just returned from her vacation visiting her many friends in New York City; she made several visits to Madison

Square Garden during the recent Democratic Convention, being very much interested in a certain candidate, from all reports Senators and Governors mean nothing in her young life.

Miss Emily Dougherty, Auditor of Expenditure's Office is spending her vacation at Denver, Colo. She thinks the country life will agree with her out in the West, coming from a large congested city like Elgin. We are inclined to agree with her. It might be said that she did not go for her health.

Miss Helen Daly of the "C" Bureau, Car Accountant's Office, left us on June 19th to be married to Mr. J. Garrigan of St. Louis. The ceremony took place at St. Clement's Church. Her co-workers presented her with a Madeira Luncheon Set.

Miss Hattie Kelks, Car Accountant's Office, gave a Baby Doll Party on Friday, June 13th, considering the date, those who attended, report having a very enjoyable time. Several games were played, the most popular being Leap Frog and ring around the rosie, and the girls all got lolly-pops for being good. Helen Baeuchel entertained by dancing and Oh! Boy! can that girl dance. Ethel Lindstrom and Genevieve Klein rendered a vocal selection entitled "Fly Birdie Fly". They got through with the first verse, but when they tried to sing the second all those present agreed to wait 'till the coming Stag Party. Those present at the party were, Hattie (herself), Eleanore Weidner, Ethel Lindstrom, Helen Daly, Helen Brown, Angela Sang, Joe Coper, Helen Baeuchler and Genevieve Klein. Ask Genevieve Klein why she always keeps saying, "That Darn Dog of Hattie's."

Miss Helen Rehm and Dorothy McFetridge, Car Accountant's Office, have returned from an extended trip out West.

Mr. C. H. Gassman, Car Accountant's Office, has a Young Henry.

Mr. J. Zak of the Freight Auditor's Office was married recently and his friends in the Interline Bureau presented him with an Electric Percolator. Many years of happiness is the wish of his many friends.

It was noticed that on Saturday, July 12th, several of our girls from the Typing Bureau were headed towards "Hawthorne" and arrived there full hope and joy. In looking over the entries they all agreed that "Ladkin" would surely win the race, but they guessed wrong. Black Gold being the winner the girls returned home sadder and wiser, and I guess from all reports they did not return any richer.

Miss Nona White, Auditor of Station Account's Office, was married on Saturday, July 12th, a large crowd of her friends being present to see the affair. Mrs. Norman formerly Lillian Steele sang "Oh Promise Me" and "I Love You Truly" accompanied by Miss Lorain Beaudry on the Piano. The employes in Auditor of Station Account's Office presented her with a set of silver.

I never knew that Mud Hens were good to eat until last Fall (says Bill Gutfahr) you know they only eat the breast and hind legs Bill.

Miss Lillian Franzen and Rose Schmidt, Freight Auditor's Office, have returned to work after spending their vacation in the Michigan regions.

F. E. Miller, Freight Auditor's Office, was all dolled up in a neat fitting uniform taking part in a large parade held in Chicago recently, the day after the demonstration. John Ericson said he saw Fred on a horse prancing up and down Boul. Mich., Geo. Smith said Jno. was mistaken, (be it said that took considerable courage on Smith's part), Geo. claims that when he saw Miller he was in the middle of the Avenue going through the movements of an Eagle.

Canned Heat who ever heard of it. For further particulars ask W. F. Miller, Assistant Freight Auditor, who spent the week end of July

12th at Madison, Wis. When he pulled out of the yard you would think that he was going for a month of Sundays. In order to be prepared for all conditions of the weather, he took along a gun, some fishing tackle, skid chain, compass, etc. When he attempted to start the car, it would not go, on account of the load he had in it, so he had a few of the boys give him a push and they finally got the car going, after he left much concern was felt for his safe arrival at Madison, as he had the wind shield covered with road maps and directions. It was necessary for him to stick his head out of the side of the car to see where he was going.

Miss Florence Potenberg, Auditor of Station Account's Office, reports a wonderful vacation spent at Yellowstone Park.

Ask Herb. Renhack about the Cicero Police Force. Are you on the night shift Herb?

Emily Lemker and Catherine Hanck, Freight Auditor's Office, spent their vacation at Atlantic City and from the pictures they brought back and were showing, they took life very easy, being wheeled around in easy chairs most of the time.

It still remains for some one to tell the first good Fish Story, Mr. O. P. Barry, W. Kruckstein, F. L. Waters, Wm. Gutfahr and E. J. Kavanaugh, went on a week end fishing trip recently, caught 52 trout, but Bill Gutfahr reports that the mosquitos bit better than the fish and I think he told the truth judging from his appearance.

