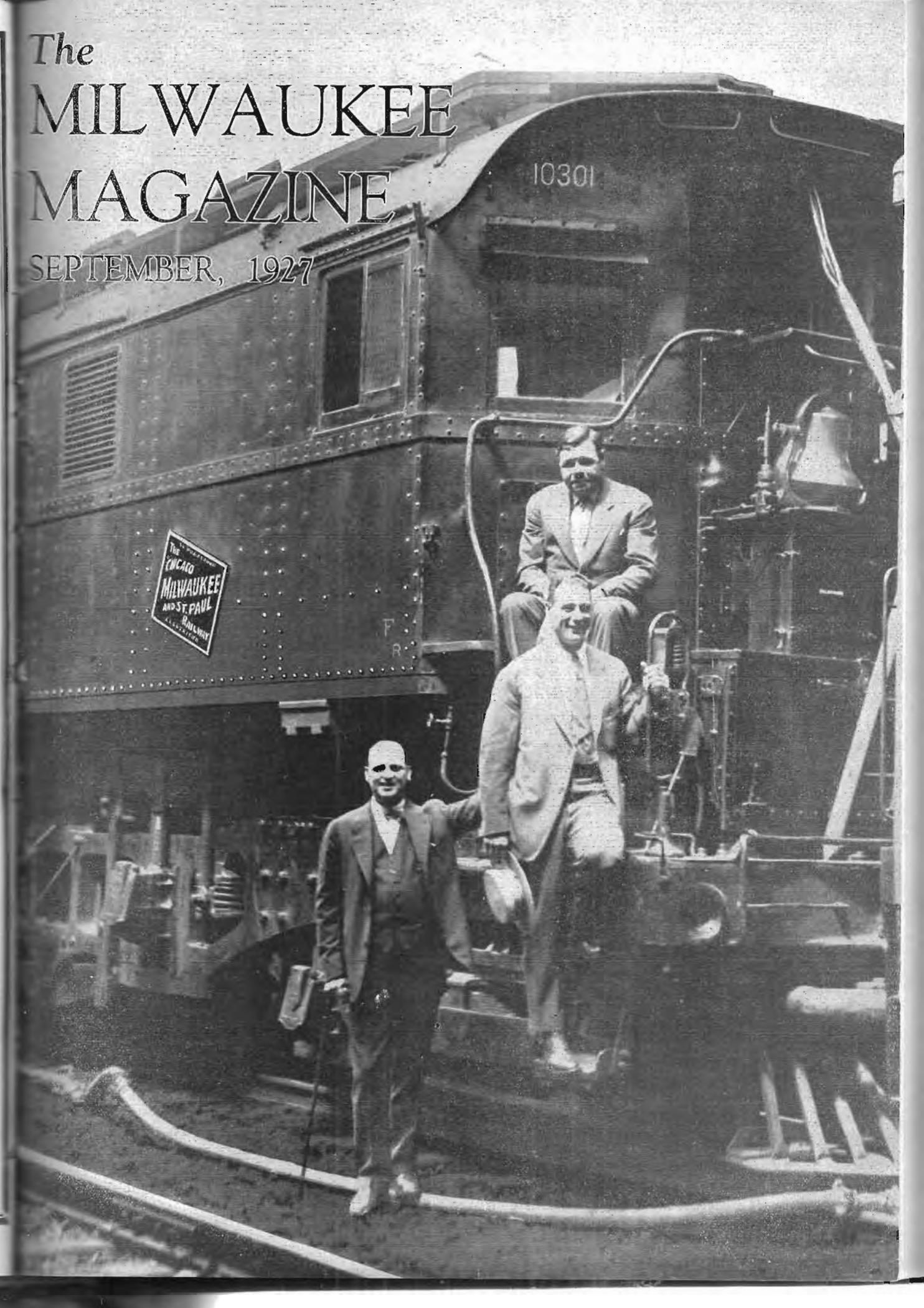


The
MILWAUKEE
MAGAZINE

SEPTEMBER, 1927



Typically Timken

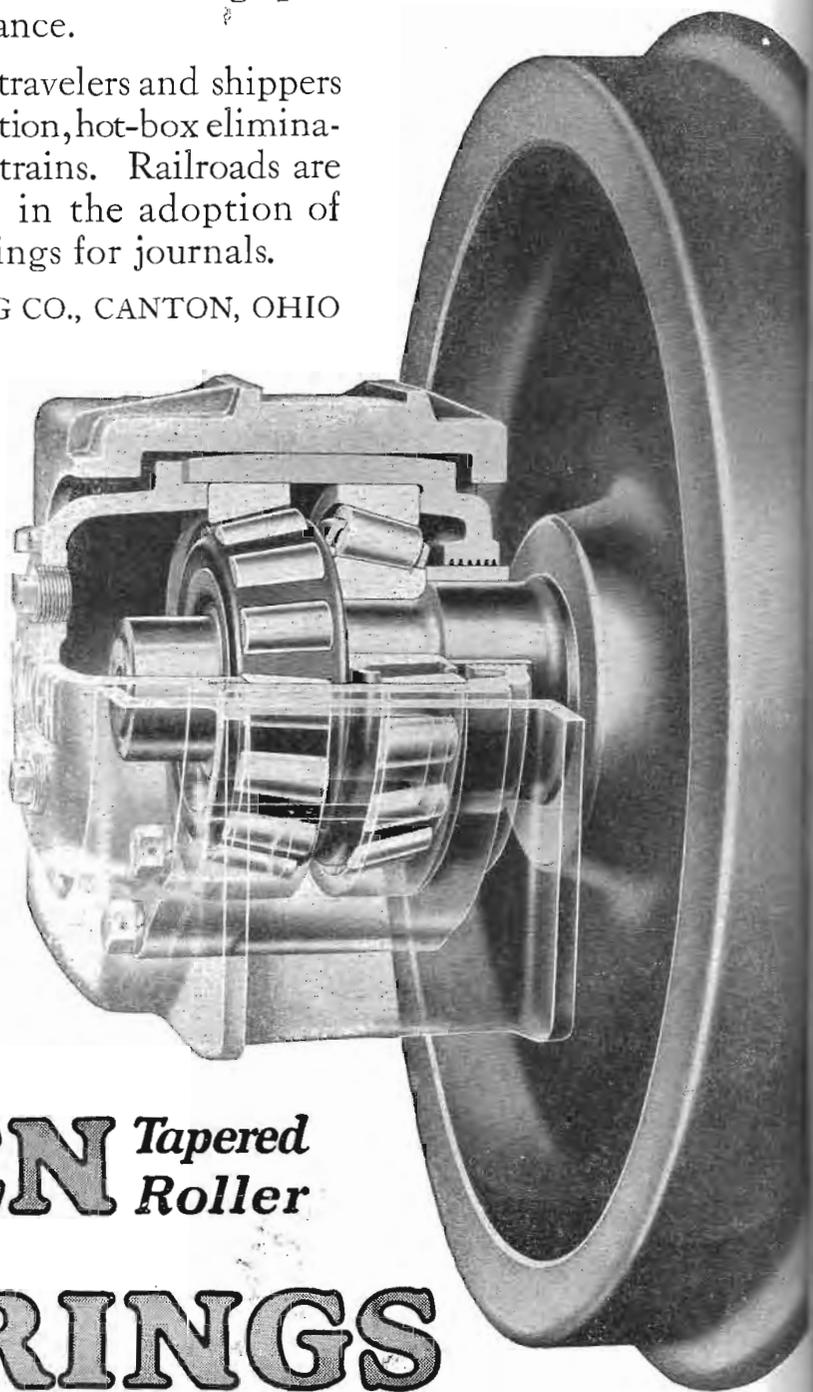
Crowding friction to the vanishing point is not enough for railroad journal bearings. They must scientifically overcome the wear of thrust and shock and speed, as steel flies against steel.

Other such "impossible" bearing applications, one after another, have yielded to the undeviatingly successful design of Timken Tapered Roller Bearings. Engineering knows it to be typically Timken to save the railroads 88% of starting power and a large part of all previous journal maintenance.

Economics and the interests of travelers and shippers dictate the need of wear-prevention, hot-box elimination and smoothest starting of trains. Railroads are finding a successful solution in the adoption of Timken Tapered Roller Bearings for journals.

THE TIMKEN ROLLER BEARING CO., CANTON, OHIO

The Timken Bearing application used on six dining cars soon to be put in service by the Wabash R. R. The simplicity and compactness of Timken journal mountings comes from the exclusive combination of Timken tapered construction, Timken *POSITIVELY ALIGNED ROLLS*, and Timken-made electric steel. Greater load area and full thrust capacity are entirely self-contained. There is absolutely no wear—no moving contact—on axles.

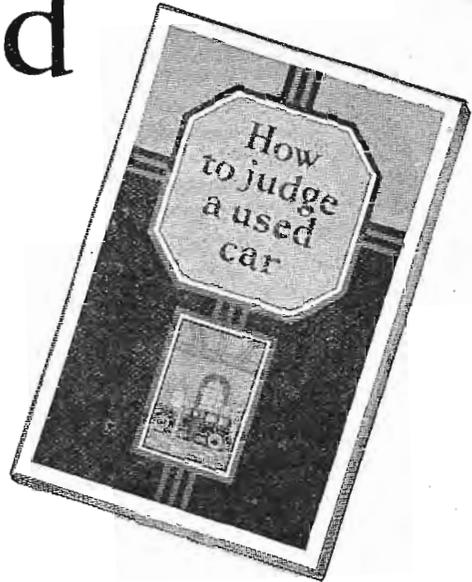


TIMKEN *Tapered
Roller*
BEARINGS

How to avoid "orphans"

This new free book will tell you this and many other valuable things which are important to know in buying a used car—

*Send for it
today!*



Do you know how to tell what year any used car was built? Do you know what is meant by an "orphan" car? Do you know why reputable dealers ordinarily turn the speedometer back to zero? Do you know what special points to check in examining a used car?

How should you protect yourself in buying a used car from a friend?

These and many other questions that any buyer of a used car should know are fully and clearly answered in this free book, "How to Judge a Used Car." It will give you valuable information based on the long experience of hundreds of experts in buying used cars for Studebaker dealers. They tell you what to look for and what to avoid—sound, practical advice that will save you time and money. Send for it *now!*

If your dealer lives up to this PLEDGE you can safely buy a Used Car from him without reading the book. But before you start shopping around you had better send in the coupon for your copy of "How to Judge a Used Car."

Pledge to the Public on Used Car Sales

- 1 Every used car is conspicuously marked with its price in plain figures, and that price, just as the price of our new cars, is rigidly maintained.
- 2 All Studebaker automobiles which are sold as CERTIFIED CARS have been properly reconditioned, and carry a 30-day guarantee for replacement of defective parts and free service on adjustments.
- 3 Every purchaser of a used car may drive it for five days, and then, if not satisfied for any reason, turn it back and apply the money paid as a credit on the purchase of any other car in stock—new or used. (It is assumed that the car has not been damaged in the meantime.)

To the Public: We pledge adherence to the above policy in selling used cars.

Your Studebaker Dealer

THE STUDEBAKER CORPORATION OF AMERICA
Department E-64, South Bend, Indiana
Please send my copy of valuable free booklet, "How to Judge a Used Car."

Name _____
Street _____
Town _____ State _____

S T U D E B A K E R
Seventy-five years young

Duplicate and Repair Parts for Baldwin Locomotives

Railways operating Baldwin Locomotives invariably maintain store-rooms well stocked with duplicate parts to meet any emergency.

In all cases where special orders are received, our practice is to manufacture such parts and forward them with all possible speed to prevent losses through idle motive power.

THE
Baldwin Locomotive Works
PHILADELPHIA

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There is such a place. It's Savings Town, which is made up of over 75,000 people who are saving at the First Wisconsin the money to make their wishes for homes, cars, travel, and education come true.

Join them! Come to Savings Town without delay. The First Wisconsin will welcome you, and with its service, its convenience, its security and its counsel, the First Wisconsin will help you—as it has helped so many thousands—to make your wishes come true!

First Wisconsin National Bank
Milwaukee



Courtesy and Service

By J. C. Prien

Paper Read at Courtesy Meeting Held in Milwaukee.

A FEW weeks ago the Wisconsin Passenger Club staged a banquet at the Hotel Wisconsin, and the speaker of the evening was Mr. Leo Nohl, a prominent attorney of Milwaukee.

Gathered in front of him were many General Passenger Agents, Assistant General Passenger Agents, and other passenger representatives, including Ticket Agents and Ticket Sellers.

Mr. Nohl recited at length his experience with railroads, and gave reasons why he uses certain railroads in his travels about America. He laid particular stress on the word COURTESY. He imitated some ticket sellers, which brought home to many of us the manner in which the public is taking notice of the acts of our employes, while dealing with the public. He left the impression that we are far from perfect, and if we wish to stay in the transportation game, we must gain the confidence of the public, and this can only be secured by courteous acts—by cultivating good manners, all of which are founded on respect for the rights of others. "COURTESY," he said, "adds the words 'If you please' to a command, making it a request which relieves the feelings of an underling. 'Thank you' for a service rendered, relieves the recipient of obligation, and repays the one doing the favor in appreciation."

Mr. Nohl takes for granted that the rush of modern business, the fact that so many are "snowed under" with what, to many of us, are highly important matters, makes us prone to forget courtesy, which acts as the lubricant to make business move smoothly and happily.

Be it in the store or shop, on the railroad or in the office, where no time is found for a little applied courtesy, that institution will find itself badly handicapped to meet competition.

In conclusion, Mr. Nohl said that if he were in charge of an office where the men were not courteous to the public, he would not tolerate it; he would set a standard of Courtesy and those who would not conform to that standard, he would demote, or otherwise dispose of.

It seems to me that in view of what the public are thinking today, in line with Mr. Nohl's remarks, that these courtesy meetings will afford us an opportunity to take home with us much valuable information upon which to

build our future hopes and add to our inspiration to become valuable adjuncts to the Commercial and Social life. No man who attends these meetings or comes in contact with his associates for the purpose of learning some interesting facts, goes away without a feeling that he has accomplished something not only for the good of himself but for the department with which he is connected, which will rebound to the credit of all concerned.

Another speaker at the banquet referred to spoke of the competition of the steel rail by the rubber tire. He said that the number of passengers the western lines carried were reduced one half by the new transportation innovation, as compared to ten years ago. The average haul per passenger has been increased from 70 to 149 miles. He said the tide must come back; in fact, there is now a gradual gain noticeable, due to the longer distances people are traveling, and the railroad best fortified to meet the demands of the long distance traveler will be the greater beneficiary. By fortifying, he meant that we must keep up the standard of service and treat the traveler with more courtesy and respect. We must stand the acid test of comparison and must not drift into the still waters of self-satisfaction.

It therefore follows that the assets of a railway are service and courtesy. They make it possible to sell its one product—transportation. Unless that can be sold, we cannot hope to achieve the success for which the corporation is working.

It is the interest of both this railway and its employes to keep our customers pleased with our service. It is upon their patronage and good will that the prosperity and welfare of both railway and the railway men depend. A railroad functions as a public institution through its employes.

Transportation is the only commodity our Company sells. It cannot be satisfactorily delivered unless the service is pleasing, adequate and safe. And so let us First—Assist in every possible way to carry out the idea kindly, courteous service; Second—Go out of our way to encourage the use of our railway for passenger and freight, by our friends and associates; Third—Promote harmonious relations with our fellow employes by continually recognizing the other fellow's view-point in all matters of controversy, and by en-

deavoring to meet the other fellow half way; Fourth and most important—Do all in our power to make our line the most popular railway in this territory.

"To know what to do is WISDOM
To know how to do it is SKILL
To do the thing as it should
be done is SERVICE."

The atmosphere of graciousness that characterizes the service rendered to the public by a railway, springs from true courtesy—and true courtesy is that sincere politeness that flows from a natural disposition to oblige and please.

We are therefore gathered here this evening for the purpose of exchanging experiences and to show our willingness to lend our co-operation toward the end of eliminating all possible grievances and prejudices which may make their appearance from time to time, also which may heretofore have had a tendency to jeopardize our company's interests and welfare.

It is impossible to cover at one meeting the many things that come under this classification, but we expect to give serious consideration to some of the outstanding features that have caused the management undue criticism and embarrassment, and by thus becoming more conversant with the details of the situation we may be able to avoid a repetition and also advance helpful suggestions that will eliminate the source of trouble.

The modest suggestions that we seek to convey to you are the results of our daily experiences and observations, and are not presented to arouse in you a feeling of dictation on our part; on the contrary, we feel that our fellow employes are willing to accept them in the spirit in which they are tendered.

We have found few cases where our men have deliberately elicited antagonism of the public, but have found that they did not understand; they had had no previous enlightenment on the subject. It is therefore our hope that we will all have a better understanding of the subject at hand in the future.

It is all important, therefore, that we know something of the stumbling blocks encountered by our company. Perhaps some of you present have contributed to these delinquencies of something wrong at times, and the underlying causes have been traced to the conduct of some subordinate officer, or employe, which disturbed our efficiency tendencies and reflected to

the extent that our company was unable to enjoy certain patronages.

Someone once said, that a corporation has neither a body to be kicked nor a soul to be damned. No doubt this was true at that time, but today corporations are almost human. The officers who are brought up among you from the ranks, their children mingling with your children, are human and just as considerate of your feelings as your next door neighbor. You gentlemen who are a part of our great corporation are intelligent and of the highest type of citizenship, and have that human instinct that makes our corporation a family affair, instead of a soulless creature. Nor must we forget the owner of the corporation. He or she may be your intimate friends, for stock and bond holders, with their life savings invested, are scattered everywhere, with whom you have daily contact.

With this in mind, let us then go forth and show the public that we are a part of them, and are in the humanizing business, for, after all, the policy of the railroad is shaped by the officers, coupled with your co-operation.

Not a man present tonight can well be spared from our organization. You all have certain important duties to perform which is germane to the operation of our great railroad system. You are faithfully endeavoring to become a producer of results, and yet the slightest act on the part of your conduct may be responsible for discredit being heaped upon your employer.

It is therefore of the greatest importance that we become well versed in the art of courtesy and correct interpretation of the word Service.

Courtesy, properly practiced, is very profitable. We must keep in mind that bad temper and irritability on the part of some of the public are often the result of high blood pressure and defective nerves, rather than unkindness of heart; that courtesy will advertise a man's other qualities, and the very man whose impatience is returned with patience may be the one to offer a better job.

The courtesy campaign now being inaugurated by many railroads is considered the biggest national efficiency movement since the beginning of Safety First, several years ago. Contrast the typical cranky conductor or ticket agent of a generation ago with the patient, smiling, railroad man of the new order of things, and you get an idea of the "Be Courteous" propaganda.

In line with this thought, are you keeping your friendships in good order? This can be done only by the daily practice of common courtesy, which is but the outward sign of respect for other people's beliefs, time, comfort, pride and convenience. However, we do not believe that courtesy, is bounded entirely by "An "After you"

attitude and a collection of familiar phases. These may be sign posts, but they are not terminals. It is not simply going through certain motions, saying certain things, observing certain sun-dried customs. The true meaning is, to be sympathetic, helpful, encouraging—backed by sincere motives—and considerate of the other fellow's feelings, and by all means the use of good judgment when controversies arise, for so many things develop of diversified character that a fixed rule applied in one case would not apply in another.

I recall reading an article some time ago, as to how a street car company in Ohio was saved from bankruptcy. This company was doing so badly that even an increase of fare would not have helped much. People simply didn't seem to want to travel on that line. At the last moment the General Manager got the bright idea of teaching his conductors that instead of being on the platform merely to collect nickels and make change, they were there as salesmen, and that each passenger was a customer who was buying a ride.

Thereafter, every patron of those cars got a pleasant "Thank you" for his nickel. He wasn't told to "Step lively," any more than a customer in a department store would be thus addressed. He wasn't given a scant five cents' worth of consideration; he was treated as though the company had an interest in his comfort and convenience, and because they liked the treatment they got. A receivership was averted, and although the company is not yet making a profit, it is gradually improving.

Another illustration: The practical value of courtesy is a good deal like the practical value of prayer. If you pray for something spiritual in yourself, you generally get it, but if you pray for a new radio by next Wednesday afternoon, you miss the whole principle of the thing—and you probably do not get the radio.

Anyone who expects the world to

act like a slot machine, and deliver up a material benefit for every casual politeness, is going to be disappointed. But the eventual return for continuous courtesy, backed by sincere motives, is so high that it makes any other conceivable investment look sick.

This railroad believes in courtesy and expects its ticket agents to be courteous in all their dealings.

A man must be interested in his job or he wouldn't have in mind that interest which should radiate across the counter and concentrate on the person with whom he is doing business.

The passenger should be made to feel that he is the only person in the world who occupies your mind at that particular moment. He must be made to feel that his trip is a matter of importance to the company and to you.

Remember that people are sensitive creatures—cultivate them—for it is the people who keep the wheels going around.

The purchaser of a ticket is a "STRANGER WITHIN THE GATES" and as such should be accorded all the courtesy due him. Remember that the efficiency of a railroad is judged by the public, to a great extent, by the manner in which its passenger business is conducted, since practically every citizen is an occasional traveler.

COURTESY is one mark of a good railroad man.

Answer the phone promptly and give polite answers to all inquiries.

When answering, speak the same as though your best friend were at the other end of the line. Do not waste time saying "Hello"—say "The Milwaukee Road." This saves the passenger asking the question.

Put yourself in the questioner's place. You are the only immediate source of information at his disposal and while he may ask for enlightenment on subjects that appear trivial, and of no importance to you, they may be vital to him.

Patrons naturally judge the service the company has to offer by the service they receive from you over the phone.

One discourteous action over the phone to a patron or prospective patron does an injury to every man whose name is on the payroll. Be fair to the other fellow.

The manner in which you use the phone indicates largely the type of man you are.

We who are here tonight are associated with one of the largest railway systems in this country under one management. Thousands upon thousands of men are on its payroll. Its taxes, interest charges, payroll and maintenance expenses are enormous.

The function of the railroad is to furnish transportation, from which it gains its revenue



The Paradise River, Rainier National Park

The important factors essential to producing transportation are machinery, material and man power. The officers and employees alike share in the responsibility of the operation of trains carrying goods and passengers—passengers who must, at all costs, be protected in life and limb, and goods are often perishable, usually valuable and for which the railroad company is at all events liable as a common carrier.