Misses Helen Flint, Amelia Keller and Frances Wezydlo went to Cedar Rapids recently to go swimming. They found that the river was full of tin cans.

Sick Room Bouquets were sent to the following employes by the Fullerton Ave. Employees Association.

Stella Fifield, Auditor of Expenditure's Office.
Louise Koretke, Auditor of Expenditure's Office.

Harold McIntyre, Auditor of Expenditure's Office.

Mary Flanigan, Auditor of Expenditure's Office.

Nell Chadbourne, Auditor of Expenditure's Office.

Alvina Nielson, Car Accountant's Office.
Anna Kurth, Car Accountant's Office.
Robt. Eckhart, Auditor of Station Account's Office.

B. Ingraham, Freight Auditor's Office.

The Officers and Employes extend sympathy to:—

Agnes Johnston, Car Accountant's Office, death of mother.

Elsa Kading, Car Accountant's Office, death of brother.

Ed Ellerton, Auditor of Expenditure's Office, death of wife.

Elmer Eldridge, Freight Auditor's Office, death of mother.

Tacoma Shop Notes

"Andy"

Sigured Johnson, our well known stenographer returned to work from his vacation; which was spent in the wilds of Mt. Tacoma. He reports having such a good time, he had to look for work in the dictionary when he returned, however, it did not take him long to find out what work meant after his return on the job.

Paul Jasmer, the tall and handsome General Foreman's Clerk, is vacationing in the vicinity of Winona (wherever that is), and he will no doubt return with a fresh stock of limericks, so we shall soon be at the mercy of his verbose effusion.

During the absence of Mr. Jasmer, the General Foreman's Office has received a new coat of paint, and the appearance it now presents is surely pleasing to the eye.

Allen Witbeck, more commonly known as

"Wit" for his sagacity and snappy comebacks, special apprentice, is endeavoring to manipulate the typewriter and other instruments of torture in the General Foreman's Office during the clerk's absence. By the way on July Fourth, Wit celebrated his 7th birthday. Always wondered what made him so noisy.

The Time Department reports a change of address, now being located in the office of Shop Accountant. The old time office is being remodeled for the use of the Car Department forces.

Arthur Beinert, who has been laid up for some time account of eye trouble, is reported as improving wonderfully. Glad to hear this Art and hope that you will soon be OK.

Lee J. Murray, stopped in to say hello recently. Lee was formerly Special Apprentice at Tacoma, and is now located in Milwaukee. Call again Lee, we are always glad to see old friends.

Benno Farenwald, Night Roundhouse Foreman at Avery, spent a few days in Tacoma packing up his household goods, including his auto, which is of the one half straight eight variety, don't know what he is going to do with the can in Avery, unless carry his lunch in it. During his stay in Tacoma he stopped in to say hello and make an important inquiry. Stop in when you are here again Ben, glad to see you.

Mr. J. A. Wright, returned on July 1st from the A. R. A. convention at Atlantic City, with the report that he had a good time, but the weather was rotten.

The Operators at Tacoma Junction substation, have also qualified as well drillers, being unable to get suitable drinking water from the present well, they rigged up a well drilling outfit from miscellaneous scrap material picked up here and there, and drilled a well 99 feet deep, which furnishes an abundant supply of good water.

The following are a few expressions heard frequently around the diggings:—

Well, this is indeed a pleasure,
You're all right boys.
How's the railroad?
I'm strictly decent.
That's good, you tell 'em.
Everybody happy?
Why pick on me.
Is our nose clean?
How's the dirty sheet?
Nothing like being the newest and latest.
Gosh I would hate to feed you, so would anybody else, that's why I am single.

Dick Nofke has been seen sporting around in a brand new Maxwell sedan. Can't see 'em for dust now.

A party of Ford engineers paid us a visit, looking over the electrification.

J. E. Brady, our popular Roundhouse Foreman, attended the Pioneer Club meeting held at Spokane.

C. & M. Division Notes

Eleanor

It has been rumored repeatedly that Mrs. Bush has a deep secret that she is keeping from us. Fess up, C.L.B.

Hal Cone of the Dispatcher's Office, just returned from his vacation which he spent in the East. He reports a fine time but he said he was glad to get back—I think he must have been reading Pollyanna.

I just wonder what the attraction was at the Boston Store for Harry and Maurice. They couldn't get out fast enough at noon and when they did leave they were all slicked up. It wasn't the bathing beauties, was it, boys?

Our Chief Dispatcher, Mr. Woodworth is away on his vacation this week, which I believe he will spend in trying out his new car. Mr. Hammond is occupying the Chief's chair now.

Sunday morning about three o'clock Mr. Woodworth and Mr. Erickson started for Hartford on a little fishing trip in Mr. Erickson's snorting monster. They came back empty-handed, however. No wonder, I suppose the

fish weren't up yet. Better luck next time, I hope.

Since our last report, Engineer Lou Collins, Sam Price and Conductor H. J. Calligan and Click, our Timekeeper have invested in new cars—Some class to the boys on the C. & M.

I hear that Terry Weber and Irve Kennedy have become golf enthusiasts and experts. Irve must be a knockout in his white knickers—but it must be hard for the girl golfists to keep their mind on the game with those two handsome fellows in the offing.

Our Train Master, Mr. Bannon, is home on the sick list this week. He is suffering from lumbago. Too much Fox Lake over Sunday, I fear. An interview disclosed the fact that his favorite song is "It ain't gonna rain, no mo". Train Dispatcher C. E. Shaft is also on the sick list this week—home sick with the Mumps. Poor Charlie, he has our sympathy.

I am pleased to report that Conductor W. King is back on the C. & M. Division and I hope it's to stay this time as we missed his ever ready and pleasant smile.

Conductor W. Cottrell dropped in this week to see us and was all dressed up in his leghorn hat. Some hat, all right, Bill.

Conductor W. B. Carr and wife, just returned from a two weeks vacation in the North Woods at the home of Conductor C. W. Mitchell. They report a pleasant time and Mr. Carr looked like he was in the pink of condition. They said the surroundings were beautiful and the fish plentiful, but I hear it kept Mrs. Cottrell, wife of Conductor Cottrell, busy frying the fish for the hungry fisherman. Mr. Mitchell intends to stay up North for the balance of the Summer but it depends on the Extra Passenger Conductors who in the past kept him supplied with bait, ammunition and fishing tackle.

We had the pleasure of a little visit from Mr. Blossingham, former Train Master, who is on his vacation.

Brakeman T. P. Mahoney has taken a leave of absence and intends making a trip to Alaska. What's the attraction, T.P.?

Conductor E. B. Salisbury and wife are planning a trip to Canada in the near future. Couldn't pick a better place for a real vacation, E.B.

We hear that Henry Vandelogt has taken to fishing for perch again this year. Why the axe, Henry?

We were very sorry to hear of the death of Conductor J. Sweeney's wife, who passed away very suddenly on June 16th. He has the sympathy of all his fellow employes in his bereavement.

Mr. and Mrs. Zimmerman and Mr. and Mrs. Woodworth went off on a little fishing trip several Sundays ago and report a very good time and lots of fish. Don't know whether or not they just saw the fish or caught them?

Brakeman Harry Vandelin has gone away on a vacation. Too strenuous and thrilling on the C. & M. for Harry, after that hold-up at Rondout, I guess.

Lillian Brandner starts off on her vacation next Saturday. She is planning a trip to Michigan, by boat. Better bring your lemon and life saver, Lill.

Art Bahr, Baggage man, has taken the fatal step, I hear. Best wishes, Art, to you and your bride.

Maurice Hall went off to Chicago yesterday, all decked out and a study in gray. He claimed he was going to see his aunt, but I should think he would think of a better one than that. Better get a few alibis lined up before you go again, Maurice.

Mary doesn't like to be in print so I guess I won't put her in this time. But watch your step, Mary, next month. You and Louie will be the headliners.

Dick Polzin is moving back to Milwaukee, I hear. He liked the Spring City all right, he said, but too much light mileage on the TMER&L.

We were sorry to lose our little side partner, Evelyn, who left the Train Master's office on the first to take another position. George Wood, is taking her place.

Dubuque Shops Jingles

"Oosie"

Mrs. Fred Ostendorf, wife of Chief Clerk of the Store Dept. and three children have returned from Milwaukee. While there Mrs. Ostendorf enjoyed a trip by airplane from Racine to Milwaukee, a distance of 40 miles, at an altitude of 3800 feet. Just before landing at 3400 feet the plain looped the loop. The aviator was Mr. Adolph Carlitz of New York and Chicago who is noted for his airo stunts at State Fairs. Nella has a brand new ring, a nice and sparkly one. Of course most everyone knows it—that Herb's the boy she won.

A little baby daughter came to Ed Lyon's house to stay—Ed sez she'll be a singer for she started to right away.

Miss Clara Baumgartner of the clerical force of the Store Dept., is spending her vacation out in the woolly West.

General Storekeeper Curtis, together with District Storekeeper Peck of Milwaukee motored through here last week. Mr. Curtis especially commended us on our "fine" roads.

Asst. Dist. Storekeeper Lake is batching it but doesn't want anyone to know it.

Keeping track of Mr. Richards cars is just like trying to keep track of your money—it can't be done; both change hands too often. Another change last week.