Now, for our railroad to prosper, we must build up a reputation of being able to meet this situation, and give service in accordance therewith. After all, the fact remains that our right of way is procured, the tracks are laid, our social and commercial machinery is set up and in running order—and wherever there is machinery, there are moving parts which work against each other, and cause friction. Wherever you have friction you must also have oil or your machine will burn out its bearings. Genuine courtesy and cooperation constitute the oil which will keep our social and commercial machinery in running order. It must be good oil, free from adulteration, strong in essential ingredients; not the kind that produces trouble, for this has no place anywhere.

You cannot use sewing machine oil in the lubricator of engines or axles on cars and coaches, as it is too light.

I heard a story the other day of a mining expert who was paid thirty thousand a year, and hated by every other man in his company, which was a corporation of investment bankers. His technical knowledge was so extraordinary, however, that it looked as though he would hold his place for life. But one day he marched into the President's office. "Henry," he demanded, "What's this idiotic rumor that I'm going to be let out?"

The president, who had been concentrating on a memorandum, glanced up wearily.

"Walter," he said, "If you didn't always come slamming into my thoughts, just the way you slam into my office, without knocking, and if you hadn't used that word 'idiotic' about fifty times a day, whenever it was a question of anyone's idea but your own—there might not have been any rumor for you to hear."

The expert stared at him. "Well, after the nine years I've put in here, that's not much of a compliment."

"If all you want is a compliment, Walter, I'll give you one. It has taken us exactly eight years and a half to find a man to replace you. We began to look for him six months after you went on the payroll."

Andrew Carnegie, starting as a telegraph operator, became one of the greatest plutocrats of history; but this doesn't mean that all telegraph operators can do it. Nor can all grocery clerks become Rockefellers, nor all train boys become Edisons, nor all mechanics become Fords. Individuals differ; they have always differed, and they will continue to differ. Courtesy, in itself, cannot change a man's intelligence or his ability, but whether

he be an iceman or an international lawyer, courtesy will infallibly distinguish him above those of equal rank. It will distinguish him so that he will have a chance which otherwise he might never have had.

There are a few people who imagine that to be courteous is to be servile. They are so jealous of their dignity that they are morally cross-eyed. They do not realize that true courtesy is the trade mark of true pride and self respect.

Napoleon Bonaparte was no worm; but it was Napoleon, as Emperor, who made way for a woman carrying a bundle of washing, and reproached his aides with the sharp command, "Respect the Burden!" Which was no doubt the finest expression of true courtesy in any living language.

Let us see what methods are employed to secure business for our railroad. We know that business, and more business, is necessary for us to handle, for without business moving over our tracks we would find ourselves out of jobs. The more business that we handle, the more apt we will be to find steady work and more of it for our fellow workers. Business must be brought to the road. This is performed by the Traffic Department. It must be moved promptly and safely and this function is performed by the Operating Department.

A solicitor of the Traffic Department is continually meeting with competition, and must assure the traveler or shipper that we can render equally as good, if not better service, than our competitors. If this is accomplished, the solicitor need not worry about future business from the firm or individual being routed the same way.

The Traffic Department is subdivided into Freight Traffic and Passenger Traffic units. The Freight Traffic Manager and his immediate subordinates and assistants are expected to know all about the normal output of every industry which ships or could ship over our company's lines, and they are expected to have a full knowledge of the local needs of every community. Their work broadly divides itself into two parts; one dealing with traffic which is already in existence; the other with Traffic they hope to create and develop. The traffic already in existence is also divisible into two clearly differentiated parts—the distinction being made between local business, which can move over no other road, or methods, and competitive business which has a choice of routes.

But even local business, so-called, is often highly competitive with the local business of some other parts of the country, where the same commodities are manufactured for shipment to the same market or to different markets. Therefore it does not do to give anyone bad service on the theory that he cannot get away; this experiment has been tried from time to time in the railroad history of the country and has never worked well.

The chiefs of the Traffic Department keep in close touch with the local

agents at each important point on the line, with the traveling Agents and with the general agents located in points off the line. As, for example, Detroit, where our road maintains a complete soliciting staff, both freight and passenger representatives, and an office for general information, to give us representation in a foreign territory and also to keep in touch with the initial line agents who can divert freight and passenger business as they see fit.

The station agents on the line ordinarily do not have time to solicit business. They are joint employees of the Traffic and Operating Departments. They are usually busy men, being responsible not only for the selling of tickets and waybills, for handling trunks, mail and express, as well as helping load and unload freight, but for receiving and transmitting train orders over the telegraph and for keeping up a large number of statistical forms, required by different departments. They are the employees with whom the general public comes by far most frequently in contact, and it is here where courtesy can play an important part. It may be that the agent is overworked at times, but the public is entitled to consideration, and the lack of courteous treatment being accorded the customer, has brought about considerable of the present unpopularity of the railroads, which will take a long time to correct, as it has also reflected in the jury box and adverse legislation.

The amount of traffic which a local agent can bring to his company by sheer virtue of his personality is extraordinary.

At a certain station on our line, served by two other railroads, our agent got two thirds of all the paper shipments during last season, although our routing was the longest of the three roads to the market and the rates were uniform. Thus it is very important for the Traffic Department to know whether our representatives are popular or unpopular with local shippers; popularity in a case like this is an asset which is worth a good deal to the company and the man is entitled to recognition when a promotion is open.

The Interstate Commerce Laws are such that we cannot grant any concessions, but the local agent has many strings left to his bow. For example, he can keep the shipper accurately advised of the location of inbound freight, which the shipper is expecting, and can use his personal services to expedite shipments which are liable to be followed by more business. He can find out what small or large defects in service have annoyed the shipper in previous cases, and he can take means to correct them. He can give the shipper helpful bits of information about things they are interested in. In short, he can be a real friend to him, and build up a personal relationship which will serve to bring and hold business for long periods against all comers.

These conditions do not hold true in the Passenger Department. The local Passenger Agent can build up a

good deal of special traffic in excursions or organized special movements, by studying the needs of the community and by keeping posted on conventions and cultivating the acquaintance of the men who control large organized movements.

He can recommend that judicious advertising be done, but he cannot often make people travel by an inferior route when a superior one is at their service, unless he has inducements to offer which are beyond those which can be included in personal services. Where conditions are equal, or almost, equal, however, the Passenger Agent can influence an enormous amount of business, not so much by personal solicitation as by being able to offer the best in train service which the company can possibly afford, and by having constantly in mind all the details of that service.

The Passenger Traffic Agent, and General Passenger Agent, are ever alert in studying out popular dining car runs, details in the sleeping car service which can be improved. They keep strict supervision of all off and on line General Agents and keep all concerned informed of the developments of innovations in our equipment and service. Prepare advertising with view of exploiting same to the public and devise ways and means to increase and stimulate travel.

The foregoing outline of our organization, first as to how we are equipped with man power and machinery to handle business, incident to this large transportation machine, and second as to how we are organized to develop business and bring same to our rails, does not dispose of the question as to the future developments and prosperity of our property, for we must have 100 percent co-operation and harmony among our employees to assure us greater efficiency and results.

Our company has gone through some very trying years and experiences of late, from which predicament it will soon emerge, when it will be better fortified than ever before to render high class service to the millions of people that populate the thousands of cities, townships and villages along its right of way.

Many of us have heard our railroad ridiculed, scoffed at, criticized and perhaps condemned. Some of our competitors took advantage of this situation by saying the financial difficulties we were in reflected in our service, and accordingly made it appear that they had clear sailing in the competitive field. However, they were mistaken, for our patrons experienced no bad effects from the receivership. To the contrary the public saw that we were persistent to grow stronger, develop and progress far beyond their most sanguine hopes, for all this time our management had the thought in mind constantly, to best serve its patrons, so today we command a greater reputation and prestige than ever before, so far as motive, purpose, accomplishments and achievements are concerned. This is due to the loyalty and co-operation you men who are be-

hind the guns have rendered, and do not overlook the fact that both Mr. Byram and Mr. Gillick know this, if I can read between the lines.

With the added facilities and new equipment recently placed in service, we will never be obliged to make apologies to anyone, as to rendering perfect service, yet with larger investments made to meet this situation, it will be necessary to procure more revenue from our freight and passenger sources. It means we must make more friends among the travelers and the shippers of freight, so they will give us added business. This can be easily done by your further co-operation and efforts, and if these meetings on Courtesy and Co-operation accomplish what the Safety First movement has, by establishing a record of minimizing accidents to such an extent that our railroad has not killed a passenger in over five years, we can go again before the public and say that we are making progress.

All railroads now appreciate the value of good public feeling as an asset and they go about securing it in a more or less systematic way. Yet there is room for improvement. You men can become real diplomatic corps, and thus remove many of the causes of criticism of the company or of its service. You can also assist in minimizing the complaints against the company by your co-operation and actions.

A conductor, or trainman, while on the train, is the company's representative, and is charged with conducting its affairs. Their actions and behavior are watched and scrutinized from every angle, and the railway company is judged accordingly. Another thing, many petty grievances and misunderstandings on part of the public, can easily be corrected by employees creating an atmosphere of tolerance, frankness and a desire to deal fairly and squarely with them.

A "Good morning," a "Thank you," a smile at the right time, while dealing with the public, will gravitate more good will toward us than an ultra, indifferent attitude, supported by a hostile disposition. Remember: A mile a minute is good time, but a smile a minute gets more action.

Service, as generally interpreted, is

something more than a matter of convenient schedules, fast time and the safety of modern equipment; there is still a greater obligation on the part of the railroad to the passenger. For illustration, the first essential to travel comfort is relaxation; mental ease; laying aside excitement and nervousness; the feeling of strangeness that comes even to experienced travelers. We therefore must make the passenger feel at home by showing him respect and courtesy. Perhaps it can be found reflected in a smile from the conductor when he lifts the ticket—perhaps it can be found in the ready willingness with which the conductor, brakeman or porter anticipates the wishes of the traveler; maybe it is the care with which the dining car steward sees to it that he is pleased; possibly it is just a something in the atmosphere which he senses rather than sees.

For instance, we have a report which emphasizes this:

A conductor on one of our important trains handling a lady passenger while enroute to St. Paul, received favorable comment from her by a letter written to the Passenger Department. It read as follows:

"I wish to comment on a trip I recently made on your road from Winona to St. Paul. I have traveled a great deal in different states from time to time, but I must frankly say never have I come in contact with such service as the conductor tendered to his passengers. He was the very essence of courtesy, kindness and refinement. He had the attitude of a host with a houseful of guests, and was trying to make each individual happy and comfortable. It was not only what he did, but back of that there radiated such a fine spirit that in this day is very unusual."

We can, without any further thought on this matter, be assured that this lady and her friends will use our service again in the future and should she perhaps control freight it would be uppermost in her mind to consider our railroad.

On the other hand, had she been rudely handled, she would, no doubt, have harbored animosity toward our



Superintendent's Office Force. Green Bay, Wis.

interests. Therefore it follows that the rude and dictatorial attitude towards our patrons is dangerous to our general welfare.

We have similar reports, or letters from patrons, on hand, which we know has helped us in increasing our freight and passenger business, and I wish to assure you whenever any employe performs acts of courtesy and consideration to our patrons and it is brought to the attention of the Traffic Departments, same is made known to the officers having jurisdiction, and in turn they record same.

Competition now-a-days creeps in every place. The auto, good roads, busses, make it possible for persons residing at local stations on our line to drive across to our competitors' stations and patronize that railroad, hence every traveler or shipper has the opportunity to seek out better service in case we do not offer it.

In conclusion, permit me to say that it is very important to keep in harmony with the personal wishes and inclinations of the public with whom we come in contact, and for which we are required to perform service.

With this in mind, we need no further introduction to the word COURTESY.

Again, let us not forget that we have transportation to sell. All discourteous actions or unkind manifestations on part of employes toward the public make it that much more difficult to sell our goods.

From a commercial side we can be classed as salesmen, and no salesman can afford to make enemies of his customers.

An Open Letter

THE following letter to The Magazine from our Chief Operating Officer was called out because of an article recently printed in an Eastern paper, and written by Mr. Roger W. Babson, the head of the Babson Statistical Organization, a part of which Mr. Gillick quotes and comments upon. The Magazine believes with Mr. Gillick, that taking the personnel of the railroad as a whole, there is not a more loyal, enthusiastic bunch on any railroad in the country; and that they are doing their best at all times to "put it over" and bring The Milwaukee out at the end of the Receivership in splendid condition to go on toward fulfilling its enviable destiny. We also hope Mr. Babson may ride with us again, because while there are always sporadic cases of inefficiency, or instances when mechanical appliances fail, we feel sure that the morale is as near one hundred percent as possible in human affairs; and that when the time comes, we shall not need to turn over any new leaves in order to demonstrate the real Milwaukee Spirit.

Dear Editor:

During the month of August, Mr. Roger W. Babson in arranging his trip to the Pacific Coast and return, planned it so that he could return from Seattle over the Milwaukee road, as it is the only transcontinental line

A Dozen Reasons Why Courtesy Pays

1. Chickens come home to roost—so do harsh words.
2. Be courteous in the face of discourtesy.
3. Always leave them smiling when you say goodbye.
4. "He profits most who serves best," says Rotary.
5. A man with a sharp tongue will soon cut himself off the payroll.
6. In all intercourse over the telephone, no armor is so becoming, no influence so great, as a courteous and affable manner.
7. Put yourself in the passenger's place and answer him pleasantly and patiently. He will advertise you to your credit.
8. Discourtesy hurts the person who uses it more than the person towards whom it is directed.
9. The principle that underlies courteous treatment of others is simply that of doing unto others as you would they would do unto you.
10. "Politeness is essential. A cheerful 'Good morning' and a pleasant 'Thank you' go a long way toward producing value received to the purchaser of a ticket."
11. Kind words are just as cheap as unkind words. He who sows Courtesy reaps friendship. Courtesy is that sweet flower of life whose fragrance makes glad the garden of the heart.
12. The best recipe for success in any line of endeavor, but more particularly for the man in the railroad world, is courtesy, kindness, tact and diplomacy, judiciously applied.

which has been thrown into receivership during the last twenty years. In his interview with the newspapers that has appeared in many of the daily papers, he described the history and the outlook of the property, and in the last paragraph of the interview has this to say:

"Of course during a railroad receivership, discipline necessarily becomes lax and employes lose their interest not knowing what is going to happen. This is evident in many ways. For instance, although on a train with marvelous equipment, our Pullman had no water in the morning when the passengers wanted to shave and prepare for the day. As soon as the receivership ends such things will never happen. A new life will then possess all. I saw a ticket agent smoking cigarettes while selling tickets but these same things occurred on the Union Pacific and Atchison when they were in receivership. Then even their employes seemed indifferent to the real interests of their company. Of course, this will be all changed as soon as the Interstate Commerce Commission approves the Reorganization plan, and the new company assumes control. The receiver is doing the best he can

under present conditions. When this change does take place and conditions are once more settled, I believe the new Chicago, Milwaukee, St. Paul and Pacific will slowly but steadily come back to its former position as one of the very best railroads in America."

Personally, I am more interested in his conclusions than anything else because it deals with the human side of the family and leaves the impression that because of the receivership we have all lost interest in the welfare of the "Old Milwaukee." He says that discipline necessarily has become lax and the employes have lost interest and that it was evident in many ways.

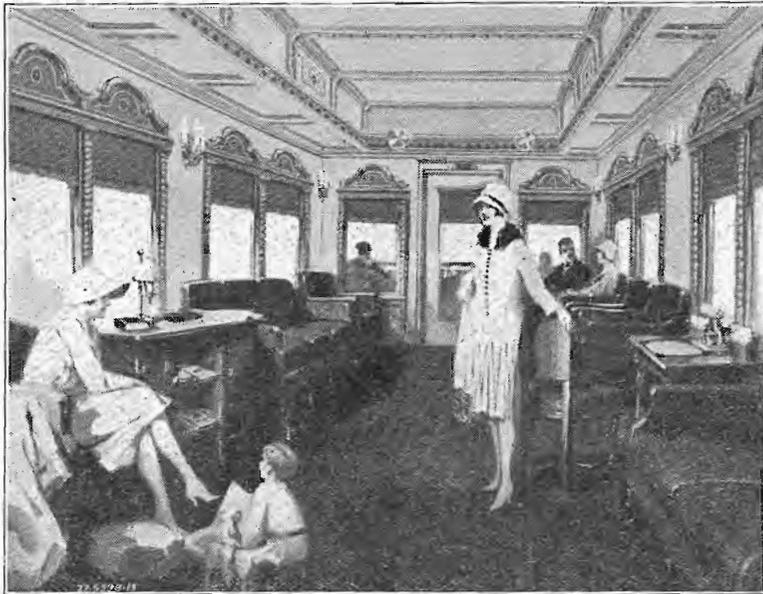
I know that every employe as well as officer who had the opportunity to read the article felt very keenly the impression that Mr. Babson got about us, because there are few men or women in the service of the Receivers who did not from the very first take a hitch in their belt and make up their minds to create just the opposite impression, and from the favorable comments that are made by the people who live on our line and who are being served every day by both the employes and the officers, we know that we are doing the job better than ever. It will be difficult for them to understand what the few that Mr. Babson came in contact with did to leave the impression with him that we were going backward and that we had any doubts as to the future. Of course, the man smoking the cigarettes while selling tickets would not impress any one as belonging to an organization that was disciplined, but he certainly represented a small minority.

Since reading the article, I have had many opportunities to discuss the subject with employes on various parts of our system and I am sure that I am speaking for the employes as well as the officers when I say that there are few places in this country where there is more enthusiasm for the future of their company than exists in the Milwaukee family. The records which are carefully kept and supervised show the most perfect on time schedules for both passenger and freight service that we have had in the history of such records. As to discipline, our records show that we have fewer accidents and personal injuries due to neglect of the employes than we ever had, again making it difficult to appreciate why anyone should get the impression that because of the receivership there is a laxity of discipline.

We all hope that Mr. Babson will have occasion to ride with us again, and that if he does his impression of the organization will be more favorable, and that the spirit of the great majority will be more in evidence than it apparently was on his recent trip.

It was unfortunate that Mr. Babson had the experience of finding no water in the Pullman car in the morning. It was due to a failure of mechanical appliances that do occasionally occur in spite of our efforts to avoid them.

Yours truly,
(Signed) J. T. GILLICK
Chief Operating Officer.



The Observation Parlor

The New Olympian Observation Parlor Car

THE new Olympian train which went into service in its entirety on August first, is enjoying the admiration and patronage which its completeness and beauty well deserve. A description of its handsome Pullman sleeping and compartment cars would be but a repetition of the story told in these pages in June; but as the new Observation Parlor car is a departure from the old models and has nothing to compare with it in beauty of design and elegance of furnishing, a little talk about it here will be in place.

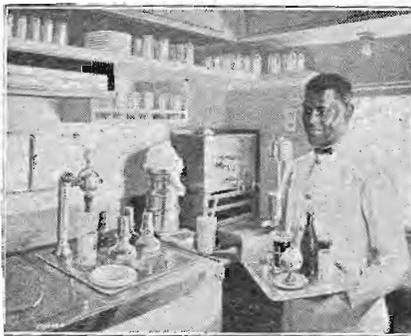
The new Olympian booklet issued by the Passenger Department says of this car—"The dignity, comfort and beauty of the observation parlor car make it a place where passengers love to gather and linger during an Olympian journey." At the forward end of the car, is a spacious women's toilet and bath, with shower and wash stand, wardrobes, etc. Opening from this is a large women's lounge handsomely furnished and tastily decorated. It has "comfy" reed arm chairs and couch, a walnut reading table and bronze table lamp and richly draped windows. Added to these comforts are the services of a maid for manicuring, hair-dressing, etc. Many beautiful mirrors are a feature of this apartment.

Following down the corridor at the side of the car, the next features of interest are the commodious men's bath, barber shop, etc. An expert barber is in attendance, and the men can enjoy their daily shave and the women can have their "bobs" attended to quite as if they were in their own home towns.

The ample men's smoking room follows. This room is sixteen feet long and contains chairs, a couch, a movable drop table and one on which there are the current periodicals, newspapers, etc. and a bronze lamp to read them by. The windows are curtained, but not draped, as becomes a men's lounge.

A buffet wherein is served light luncheon, soft drinks, etc. is between the men's smoking room and the observation parlor, which is certainly a joy to see. The long observation parlor is an exquisite harmony of color, the enameled walls and ceiling are done in sienna with polychrome and gold illumination in the ceiling and the fluted window pilasters. The carpets carry out this upholstery and drapery color scheme in darker tones. The room is lighted by bronze side-wall candelabra, and the handsome writing desk, combination table book-case with specially designed table lamps, are examples of the highest and best in interior decoration. Luxurious easy chairs and divans complete the furnishing and of course add to the enjoyment of travel on this splendid train.

On the rear end is the usual open observation platform, where the full beauty of the scenery and the welcome fresh air is best enjoyed on The Milwaukee, with its "free-from-smoke-and-cinders" electrified districts and the incomparable comfort of the wonderful roller-bearings that give entire freedom from jerks and jolts in stopping and starting, and make the trans-continental journey a purely restful three days.



The Soda Fountain in Observation Car Buffet

Modern Business Demands a New Living Standard

A. H. Scharenberg

MODERN industry or business demands to a more or less extent, a new living standard one of which is **SAFETY FIRST**, therefore, large business enterprises, and particularly railroads throughout the country, have created departments, that do nothing else but study, analyze situations, and conditions, to make it possible to operate under the safest and most efficient way.

Now, railroads are possibly confronted more with the human element than most other industries, the loss of experienced help is a very serious problem at all times. They have their published schedules to comply with, in their service to the public, and where if you please, every man is a cog in the railroad machine, you can appreciate, just how valuable every employee is to the company—and that one of the first principles of our Safety First work is, to impress on our people, to think of these things and realize just how much the company depends on them, also feel the responsibility to this railroad machine, always having that factor in mind, with the thought, that railroad work in the operating field especially, is one in which there are more hazards than almost any other employment. Men must think of this situation, make up their mind for once and all to avoid unsafe practices, do things only in a safe, sane manner and when in train service never forget your fellow employee or helper. It is further my thought, if men on leaving their homes, families, or loved ones—and throughout the time of their being on the job, couple up your home ties or love of life with what you are doing, you might avoid unsafe practices or taking chances, and begin to be a safety first unit on your own accord.