The clerical forces of the Store and Mechanical Depts. held a picnic at Union Park last Thursday; it was some picnic—the prize committee did themselves "proud."

Miss Louise Lincfelter of the Accounting Dept. has our sympathy in the death of her father, which took place in Mississippi.

Don't call me John no more he said, But "Daddy Kile"—for you see A great big baby boy has come To make his home with me.

General Foreman Fernstrom and family are vacationing at Escanaba, Mich. and Traveling Engineer Einarson and family at Washington Island and Rhinelander, Wis.

Illinois Division

M.J.S.

No, it was all a joke. R. E. Thoren, Division Accountant, Illinois Division is the proud "Dad" of one son, named Robert Vernon and not of triplets as reported. Much obliged for the candy and cigars Rudy.

J. H. Valentine and family have returned from a two weeks auto trip to Chicago and various points in Wisconsin. J.H.V. says the Studebaker went right along.

Lee Corsiglia, Comptomer Operator, spent a week of her vacation in Davenport, Iowa with her parents. How much did you say you gained, Lee?

On June 23rd at the home of her parents in Philadelphia, occurred the marriage of Miss Avis Ostema to Burchelle Bashaw. Avis was formerly Clerk to Division Accountant Thoren in the Superintendent's Office. Her many friends join in wishing them a long and happily married life. Our understanding is that they will reside in Philadelphia, Pa. The candy and cigars were received OK and much appreciated.

Congratulations are extended to the following account their recent marriages:

Brakeman John Wolfe and wife Mrs. Wolfe was formerly Eleanor Wehrle, file clerk in General Supt. Harstad's office.

Record Clerk Earl Anderson at Savanna Yard Office was married to Miss Esther Kilburn of Springfield, Mo. They will make their home at Savanna.

Brakeman M. K. Lynnn to Miss Olga Schmidt

of Mt. Carroll, Ill. They will reside at Savanna.

Conductor Guy Danford and wife have returned from an auto trip to Washington, D.C., New York, Atlantic City and other cities. They report a fine trip.

Two more girls in the Superintendent's Office have decided to be in style and have bobbed their hair—namely Mabel Stark and Clara Cush. The score is now six to five in favor of the "Bobs".

Otto Enz, Machinist at Savanna Roundhouse, has been promoted to Night Roundhouse Foreman at Nahant. Best wishes for greatest success.

Frank Weltz is employed as Boiler Maker Apprentice in place of Joe Crowley who resigned. We also have three new machinist apprentices—namely, Virgil Christensen, Roscoe Almquist and Leland Carroll.

Lost—July 2nd at 9:00 A.M.—One perfectly good temper, account of failure to receive his check at the time appointed. Dan Mogan, Chief Caller. Dan's thoughts were fixed so firmly on the "hired girl" that he forgot to send to the office for his check, and then lost his temper because the girls did not carry it over to him. The chief victims of his fit of anger were the poor, innocent engineers who asked him permission to lay off. They did—NOT!

If anyone has any wood that they would like garet—she has a very efficient (?) Mexicano to do this work, who ties the wood to the saw-buck before commencing work. Perhaps his motto is "Safety First."

Ilene would like to have a certain brakeman hanged, locked up or taken out of service so Kelley can have his old run back again; she says Sunday evenings are mighty long with her Shiek in Vensenville.

John Toban, former Machinist at Savanna Roundhouse, called on us recently. He is looking just fine and we were very glad to see him.

W. J. Hogan stopped in at the office on his way to McGregor after spending his vacation in Milwaukee, and left his traveling bag over at the depot.

Kansas City Terminals S.C.

We were all glad to see Conductor Davis out again. One consolation to having teeth pulled, you never have to go through the same thing twice.

Flossie Lipp has joined the ranks of the bobbed haired girls. This only leaves Jennie and Phyllis in the horse and buggy class.

Buster Beem says he is lonesome since Harold Harding got married. Well Buster a license don't cost much why not try your luck?

Katherine Barry says this is her lucky year, and right on the heels of that she announces that the wedding we have looked for so long is to take place in September.

Helen Braun Layton, our little operator, says married life is just one pleasure after another. Nice to feel that way Helen and here's hoping it lasts forever.

Harry Vail spent his vacation in the Ozarks and reports a wonderful time. As usual he brought back a few fish stories.

Charlie Wright must have a wonderful yard of flowers this year. Charlie believes in saying it with flowers and we enjoy them very much. (Sorry this don't mean me, too.)

The flower garden at Coburg is very pretty, and we are all proud of it.

We would be very glad to have the various offices represented in the local items. Send any items you have to the Superintendent's office before the 12th of the month. Traffic Department and Legal Office please note.

I. & D. "Prairie Waves"

Joyce

I. & D. Notes this month are like girls with long tresses—Few and hard to find.

Vacation Notes:—Miss Nina Trevett, Mason City Roundhouse Clerk, accompanied by her mother, left July 6th for Spokane and different points through the west. Miss Elsie Hodges, Steno. in Supt. office has returned from her weeks vacation, spent in Northern Minnesota. Miss Faye Smith Assistant Timekeeper in D.M.M. Mrs. Hodges and daughter Hazel are spending two weeks in the vicinity of the State Park at Rapid City, S.D. Whose next?

There will be no reason for us not going riding now, especially since Trainmaster Janes intends to sit behind the wheel of a new Dodge Sedan.

Miss Mae Bergen of the Supts. Office deserted the name of "Bergen" and is now carrying the name of "Logue" forever and ever. One morning (and it was early too) not so very long ago, Mae dodged the drops to the tune of "Here comes the Bride" promised to love, honor and obey and is now Mrs. Logue. Our best wishes go with this young couple.

These items wouldn't be complete without something being said in regard to Geo. Deming and his "Ford". It's still going even though they did try to shove it off Clear Lake Road not long ago. You know where that Ford went go there is no use in going.

Our soft ball team seems to be getting along wonderfully; they not only break records, but also windows, wind shields, etc.

When it comes to seeing United States first it takes Geo. Bryan, Conductor, to fill the bill. Here he has gone on a jaunt from coast to coast and yes we are enjoying Iowa corn weather. Going to Coney Island an' everyplace.

Going, Going:—Marie and Marion still going on that vacation. Maybe they will be gone when the next items appear, but we wouldn't dare bet on it.

Have you seen that nice new rug in the Trainmaster's Office. They haven't announced the date for the Formal Opening as yet, but we are expecting it soon and of course the customary flowers, etc.

Everyone has a hobby and we find that Carl Donavon's is raising flowers. He seems to be a master at it. We suggest he start a campaign on raising flowers around this office building. I'll help for one.

The Dispatchers Seniority List for 1946 is already compiled and it has L. R. Meuwissen, Jr. on it. L.R.M. is rejoicing over the arrival of a son at his home. Congratulations.

You know when two girls start out and don't know where they are going well, they always get there.

Doesn't Iowa have ideal summers, rain and cool days. You're just bound to like it.

Oh, yes! C. E. Mutschler, Chief Clerk, has gone on his vacation. Can't say just where he is headed for but I guess he knows and we will tell you when he comes back. One thing sure, he will have a good fish story or a new one on the Buick to tell.

Talking about a "Bower of Roses", the Superintendent's and Master Mechanic's offices have been veritable "Bowers of Sweet Peas", thanks to the kindness of Mr. Siessiger. We surely do appreciate this.

Speaking of flowers if you pass through that barren stretch of land around Murdo and find fair flowers growing you will know you have wandered into the roundhouse flower garden.

Chicago Terminals

Guy E. Sampson

To Correspondents "The sweetest word of tongue or pen" is "my items are sent in again". That being the case we will endeavor to get ours sent in at once.

Switchman Wm. Dohn has taken a 60 day leave of absence but did not tell the boys where he was going to spend it but we could guess that some quiet nook up in Wisconsin where

the bass and mosquitos bite freely will no doubt see our "Bill" enjoying his vacation.

Day General Yard Master H. E. George and family spent their annual vacation at Excelsior Springs, and report having enjoyed same very much.

Night G.Y.M. Wm. Dorgan and wife recently took a three weeks' trip visiting Atlantic City and then on to Saint Anne De Beaupre, Canada.

Yard Master Walter Christianson and family departed June 29th for York State where Mrs. C. and children will visit relatives. Walter however, returned in time to resume work July Fourth but expects to return to York State later to spend his annual vacation and accompany the family home.

Florence is now on a diet

Oranges and apples her main stay

We know the "Doctor" prescribes it

Yet she gets more plump each day.

On June 18th, Engineer Elmer Nummer and Miss Mary Schockert of Chicago were united in marriage and departed for a honeymoon trip in the Cumberland Mts. in Tenn. Returned home July 1st and are now at home to their many friends in their cottage in Bensenville. Congratulations "Happy" and Mrs.

Pat Cary of the Bensenville round house force recently spent his vacation among his relatives in York State. Was down east at time of the Democratic Convention but said his leave of absence would not permit him remaining 'till the convention was over so he came home and followed the proceedings of the delegates in the press the same as we who never got to see the big convention in action.

The surprise of the month was the announcement that Emma Weber was married on April 16th, Miss Burton of Western Avenue was bridesmaid. We all think a great deal of Emma and wish her every happiness.