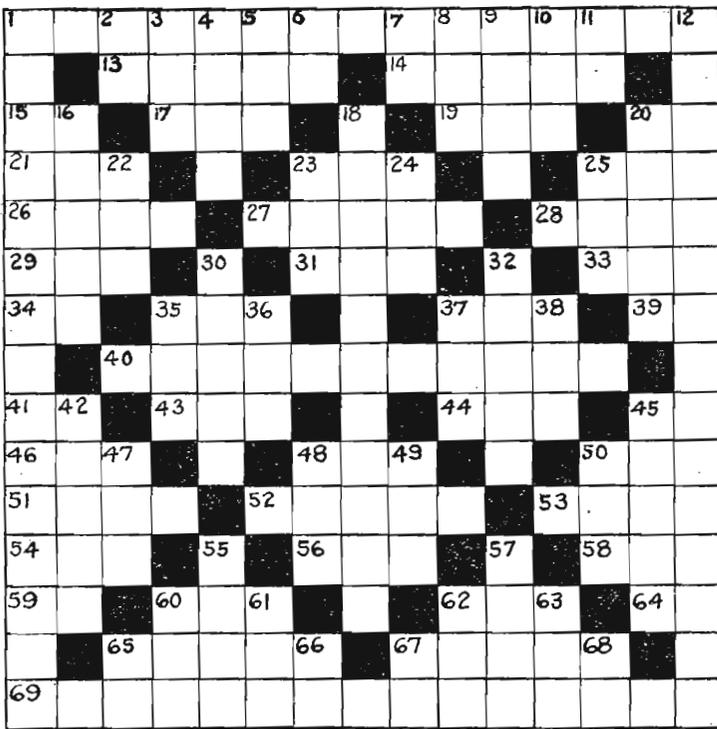
It is really funny how easy and naturally you can follow safety work. Why, if you get the "bug" or habit or whatever you want to call it, you cannot pass a board, with a nail sticking up without turning it over or bending the nail down. You will also find you will not depend on the one sense of "hearing" when walking along railroad tracks, without checking up also with your sight to know positively, that you are in the clear from danger of moving cars or engines. You will also have much respect for the approaching front footboard, of an engine and avoid its use whenever possible.

You will begin to note every move on the part of your brother employee, and not hesitate to call them to account, when in the act of unsafe practices.

Too Cheap

Rastus: "Here's dat quatah ah borrowed from you last yeah."

Sambo: "Yuh done kep' it so long dat ah don' know if it's wuff while fo' me tuh change mah 'pinin of yuh jes' fo' two bits."—*Life*.



Cross Word Puzzle

*Submitted by W. D. Severance, Chief
Clerk in General Office,
Portland, Ore.*

Horizontal

- 1—Foolishness.
- 13—An eye.
- 14—Theatre.
- 15—Not at all.
- 17—An emmet.
- 19—Father.
- 20—To bring about.
- 21—To weep.
- 23—Small mound.
- 25—40 cubic feet of space.
- 26—Metals.
- 27—Turns.
- 28—To tinge.
- 29—Baseball glove (slang).
- 31—To mimic.
- 32—A vegetable.
- 34—Manuscript (Ab.)
- 35—A serpent.
- 37—A genus of ruminant quadruped.
- 39—Same as No. 11 vertical.
- 40—The night last past.
- 41—Thus.
- 43—Born.
- 44—Behold.
- 45—A preposition indicating arrival.
- 46—To dry in the sun.
- 48—Which person?
- 50—Pronoun of second person.
- 51—An article.
- 52—Invents.
- 53—Steers wildly.
- 54—Globe.
- 56—Open (Poet.)
- 57—Man (pl.)
- 59—New England (Ab.)
- 60—Unit of electrical resistance.
- 62—To rest.
- 64—Prefix meaning again.
- 65—Dialect.
- 67—Musical drama.
- 69—Landings.

Vertical

- 1—Not having a commission.
- 2—A refusal.
- 3—A spring.
- 4—Portable cooking apparatus.
- 5—Egg of a louse.
- 6—Southern state (Ab.)
- 7—A partnership (Ab.)
- 8—Join.
- 9—Slender.
- 10—To bow.
- 11—Prefix meaning in or into.
- 12—Willingness.
- 16—A kind of Iris whose root stock smells like violets.

- 18—Offices of keepers.
- 20—One receiving a gift.
- 22—Besides.
- 23—Beverage.
- 24—Before.
- 25—End.
- 30—Hard question.
- 32—Hobgoblin.
- 35—A mans name (Ab.)
- 36—Past tense of eat.
- 37—Twice.
- 38—That female.
- 42—Extravagant.
- 45—To soar.
- 47—Snout.
- 48—To court.
- 49—Single unit.
- 50—A potatoe.
- 55—Fancy.
- 57—Food.
- 60—Lyric poem.
- 61—A throng.
- 62—Same as No. 3 vertical.
- 63—Three (Prefix).
- 65—To be (Present tense.)
- 66—Mother.
- 67—All right.
- 68—A dipthong.

Winfield Scott Haines

THE Old Timers on the I & D will remember him as an engineer in the early eighties. One of his assignments was the line from Marion Junction to Running Water; at that time that line was the only one in that part of Dakota Territory—the division of the territory coming later. The water on the branch was bad with no boiler washing facilities, this gave the young engineer frequent changes of engine. The last act of a candidate for the shop was to take a month on the "Branch." The water at either end of the run was good. To beat the intermediate tank of alkali, Haines rigged a wooden cistern on the top of the regular—the plan worked and he gained his purpose of having a permanent engine—the then "hearts desire" of all engineers, some wise foreman raised the question, "was the tank truck able to carry the extra load?"—said "WINFIELD SCOTT" if you can figure it won't, I will put in freight car trucks that will settle that—that one remark set some of the high bosses to thinking, and the freight car trucks and locomotive tenders were made interchangeable. I remember at Estherville the truck on a stock train engine tank failed—in forty minutes the section engine and train crew made the transfer of trucks. Possibly the plan of interchange is yet in vogue.

In about 1887, Haines and his Chief "Tom Fraser" went to the "Soo" from there they both advanced—Fraser to be the Manager of a large Car and Bridge Works at Chicago—Haines to Division Master Mechanic—following his Chiefs "Willard" and "Underwood" to the Baltimore & Ohio—thence to the Erie, where he served 23 years. For some months, he had been owing to his health, inactive. He died in New York City on June 28, 1927—thus fades another of old pioneer railroaders—rough and ready at his trade, wise, beyond comparison. He will have a place in the hearts of those of us who knew his sterling worth.

**Once a Brakeman—
On the "Old Reliable"**

"Potpourri"

Seventeen and party dresses,
Birthday candles, laughs, caresses,
Birthday roses.....

Bridal roses, satin white,
White as wedding gowns are white,
White as brides are white.....
One from out the Brides bouquet.....
Petals fallen on the floor,
By the door.....when she went away.

Faint pink roses by the bed,
On her arm a babes bright head.....

Birthday roses, bridal roses,
Golden wedding, golden roses,
Blush.....LaFrance and Jacqueminot,
Burgundy and Cherokee,
In a black rose pot.....

Funeral roses, waxen white,
We put in the jar last night.

—N. B. D.



**Ass't General Passenger Agent J. F. Bahl
Showing the Roller Bearing on The
Olympian Train**

THE MILWAUKEE MAGAZINE

Union Station Building
Chicago

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

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Attention Veterans

WHEN this issue of the Magazine reaches you, it will be about time to pack the old grip, take the wife and family and set out for the big meeting in Minneapolis, September 12th and 13th.

The program is a "humdinger" and every detail has been carefully arranged by the Committee, headed by General Superintendent, C. S. Christoffer, to assure everyone the time of his life.

The facilities at the New Nicollet Hotel are ample to take care of a company of 1700 people at the banquet; so none need to be apprehensive about the accommodations for that event. The hotel accommodations in Minneapolis are sufficient, economical and comfortable—more than that—luxurious; and the Twin Cities offer, as everyone knows incomparable attractions. Mr. Christoffer wishes us to again make the assertion that the Veterans will have one of the best times they ever have had, at this Fall Meeting. **MAKE YOUR PLANS NOW**, if you have not already done so, to be at this meeting. No one can afford to miss it.

Following is the program:

September 12th—7:00 AM to 10:00 AM, reception and registration in the ballroom of the New Nicollet Hotel. 10:05 AM the Veterans will assemble at Gateway Park directly across the street from the New Nicollet Hotel, to have their picture taken. 10:30 AM to 12:30 PM, sight-seeing tour of Minneapolis. 2:00 PM to 4:00 PM, Annual Meeting. 2 PM to 5 PM Theatre Party for the Ladies at the State Theatre. 6:30 PM—Banquet.

September 13th—All Veterans will assemble at the corner of Hennepin and Washington Avenues to board street cars for making trip to Lake Minnetonka where picnic will be held. 12 Noon, buffet luncheon will be served. 1:30 PM to 4:00 PM, games and races of various descriptions. 4:00 PM, board street cars for Minneapolis.

The Employes Band of Minneapolis will furnish the music for the banquet and also the picnic.

Railway Electrification

THERE are 5851 miles of electrically operated railways in the world, of which the United States has 1621 miles, or about 28%, according to a recent report of the American Railway Association.

These figures do not include street railways or interurban lines.

A tabulation of electrification in the United States, including lines having more than 25 miles electrified and excluding side tracks, yard tracks, etc., follows:

C.M.&St.P.Ry.	660 miles
N.Y.N.H.&H.R.R.	158 "
Virginian Railway	134 "
Long Island R.R.	127 "
Pennsylvania R.R.	118 "
New York Central Lines	63 "
Norfolk & Western Ry.	62 "
Southern Pacific Lines	52 "
B. A. & P. Ry.	46 "
Illinois Central R.R.	37 "
Erie Railroad	34 "
B. & O. R.R.	32 "
Great Northern Ry.	26 "

The Milwaukee Road's electrification is shown to be four times that of the next highest line, and about one-ninth of all the rail electrified mileage on earth.

Father and Son

In the Milwaukee Family, there are many instances of Father and Son following the railroad calling; and some where even more than two generations are in Milwaukee Service.

The Magazine would like to have a record of the fathers and sons who are in the employ of the company and the character and length of time of their service, etc Please send to the Editor of The Milwaukee Magazine at Libertyville, Ill.

At the Cross Roads of the World

Roberta Bair

CHIEF Dispatcher Harley Smith left the office at 12 noon on his vacation to Utah and points west, but on account of having no compass, arrived at Washington, D. C. going straight east.

Division Storekeeper, C. W. Pearce had a vacation and still the surplus of material kept going down although Charley had them all talking before he started.

G. E. Passage, master mechanic, bought a new auto while in California and while around sight seeing, discovered himself in Mexico. We all know what George did before leaving.

Ralph Hunt, Dispatcher is another of our employes who has joined the soup list, having had his teeth extracted recently. We wonder if Ralph will go on a hunger strike.

Smithy wants to know what the population of Mt. Vernon is.

It looks good to see Bob Burns, Field Engineer, back on the job again and to see the improved condition of his right hand and arm. Here's hoping he will soon have a 100% cure.

Tom Walters, Assistant Division Accountant, is spending his vacation in Terre Haute.

Mrs. Flossie Waggoner and Miss Alice Church of the Hulman Street office force are spending their vacation at Jacksonville, St. Augustine, Palm Beach and Miami, Florida and Havana, Cuba. We wonder what these

young ladies will smell like when they get back to the states.

Division Accountant L. S. Amour and family spent a week's vacation visiting Mr. Amour's brother in Chicago and fishing at Lake Bruce in northern Indiana.

Raleigh Cole and family will vacate in the one seated chariot, on or about August 18th, depending upon weather conditions. Mrs. Cole hasn't yet decided just where they will go.

Assistant Superintendent Donald and family are on a vacation. Lloyd ordered one large U R T refrigerator sent to Eagle River for fish loading, but on account of George Shall sending the order to the Hymera Coal Company, the car never arrived and its just as well, because Lloyd fell down badly on the amount of fish he intended to catch.

Several theories have been offered as to where Division Engineer, E. H. Pfafflin, is spending his vacation, and one of the members of the engineering department thought he had made the discovery when he discovered a large cloud of smoke rising near the corner of Michigan and Jackson Blvds., Chicago, but upon arriving at the scene, he discovered that such was not the case. Several wagers have been made as to the number of cigars that have been passed out of existence during his absence, but we hope he is thoroughly enjoying them along with his vacation.

We extend our sympathy to Lloyd Groves, Signal Maintainer, in the sudden death of his mother. Mr. Groves was in northern Indiana on a vacation trip at the time of his mother's death, which was caused by heart failure. Engineer Clay Damer drove north to accompany Mr. Groves home and on the return trip, Mr. Damer's car was wrecked and he suffered several minor injuries and a broken thumb.

Miss Martha Swanson submitted to an operation recently for the relief of appendicitis at St. Anthony's hospital, Terre Haute. Here's wishing Martha a speedy recovery.

We extend our sympathies to Albert Goodman account the recent death of his brother Roy.

PEARCE'S SIMPLE EIGHT

Der feller vot sits on der highest schair
Unt fools der barber by vearing long hair
Unt shakes a shtick all round in der air
Is der Leader.

Der feller vot's negsd to him on de right
Unt geips his instrument glean und bright
Unt blays like a pird only not so quite
Dot's der Flute Blayer.

Der feller behint mit der bush unt bull
Mit a pair of lungs just like a mule
Unt dries to break it—awful fool
Dot's der Drombone Blayer.

Der feller vot sits, on his face a schmile
Unt dry to blay mit lots of shtyle
Bud geds a plue node vonce in a vile
Dot's der Gornet Blayer.

Der feller vots negst to der Leader's shtand
On der left, is der Leader's right-hand man
He's der brincipal um-pah in der band
Dot's der First Violin Blayer.

Der feller mit hair barted in der middle
Unt blays just like der second fiddle
Unt tinks he's in its just a little
Dot's der Viola Blayer.

Der feller in vront of der old drombone
Mit eggsgusion unt squeaky done
Unt blays a gazenda ail alone
Dot's der Glarionet Blayer.

Der feller vot stands der corner in,
But don't hold his fiddle under der chin
He don't haf so many nodes to butt in
Dot's der Base Fiddler.

The Olympian Train

By Edmond S. McConnell

Chapter V

The Locomotive

ASIDE from man himself, the locomotive is the most human thing on the railroad, so perhaps before going further we should give a brief description of what the locomotive is and what it does. The modern locomotive is a highly efficient self-contained power plant and unit of locomotion, carrying within its huge structure every element of energy and mechanism that makes it independent of all outside source of power. There are four essential parts which combined in the right proportions make the locomotive—the firebox, the boiler, the cylinders, and the driving wheels. The firebox receives the fuel, and by a process called combustion releases the energy stored in coal or oil. The heat energy so released is absorbed by the water in the boiler, and the mysterious element, steam, is generated. In the cylinders the steam energy is transformed into the energy of motion, and through the connecting rods the reciprocating motion of the pistons working back and forth in the cylinders is transformed into the revolving motion of the driving wheels.

One early writer described the locomotive as a big kettle on wheels, and though it is a great deal more than a kettle, that was a peculiarly apt description, for the thing that matters is the boiler and its component part, the firebox. The capacity to generate steam quickly and economically is the first consideration of locomotive design. The boiler consists of three principal parts—firebox, barrel and smoke box. The main portion is the barrel which has two or three hundred tubes running through from the firebox at the rear of the boiler to the smoke box at the front end. The boiler barrel is usually made in three sections or courses each formed from a single sheet of steel ranging from one half to an inch in thickness. The courses, after being riveted together, taper from the firebox to the smoke box. That later is, to all external appearance, merely the forward course of the barrel for the whole cylindrical portion is commonly lagged with asbestos composition to prevent radiation, and then covered with a sheet iron jacket which gives that smooth unbroken surface to the boiler barrel.

The inner firebox is rectangular in plan. The crown (top) sheet and side sheets are usually formed from a single piece of steel, while the front is a separate sheet perforated with numerous holes to receive the ends of the fire tubes. The back of the firebox is formed by the door sheet, and at the bottom is the grate which is similar to a furnace grate, but much larger, for the firebox of the largest of the Olympian's locomotives is approxi-

mately seven feet wide by nine feet long. There is a space of several inches between the inner firebox and its outer shell or wrapper sheet, to which it is firmly fastened with staybolts extending through both sets of sheets. This space is filled with water high enough to cover the crown sheet to a depth of about four inches.

The tubes, which are made of seamless steel or fine charcoal iron, conduct the hot gases through the boiler, greatly adding to the heating surface of the firebox. The tubes terminate at the front flue sheet which is located between the smoke box and the first course of the barrel proper. The smoke box serves a very necessary purpose, for the exhaust steam from the cylinders is conducted into the bottom of it, and as it rushes up the exhaust pipe placed beneath the smoke stack opening, it creates the necessary draft without which the locomotive would be of little use. In effect, the upward flow of used steam in its efforts to escape out the stack, draws the hot gases through the tubes thus creating the necessary draft for the fire. It is easily seen that the harder the locomotive works, the stronger the draft, and the more fiercely the fire burns. Inside the smoke box is a spark arrester of heavy wire netting, and also the header of the superheater, of which more will be said when we trace the course of the steam through the locomotive. The front of the smokebox is fitted with a circular door which permits access to the front end of the boiler for the purpose of cleaning, inspection, and repair.

On top of the boiler, usually at the highest point, is the steam dome where the saturated steam, which has a natural tendency to rise, collects. From there the steam is conducted through the dry pipe along the top of the boiler, just above the water level, to the saturated side of the superheater header or drum, through the superheater units, and back to the superheated side of the header. There the steam divides into two smaller steam pipes, which follow the curvature of the inside of the smoke box and pass through the smoke box shell near the bottom. These pipes conduct the steam to the steam chest into the cylinder casting, whence it is alternately admitted to both ends of the cylinder by the valves. After expanding in the cylinders and imparting motion to the pistons, the valves release the used steam, now at much lower pressure, and it passes up the exhaust pipe and out the stack serving to create draft for the fire as it passes through the smoke box. Located in the dome is the throttle valve which regulates the quantity of steam which flows into the dry pipe and to the cylinders. The throttle valve is controlled by a rod which passes

through the back head of the boiler into the cab where it connects with the throttle lever close to the engineer's left hand.

In former years before the superheater came into use, the saturated steam passed directly from the dry pipe into smaller pipes leading to the cylinders. The steam temperature corresponded to the pressure in the boiler and the slightest chilling would condense a portion of the steam, so that a small quantity of water was frequently carried over into the cylinders. The object of the superheater is to deliver the driest steam possible to the cylinders, for the dryer and hotter the steam the greater its power. In the superheater the steam is dried and its temperature raised by passing it through tubes exposed to the fire immediately before it goes to the cylinders. In order that this may be done a number of the fire tubes are replaced by a smaller number of superheater flues of larger diameter. Through these larger flues smaller tubes called superheater units are led, and through the units the steam passes on its way to the cylinders. The hot gasses from the firebox which flow through the superheater flues as well as through the fire tubes, serve the purpose of heating the water in the boiler as before, but also serve to dry and superheat the steam as it is used. The superheater is one of the greatest improvements ever made to the locomotive, for in one stroke it increased the efficiency almost one quarter.

The question of replacing water in the boiler as it is used is a most important one. Normally the boiler should be about two-thirds full, and it is the duty of their injector to maintain this level. For many years after the locomotive came into use, the supply of feed water was forced into the boiler by a pump working from some part of the engines mechanism. Then a Frenchman, Giffard, invented the injector, the principle of which is that a jet of steam induces a corresponding jet of water to lift a check valve in the boiler shell against the internal pressure of the steam, and thus a constant supply of water is maintained. With the old fashioned pump cold water was supplied, but the jet of steam which operates the injector is absorbed by the water, so very little heat is lost. Two injectors, one on either side of the boiler, are almost universally used, and even when the modern feed water pump is applied, one injector is retained for emergency use.

Almost from the very first the safety valve was an important detail of boiler construction, for several of the earliest locomotives, including Trevithick's exploded for lack of that essential device. The principle of the safety valve is that the internal pressure will lift a valve and vent steam to the atmosphere when the pressure reaches a certain limit. Originally this was accomplished by a weighted lever which held the valve down, but now a coiled spring takes the place of the weighted lever. In the case of the "Best Friend," the first locomotive built in

America, the popping of the safety valve annoyed the negro fireman, so he tied it down—but with fatal results. The conditions of the Rainhill Contest stipulated that each entry should be equipped with two safety valves, one of which must be out of the control of the enginemen, and that wise precaution has been almost universally adhered to since that time. Closely allied with the safety valves are the water column or guage glass and the steam guage, whereby the enginemen may tell at a glance the amount of water and the steam pressure in the boiler.

The boiler is the source of energy, not only for the cylinders and locomotive auxiliaries, but for the whole train as well. Steam is supplied to heat the cars and to run the turbo-generator which furnishes electricity for the train. Steam operates the air pump mounted on the side of the boiler which one often hears as the train stops at a station. Steam operates the injector, the whistle, the headlight generator, and on huge freight locomotives steam stokers relieve the fireman of his burden of shoveling coal. Compressed air from the air pump and main reservoir is a secondary source of power, and though intended first of all for the air brakes, air is utilized for the sanding valve, for the bell ringer to open the firebox doors, and for the air signal system between train and engine cab.

The cylinders, valve motion work, and driving wheels are the essential parts of the locomotive's mechanism, and since they are the parts which transform the energy of heat into motion, they are perhaps even more interesting than the boiler.

The cylinders, two in number as a rule, are rigidly fastened to the frame and to the smoke box. They vary greatly in size depending on the dimensions of the boiler and the class of service for which the locomotive is designed. The cylinder size of the largest of the *Olympian's* locomotives is 25" x 28"—twenty-five inches in diameter and twenty-eight inch stroke, though large freight engines which have bigger boilers and operate at slower speeds have cylinders of greater dimensions. Cylinders are commonly made of cast iron, and sufficient material is allowed to permit re boring after becoming worn. When re bored an inner liner or bushing is used to bring the cylinder back to normal size, and when that becomes worn another can be applied. The steam chest and valve chamber are a part of the cylinder casting, and the two castings—right and left hand cylinders—are bolted together to form a semi-circular saddle for the front of the boiler.