On July 3rd the company raised a 75-foot flag pole at Bensenville round house and the following morning employees raised a beautiful American Flag, 20x30, same having been purchased by contributions taken up among the employees. Those who were lucky in not having to work that day were unlucky in missing the flag raising.

Death has again entered our midst and claimed Mrs. Estella Anjal, wife of yard master Martin Anjal. She passed away June 20th after months of patient suffering and was laid to rest in the cemetery of her old home town of Monmouth, Ill. She leaves a husband and nine children the youngest a baby of two years besides other relatives and a host of friends to mourn her passing. Mrs. Anjal's father, Mr. Jonas Clark of Council Bluffs; two brothers also of Nebraska and a sister Mrs. W. M. Weidenhamer of Minneapolis, wife of General Supt. W.M.W. accompanied the bereaved family from Chicago to Monmouth with the remains of their departed loved one. The sympathy of all employees is extended to the family.

Train Master E. E. Johnson has just returned to his position at Galewood after an extended trip down the Pacific Coast. Different ones enjoyed receiving cards from E.E.J. and were glad to have him enjoy a much needed rest.

Mr. Bissell, an Engineer for the B.&O. out of Pittsburg, recently accompanied his wife and son to Bensenville where they visited Mrs. B's sister Mrs. Lottie Shaw, wife of car department employee, Geo. Shaw.

Engineer Sam Pulford, Sr. is anxiously watching each issue of the magazine for the photo of his little grand son sent in some time ago.

Yard Master John Baker informs us that his two daughters are spending their vacation on his father's fruit farm in Michigan and that later, himself and rest of family will spend a couple of weeks there also to get away from the box cars and take a much needed rest.

Business in the Terminal is on the incline and the younger men will no doubt all be back in the harness in a short time, and everybody will be happy to hear the yard master say "Three more trains coming and no clear tracks, step on 'er boys so we won't have to hold any out".

Train Director Jim Kirby has purchased an auto and we are informed he drives it just like an old timer.

Switchman Lyall Sampson, LaVern Smethurst and families motored from Bensenville to Prairie du Chien, Wis. recently to spend the week end with relatives.

Best wishes to Chicago Terminal Fireman, Day Kilcoyne and his bride.

Foreman Fred LaRue has a dandy orchard of cherries and we are having cherries to eat every day.

Roadmaster Wm. Ranallo was made a grand-daddy when his son Section Foreman Ben Ranallo was presented with a 7½ pound boy on July 9th. Mother and new arrival doing fine. Cigars good.

Kansas City Division—On Time Line H.F.B.

Our good friend and writer Mr. John A. Sanford recently was on a vacation which he spent with a trip to Wisconsin points and an automobile trip through the old boyhood haunts in Missouri. His co-workers in the Dispatcher's Office framed up a real nice remembrance of John's vacation for him as he reported to them by post card views places of interest where he stopped off or passed through, by placing these cards in a frame placed on the wall.

Dispatcher Bert Barnard recently spent a few days in Chicago attending an ex-service men's reunion.

One of our former Kansas City Division correspondents "Billie" (Miss Fern Williams) spent a few days in Ottumwa and made a couple visits to the office while here. Miss Williams is now located in Denver.

Chas. H. Baker, Chief Timekeeper is now on a vacation, presume most of which will be spent with his fishing rod, as Charlie is pretty much of a fisherman. Also expected to spend a few days visiting in Creston, Ia. and a few days in Chicago.

The storm on the night of June 27th was the worst experienced by the Kansas City Division for several years, resulting in about 300 feet of track being washed out at Gladwin and a number of bad slides over the entire division.

Yardmaster M. K. Park and Ice House Foreman H. C. Buckingham of Nahant, spent a day in Ottumwa recently going over the make up of trains at West Yard with Acting Trainmaster M. J. Gruber and Yardmaster Jordan.

The Kansas City Division successfully handled seven Shrine Specials from Davenport to Kansas City and return from their National Convention which was held at Kansas City during the first part of June. They all seemed to be well satisfied with the service accorded them and expressed themselves as favorable to using the Milwaukee next year.

Engineer Wm. F. Exceen is spending his 21st summer on his Fruit Ranch in Michigan where he has a cottage at a popular resort where he spends his evenings with his Radio and his fishing rod.

On July 11th, Agent J. McEwen at Farson, noticed brakes sticking on a car in train 67 in charge of Conductor E. Hagerty and signaled to train crew to stop. After stopping it was found that the wheels on this car were pretty hot. This watchfulness on the part of Agent McEwen no doubt saved a costly accident.

Nahant M.K.P.

J. J. Flanigan who has been General Yardmaster located at Davenport, has been appointed

Terminal Trainmaster with headquarters at Davenport. Mr. Flanigan has been at Davenport about 23 years and prior to that time was a conductor on the Iowa Division.