In former years flat side valve shaped like a letter "D" was used to distribute the steam to the cylinders, but this has been largely replaced by the piston valve which works in a smaller cylinder just above the power cylinder. The valve chamber or cylinder is likewise fitted with a renewable bushing which is slotted to coincide with parts in the chamber wall in order that steam may be admitted to the power cylinder.

The piston is made of steel, and is fitted with piston rings which expand against the cylinder walls to prevent the loss of steam. The steel piston rod moves back and forth through a metallic packing in the back head of the cylinder. The other end of the piston rod is attached to the crosshead which slides back and forth between guide bars. These guide bars are in turn supported by the guide yoke attached to the boiler shell and frame. A wrist pin connects the front end of the rod to the crosshead, and the other end of the main rod is attached to a crank pin on the main driving wheel—the second in the case of the *Olympian's* Pacific type locomotive. The driving wheels are coupled together with side rods in order that there may be sufficient adhesion to the rail to prevent slipping.

The valve motion work is that portion of the mechanism which alternately open and close the openings, through which steam is admitted to the cylinder, first to one side and then to the other side of the piston. Thus the piston is double acting, that is, having a power stroke in both directions, for as the valve moves to admit steam to one end of the cylinder it also opens the exhaust ports in the opposite end to allow the used steam to escape. The valve motion work also serves two other important functions—to reverse the engine, and to limit the amount of steam admitted to the cylinder. When the engine is first started steam is admitted for the full length of the piston stroke, but as the engine gains speed the engineer moves the reverse lever which controls the valve mechanism nearer its mid-position in order to shorten the valve travel. This shuts off the steam earlier in the stroke, and the steam in the cylinder is used expansively, resulting in better economy.

For many years the Stephenson valve motion driven from two eccentrics placed on the driving axle was

used, but more recently the Walschaert type of valve motion has replaced it to a large extent. The principle of the Stephenson gear is based on a curved link and sliding link block whose position relative to the link determines forward or reverse motion and length of cut-off. The curved link can be raised or lowered with respect to the sliding block by means of the reverse lever in the cab, which in its extreme forward position lowers the link and gives the gear full forward motion and in the opposite position gives full reverse motion. As the link is moved nearer the center or running position, the movement of the valve is shortened to give the desired cut-off.

With regard to the control of the flow of steam, the Stephenson gear is one of the most perfect ever devised, but its location between the frames and beneath the boiler makes it difficult of access for lubrication and proper care. The advantage of the Walschaert gear lies in the fact that it is outside of the frames and therefore very easy of access. An eccentric crank mounted on the main crank pin connects with a long eccentric rod which rocks the curved link. The rocking motion of the link is combined with another movement taken from the crosshead. The latter motion is transmitted to the valve stem by the combination or lap and lead lever. The radius bar connected with the sliding block in the link and with the combination lever at its other end unites the two separate movements. As contrasted with the Stephenson gear the curved link rocks on a fixed trunion and the link block is raised or lowered by means of the reverse lever in the cab. The position of the block relative to the link determines forward or reverse motion and the length of cut-off.

(Chapter V Concluded Next Month)



The Monster Westinghouse Electric Motor On Exhibition With The New *Olympian* Train



Safety First at Marquette

The following paper was written by Carman Theodore Schmeier, and read at the Safety First Meeting of the Dubuque Division held June 3rd, 1927 at Marquette, Iowa:

SAFETY First is a little slogan with a big meaning. In these days we hear so much of **EFFICIENCY** and it is something which both the employees and the employer strive to reach. **SAFETY FIRST** is merely another term of **EFFICIENCY**, especially when applied to our particular line of business where there is more actual need of carefulness than in most occupations, and is of the greatest importance not only physically, but economically and financially. Not until all parties concerned realize the close relationship of employer and

employee working for safety and efficiency will the true meaning of **SAFETY FIRST** be understood.

It is astonishing how many workers scoff at the Safety First idea. Just because something serious has never happened to them in particular they think it is all bunk to place "BE CAREFUL" signs around as a special warning. But there is always a first time for every accident. If these men would only realize that they are the very ones who make it necessary to display such signs! They make fun of the man who is hired to put the signs and think he has a "soft snap", but they are the individuals who invented the job for this man, and while discussing his "soft snap," they are overlooking safety in their own work, perhaps causing an accident or near

accident to a fellow worker.

Another thing,—men working on the job often neglect reporting a defective or inferior tool to the foreman, and an accident or injury is the result. In the yards, one of the most common causes of injuries is a weakened or worn jack, a split jack handle, a sledge hammer handle, or bar. Lying idle in the tool house such a condition makes little difference, but when damaged tools are in use and the safety of the workers depends upon the strength or dependability of the tools to lift or hold heavy loads, THEN it makes all the difference in the world, especially when so many workers have sprains, broken bones, bruises and scars as proof of such carelessness.

Many employees have the wrong attitude toward reporting a damaged tool. Instead of thinking it is his duty and that the company is always only too glad to replace such things, the worker fears he may be considered a chronic kicker, fault-finder, or merely telling tales out of school. This error is a common one and as a matter of fact, there are no grounds for it. Every company has the welfare of its men at heart and is willing and anxious to provide good tools, replace broken ones, and have enough of everything on hand to enable the men to do their work quickly and efficiently.

Every progressive company spends thousands of dollars for safety devices, the replacing of defective equipment, and the installing of modern appliances. Often it is upon the suggestion of the Government, but usually because the company itself realizes fully that every item thus installed increases the efficiency of the employees and decreases the liability to loss of life and limb. Such loss necessarily becomes a loss financially both to the employee and the employer. No company can afford to be "Penny wise and Pound foolish" where Safety First is concerned, for every dollar spent on prevention of accidents pays a dividend of more than 100% in full time and able bodies of the men it employs and protects. This protection should be appreciated by the employees to such an extent that every man should co-operate with his company, as well as his co-workers in keeping Safety First uppermost in his mind at all times.

Not a man now in the employ of our road would stick by the company if he thought the equipment would be permitted to wear out, rust, break, or otherwise go into the discard without being replaced or kept up to date, and in a condition for **SAFE** daily use. If the company didn't care whether the men had good tools with which to do good work, then the men would have proof that the company cared nothing for the safety of the employees. But,



SONG OF THE VAGABONDS

when good tools ARE provided, new parts available for broken ones, guards and other safety devices installed, as indicated by the company's interest in the safety of the employees, then any fellow who fails to co-operate with the Safety First idea is of little value to the company as a progressive and efficient worker.

One man cannot do the work of an entire crew, no matter in what department he works, so it stands to reason that being only one of MANY, he must be twice as careful—careful for himself as well as for his co-workers. The more men there are working together, the greater the risk of accident. A solitary worker is less liable to accident than men working in groups (except electric linemen, perhaps), and when an accident does occur, being human, every fellow thinks of saving his own neck, whereas a little caution and observance of the nearby Safety First sign beforehand, might have prevented such an accident.

Every man who applies for life insurance soon realizes that the life of a railroad employee isn't worth as much in the eyes of the insurance company as a man following a less dangerous occupation. He is considered a "poor risk," as doing "hazardous work" and is either turned down by the company or compelled to pay an extra premium in order to secure insurance at all. Some companies exclude the accident feature altogether, also Total Disability and Double Indemnity, leaving the poor railroader with little choice in the way of life insurance except straight life. However, where a company takes every precaution to guard the safety of its workers, and the men themselves are careful to observe the Safety First Code, the insurance companies soon learn to regard the employees of such a company as a fairly good risk for insurance.

So, it is up to every man to realize a few things and then appreciate the meaning of Safety First. A company whose employees are the most valuable asset it possesses, is the first to realize that safeguarding the men and the work they do is the best investment it can make. Then the "Safety First" signs appear as an indication that the Company appreciates the men working for it. With such proof, the workers, themselves, certainly should realize that there is something after all to all this "hullabaloo" about Safety First, or the company would not go to the expense of keeping the meaning of CAREFULNESS before the men at all times.

Therefore, always remember to be CAREFUL, and don't forget that SAFETY FIRST, LAST, and ALL the time.

* * * * *

The Spirit of Safety

"I didn't think" is a mighty poor excuse to steal another's life or happiness. Think Safety and you will be a Safe workman.

Did you ever stop to think what the Safety First movement is, and what it does? "Accidents will happen." That

has been a byword in the industrial world almost from time immemorial. Accidents do happen, but industry has learned that the majority of them are the result of carelessness, the failure of someone to think of himself or his fellow employee. Therefore, safety campaigns have been inaugurated to wipe out avoidable accidents.

"I didn't think" is a mighty poor excuse when a man is hurt through his own or someone else's carelessness.

A few days ago a practical joker in a large office was having a "lot of fun" shooting paper wads from rubber bands at his co-workers. But he shot once too often, for one wad hit a fellow employee in the eye, blinding him.

No amount of money can recompense for the loss of that eye. No money can repay for the suffering endured. An avoidable accident, but it happened because one man lacked the SPIRIT OF SAFETY.

What is the SPIRIT OF SAFETY? The determination to protect yourself, your fellow worker and your family against avoidable accidents to the best of your ability. The office worker had heard hundreds of times, "DON'T shoot paper wads," but it didn't mean anything to him. He has learned his lesson—a costly lesson—for the joker, and the victim.

We hear "don't do this" and "don't do that" in safety campaigns until sometimes we come to regard safety drives as the eighteenth amendment of life. Those "don'ts" are the results of experience. They are the lessons learned from specific accidents which are known to be avoidable.

"Don'ts" of that nature must be heeded for the proper care of yourself and of your fellow workmen, but the important thing in safety work is to get the SPIRIT of it into your system.

When you get the SPIRIT OF SAFETY into your system you will heed the "donts," but, better still, you will determine for yourself the hazards on every job and of every sport and take precautions that are necessary. You will play safe and do your part to keep yourself and the other fellow free from accidents.

The heartless employer is not interested in safety drives or in accident prevention work. "He can get more employees where he hired the others. If any employee gets hurt, that's his hard luck." That is his viewpoint.

* * * * *

The Dubuque Car Department is very proud to announce the enviable record of two months without an injury, May and June, which just goes to show what can be accomplished with the co-operation of all.

* * * * *

Mr. Doud, Chief Dispatcher expressed his views as follows at the Safety First meeting held at Miles City Montana on the Mussellsell Division April 25th, 1927:

The subject of Safety First is a large one and while so much has been said about it, every angle seemingly being thoroughly discussed, still there remains

much to be said. As I look at it, there is such a broad field we can hardly look forward to a time when we can call our job finished. It is only a matter of making progress and there will always be room for improvement. Not so very long ago I read a paper in this room on Safety First from a Chief Dispatcher's standpoint—today I am going to go a little out of my line and take up a matter which is somewhat foreign to my department, still which is of such importance right at this time of the year that I hardly deem it out of the way to touch upon it.

That is the problem of educating our inexperienced employees along the lines of Safety First. The field for Safety work is of such large scope and there are so many different views and opinions as to how to best accomplish the desired results, that it is rather difficult to know just what is really the best method to pursue. All boiled down it means nothing more than Education. We must continue to teach and preach until every man on the railroad is educated and sold to the Safety First idea. Not only that but we must ourselves let no opportunity go by to learn so we may be better fitted to educate others.

The time of the year is here when we are going to put on, I presume, a large number of new employees, especially in our track department. These men, I think it would be safe to say, will, in the greater part, be inexperienced men, men who probably have never worked for a Railroad Company. This condition coming up our Roadmasters and Foreman have a wonderful opportunity to do some great Safety First work in educating these new employees, and in order to sell them Safety First idea, the interest and the enthusiasm must be generated and distributed to these men by their supervisors. If the Foreman is not a Safety First man, is not interested in Safety First, does not talk it, practice it, or indicate it by his actions, it is very safe to assume that the men under him are not going to be as careful as they should be.

I am fully convinced that the proper time to start lining up these men along Safety First lines is right at the time of employment, before they take up their duties with the Railroad Company. They should be thoroughly coached on the rules, they should be told what to do and what not to do from a Safety First standpoint. There are numerous safety circulars and rules being sent out from the Superintendent's office throughout the year which contain much good Safety First meat with which our Foreman should feed their new men. I think it would be an excellent idea if the Foreman would get these men together before they work their first day, have a little Safety First Meeting all his own, give them a little heart to heart talk, try and install the Safety First idea into their minds right off the bat, and I am firmly convinced that it would be the means of greatly reducing the number of injuries in this Department.

We are making great strides in the Safety movement all over the country; accidents in every phase of railroading seem to be on the decrease on our line. Our road reports a decrease of 7% in crossing accidents in 1926, while in the country as a whole there was an increase of 8%, which speaks well for

the efforts of the Milwaukee Safety Department. When it is taken into consideration that during 1926 there were 6,118 different safety suggestions considered at the various Safety Meetings held all over the railroad, it might be thought that the subject has been pretty well discussed from every angle,

that our field for improving methods and practices is about exhausted, but we are just getting a good start. It is hard to realize just what a large field we have, and I know of no more timely suggestion right now than that I have mentioned—of educating our new employees.

Current Railroad Topics

IN further analysis of the loss in railway passenger traffic there are presented below certain figures, taken from the cumulative monthly reports of the Interstate Commerce Commission, which separate the passenger traffic of Class I lines into commutation passenger traffic and traffic other than commutation. Complete statistics showing this separation are not available prior to 1922. Since these figures, as stated, are taken from the cumulative monthly reports of the Commission, the totals vary somewhat, due to minor revisions, from the figures previously presented which were taken (with the exception of 1926) from the Interstate Commerce Commission's annual reports.

REVENUE PASSENGERS CARRIED—COMMUTATION

Figures are stated in thousands)

YEAR	EAST	SOUTH	WEST	UNITED STATES
1922	337,549	25,381	66,536	429,466
1923	351,422	25,848	69,268	446,538
1924	343,277	25,881	69,615	438,773
1925	350,745	26,164	69,857	446,766
1926	350,384	26,279	69,211	445,874

Comparing the year 1926 with the year 1922, the following changes have occurred in the number of commutation passengers carried:

There has been an increase of 4 per cent in each district and in the United States as a whole.

The third table presents corresponding information regarding the number of passengers carried other than commutation: the figures are stated in thousands:

REVENUE PASSENGERS CARRIED—OTHER THAN COMMUTATION

Figures are stated in thousands)

YEAR	EAST	SOUTH	WEST	UNITED STATES
1922	299,917	85,827	151,588	537,332
1923	303,930	88,978	146,529	539,467
1924	286,379	78,293	127,836	492,508
1925	264,897	68,204	105,890	438,991
1926	257,224	61,794	95,451	414,469

Comparing the year 1926 with the year 1922, the following changes have occurred in the number of passengers carried, other than commutation:

There has been a decrease of 14 per cent in the East;
 There has been a decrease of 28 per cent in the South;
 There has been a decrease of 37 per cent in the West; and
 There has been a decrease of 23 per cent in the United States.

Capital expenditures by the railroads of this country for new equipment and additions and betterment of property used in connection with the transportation service amounted to \$155,022,000 in the first three months of 1927, according to special reports just filed by the Class I railroads with the Bureau of Railway Economics.

Compared with the corresponding period last year this was a decrease of \$10,678,000, while it also was a decrease of \$14,278,000 under the corresponding period in 1925.

From the foregoing figures it would appear that capital expenditures for the year 1927 will approximate from \$700,000,000 to \$750,000,000. This estimate for 1927 compares with actual capital expenditures during the past five years, as follows:

1922	\$ 429,273,000
1923	1,059,149,000
1924	874,743,000
1925	748,191,000
1926	885,086,000

Application of Receivers of Milwaukee Road covering a gross expenditure of about \$1,225,000 for maintenance and improvement work was approved Aug. 16th by Federal Judge Wilkerson of the Northern District of Illinois.

This authorization includes \$875,000 for laying about 90 miles of heavier rail between Odessa and Appleton, Minn.; East Moline and Albany, Ill.; Hampton and Sumac, Wash.; and Hampton, Wash.; Falcon and Kylo, Idaho; Westfield and Hawarden, Iowa; Brookfield and Juda, Wis; and near Elk Point, South Dakota and Edgerton, Wis.

Additional storage tracks, at South Beloit, Illinois and Bensenville, Illinois, will cost \$16,265. Passing tracks at Lake City, Minn., Calabar, Mont., and Richmond, Minn., \$26,790 and a connecting track at Red Rock, Minn., \$6,500.

Bridge and culvert work near Vassar, Wash., Warner, S. D., Weta, S. D., McIntosh, S. D., will require an expenditure of \$43,670.

Laying tie plates to protect ties in various sections between Sabula and Council Bluffs, Iowa will cost \$30,700.

A new electric freight handling crane will be provided at the out bound freight house, Minneapolis, and a locomotive crane at Tomah, Wisconsin and at Dubuque, Iowa. These items totaling about \$36,000.

At Bowman, N. D., a 7,000 gallon per hour water treating plant will be constructed at cost of about \$9,800.

Various miscellaneous items bring the total of today's authorization up to \$1,225,000 for maintenance and improvement of Milwaukee Railroad facilities.



While some improvement has been made in the average miles per car per day, we have not made any reduction in the car hire expense. The following figures show the net debit against our company for the first five months of this year.

JANUARY TO MAY INCLUSIVE:

		Received from other Lines	Paid to other Lines	Net	
				Debit	Credit
Per Diem and Reclaims	1927	\$3,052,046.	\$2,953,521.		\$ 98,525.
	1926	3,301,936.	2,920,415.		381,521.
Increase			\$ 33,106.		
Decrease		\$ 249,890.			\$ 282,996.
Milcage Privately owned freight cars	1927		\$1,073,633	\$1,073,633.	
	1926		905,209.	905,209.	
Increase			\$ 168,424.	\$ 168,424.	
Decrease					
Miscellaneous	1927	\$ 88,703.	\$ 61,338.		\$ 27,365.
	1926	67,529.	43,268.		24,261.
Increase		\$ 21,174.	\$ 18,070.		\$ 3,104.
Decrease					
Grand Total	1927	\$3,140,749.	\$4,088,492.	\$ 947,743.	
	1926	3,369,465.	3,868,592.	499,427.	
Increase			\$ 219,600.	\$ 448,316.	
Decrease		\$ 228,716.			

Cars Other Than Tank Cars

In the July issue we discussed the handling of tank cars of private ownership and in this article will be mentioned briefly the handling and method of settlement covering privately owned freight cars of other classes.

Freight Cars of Private Ownership (Part 2)

The rates paid to the owner on other than tank cars are as follows:

Coal or Coke cars	1½ cents per mile
Heater cars	1 cent per mile
Live Poultry cars	1½ cents per mile
Palace Horse Car (Arms Type—equipped for use in either freight or passenger train service)	1 cent per mile
Refrigerator Cars:	
Beer and Ice (Car with body and doors equipped with insulation having no ice tanks, bunkers or baskets)	17 mills per mile
All other Refrigerator Cars (Car with body, door and hatch plugs equipped with ice bunkers or baskets; brine ice tanks or ice tanks with or without ventilating devices)	2 cents per mile
Stock Cars	1 cent per mile
All Other Freight Cars, except Tank Cars	6 mills per mile

The rules in A.R.A. tariff No. 7-E covering these classes of equipment are as follows:

Rules and Regulations

(Applies on cars of private ownership other than tank cars, as shown in Item No. 57.)

Item No. 45—Rule No. 1

MILEAGE ALLOWANCES

Mileage for the use of cars of private ownership, other than tank cars of private ownership (see items 88 and 90, Rules 10 and 11), for transportation of the railroads parties to this tariff,

will be paid to the car owner (except as shown in Item No. 47, Rule 2 (or reissues), and as specifically excepted in exceptions of individual railroads shown on pages 12, 13 and 14) for both the loaded and empty movement at rates shown in Item No. 57 (or reissues), provided cars are properly equipped and marked with the full name of the owner or lessee and proper reporting symbol or initials and the number of the car.

NOTE:—To avoid confusion incidental to similarity of initials and to assist carriers in properly reporting movements and mileage, car owners should obtain assigned Reporting Symbols from the American Railway Association.

Item No. 47—Rule 2

COMPUTATION AND PAYMENT OF MILEAGE

(a) Settlements will be computed on the basis of actual distance via the route car moves (distances to be determined by use of Distance Tables of railroads parties to this tariff) from point of origin or receipt from connecting line to destination or point of delivery to connecting line, without deduction of mileage through switching districts. (See Note).

(b) Mileage will not be paid for switching movements where the transportation begins and ends within the switching limits.

(c) Mileage will not be paid on movements of empty cars delivered to carriers for transportation as a commercial shipment under Bill of Lading and current classification or tariff.

(d) Mileage will be paid to the car owner on such cars when leased to or rented outright by a railroad until the cars have been remarked with the name and the proper reporting marks of the lessee railroad.

(e) New cars, or newly acquired cars moving empty from or to car works, or from points at which acquired to home, or loading point, by order of owner, must be billed at lawfully published tariff rates.

(f) Mileage will not be paid on cars leased to or operated by Carnival companies, Circuses or Show outfits.

NOTE:—"Without deduction of mileage through switching districts," in the above paragraph (a) does not refer to strictly switching movements where the transportation begins and ends within the switching limits (see paragraph b), but covers only road haul movements where some part of the haul is through the terminals of the carriers the intention being that mileage allowance shall be based on the total haul and not that to and from the switching limits, except that switching movement at terminals at point of origin or destination will not be considered in computing mileage earnings.

Item 49—Rule 3

EQUALIZATION OF MILEAGE

Freight Cars of private ownership, other than tank cars of private ownership (see Item 90, Rule 11 (or re-issues)), will be moved empty without charge either to the station or junction point where received under load or under instructions from car owners, to other stations or for delivery to connecting lines, except that should the aggregate empty mileage of any owner's cars on June 30 of each year exceed the aggregate loaded mileage, such excess must be paid for by the owners, either by an equivalent loaded mileage during the succeeding six (6) months, or at rates specified in tariffs or classifications lawfully on file with the Interstate Commerce Commission and State Railroad Commissions, plus the mileage that has been paid by the carriers to the owners on such excess empty mileage. Any excess of loaded mileage over empty mileage of any owner's cars at the end of the accounting period will be continued as a credit against the empty movement of such cars for the ensuing twelve (12) months.

Owners of cars of private ownership must assume responsibility for any excess empty mileage resulting from improper delivery of their cars by connecting lines.

NOTE:—This item applies only in connection with carriers shown in Note 1, hereof.

Item 51—Rule 4

EQUALIZATION OF MILEAGE

Freight Cars of private ownership, other than tank cars of private ownership (see Item No. 90, Rule 11 (or re-issues)), will be moved empty without charge either to the station or junction point where received under load or under instructions from car owners, to other stations, or for delivery to connecting lines, except that the aggregate mileage of each owner's cars must be equalized as between empty or loader movement or by payment for the excess mileage at rate specified in tariffs or classifications lawfully on file with the Interstate Commerce Commission or State Railroad Commissions, plus the mileage that has been paid on such excess empty mileages whenever the empty excess mileage warrants such action.

Car owners must assume responsibility for any excess mileage resulting from improper delivery of their cars by connecting lines.

NOTE:—This item applies only in connection with carriers shown in Note 2, hereof.

It will be noted that the equalization of mileage Rule 4 is different from that covering tank cars in that it provides that if the empty mileage is not equalized with an equivalent loaded movement bill will be rendered by the railroad at tariff rates covering such excess empty mileage whenever the excess mileage balances warrants such action. In connection with tank cars, the rule makes it obligatory that bill for excess empty mileage be made, if not offset with equivalent loaded mileage, within six months following the close of the Accounting period June 30 each year, whereas in connection with other classes of equipment, the matter of presenting bill for the excess empty mileage is optional with each carrier road.

Records are maintained in the Car Accountant's Office of the loaded and empty mileage earned monthly by classes of cars of the individual ownership for equalization purposes.

At the end of each quarter during the year the Car Accountant prepares a statement showing the excess empty or loaded balance of each ownership and class. This statement is furnished to the General Superintendent of Transportation and Assistant Traffic Manager who confer and jointly recommend to Accounting Department as to action to be taken when cars of any ownership show an excess empty balance.

It is, of course, our desire that the shipper equalize the excess empty balance by equivalent loaded movements rather than to secure reimbursement through the medium of a bill for the reason that the revenue we receive on the loaded movements is more attractive than the mileage rate that is used in billing against the owner for the excess empty miles and every effort is made to secure equalization through the medium of additional loaded movements.

The car owners usually give blanket instructions to the railroads indicating disposition to be made of the cars when they are released from lading at destination but in some cases such instructions are given to the railroad through the consignee that unloads the car and in other cases the owners dispose of the cars by individual units. In general the disposition is handled under blanket instructions from the car owners which are reissued by the General Superintendent of Transportation from time to time in the form of circular letters.

It might be of interest to know that there are an average of approximately 5,000 privately owned freight cars on the railroad at all times divided about equally between refrigerators and tank cars, there being but about 200 privately owned cars of classes on the line other than those mentioned above.

Question No. 16

Is it more economical to return Great Northern cars made empty at Ellensburg, Wash., or vicinity, to the Great Northern at Everett, or Seattle?

Answer to Tacoma

Should be disposed of via Everett account joint track expense in handling via Seattle makes that movement more expensive.

Question No. 17

What should be done when connecting line refuses to accept empty cars of their ownership account Car Service Rule 5 having been invoked?

Answer to Minneapolis

Report facts to Transportation Department by wire and notify connecting line in accord with Per Diem Rule 15. There is no authority in Car Service Rule 5 for rejection of cars in interchange.

Question No. 18

If loaded or empty cars are held back on our line due to connecting line failing to clear interchange track so cars may be properly placed and interchanged, what action should be taken?

Answer to Aberdeen

Report full facts to Transportation Department by wire and notify connecting line and handle in accord with Per Diem Rule 15.



Denziel Moncrief

WE recently noticed the following item in a Beloit newspaper; "Denziel Moncrief, engineer on the CM&STP Railway received

praise yesterday from railroad officials for his presence of mind in stopping his train in an unusually short distance when he saw an automobile on the tracks at the New Milford crossing. The automobile bearing two Rockford motorists pulled up on the tracks and stopped with its engine dead. Engineer Moncrief applied the brakes and brought the railroad train to so sudden a stop that some persons in the coaches were thrown from their seats, and the locomotive was brought up to within a few feet of the auto."

Looking at Denziel Moncrief's picture, which is printed herewith, it is easy to imagine that he is just the kind of a fellow who would perform as described in the newspaper article. More power to you Danny.

Another on the Old Bug Line

On the old bug line.
Where the view is hid by tree and vine.
We had as an engine an 18 inch

Which the company are using in a pinch.
As we rounded a curve there was a bunch of swine,
In the middle of the track having a hellava time.
Some said there were eight, some said there were nine,
When they saw the train they all stood still
As a bunch of hogs some times will.
With much squealing and clatter,
They all began to scatter
Some went up the bank, one down the line,
He wasn't built to make fast time.
He set too slow a pace,
On account of his short wheel base.
And sad to relate,
The poor pig met his fate.
As we went by,
He gave neither heed or cry.
I knew from his glassy stare,
And his feet stuck up in the air,
That there was one less swine,
To bother the men on the old Bug Line.



Claim Prevention

(Courtesy New York Central Lines)

IT has been wisely said that the production process is not completed until the article is in the hands of one who wants it, at the place it is wanted, at the time it is wanted, and in the condition it is wanted. Transportation has become the most essential feature of this program, and the railroads the most important factor in the development of increased production and widespread distribution.

This is especially true in connection with fresh fruits and vegetables, which, because, they are living substance and perishable, must reach the destination chosen by the shipper, both at the right time and in the right condition, otherwise the efforts of all, even back to those who produced the seed for the crop, are wasted.

Generally speaking, it might be said that the index or barometer of efficiency in transportation can be found in the claim payment reports. One glance at 1926 figures shows us that fruits and vegetables head the lists and they have been in that position for several years. There are two principle reasons for this—one is the perishable nature and varying market values of fruits and vegetables; the other is the character of the containers and the methods of loading.

The mere fact that it is still necessary to pay claims because of deterioration in transit, even in the face of the speeding up in train operation and the improvement of equipment, proves that perishables require and demand perpetual watchfulness or the toll must be paid.

The most troublesome feature in connection with loss and damage to fruits and vegetables is not, however, deterioration; it is breakage.

Consider the broken package—why is it broken, and who broke it? These are the questions that must be answered before the millions that are paid out each year can be reduced. The receiver is not particularly interested in the cause for he had nothing to do with the shipment until it was brought to him. He expects perfect packages, but if they are broken he expects to be reconciled, probably through claim channels, because this is the most logical and reasonable method he knows. The answer, therefore, is in the hands of either or both the shipper and the carrier.

If the fruit and vegetable packages in common use today were uniformly of sufficient strength to carry safely through to a distant destination, the shippers responsibilities as regards breakage would be very meager indeed. We do not have such an ideal condition, however, for in spite of all that regulations can do, we still have certain

inescapable hazards confronting us. Wood from which the baskets, boxes, crates and etc., are made, is not uniform material either in texture or strength. The assembly of the package either by machine or by hand is not always perfect, and last, but not least, the packing and closing of the package often produce a finished product which is unfit for even a short haul movement.

It seems reasonable, with the above conditions in mind, to say that a certain number of package failures should be expected in any carload shipments of fruits and vegetables even with the best of loading and handling in transit. There are practically no cars which do not show at least a few broken packages at their destination.

The ever present shadow under which broken packages hide next enters the picture. "Old Rough Handling" must be the friend of every broken package, he is usually close by, and justly so, because he is very often the unknown actor.

The car loaded with fruits and vegetables, which could broadcast this message; "If you are going to bump me, use your head," would undoubtedly reach its destination on time and with a very small amount of damage. Along with the idea of keeping perishables going on their way it would be well to consider the broken package, and what it means to the railroad, to the shipper, to the farmer and to you.

Proper Handling of Waybills

WE are at the present time experiencing considerable trouble due to the fact that waybills covering both carload and L.C.L. freight are not arriving at destination as soon as the shipments themselves.

Numerous instances have come to our attention where L.C.L. waybills were wrongly sorted at loading or transfer stations, this resulting in their getting to wrong destinations or break bulk points and causing serious delay to the shipments they cover. In other cases train baggagemen have either carried the waybills beyond their proper destinations or left them short of such points. Still other causes are errors on the part of bill or check clerks in showing wrong car numbers, etc.

Failures such as those enumerated above cannot help but result in delays to freight; this causing complaint and dissatisfaction on the part of the shipping public and as we are moving our business at this time with the utmost speed, it is up to everyone having to do with the handling of waybills to do their utmost to prevent errors occurring.

New Furniture

IN spite of the efforts which have been put forward during the past

year, not only by this railroad but by the railroads as a whole, our claim payments in the first six months of 1927 covering NEW FURNITURE show an increase as compared with the same period in 1926.

This should emphasize to all concerned in the handling of this class of business the necessity of making clear and complete reports covering any shipments found in a damaged condition when handled by them. It may be that at first glance no cause for the damage can be assigned however, we have found that on further inspection in most instances, some cause can be developed, such as lack of sufficient nails in the crates, use of nails of the wrong dimension, lack of diagonal bracing, failure to use lock corner crates, etc.

We have as a general rule found shippers of furniture more than willing to follow any suggestions looking toward an improvement in their methods, but naturally they insist that we will tell them just what caused the failure and how to prevent it.

Therefore, each and everyone having to do with the handling of this class of business should make as thorough a study of the matter as possible in order that we may get away from the excessive payments which are now being made.

River Division News

Margaret Maher

MR. D. T. Bagnell has been appointed Trainmaster on the River Division and we welcome you to this Division, Mr. Bagnell.

Yardmaster H. W. Peterson of Wabasha has returned from his trip to the West. While in the West Mr. Peterson went through the Yellowstone Park and reports a very pleasant trip.

Traveling Engineer F. G. Hemsey has been enjoying two weeks' vacation and while Mr. Hemsey was rather reticent about his trip we assume that he must have enjoyed it immensely, although there are not any lengthy reports as yet.

Has anyone seen the Speed Demon that is on the River Division? I don't just know where "it" is exactly located but rather imagine that you will be able to find it at Mpls.

Mr. Robert Reed arrived Saturday from Millstone, Mont., where he had been mowing ahead of the Chemical Machine. He now is working on the River and I&M Divisions.

District Boiler Inspector H. J. Wandberg made a trip of inspection to Wabasha August 11th.

A very interesting Safety First Meeting was held at Wabasha during July. The meeting was conducted by Trainmaster D. T. Bagnell and District Safety Inspector Mr. Crook-er gave a very interesting talk.

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

Announcement

AS Friend of the C. M. & St. P. Railway Women's Club, and wishing to help its officers in their worthy efforts to increase the membership, The Milwaukee Magazine offers a prize of twenty-five dollars to the Chapter showing the largest percentage of increase in membership, both voting and contributing, between July 1st and December 31st, 1927.

The prize will be awarded when the returns are all in after the close of the year, and a report made by a Committee appointed by the President-General, Mrs. H. E. Byram.

To All Chapter Members:

The foregoing announcement speaks for itself, and the offer is made by the Editor of The Magazine after having read the reports of the great amount of welfare and mutual benefit work which the Clubs all over the System have accomplished. Certainly to have done even a small part of what these reports show has been, is work well done and well worth while. To have the means and the organization to help our brothers and sisters of this great railroad family, when the need arises, when sickness or death, or injury or other misfortune comes to any one of us, is a blessed opportunity and we fully believe that as this good work goes on, and becomes known among our men and women, there will not be one woman who is eligible to membership who will not feel it an honor and a privilege to be one of The Milwaukee Women's Club members.

The reports of the Chapters include every form of relief work—advancing money to the needy, either in the form of gift or loan; helping with hospital bills, procuring expert medical or surgical attendance; furnishing food and clothing; in one or two instances, practically refurnishing homes that have been destroyed by fire; making and remaking garments, visiting the sick, entering the homes where there is death and doing all of the kindly, sisterly deeds which only kindly, sisterly women can do; helping with housework, where the mother is ill; taking care of the children when outside care is required. These are a few of the things noted from the very wonderful reports that the Secretary-General receives each month, and when all the benefit and pleasure that is derived from being able to extend such benefits are thoroughly understood, it seems certain that every woman on the railroad who is eligible for membership in this wonderful Club, will eagerly grasp the opportunity to enroll. Good deeds shine by night and by day, and sooner or later, there is no question but that all the family of Milwaukee railroad women will be members—the prize is therefore offered as an incentive to hasten the day.

The prize covers both voting and contributing memberships and the men of the railroad should rally to the standard of their women and boost by their cooperation and their contribution. The money they give to the Clubs is sure to all come back to them, and with interest, in the great good it will accomplish and the pleasure it will afford.

SO BOOST THE WOMEN'S CLUB.

Ottumwa Chapter

Mrs. Bernard LeBow, Historian

THE Milwaukee Women's Club held its regular monthly business and social meet-

ing together June 11th, in the clubhouse. Mrs. B. F. Hoehn was also honored at this meeting. Mrs. Hoehn was prominent in the organization of the club and was its first president. She has been very active in the club and social life of Ottumwa, during her seven years of residence here. She has been helping us all and she will be greatly missed.

The afternoon was spent with card playing. The Clubhouse was very beautifully decorated with garden flowers. Two course refreshments were served by the following committee.

Mrs. W. D. Wright, Mrs. C. V. Steele, Mrs. Chas. Jordan, Mrs. T. E. Payne, Mrs. C. E. McClanathan, Mrs. I. H. Rasmus, Mrs. Gordon Tucker, Mrs. Theo. Runzler, Mrs. Frank Martin, Mrs. Chester Gage.

We are planning big for a nice July Picnic for our families.

Perry Chapter

Ruby Eckman, Historian

NEXT month we will be able to tell about the house warming for the new club house. As the news goes in for this issue the building is just being completed by the carpenters and when it is turned over to the ladies activities therein will start.

The club proper has been resting this summer from such work as is necessary for the raising of funds for the welfare work but the Sunshine Committee however has stayed on the job. Mrs. Sullivan, Mrs. Reel and Mrs. Riney who comprise the committee have made a large number of sick calls, and have arranged for assistance in families where it was necessary. Despite the extreme heat of the summer they have been faithful in their work and their coming has been welcomed by many sick members.

THE June meeting closed with a picnic supper at the Park and the Perry club took a vacation for July and August. Their vacation however was just from the real work of the club as they continued with their sick calls, letters of condolence and otherwise ministering to the sick and needy.

The most important news from the club is the fact that the contract for the erection of the club house was let on July 13th to Pennell and Son Contractors, and the work will be rushed so that the building will be ready for occupancy soon after the club resumes work in the fall.

Fullerton Avenue Unit

Mrs. Elizabeth Shorthall, Historian

ON July 9th, Mrs. Grant Williams entertained the Chicago Chapter on her beautiful and spacious lawn in Edgebrook. The first big event of the afternoon was the re-

freshments, consisting of dainty sandwiches, home made cookies and Mrs. Dietrich's delicious coffee. We are wondering if everybody had enough coffee. If not, it was no fault of Mrs. Dietrich as she assured everyone that they could have five cups, or more. I wonder who took advantage of this great offer. Any one who has tasted Mrs. Dietrich's coffee knows that five cups is not too much.

There were several games played and prizes were given to the winners. The one that seemed to amuse them most was the apple hunting game. A splendid afternoon was enjoyed by all. Those that were not able to attend regret very much their absence, and we wish to extend our gratitude to our splendid hostess for the lovely afternoon spent on her lawn.

My that was a wonderful display of Lacquered Jars that Mary Lawler had up in the Club Rooms the other day. And the flowers that were donated by Mr. Fitzgerald, Chief Clerk, Mr. Helwig and Mr. Layman, all of the Freight Auditor's Office. The jars and bottles of unusual shapes are obtained through the clerks of the various offices in the Fullerton Avenue Building and lacquered by the members of the Ways and Means Committee. They are then sold for 10c and 15c, the proceeds to go toward buying lamps for the Club Rooms. Over \$14.00 has been realized already, and we expect to receive more before long. It just keeps the Committee humping to keep up with the demand for the jars. We wish to thank Messrs. Fitzgerald, Helwig and Layman for their generosity in helping us to succeed in our cause. The jars may be purchased in the Club Rooms, and I am sure that anyone that buys one will not regret the small amount that is spent on them.

Mr. Edward Haidys of the Freight Auditor's Office, one of the winners of the trip to Yellowstone Park, sold his ticket to Mr. J. T. Wood, also of the Freight Auditor's Office. Both Mr. Wood and his wife took the trip to Yellowstone and had a wonderful trip. They are forever singing the praises of the Gallatin Gateway, and will never forget the courtesy shown them while at the Lodge.

Miss Elsa Kaeding of the Car Accountant's Office, the winner of the ticket donated by Mr. Byram, will leave on her trip Sunday, August 21st, and will tell us all about her trip when she returns. We hope you have a good time Miss Kaeding.

We have not heard from Mr. T. O. Stuart of Minneapolis, the other winner of the trip to Yellowstone.

LaCrosse Chapter

THE Membership of the LaCrosse Chapter has increased from 65 in December to 125 July 1st.

In February a dance was held at the Eagles Hall, clearing \$43.30.

In April Mrs. Rogowski, chairman of the Ways and Means Committee sponsored the movie, "The Return of Peter Grimm." A nice sum was realized.

In May an apron bazaar and card party was given in the club rooms at the new depot. Over \$80.00 was raised. This money was turned over to the Sunshine Committee of which Mrs. W. Conner is Chairman. Much thanks is due Mrs. Robert Taylor for her efficient management of the affair.

Every other month the members having birthdays during the preceding month and the current month are entertained by the rest of the club at a picnic dinner, given at the club rooms. We have found these parties a very

enjoyable means of becoming acquainted with each other.

During July three card parties were held at the homes of Mrs. R. Hurley and Mrs. Devine. The money raised is to be used for card tables for the club rooms.

August 4th a pavement dance and ice cream social is to be held at the new depot. Mrs. J. Bogowski is chairman.

Seattle Chapter

Dorothy Hall, Chairman Publicity Com.

ON June 28th the last meeting of the Seattle Chapter until Fall was held in the newly-furnished club room at the Union Station. We are very proud of the room in its nearly completed condition and are very pleased to have had it ready for this meeting.

The members of the Social Committee served a most attractive buffet luncheon just before the business meeting.

We were likewise very pleased to have Mrs. Byram with us at this time. Her interest in our work and her enthusiasm for our Puget Sound country we very much enjoyed. Mr. Byram was present for part of the meeting, making some interesting comments on the place of the Women's Club in the Milwaukee organization and what it is accomplishing.

On July 23rd the Seattle Chapter will have a picnic at Lincoln Park for all Milwaukee employees and their families. There will be sports and amusements for all and we are hoping for a large attendance.

Madison Chapter

MADISON Chapter was entertained on June 14th at the home of Miss Mabel McNurlin, Gotham, Wisconsin. A special coach containing seventy members was attached to train No. 33, leaving Madison at 10:05 AM, and arriving at Gotham at 12:05 PM. On reaching Gotham, they were met by the hostess, who was assisted by Mrs. M. H. Callaway; Mrs. D. Bohan and daughter of Avoca and Mrs. Will Fries, Mrs. D. A. Crinkaw and Mrs. Geo. Hays of Richland Center.

The guests were escorted to Miss McNurlin's lovely home where a sumptuous luncheon awaited them. The "eats" were in charge of Meses Nellie Waite, Wallace, Gaylord Fry, Beman and Miss Pearl Wallace, and the menu consisted of pressed chicken, potato salad, rolls, pickles, angel and devil's food cake, strawberries and cream and coffee. The company did full justice to the repast and everyone enjoyed the occasion to the fullest.

The ladies were accompanied by Superintendent J. A. MacDonald; Division Master Mechanic, W. C. Kinney; and J. H. Hennessey, Assistant Chief Dispatcher.

Miss McNurlin is Agent for the Company at Gotham, and is an active worker in Madison Chapter.

Mason City Chapter

Mrs. Ulrick, President

THE social affairs of the Mason City Chapter are at a standstill during July and August. So many of our people are on their vacations in various places, and when we get together again in September, we shall expect to hear of all the good times.

We had the pleasure of a short visit with our President-General Mrs. Byram on her way through from the Black Hills. Several of the Club members went down to the station and enjoyed her hospitality in the business car, Milwaukee.

We have tried to keep in touch with all the sick people during the summer months and to remember them in some way. We are sorry to learn of the operation for appendicitis which the small son of Mrs. Crow had to undergo; Mr. Crow having had a similar operation a short time before, makes a double share of sickness in that family this summer.

Mrs. Mutschler, who has been very ill in Dubuque, is improving. Miss Bond has returned from Marion Junction after taking medical treatments there, and feels much better. A new daughter has come to Mr. and Mrs. Earl Lambert and a son to Mr. and Mrs. M. Barr. Congratulations are in order.

Janesville Chapter

Mrs. A. J. Hunter

THE Janesville Chapter held its regular meeting Tues. Eve. July 5th at the Depot. President Mrs. Taylor called the meeting to order with the club motto, a short business meeting was held with a small attendance, due to the two day holiday, as many are taking their vacations. Minutes of the previous meeting was heard as were all bills. Bills from the Welfare and Sunshine proved the good they were doing for the sick. Mrs. H. Dalhmann Chairman of the Bake Sale held in June, turned in nearly \$30.00. Mrs. Taylor also turned in \$10.00 which the club got on an attendance prize from the Frigid-aire Co. There being more than 25 members at once, at any of these hourly lectures and demonstrations.

Mrs. Chas. Kruse, Chairman of the Entertainment the Switchmen gave, turned in a nice sum after her expenses which will all go for our club house fund. A motion was made to turn some more of our money into a savings account, which will bring our savings to \$350.00 and we still have over \$100.00 for checking. The club is planning on sponsoring a benefit picture at one of the theaters in August.

The Janesville Chapter is experiencing much trouble in getting their club house, due to the city ordinance as the site assigned to them is in the Fire Zone, which will mean much added expense if they have to build with brick. No further business the meeting adjourned.

Dubuque Chapter

ON August 13th about one hundred and twenty-five employees and their families attended a Division Picnic at Eagle Point Park, sponsored by Dubuque Chapter. Races and stunts were held in the late afternoon followed by a picnic supper. As we discontinued meetings during the summer months everyone enjoyed getting together again.

We very much regret that through the transfer of Mr. D. T. Bagnell to Minneapolis, we lose both Mr. and Mrs. Bagnell as members of Dubuque Chapter. Since coming to Dubuque they have both taken an active interest in the Club and will be greatly missed.