Axel Carlson & Company of Moline were awarded the contract to construct the new passenger depot at Davenport and work was started on it at once. It is hoped to have it finished this year.

Recent callers at Nahant have been General Superintendent Harstad and Asst. General Manager Bradshaw.

We are very sorry to hear of the death of Mrs. Brown, wife of Conductor W. A. Brown on Dubuque-Nahant run.

Now that Trainmaster Horton of the La Crosse Division has a Nash Sedan we wish that he would find time to call on some of his old friends on the K. C. Division.

Seven Shrine Specials handled to and from the Shrine Convention at Kansas City made very good time over all division. Engines were run through Kansas City to Chicago.

We wonder if we are going to get any electric lights at Nahant.

Hy Louisfield has been appointed Night Yardmaster. Vice L. J. Cunningham transferred.

H. S. Calkins and J. Taylor who have been employed by this road for a good many years as yard conductors passed away suddenly. The sympathy of all the employees at Nahant and Davenport is extended to their families.

Engineer George Greene who was injured near De Witt gravel pit is getting along nicely and has been removed from the hospital to his residence.

Third Trick Operator Myers has taken a three months leave of absence and is spending it in California.

Musselshell Seconds

By Gravy

Spare-ribs and Gravy formed the battery for last month, the menu this month is somewhat abbreviated, Spare-ribs being on his vacation and dispensing drinks at the local Elks home, however, Gravy is still going strong. As a mixer of drinks Spare-ribs should be second to none if experience counts for anything.

Engineers Hartly and Bill Cook were called to Cedar Rapids, Iowa, last month on account of the death of their father.

Frank Kroll, formerly of Avery, is the new Night Roundhouse Foreman at Melstone. Bennie Farenwald returning to Avery.

Master Mechanic H. E. Riccius and wife, accompanied by Trav.-Engr. Frank Hensey and wife from Montevideo, are enjoying their vacation in an auto trip which will take them through Yellowstone Park.

Conductor G. E. Saltmarsh on the way-freight had to give up his trip at Sumatra the other day and returned to Miles City on No. 16 going to the hospital where he is receiving treatment for pleurisy.

About the middle of June, No. 15 reported from Musselshell that there was a man lying along the track two miles west of Melstone. Agent Wallace being notified to look after the supposed "dead man" proceeded to get "Lizzie" out to escort the coroner to the scene. When the "dead man" saw "Lizzie" he quickly revived from his siesta and gladly accepted Agent Wallace's offer of a ride back to town.

Miles City prides herself on her genuine western hospitality, which can be found on almost any occasion, but is generally prevalent during the annual Roundup festivities, which this year were held on July 2, 3 and 4th. The old "Cow-town" was highly honored by a party of distinguished gentlemen from the effete East on July 4th, the party arriving in business car St. Paul train 17, July 3rd. The car was parked near the passenger station and immediately things began to happen. Three of the young men of the party, L. H. Allison, S. L. Maher and O. Ljungstrom were arrested by Chief of

Police, Martin Golden and hailed before Police Judge Thompson, charged with the "crime" of appearing in the old "cow-town" during the wild-west frontier Roundup, improperly garbed, i.e.; with fashionable tailored togs, when the custom of the cow-land requires all to appear properly clothed in sombero, chaps, "loud" shirts, high heeled boots, etc. In the conducting of the hearing before the court the three young men after being informed of the seriousness of the offense, pleaded guilty whereupon they were sentenced to serve time in the city jail, which sentence was remitted provided the young men attire themselves in the proper costumes of the country in which they found themselves, to which they agreed and immediately donned the cow-boy boots, chaps, colorful shirts, neckerchiefs and bedecked themselves out in Stetsons of the latest and approved style peculiar to a western region.

The three young men were members of a party of Ford Engineers who were making an inspection of the electrified territory between Harlowton and the Pacific coast, and stopping over in the city took occasion to visit the Roundup. Others included in the party were:—G. Hall Roosevelt, nephew of the late President Roosevelt, who represented The General Electric Co., F. H. Sheppard of Pittsburg, of the Western Electric, and Charles Terry, Technical Expert, and General Manager M. Nicholson.

Following the mock trial, the visitors were escorted to the down-town section of the city, where the revelry of the evening was in full force, the three young defendants having complied with the order of the court were allowed to roam at will on the streets where they were received in genuine western fashion. The party were welcomed to the city by W. N. Ross, M. E. Randell and other local officials.