Although we have had no regular meetings during the summer the various committees have carried on their work, particularly the Sunshine Committee, so we expect to have some very good reports when meetings are resumed in September. In the meantime, Committees are making plans for Fall activities that will renew social interest and incidentally, add to our funds with which we hope to be able to do even more and better relief work during the coming winter.

Green Bay Chapter

Julia Johnson, Historian

THE C. M. & St. Paul Railway Women's Club held their third annual picnic at Bay Beach, Saturday afternoon and evening July 30th. It was an ideal picnic day and a large crowd of members, their families and guests attended.

Before the afternoon events took place a ball game was witnessed which was played by the St. Paul Shop Baseball Team and Morley Murphy Hardware Team—the St. Paul Baseball Team defeating the Morley Murphy's thereby adding to our laurels. We surely are proud of our St. Paul Baseball Team, particularly as we assisted them in earning the money to purchase their new uniforms and they advise they have been at the top of the ladder since wearing the suits. We hope the good luck continues.

A program of fourteen numbers of games and contests was participated in by young and old with much merriment. Messrs. Clement Dwyer and Tean Cramer assisted in announcing events. Messrs. J. T. Dinwoodie, W. H. Hart and W. H. Tierney acted as Judges.

One of the interesting events was a Pie Eating Contest for club members only in which ten berry pies mysteriously disappeared, Mrs. W. H. Hart, active Chairman of the Ways and Means Committee ate the first piece of pie and then whistled—which entitled her to the prize. Mr. Tean Cramer ran a close second.

Bobby Devlin is very proud of his brand new hat which he won in the Flag Race for little boys. Mrs. Chas. B. Cheney, Treasurer, won the club guessing contest. Little Margaret Sandemour won a very pretty ring in the baloon contest and Mr. Glen Jones, one of our contributing members walked off with a ham in the men's foot race.

When the afternoon's amusements were all over with, we gathered at our picnic supper table which everyone seemed to thoroughly enjoy, for those picnic baskets were just brimful of good things to eat and to top it off the Club furnished ice cream.

At the close of the day everyone tired out voted this as one of the nicest picnics had so and mighty glad to hear it for we do like to do things up brown.

Having adjourned during July and August, we are somewhat anxious for our September Meeting as we sort of miss our get-together evenings. We are putting forth every effort to increase our membership during the summer months and from reports should have a large attendance at future meetings.

We are also glad to report that Mrs. Charles Heyman has fully recovered from an appendicitis operation.

Montevideo Chapter

Maude Hamlin, Historian

MEETING in July held on the 21st. at 8 o'clock PM with a fairly good attendance.

Meeting conducted by our President, Mrs. R. E. Sizer. As our Corresponding Secretary was absent, Maude Hamlin acted Pro tem and read a resignation from Mrs. A. M. Martinson of Austin, Minn. as Second Vice President. Mrs. Martinson's resignation was accepted on motion. The nominating committee reported one name secured for candidate for First Vice President. Nominations from the floor then added two names. Mrs. Thos. Coyle and Mrs. Momeny acted as tellers and reported the vote in favor of Mrs. Town-

er, who is now our First Vice President.

Mrs. Ambie was nominated as Second Vice President and was unanimously elected.

Mrs. Helgeson was appointed Chairman of the Sunshine Committee, succeeding Mrs. Glann Tucker who is now our corresponding secretary.

Plans for our picnic, to be held the 28th of July were put in motion and the various committees appointed, Mrs. Tuehmer being General Chairman of affairs, with the chairmen of the various committees to act as her aides.

Our meeting was concluded with a dainty lunch, served by the following hostesses: Mrs. Fifield, Mrs. Lofdahl, Mrs. Bishop and Mrs. Sizer.

Our picnic day dawned gray and dismal—yes, it was raining. But it cleared up about noon and the rest of the day was ideal for any picnic, and especially so for the Montevideo Women's Club. The crowd began to assemble about six o'clock and by 6:45 PM we had everything in readiness for the grand eat program. Served cafeteria style—take your plate and walk long the line, to be served by the various women in charge. Everyone had just a dandy time—somehow eating makes us expand (I mean mentally) and a general get-togetherishness was apparent in the hour which was spent in consuming the good things to eat. We then played a few games, listened to some old fashioned songs by Mrs. Sizer, Mrs. Davis and Mr. J. J. Brown and spent a social half hour before the crowd broke up. We had a few visitors, but not nearly enough—we want all our railroad men who happen to be in the terminal, feel that they are not only welcome, but that we solicit their attendance at these affairs, and we hope that our 1928 picnic will be more largely attended, both by our own members and by the railroad boys in general. Don't wait for an invitation—you have that always, a standing one, and just hie yourself over there—we will be glad to see you.

Fullerton Avenue Building

J. T. Griffin

THIRTEEN girls from the Statistical Bureau, Freight Auditor's Office, went to Kilbourn, Wisconsin, to see the Dells and the beautiful Wisconsin River, but from the pictures they brought back, it seems that Sadie, Evelyn and Louise preferred swimming in the green grass to getting their bathing suits wet. In spite of the fact that there was a pillow fight and Nettie obtained seven blankets to keep herself warm, the trip was enjoyed by all.

Through error, the indoor baseball team representing the Office of the Ticket Auditor was credited with a win over the Auditor of Overcharge Claims' team. This was incorrect, as the final score was 16 to 15 in favor of the Overcharge Department. The victory was brought about by the sensational playing of the Overcharge team during the last few innings. The winners of this game were to receive the ball, and by asking any man on the Ticket Auditor's team, "Who got the Ball?" the winning team may be easily determined.

Bring your own chairs when visiting Mrs. Amelia Kellner Kultz, Freight Auditor's Office, otherwise you will have to sit on the floor.

H. Baldaccini spent his vacation at Chicago Heights, Illinois. Why so far away, Harry?

Grant "Knut" Miller is now the fisherman of the Switching Bureau, he having returned from the North Lakes with a box of sardines.

F. J. Weichbrod, Freight Auditor's Office, is now burning up Cicero with his new Buick Sedan.

Adele Koob of the Statistical Bureau, while on a recent trip to Starved Rock, pulled this one: Seeing a native, she asked why the thing was never fed.

A. F. Stevens, the "Young Old Boy" of the Interline Bureau, erstwhile mascot of that Bureau's ball team, who earned his spurs with the "Pensie" in Michigan before migrating to the Great Middle West, desires to let every body know he spent his vacation in Detroit, and insists he went no further, however, the wise ones all say he hasn't been named "Foxy Grandpa" for nothing.

B. E. Reinert of the Statistical Bureau cer-

best batters on the team, also plays a whale of a game in the field; E. Villesse, Villa for short, is the best third baseman in the league, can also use him as a pitcher; Tom Boint, our slow ball pitcher has saved quite a few games for us, although his arm has been sore. Del Basche the best center fielder in the state, has robbed many a batter of hits, also a real hitter and base stealer.

Ken Radick the Pepper Box Catcher, also a great hitter, one reason we are on top. H. Matthews plays in the outfield or infield and Capt. French Yeager who guards the left field and very few balls get by him as the best bunter in the league, and has the team playing on its toes all the time. Skimmer Becker who plays short stop, also a real



tainly overestimated his ability as a fisherman. Twenty pounds of fish was the amount promised W. F. Heburg and A. Gentyke for a wonderful fish dinner. We are still waiting for the fish.

CM&ST.P Baseball Club of Green Bay, Wis.

THIS Club was organized a year ago by the local Shop men for the purpose of advertising our Railroad, with most of the credit due to Messrs. Yagers and Larscheid.

These two gentlemen have persistently put forth all their efforts and spare time for two years to make the CM&STP Railway Baseball Club of Green Bay a winning team and we hope the winning team this year.

We are entered in the City Industrial League sponsored by the Y.M.C.A. composed of eight teams, all teams playing a good class of baseball. Games are played on Saturday afternoons.

Last year our Club came through the season landing in fourth place. This year we slipped up to third place in the first half and now in the last half of this season we are holding our own in first place, alongside a very strong opposing team with one game to play, which we must win to put us on top. This will give us a game at Madison, Wis., with the leading team of their Industrial League.

We have the CM&STP spirit and we are out to win. In order that we may get acquainted, we give you a work or so on each player in connection with the above picture.

Bottom row, left to right: A. Nelson, Fielder; J. Jacobson, RF; E. Villesse, 3B; King Momaerts, F; Tom Boint, P; Del Basche, CF.

Top row, left to right: K. Radick, C; H. Matthews, F; French Yeager, LF; and Capt. A. Becker, SS; J. Hansen, P; R. Hyska, 1B; P. Larscheid, 2B and Manager.

Nelson is always on the job, plays any place you put him. Joe Jacobson, one of the

clouter and has won many a game with his timely hits. Next comes Jake Hansen, the best pitcher in the league, and one of the main reasons we are on top of the League. Jake is the hardest worker on the team.

Employees Bowling Tournament 1928

Madison, Wisconsin

MADISON, Wisconsin has started preparation for handling the Seventh Annual Bowling Tournament. The following have been chosen to put the thing over in a real big way.

Wm. Blau, Engineer La Crosse Division, President.

J. F. Conlin, Cashier Madison Frt. House, Secretary.

C. J. Higgins, Rate Clerk Madison Frt. House, Treasurer.

The Tournament will be held at the Madison Bowling Alleys on Fairchild St., located one block from the Capitol and about four blocks from the West Side Depot. The establishment has 18 alleys and the state tournament will be held at this recreation parlor just prior to the Milwaukee Road Bowlers Tournament.

A suggestion has been made that every station located on the Milwaukee rails and has a bowling league should make some arrangements immediately to create a fund to be used in entering the entire league in the Tournament next spring.

Articles will be in the Magazine from time to time telling of the progress being made. Remember the National Tournament is being held at Kansas City this year, tell your friends about the accommodations our line has for handling this business. Be a booster for the Milwaukee Road as well as for the Employees Tournament.

The Patterns

Send 15c in silver or stamps for our UP-TO-DATE FALL AND WINTER 1927-1928 BOOK OF FASHIONS. Address Miss Hazel M. Merrill 802 Union Station, Chicago, Ill.

5895. Girls' Coat—Cut in 4 Sizes: 8, 10, 12 and 14 years. A 12 year size requires 2 3/4 yards of 40 inch material together with 1/2 yard of contrasting material. Price 12c.

5913. Ladies' Dress—Cut in 7 Sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. A 38 inch size requires 3 3/8 yards of 40 inch material together with 1/4 yard of contrasting material. The width of the dress at the lower edge with plaits extended is 2 yards. Price 12c.

5893. Misses' Dress—Cut in 3 Sizes: 16, 18 and 20 years. An 18 year size requires 3 3/4 yards of 40 inch material together with 1/4 yard of contrasting material 36 inches wide. The width of the Dress at the lower edge with plaits extended is 2 1/2 yards. Price 12c.

5885. Ladies' Dress—Cut in 7 Sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. A 38 inch size requires 3 3/8 yards of 40 inch material, together with 1/4 yard of contrasting material. The underbody will require 1/2 yard of 32 inch lining. The width of the Skirt at the lower edge with plaits extended is 1 3/4 yard. Price 12c.

5910. Misses' Dress—Cut in 3 Sizes: 16, 18 and 20 years. An 18 year size requires 1 1/2 yard of 36 inch lining, and 4 5/8 yards of 32 inch material if made with the plastron collar. If made without the collar 3 3/8 yards will be required. The width of the Dress at the lower edge is 1 3/8 yard, with plaits extended. Price 12c.

5933. Child's Dress—Cut in 4 Sizes: 2, 3, 4 and 6 years. A 3 year size with long sleeves, requires 1 1/2 yard of 27 inch material together with 1/4 yard of contrasting material. If made with short sleeves 1 3/8 yard of 27 inch material is required. Price 12c.

5925. Girls' Dress—Cut in 4 Sizes: 8, 10, 12 and 14 years. A 12 year size requires 2 1/2 yards of 40 inch material. To face collar, and trim front and sleeve edges with contrasting material will require 1/4 yard 40 inches wide. Price 12c.

5888. Ladies' Dress—Cut in 6 Sizes: 34, 36, 38, 40, 42 and 44 inches bust measure. A 38 inch size requires 5 1/8 yards of 32 inch material. To face the vestee with contrasting material will require 3/8 yard 20 inches wide. The width of the Dress at the lower edge is 56 inches. Price 12c.

5906. Boys' Suit—Cut in 3 Sizes: 2, 4 and 6 years. A 4 year size requires 2 1/2 yards of 36 inch material. Price 12c.

5889. Ladies' Morning Frock—Cut in 6 Sizes: 34, 38, 40, 42 and 44 inches bust measure. A 38 inch size requires 3 3/8 yards of 36 inch material together with 1/2 yard of contrasting material. The width of the dress at the lower edge with plaits extended is 1 1/4 yard. Price 12c.

5852. Domestic Science Apron and Head Band—Cut in 4 Sizes for Ladies—Small, 34-36; Medium, 38-40; Large, 42-44; Extra Large, 46-48 inches bust measure, and 3 Sizes for Juniors, 12, 14 and 16 years. A Medium size requires 2 1/2 yards of 32 inch material with or without inserts. Price 12c.

5923. Girls' Dress—Cut in 4 Sizes: 6, 8, 10 and 12 years. A 10 year size requires 1 3/4 yard of 36 inch material together with 3/8 yard of contrasting material. Price 12c.

Good Things to Eat

Instead of giving you a few recipes this month, perhaps you will be interested to have a luncheon menu or two, which may be suggestive of combinations that will prove attractive, even though the full menu given does not carry an appeal as such.

Halves of melon or grape fruit. If the former, sprinkle with powdered sugar and a dash of rum flavoring. If the latter, scoop out the center and fill with orange cut up in small pieces, sugar and grape juice.

Consomme, cold or hot, as the weather would seem to indicate. The Consomme if hot, may be poured over a raw egg in the bouillon cup, which will cook it sufficiently; and when served the egg gives a nice body to the soup. If cold, give it a dash of lemon juice before serving.

If cream soups are preferred, the soup may be cream of celery, cream of peas, cream tomato or creamed chicken.

Baked Ham, creamed potatoes or potato chips; pickled peaches or pears;

Tomato salad on hearts of lettuce. Scoop out the center of the tomato and fill with cottage or cream cheese. Serve with mayonnaise and toasted crackers.

Parker House Rolls. Olives. Salted Nuts. Sweet Pickles.

Ice cream cake. This is made by taking off the top of an angel food cake, scooping out the center and filling with ice cream. Replace the top and cover with a meringue. Brown slightly in oven. The meringue will protect the ice cream.

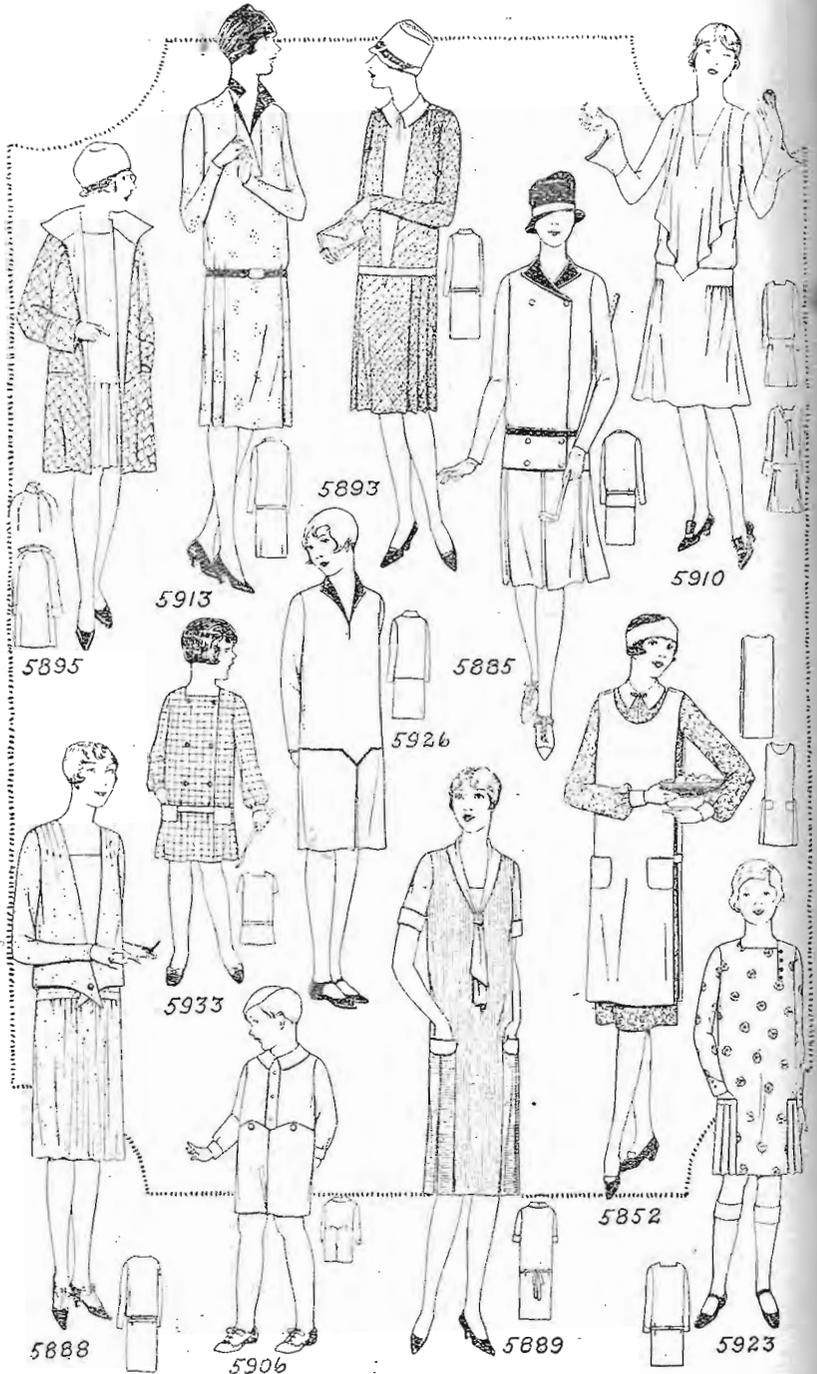
Another menu: Sliced oranges and maraschino cherries. Gelatine Salad (recipe given below) thin slices of bread toasted buttered and rolled while hot. Broiled or fried chicken, or beef a la mode. French fried potatoes, if beef; creamed potatoes, if chicken. Green peas in timbales.

Baking powder biscuit. Olives, salted nuts, strawberry or raspberry jam. Maple

Nut Pudding (recipe below): or ice cream, chocolate sauce; and sunshine cake. Little caudies.

Gelatine Salad. Soak one half box of sparkling gelatine in a little cold water. One can of crushed pineapple; one cucumber, a dash of onion juice, small green pepper. Cucumber and pepper cut fine. Mix, add one cup of hot water; two tablespoons of sugar, salt. One scant teaspoon of green food coloring. Bring to a boil and add the dissolved gelatine. Pour into moulds. Serve on lettuce hearts, with mayonnaise.

Maple Nut Pudding. To one and one-half cups brown sugar add two cups boiling water and one third cup corn starch mixed to a paste with cold water. Cook over flame until mixture thickens, stirring constantly. Then place in under pan over double boiler and cook fifteen minutes, stirring occasionally. Remove from fire and add the whites of three eggs beaten stirring stiff, one half cup walnut meats broken in small pieces and pinch of salt. Mould and chill. Serve with a custard sauce made with the yolks of the eggs.



Those of Us Who Do—

G. P. F.

GENERAL Passenger Agent Dixon reports selling tickets on information from the following employes:

Carolyn Hartel, Clerk, Office of Freight Auditor, Fullerton Ave., Chicago, Ill.

Karl E. Hahn, Chief Clerk to Chief Stationer, Chicago, Ill.

H. E. Smith, Clerk, Office of Gen'l. Supt. of Transportation, Chicago, Ill.

Irven Steger, Clerk, Car Accountant's Office, Chicago, Ill.

Wesley Nehf, Clerk, Office of Freight Auditor, Chicago, Ill.

G. M. Dempsey, Statistician, Office of Chief Operating Officer, Chicago, Ill.

Mr. Votova, Office of Asst. Comptroller, Chicago, Ill.

Alvin H. Payne, Office of Assistant Comptroller, Chicago, Ill.

Sergeant Wolff, Police Department, Chicago, Ill.

W. H. Woodhouse, Baggage-man, Mason City, Iowa.

Homer Young, Clerk, Garner, Iowa.

Mrs. E. A. Crissey, Clerk, Racine, Wis.

Ted Tolbertson, Sleeping Car Conductor, Chicago, Ill.

E. C. Gibbs, Special Agent, Milwaukee Land Co., Fullerton Ave., Chicago, Ill.

Frank Schaller, Engineer, Austin, Minn.

Florence Kerin, Steno., Office of Supt., Madison, Wis.

Mr. F. G. Maloney, Operator at Winona secured two and one-half round trip passengers to Los Angeles via Chicago. We understand Mr. Maloney is active in securing business all the time.

Conductor Henry Bond on the C&M Division turned in four passengers for Omaha, and two for Seattle. Henry believes in doing business in a wholesale way, and we will hear from him again.

Seattle General Offices

D. H.

NOTES from Seattle should begin with the statement that the Milwaukee is now electrified into our Union Station. While, of course, we know that everyone else knows about it, we are sufficiently proud of it to call attention to it once more.

We have been breaking some other records in this section of the country.

On May 21st the Coast Division broke its former record of maximum log trains when Conductor Kittleson and Engineer Snyder with Engine 9605, handled 139 cars of logs from Cherry Valley to Everett and returned with 120 empties, making the round trip in twelve hours. The former record in this territory was 131 cars of logs, returning with 101 empties.

On July 2nd the Milwaukee took 507 members of the Luther League to Mt. Rainier, the second largest party up the mountain. They left Seattle at 1 AM, using day coaches, which gave them the entire day for snow-balding, horseback riding, etc. They arrived back in Seattle at 10:30 PM, everybody highly enthusiastic, which we feel created 507 active salesmen in various localities in eastern territory for Mt. Rainier.

The Milwaukee has handled the Dept. of Washington and Alaska G.A.R. for seven consecutive years and it has again been selected by this Department for a trip to Grand Rapids, Michigan, in September, as also by

Rate Clerk Harry Williams at Kansas City continues his activities in soliciting freight. We credit him for the month with 12 long haul LCL shipments, as well as three carloads of corn from Kansas City to Chicago.

We hear from far off Fargo. Morris Tessier, Chief Clerk for Agent Degnan at Fargo secured three carloads of live stock for exhibition purposes at Janesville, Mineral Point and Decorah. This is high class business, Mr. Tessier, and we hope to hear from you again.

Yardmaster E. G. Kiesele at Dubuque is credited with securing a passenger for Oakland, California. Thank you, Mr. Kiesele.

The Passenger Department at Kansas City has written Mrs. C. A. Brown, wife of Travelling Auditor in that territory, in appreciation for her assistance in securing two round trip tickets to Detroit and one to Seattle. We understand that she has influenced considerable other business to the Milwaukee Road, and want to broadcast that the work and interest of Mrs. Brown is appreciated by all of us.

Switchman S. S. O'Toole at Cedar Rapids turned in four tickets from that point to Omaha. Passenger Agent Sherwood at Cedar Rapids tells us that we can count on more business from Mr. O'Toole.

Clyde S. Carpenter, Car Record Clerk at Kansas City Station secured routing on a carload from Chicago to Kansas City. Mr. Carpenter entered the service in the year 1922, and Agent Fesler speaks of him as one of his reliable men.

Yard Conductor W. P. Corcoran at Minneapolis passed along information which resulted in selling two tickets Minneapolis to Chicago.

Brakeman E. E. Houghton on the Southern Minnesota Division, with service record of 25 years, is getting business. He recently turned in information that sold two tickets from La Crosse to Seattle.

the Department of Oregon. Both Departments find Milwaukee service satisfactory for their traveling to national encampments.

The Seattle Kiwanis Club has selected the Milwaukee Railway as its official line for the Spokane convention in August. The Fraternal Order of Eagles will have a special car leaving July 31st for Milwaukee.

For the convention of the American Legion at Spokane this month, there will be a special train operated on our line, conveying a great many of the posts located west of the Cascades who will have delegates and others of the membership traveling to the convention.

And Maitland and Hegenberger went east on the Olympian on July 16th.

Mr. and Mrs. Byram spent some time in Seattle during the latter part of June and the first part of August, being part of the time across the Sound at Bainbridge Island.

Alaska makes its appeal at this time of the year. Mr. H. E. Pierpont and Mr. F. N. Hicks just recently returned from a trip there and Mr. H. B. Earling is now enroute north.

Sophie, Frank and Leona Murphy, of our Transportation Department also felt the lure of Alaska, spending their vacation there.

Mrs. Eva Faris, who has been in our Legal Department for the past three years, recently left on a three months' leave of absence because of ill-health. Her place was taken by Miss Johnnie Fern Stipp from the office of Mr. Adsit, General Agent, Kansas City, Missouri, who came west on a leave of absence.

Yard Foreman, Charles Woldt in the Union Street Yards at Chicago prevailed upon a shipper to change routing via Terre Haute Division on a carload originally billed to New York in care of connecting line at Chicago. We hope that Mr. Woldt will do more of this.

In the month of July, employes at North Avenue Station, Milwaukee secured business as follows:

Car Clerk J. Klima—diverted to Terre Haute Division routing a car that had been billed via Chicago.

Rate Clerk R. Pepple secured two carloads for St. Louis via Humrick.

Chief Clerk E. A. Keller secured a carload via Terre Haute, two carloads via Webster, and turned in information that influenced Terre Haute Division routing on 48 carloads of coal from Wcs. Virginia. The coal was originally routed via Lake Lines in care of our line at Milwaukee.

In addition, Agent Klingler tells us that these employes have been getting people to use our passenger trains.

In looking over the records we see that by far the greater part of the business in both directions routed long haul via the Terre Haute Division originates at, or goes to points in the Middle District. There is a lot of tonnage between the East and South and points in other districts of our railroad. We should like to impress upon everybody that our road is anxious to secure the longer haul. Tell your friends.

We hear again from Rate Clerk J. P. Dickey at Galewood who in the month of July was successful in diverting to our haul 60 different consignments.

Assistant Chief Yard Clerk John Platt at Kansas City is commended by the Passenger Department account of securing two passengers to Toronto, Canada via Chicago. Mr. Platt has been in the service 26 years, and Superintendent Anderson says he is one of his reliable men in the Kansas City Terminal.

Miss Stipp was in Mr. N. A. Meyer's office when he was in Chicago, and has spent most of her time with the Milwaukee in the Transportation Department. She has just been transferred to Tacoma to take the place in that department left vacant by the death of Miss Carpenter.

J. O. McIlyar, TF&PA at Seattle, has been transferred to Spokane as Commercial Agent. Mr. Roy Jackson, formerly of Mr. Hillman's office, has now become TF&PA under Mr. Harry Rowe.

Mr. Richard Lanphear has been transferred to Mr. Hillman's office. His place in the Traffic Department is being taken by Mr. A. V. Palmer. Mr. Plamer is a past employee of both the Traffic Department and Mr. Hillman's office.

Bill Nelson, who has been with the Traffic Department for several years has left the employ of the Milwaukee. He is well known and well liked by his fellow workers, who are sorry to lose him. He has gone into the battery service business at 1816 8th Avenue, known as the EV-R CHARG Battery Service Co.

A daughter, Wilda by name, was born to Mr. and Mrs. A. L. Sedgwick on June 24th.

Miss Kathryn Henley, of the Engineering Department, and Howard W. Bledsoe were married in Seattle on June 4th. They spent their honeymoon at Lake Tahoe and will live in Roseville, California, where Mr. Bledsoe is employed by the S. P. Railway Co.

The Glamour of the Old West—the Magic of

HERE in the Northwest is our last vast open space, where rich plains still wait for the plow of the skilled farmer and incalculable mineral wealth lies idle. Here a new civilization is building its foundations solidly in the Twentieth Century. Brilliant new towns are rising at strategic points. And the modern prospector is harnessing water-power.

This immense block—roughly one-fourth the nation!—consists of rich prairie and bench-land, sweeping, magnificent, through which wind tremendous streams—the tawny giant Missouri; the upper Mississippi, blue and dimpling among its green hills; the cold brawling Yellowstone; and the monster of the mountains, the Columbia, charging under claret-colored headlands. Green mountain barriers in the West rise wave on wave until they go tumbling down into the warm Pacific.

The mellow loess farms of the central river basins still look eastward. But farther west the rising flood of corn is sweeping into the wheatland. Red barns and silos in tidy groves of planted trees dot the plain as far as the upper Missouri. Wheat is spreading over the range.

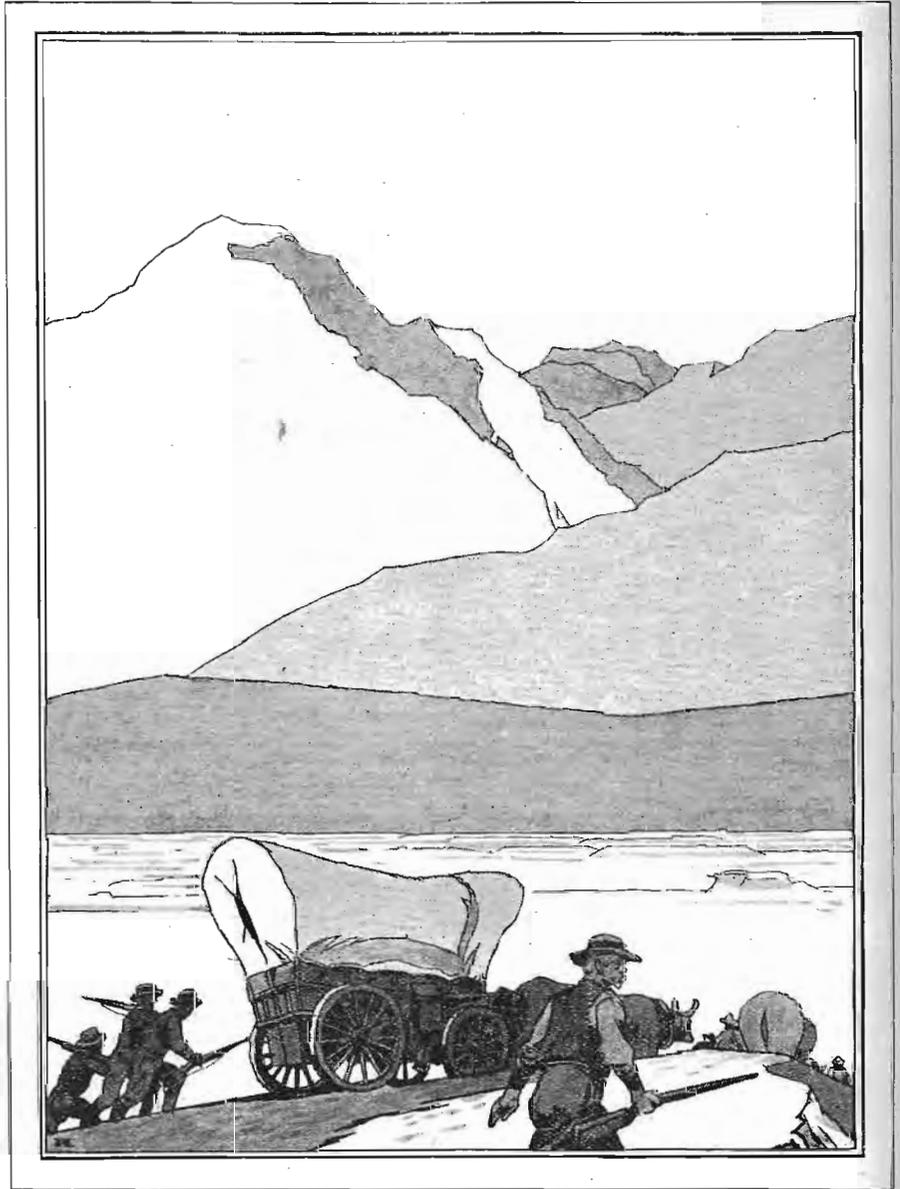
Four bridges have recently been flung across the river. Settlement, checked for a while, is flowing on with increased impetus to the edge of the Belt Mountains. And on into the warm fruitful valleys beyond. Diversified farming has already enormously increased agricultural production.

Here and there pockets of minerals have been opened. In South Dakota the greatest gold mine in the world is operating within sight of the best alfalfa-seed farms in America. Within a small cup in the mountains of Montana, two billion dollars' worth of copper and allied minerals have been mined. At Great Falls alone 150,000 horsepower in electricity is being generated. Washington can supply the nation with coal for 126 years. And the timber of the Pacific Coast is inexhaustible.

Spirit of the Northwest

For those who have not seen the new Northwest a revelation waits. Even towns of a few thousand inhabitants possess well-paved streets, white lights, thoroughly modern hospitals, schools, stores, equipment, the latest fashions. There is no isolation. Young blood is pouring in, impatient at the dull monotony of old communities, and insisting upon the utilization of every modern invention.

Great regional centers and industrial communities, such as Chicago, Milwaukee, Minneapolis and St. Paul, Butte and Great Falls, Spokane, Seattle and Tacoma, are increasing with wonderful rapidity in size and importance.



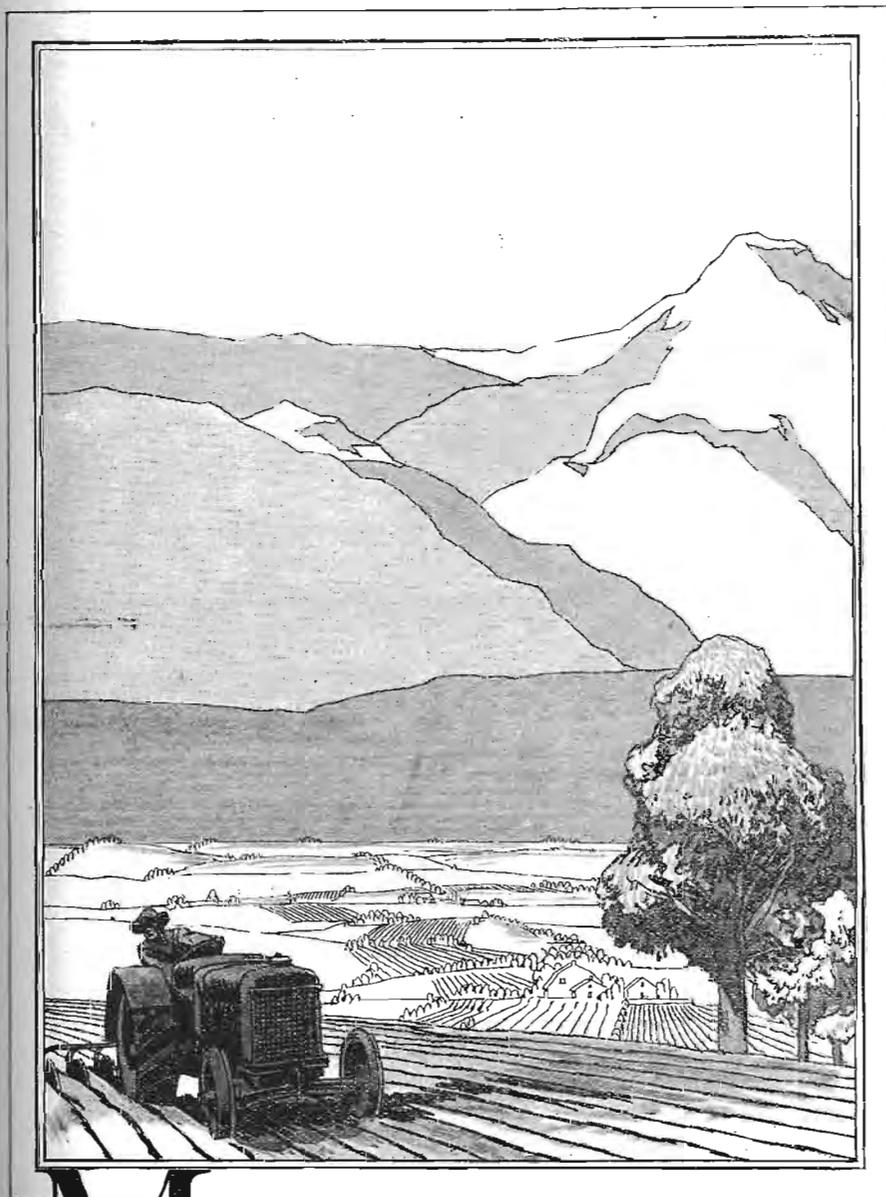
SHORTEST AND MOST MODERN
ROUTE TO THE
PACIFIC AND FAR EAST

The



The recognized route between Chicago, Milwaukee and Twin Cities,

the New—the Challenge of the West to be—



What the railroad has done

The railroad, cutting through the mountains and sweeping across the plains, has opened up this last great block of the nation to settlement and development.

The Chicago, Milwaukee & St. Paul has 11,000 miles of track linking up the important points from Chicago to Kansas City, Omaha and Sioux City; to Milwaukee, Upper Michigan Peninsula, Twin Cities; and to Spokane, Seattle and Tacoma, and the Olympic Peninsula. Its connecting lines and spurs form a network over the Northwest.

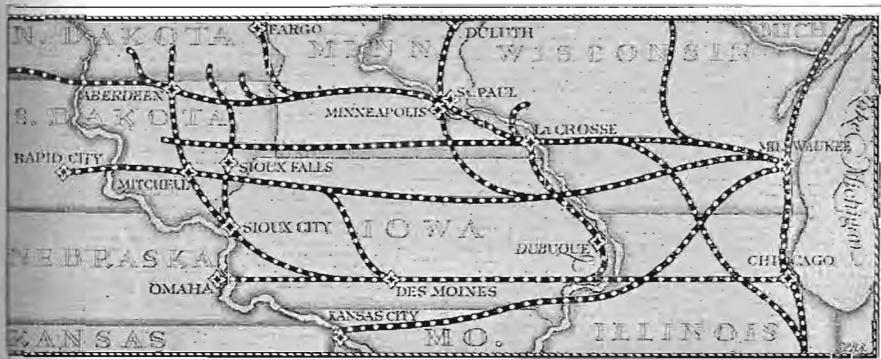
Like the great artery of a powerful body, surging with life, this railroad system brings nourishment and energy to the vast territory it serves. Machinery, tools, manufactured products, purebred stock, high-grade seeds, and people in an endless stream, pour through it into the Northwest. Pulsing back comes the torrent of raw products upon which the industrial centers of the East feed. The railroad brings life to the Northwest; and the Northwest gives health and strength to the railroad.

The Chicago, Milwaukee & St. Paul is electrified 660 miles across four great mountain ranges to shipside on Puget Sound. This is one of the greatest achievements in modern railroad engineering. The power used is generated from the enormous hydro-electric resources of western Montana and Washington.

It is the shortest line from Chicago to the Coast

Take your trip to the Coast over this route—where the highest peaks, the greatest rivers, the most splendid plains, the most bounteous valleys, and range after range of glorious mountains, are all incidents. Let its startling beauty refresh you; meet the promise of its opportunities with a rested body and a clear mind.

MILWAUKEE ROAD



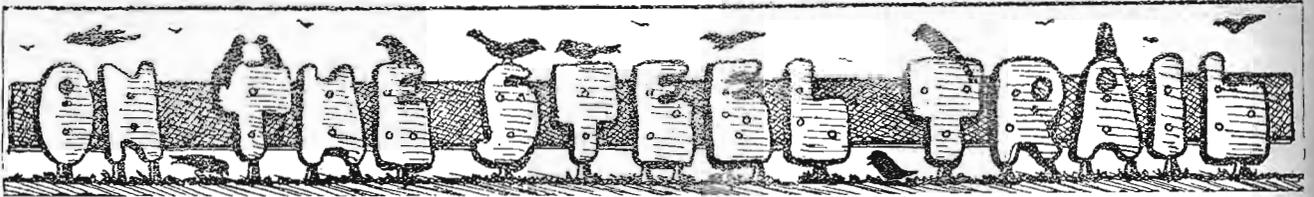
Room 884, Chicago, Milwaukee & St. Paul Railway Union Station, Chicago, Ill.

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

- Puget Sound
- Inland Empire
- Industrial Montana
- Kansas City
- Agricultural Montana
- Eastern Dakotas
- Omaha—The Western Gate
- Minneapolis-St. Paul
- Wisconsin
- Iowa
- Upper Missouri R. Valley.

Name _____
 Street _____
 City _____

Kansas City, Omaha, Des Moines, Sioux City, Butte, Spokane, Seattle, Tacoma



Motoring on the Milwaukee Up and Down Hill on the Rocky Mountain Division

Nora B. Decco

WELL since I've been away quite a spell and the news around this neck of the woods has sort of piled up on me and the ink on the typewriter ribbon has all dried up, maybe the Editor will welcome me and again maybe she won't. Well here goes anyway as somebody has got to say something pretty soon from the Rocky Mountain or the folks elsewhere on our Railroad will think they took this part of the Steel Trail off the right of way, they haven't, they just laid off the correspondent for repairs and now she is back again going stronger than ever.

One day last April I took a little ride over to the new Hotel that was going to be the Gallatin Gateway Inn when completed, and I was going to write a nice three or four part story about it and get my name in the Magazine, and so having been born and raised in the West where you go right out an' do things, an' also living up to the standard of that good old race, which stands back of my first name, I walks right out of the car an' over all the ditches etc. that I saw and right into the front door, or at least where I suppose the front door was goin' to be an' a loud voice with a strong unfamiliar accent right over the top of my head. Say Get the H-ou-ou-ta here, who do you think you are anyway, bet it before some of this plaster falls on top of you"..... an' back to the car I went, having lived around a railroad most of my life my feelings are naturally easily hurt so as long as I couldn't see the inside of said Inn, I wasn't going to write anybody anything about either inside or outside.

Then next about a week later I went to a nice hospital I picked out in Butte and paid for my room and board and I didn't like it any too well there either, they weren't any so nice to me as I could see being a paying guest an' all you might say, why I couldn't even have a drink for a week, not even water, I left there as soon as I could without making them think I was mad over anything.

Mr. and Mrs. L. A. Pavay of Maudlow have a small son, born April 14th. Mr. Pavay is section foreman at Maudlow. We offer our congratulations while if somewhat tardy are never the less sincere.

We regret to tell of the death of Mrs. J. W. Wright at her home in California, she was the wife of Condr. Joseph Wright of this division and was well known here having made this town her home for many years. She had been ill for some time and for the past year or so had made her home with her mother in California on account of her health. She leaves to mourn her loss, a daughter, Mrs. E. Shook of Avery, and besides her husband, and mother, two grandchildren and two brothers. We offer our deepest sympathy to Mr. Wright in his loss.

Mrs. Herman Lieb went east to visit her friends and relatives in Iowa and has returned home again. Her son Charlie who is going to be a dentist and has been attending

school in Portland for a couple of years is home on summer vacation.

Mr. and Mrs. Gonnell have had company most of the summer and in the meantime have made their house all over and painted it inside and out and it is surely a pretty home.

Mr. and Mrs. Earl Wilson who have been in Oklahoma and Kansas most of the winter have returned to Three Forks and although Mr. Wilson's health is improved he is not well enough to return to his work as conductor on the RM division yet.

Mr. and Mrs. Al Wegner have returned from California for a few months of our summer weather. They have sold their home here to Fireman Merrill who has returned to the Rocky Mountain from The North Montana after an absence of several years and looks as if he intends to stay. Mrs. Merrill is visiting relatives in Indiana.

Fireman Brasch has bought the Thompson home here, and he also is here to stay. He has as his guests Mrs. Brasch's mother, father and sister who will spend the summer. Mr. and Mrs. W. H. Thompson who have been here for many years have returned to Chicago where Mr. Thompson's mother is now living and where they expect to locate. We regret to lose them but trust they will have the best of success in their new home.

A wedding of interest to most RM division folks was that of Miss Zelda Hawkins and Mr. Melvin Davies of this city. Miss Zelda is the daughter of the late fireman Amos and Mrs. Hawkins and the lucky young man Mr. Davies is the son of C. N. Davies, Engineer on the Rocky Mountain division. This event occurred May 5th in Bozeman and the happy couple will make this their home, we offer them our very best wishes for a long and happy life.

On May 25th occurred also the wedding of Miss Edith Hagen and Mr. Clifford Townsley of this city. While it was a big surprise to their friends every one wishes them the greatest happiness. Miss Edith is the daughter of Mr. and Mrs. Wm. Hagan of this city and one of Three Forks prettiest young girls, and Mr. Townsley is the second son of Ed Townsley of this division and also an employee of the Milwaukee.