A great deal has been said and written about the northwest, in the past year, some of which was very unfavorable. At this particular time the writer wants the readers of the employees magazine and the entire country for that matter, to know, that there is nothing whatever wrong with the northwest, Montana in particular, and a trip to the northwest region at this time will prove that conditions were never better. The live stock is in the best condition that has been the case for several years and the crops prospects were never better. In fact through the Dakotas and Montana one is reminded of Iowa and Illinois in one of their banner years.

To offset some of the adverse propaganda which has been freely distributed, the local Kiwanis Club have been distributing pamphlets entitled—"What is wrong with Montana" which to a great extent solves the problem—here is the copy:—

The Truth About Montana

There is nothing the matter with Montana except; that surely too many of us get up in the morning at the alarm of a Connecticut clock, button a pair of Ohio suspenders to Chicago trousers, put on a pair of shoes made in Boston, wash in a Pittsburg tin basin, using Cincinnati soap and a cotton towel made in New Hampshire, sit down to a Grand Rapids table, eat pancakes made with Minneapolis flour and Kansas City bacon fried on a St. Louis stove, buy fruit put up in California seasoned with Rhode Island spices, put on a hat made in Philadelphia, hitch a Detroit tin mule fed on Texas gasoline to an Ohio plow and work like hell all day long on a Montana farm covered with a New England mortgage; Send our fire insurance money to New York, San Francisco, London and Shanghai, and at night crawl under a New Jersey blanket and be kept awake by a damned dog, the only home product on the place, wondering all the while why ready money and prosperity are not more abundant in this wonderful state of ours.

Every Little Girl Wants

"MARY JANE"

The Wonderful

WALKING, TALKING DOLLY

HERE is an opportunity to delight that little girl of yours with a doll that has so many desirable qualities, that it is difficult to do justice to them all:

*She Walks—She Goes to Sleep
She Cries—She Winks Her Eye
And She Won't Break if You Drop Her*

The picture is a reproduction from an actual photograph, but it really doesn't show you how desirable "Mary Jane" is. She is the ideal dolly for a little girl: She is over a foot tall and when you hold her arm she can walk.

Really:—Steps right out in a lifelike way that brings a cry of glee from every little girl who has seen her.

"Mary Jane" has real hair and she cries sometimes, like a regular baby: When you lay her down, she closes her eyes and goes to sleep: She is dressed in a cute little Romper Suit, with stockings and patent leather slippers: On her head she wears a cunning toque just like you see in the picture.

You Can Have Her Without Cost

That's the best part of this whole story: You can get this exceptional doll for your little girl without spending any of your own money: All I want you to do now, is clip the coupon below; fill in your name and address and mail to me: I will then tell you of the unique plan I have devised whereby you can get "Mary Jane" without one cent of actual cost.

NOW PLEASE DON'T DELAY: I have sent thousands of these dolls out to little girls all over the United States: You too—can get one—easily: The first step is to clip and mail the coupon: **DO IT NOW.**



"My name is Mary Jane. I can walk, too, and close my eyes and go to sleep. I'm mostly always good, but sometimes I cry like a real baby. I want a home with a little girl and Cousin Carrie tells all about how to get me free. Won't you send for me? I'd like to come to you."

Get your Scissors—Clip the Coupon NOW

Cousin Carrie, Dept. 3385
149 W. Ohio St., Chicago, Illinois.

Please send me particulars about Mary Jane. Tell me how I can get her for my very own without one cent of cost to me.

Name

St. or
R. F. D.

P. O. State.....

Write your name and address clearly.

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Railroad mechanical experience—as well as Galena lubrication experience—testifies to the value—the necessity—of good lubrication as a condition essential to the work of attaining improved operating service.

The entire resources of this company are devoted to the manufacture of products that may be relied upon for safe and sure service, with the further responsibility of seeing that each delivers to the customer the units of service of which it is capable.



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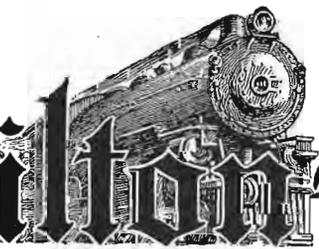
IF you ever talk to Conductor L. C. Spear of the Missouri Pacific "Hot Springs Special," he will tell you that he has been timing his trains with the same Hamilton Watch since 1899.

This is just another example of the service rendered by a Hamilton when given proper care. It is not an unusual service by any means. In fact, it is the kind of service you can count on when you purchase a Hamilton. But, by the same token, it is service of this kind that has made the Hamilton the favorite watch of railroad men. Accuracy and dependability come first in the making of every Hamilton, and the watch keeps faith with the men who buy it.

Ask your jeweler to show you Hamilton Railroad Watches. Ask particularly to see the "992," which model is famous from coast to coast among men in railroad service. When you have made your choice, you can look forward, just as Conductor Spear can look backward, to many years of true time service.

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