The death of Frank Scott condr. on the Gallatin Valley line of the Milwaukee out of here occurred May 25th at Bozeman. Mr. Scott was well known here having worked out of here for many years and leaves behind to mourn his death, Mrs. Scott and two daughters, one of whom is a student in the University of California. We offer this family our deepest sympathy.

An old time employee of this division James Campbell and wife now working on lines east spent part of their vacation visiting relatives and friends hereabouts in June and then Jimmy getting too near to the railroad got grabbed and sent over to Drummond for the rest of his vacation. RWM felt sorry however and let him go again after he finished at Drummond and the Campbells went merrily on their way coastward. Jimmy says he likes it east, but he likes it west better. So do we all.

Mr. and Mrs. Byron Dunbar are the proud

parents of a small son born June 8th. Mrs. Dunbar is the daughter of P. F. Walsh section foreman at Grace and this makes Pat's first grandchild. Congratulations.

We regret to write of the sudden death of Sam Romaine a few miles east of Clinton the first week in June. Mr. Romaine was a signal maintainer at Ringling before he went to the west division and is very well known here. He was a very popular young man and had been married only a few months before his death. We offer this family our sympathy in their great loss.

The death of Lon Leach of this city also occurred July 2nd while riding in a car near here. He was employed by the Milwaukee for a number of years as electrician and was very well known here. He leaves a wife and one brother in Oregon. Mrs. Leach has lived here for many years and the division offers their sympathy in the death of her husband.

Engineer Wm McKenna who has been off on account of illness for several months is again back on the job and we are indeed glad to see him so much improved as to be able to work again.

Mrs. B. H. Everett of Saginaw, Michigan and an old time resident of this city and wife of the late B. H. Everett, engineer on this division for many years is visiting in this city. Her son Ralph Everett, fireman who has been away for several years has returned to work for the rest of the summer.

Looks like everybody went and got married while we were away, Miss Luella Williams and Chas. Hesselschwardt were married June 30th. Miss Williams is the daughter of Albert Williams Section Foreman on the Gallatin Valley railroad here and Mr. Hesselschwardt is a Butte electrician. We offer our very best wishes for a long and happy life.

A little daughter arrived at the home of Fireman and Mrs August Kunze the latter part of July. Congratulations.

Another June wedding occurred when Miss Myrtle Peck and Charles Martin were married June 21st at Bozeman. The bride is the second daughter of Mr. and Mrs. Henry Peck and they will make their home on the ranch of Mr. Martin near town. We offer the best wishes of the Rocky Mountain division to this happy couple. May their life be a long and happy one.

A little daughter arrived at the home of fireman and Mrs. E. V. Bennett on June 18th. Congratulations.

There is a lot more news, and probably this is very old that I have written, Ralph Kemberling we understand has a new car, he made a trip to the coast and had to come back to work and someone told us the main street clears automatically when Ralph starts out driving this however may not be true I just heard it and can't say for sure, however it sounds all right as I took one lesson driving and believe this would happen if I started out alone.

I have missed a lot of things that happened and know the Editor and everyone else is tired by now too, so will see you again later on, when there is something else happening to write about.

Hamilton Watch

The

RAILROAD

Timekeeper of America



Illinois Division

M. J. S.

CONGRATULATIONS are extended to Engineer A. C. Johnson and wife on their recent marriage at Rock Island, Ill. Mrs. Johnson, who was formerly Miss Lucille Morgan, is known to many, having conducted the Railway Inn at Savanna in partnership with Mrs. Walter Hoover. Mr. and Mrs. Johnson will make their home at Chicago.

Mrs. Geo. Smith and children, wife of brakeman Geo. Smith, have returned to their home at Bensenville. Mrs. Smith recently underwent an operation at the Savanna City Hospital and has recovered nicely.

Chas. Langley and wife returned from Des Moines, Iowa and were accompanied by Mrs. Langley's sister and daughter who will remain in Savanna for a visit. Mr. and Mrs. Langley have been enjoying a motor trip to Chicago, the Dells and Des Moines. Mr. Langley has resumed his duties as foreman of the second shift at Savanna Roundhouse.

The following article appeared in the Elgin paper, after a recent Memorial Day Services for Elgin's War Dead: "Two handfull of dirt, one taken from the Soldiers' Reserve in Bluff City Cemetery and the other from the grave of a World War Veteran in Plato Center Cemetery, were presented to Jay Heim, Elgin Legion member, and will be taken to France this fall and placed upon the graves of American soldiers dead whose homes were formerly in this locality." Mr. Jay Heim is Trucker at the Elgin Freight House and expects to go with the Legion to France this fall.

Machinist Otto Enz and wife recently visited at Savanna and were tendered a party at the Railway Women's Club House given by Mrs. Chas. Langley, wife of Rhds. Foreman Chas. Langley, and Mrs. Ed. Shafer, wife of Machinist Shafer. Cards were the diversion of the evening and a delightful time had by the guests present.

Asst. Divn. Accountant Chas. Plattenberger, wife and children visited relatives at Bloomington, Ill., for a few days of their vacation.

Dr. G. W. Johnson, CM&STP company doctor, died at his home at Savanna July 24th at the age of 84. His death was due to apoplexy having suffered three strokes. He was Surgeon and Medical practitioner at Savanna for 60 years and shortly after his arrival at Savanna was appointed CM&STP physician and surgeon, which position he held until his health failed.

Engr. and Mrs. J. P. Castle and Dtr. Helen Fern and Engr. and Mrs. Walter Aves and son left by auto for Lake Hancock, Wisc. for a week of camp life.

Dispatcher George Humphrey and wife have returned from their motor trip to Green Bay and points of interest in Wisconsin.

Supt. and Mrs. N. P. Thurber of Beloit were recent guests at the home of Supt. W. M. Thurber and wife at Savanna.

Rev. and Mrs. Orville Lauver and children and Samuel Snyder of Neward, Ohio were Savanna guests of Special Officer W. B. Myers and wife. They were enroute by auto to points of interest in the west. CM&G Divn. Accountant Joe Cassell, wife and son Rhene have returned from their vacation spent at Sedalia, Mo.

Miss Rosalyn Tigerman, sister of Chief Clerk Jim Tigerman returned to her home at Kansas City after a week's visit with her brother and wife at Savanna.

Mrs. Ed Booth and granddaughter, Edna Tyler, wife and granddaughter of B&B Foreman Ed Booth are visiting at Kenosha, Wis., with their daughter and mother Mrs. Richard Mahncke and family.

Mrs. Anna Bahne, Enginemen's timekeeper, has returned from Seattle, Wash., where she has spent the past ten weeks with her daughter and relatives, and recuperating from an infected arm caused from an automobile accident.

Condr. Jerry Greve launched a new motor boat on the Mississippi waters recently. The boat is 20 ft. long built by Sellers & Smith and equipped with a Johnson outboard motor.

Miss Jennie Chipman, sister of General Yardmaster Chipman is recovering nicely from her recent tonsil operation at the Wash. Blvd. Hospital at Chicago.

Supply man Fred Smith, Sr., and wife have returned from a two weeks camping and fishing trip to Northern Wisconsin, visiting Devils Lake and the Dells.

Mrs. Jas. Mosher, wife of Engr. Jas. Mosher left for Barry, Ill. for a visit with her parents, Mr. and Mrs. J. W. Padgett.

Mechanical Department

We just know you missed our news items last month but we were just too busy to write them. We will try and not let it happen again.

The DMM and Roundhouse office force and their officials and wives enjoyed a picnic at the Old Mill Park. All report a very enjoyable time and the only casualties report was a sprained ankle, a broken back and a pair of slippers with the heel torn off. The number on the program which made a decided hit was the song "A Lone Sheep on the Mountain Side," rendered by Master Mechanic Mullen. Really he is quite a singer and surely missed his calling when he entered the Railroad Game.

The office force enjoyed a lovely box of candy from Mchst. Schmidt. We surely appreciated it.

Leland Carroll former apprentice boy at Savanna roundhouse has completed his time at Milwaukee Shops and is now employed as machinist at Savanna Roundhouse.

The office force was presented with a beautiful bouquet of flowers from Machinist Bertsch.

Miss Ilene Kane is enjoying her vacation in South Bend, Ind. We cautioned her about the Hoosiers but she insisted on going.

Deer Lodge and Missoula Division

MISS Myrtle Dalberg of the Superintendent's office has returned from her vacation which was spent at Medford, Ore., visiting friends.

Mr. Victor Peterson is working as extra clerk in the Superintendent's office.

Mr. Clarence Kerr, who was in charge of Motor 10301 of exhibition Olympian Train leaving Chicago July 7th and arriving at Seattle July 28th, has returned to his home in Deer Lodge.

Engineer and Mrs. J. E. Pears have returned from a two week trip to Spokane. Mr. Pears suffered an injury to his hands recently but expects to return to work shortly.

Miss Florence Shirck, accompanied by her parents Mr. and Mrs. A. L. Shirck of Canton, Ill., Mrs. Iva Shirck and son, Marshall, of Powell, Wyoming and Mr. and Mrs. Dan Shirck of St. Paul enjoyed a trip through Yellowstone Park, on her vacation.

Division Accountant H. C. Johnson and wife have returned from a trip through Yellowstone Park.

Mrs. Pearl Jones of the Chief Dispatcher's office is on a trip to British Columbia by automobile.

Mrs. R. C. Daniells, wife of Rocky Mtn. Divn. Engineer was in charge of the Girl Scout Camp at Powell Creek at which 32 girls were camped and with the exception of five, all were daughters of Milwaukee employees.

John Jenkins, son of Condr. Jenkins of the Gallatin Valley Branch was a member of the orchestra which furnished music at the Milwaukee Pioneer's meeting at Butte.

Miss Anna Goldie of the Superintendent's office will leave this week on a trip to New York City, Washington, D. C. and other eastern points.

Condr. and Mrs. Geo. Davenport have returned from a trip to Minnesota, and incidentally driving back a Studebaker Commander.

Engineer T. A. Byrne has returned from a visit with his mother and other relatives in Chicago and Arden, Iowa, and still single too.

Engineer Jos. Rule who attended the B. of L. E. Convention in Cleveland, Ohio has returned and is on his run on Nos. 17 and 18 again. Mr. Rule represented the B. of L. E. Divisions of Deer Lodge, Three Forks and Miles City at the Convention.

Engr. J. E. Pears had the misfortune of having some of his fingers badly pinched while helping with a coupling.

H. & D. Division

Maude Hamlin, Correspondent

GEORGE May lately returned from the I&D Division where he has been working and reported for work on the H&D division Aug. 4, 1927.

Engr. Frank Fowler and mother, Mrs. R. D. Fowler, wife of Fargo Line engr. R. D. or "Dad," motored west to Oregon City, Oregon by auto and spent several weeks there visiting. They returned by the yellow coaches and say the good old Milwaukee is best in the "long run."

We are all excited and more or less 'up in the air' lately—we are going to move our offices into the building now occupied by the Van Noy Co. The Van Noy will move their equipment into the west half of the building and a partition is now being installed right in the center, making two rooms instead of one. The offices of the Train Master, Ass't Supt. Roadmaster and Chief Carpenter will all be in this building, and the building we vacate will be moved to Milbank to be used as a club room for the Milwaukee Women's Club of that city.

Dave Fisher, Joe Andres, A. A. Ricks and other men from about town, all went to Bell Fourche to attend the big Rodeo, and probably see the President, who can say? They haven't returned yet, but will give you the "low down" on it just as soon as I get the dope from them. Suppose they just 'whooped it up' out there in the wild and woolly west, eh?

Have been hiring quite a few new brakemen lately, in anticipation of a big grain movement this fall. Several experienced men have also made application and been put on the list.

Trainmaster Sizer tried for several days to get a chance to go over to Glenwood for a few holes of golf, but they have kept him so *dinged* busy, that he had to leave the Buick over there with Mrs. Sizer and content himself with *walking* about town for exercise.

Des Moines Division Items

Frenchy

MISS Jean McGinnis left August 10th for a trip through the west, visiting Seattle, Portland and other points. She is making the trip to Seattle and return via the Milwaukee.

Messrs. C. H. Embick and C. A. Phares and families spent a week or two fishing and enjoying the sports in the Minnesota lake region. We suppose they had some luck, but we have had nothing to prove it.

Mrs. M. C. Corbett and son Billy spent several weeks visiting in Sandstone, Minnesota during July and August.

Foreman A. W. Long was off duty a few days recently account illness.

George Ehmer, Traveling Accountant, checked the Des Moines Division accounts during August.

Mrs. John Flanagan and daughter Mary have returned from an extensive eastern trip including New York City, Washington, Philadelphia and Atlantic City. They report a fine time.

Mrs. L. L. McGovern who has been quite ill, having had a mastoid operation at Mercy Hospital, is recovering nicely at her home. Her many friends are rejoiced to hear of her recovery.

Mrs. Earl Webb and children have returned from an extended visit with relatives and friends at Cumberland, Maryland.

The following from J. P.—

Brakeman V. C. White moved to Okoboji recently but the larger half of his family says she does not like it so well. Why should she, he won't go fishing with her. Guess he cannot waste any energy at fishing.

Brakeman McCutchen was off a few days, relieved by L. M. Gifford who did the heavy on 35 and 36.

Conductor Hayden has been on the sick list, being relieved by "Andy" on the "Toonerville."

Nick McGrath called on us a few days ago. Says "Ole" has some GANG out at his house.

Our old friend Appleby came back from the lakes a few days ago but "Nary" a word about how many fish he caught, not even a borrowed string to take his picture with. Brakeman Brumbly has been on a vacation, relieved by "Old Reliable" Bob Davis. Brakeman H. M. Killam has sold his hotel and is now back at real work.

Any one desiring information relative to coming prize fight ask Conductor Bellman, he packs the DOPE.

Conductor Hollett was off recently account of the death of his sister.

Agent Foxhaven of Panorama is back from a fishing trip in Minnesota. Almost had hard luck. He drove up to the depot at Panorama in his "Chevy" and after reaching for his anchor he came to in time to shut off the gas—it was a different kind of a boat.

Rail Rumbblings from St. Paul

Allen

ED. Hennen of the traffic department of the Cudahy plant at St. Paul can no longer boast of being a bachelor. And as the story book goes, may they live happily ever afterwards.

Chas. Beatty of the St. Paul yard has a record that many base ball players cannot boast of. He has played the entire season without an error at first base and further has registered

one or more hits in every game played this season and the hits were usually better than doubles with a home run thrown in every now and then.

Charlie should be given a chance with organized baseball. Our bet is he would make the grade. He would make a good pickup for a wide awake scout.

George Miles ex-local freight office clerk St. Paul is now chief clerk of the North West Airways. This company handles the air mail and passengers between Chicago and Minneapolis.

Dubuque Shop Jingles

"Oosie"

FRANK Piltz, Coach Shop Foreman at Dubuque Shops for over 20 years, who was later transferred to that Department in Minneapolis Shop, passed away at his home in the latter city Aug. 7th; burial took place in Dubuque Aug. 11th. Sympathy is extended to his family.

Arthur Brown, one night round town, in his Chandler boat did drive. Came to a stop in front of a cop to the tune of 8:45. NEXT MORNING: His pitiful wail was of no avail, now he crawls around like a weary snail.

Foreman Hense: Any of you fellows lose a wrench?

Roy Levan: I did.

F.H. What's your name?

R.L. Roy Levan.

F.H. No, it ain't yours. This wrench belongs to Pat. Pending; his name's on it. Herman K. I'll give you 50c if you wash your face (to F. Lillie).

F. Lillie Keep it and get a hair cut.

Foreman Howell Excuse me, but are you the lady wot's singing?

Olive "Yes, I was singing, why?"

F.H. "Well, might I ask you not to hang on that topnote so long? My men knocked off twice already mistakin' it for the dinner whistle."

Eddie R and Herman P were fighting for flies; Eddie gave Herman a swat in the eyes; the Committee on Peace interviewed them and now—these boys are as chummy as they just know how.

Nevins and Brandt are sleuths sure enuf, when they start out hunting they bring home the stuff; the scent that they scented, they were sure was a rat, but they found out instead they were blind as a bat.

Jim and Charley, Jack and Sully

On a fishing trip did go;

For the man hours thusly wasted

They had two small fish to show.

'Twas inhuman for to keep them;

So Jack threw them in the creek—

Sully threw a real canipshun,

And he wasn't very meek.

But the best part of this story

Follows, read it carefully

There was one guy that likes fishing

That was missed just dreadfully.

'Twas the BRIDEGROOM—Frankie darling,

He just simply couldn't go—

Did he want to? I should say yes,

But his Mamma said plain NO.

(Cheer up Frank, Charley sez this time next year you won't even want to go out with the boys—he speaks from KNOWLEDGE.)

Have you a little "Angel" in your office? We have!



"You Must Have Spent Years on Shorthand" "No: I Learned it in 6 WEEKS!"

HER employer laughed aloud. "Six weeks! You're joking, Miss Baker. No one could learn shorthand in six weeks. You have been with us about a month and you are by far the most competent secretary I ever had. Surely you don't expect me to believe that you gained your present speed and accuracy in only six weeks! Why—a great many of our stenographers have studied shorthand for ten months or a year or more and still they make a great many errors."

"That isn't their fault, Mr. Chapman. Old-fashioned shorthand requires months of hard study and practice, and even when it is mastered it is difficult to read. But Speedwriting is very easy. 1—"

"Speedwriting? What's that?"

"For answer the girl handed the big business man her notebook."

"Why, this is remarkable, Miss Baker. It's in simple A. B. C's!"

"Yes, surely. That's how I learned it so quickly. Any one can learn Speedwriting. There are only a few easy rules. There are no hooks or curves; every 'character' you use is a letter you already know—one that your hand needs no special training to make."

"Well, that's the most remarkable thing I ever heard of. I could use that myself at board meetings and a dozen other places. You can write it rapidly, too!"

"One boy I know who studied Speedwriting in his own home took court testimony at the rate of 150 words a minute after only 15 hours of study."

"Miss Baker, where can I get some literature on Speedwriting? I really believe I'll take it up myself!"

Two months later Mr. Chapman and all his stenographers were Speedwriters!

Speedwriting

The NATURAL SHORTHAND

Tens of thousands have been freed from the drudgery of the old-fashioned methods of learning and writing shorthand by this marvelous new system, which may be written with a pencil or on a typewriter; can be learned in a third the time needed to master any other system; is more accurate, and can be written with amazing rapidity.

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I do want to know more about Speedwriting. You may send me the free book without obligation on my part.

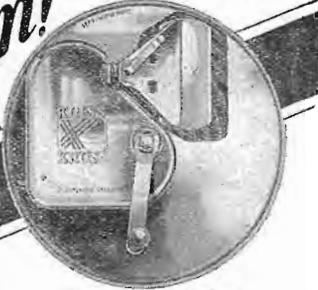
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Improved Model July 1927



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KRISS-KROSS, The Most Sensational Shaving Invention Ever Patented. Prolongs The Life of Razor Blades for Months. Gives Coolest, Cleanest Shaves Imaginable. And Cuts Cost 83%. See generous introductory Offer Below.

A NEW OLD, discarded blade—A KRISS-KROSS Super-Strop—11 seconds—and then the smoothest slickest shave you ever experienced! KRISS-KROSS literally performs miracles! Employs master-barber's diagonal flip-flop stroke (now for the first time duplicated mechanically). Gives any make blade (except Durham) the keenest cutting edge that steel can take. Amazing automatic regulator decreases pressure gradually to feather-like finishing stroke. Makes a dozen blades last for years!



SALESMEN!

Make big money selling KRISS-KROSS. Even spare time men make \$6-\$12 a day extra, just showing to friends and fellow workers. Benson made over \$50 in 3 evenings. Bradford \$40 on a Saturday afternoon. Get details of permanent, dignified proposition. Check coupon and mail it now!

New Kind of Razor—FREE

Right now, to introduce KRISS-KROSS, I am offering a new kind of razor free. Absolutely unique. Instantly adjustable to 3 positions. Unusual sliding stroke decreases beard resistance 45%. Comes with 3 special-process blades. Get yours while this amazing offer still holds good. The coupon brings full details. Mail it TODAY.

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World's Largest Manufacturers of Mechanical Stropplers

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Out Where the West Begins

D. H. A.

THE scenic beauty of the Black Hills is being enjoyed by many of our people. Among those who motored to the Hills to spend the fourth were Supt. and Mrs. H. M. Gillick, accompanied by Mr. and Mrs. Guy Richardson. The Gillick party left on Sunday morning returning Tuesday A. M.

Mr. and Mrs. Roy Van Dyne are enjoying their vacation in the Hills; also spending some time with Mrs. Dyne's parents in Minnesota.

Mr. and Mrs. R. S. Lewis and daughter Mrs. Chester Helmej and children have returned from a two weeks vacation, spent with their daughter Mrs. Horace Cook and family of Bozeman, Mont.

Mr. A. Walsh our popular slip foreman at the roundhouse and Mrs. Walsh are spending their vacation on the West coast.

Charles Olson of Lemmon has been working as relief operator in the Dispatcher's office.

Fred Schetzle, boilermaker at the roundhouse and one of our best ball players, had the misfortune to be injured at the "House of David" ball game, and was laid up for a couple of days.

Tom Hunt who has held the position of instrument man in the Division Engineer's office, recently resigned his position and departed for Seattle where he will make his future home. Tom's many friends regret his departure, but the best wishes of all go with him.

Mr. and Mrs. Clyde Caldwell are receiving the congratulations of their numerous friends upon their recent marriage, and are now comfortably settled in the J. L. Caldwell residence—Mrs. Caldwell will continue to hold down her position as stenographer in the Storekeeper's office.

Mr. and Mrs. William Wands have returned from their honeymoon spent on the West Coast. Mr. Wands is one of our popular engineers, while Mrs. Wands (nee Bernice Williams) has been employed as one of the nurses at the Milwaukee Hospital. Both have a host of friends who extend best wishes.

The sympathy of the entire community was extended to Mr. and Mrs. A. G. Fuller in the recent death of their son Homer. Homer was well known among railroad circles, having at one time held a position at the freight depot. It is given to but few to have his happy disposition and he will be missed by his many friends. His room was a bower of flowers from the time of his sickness to his passing, and he received all the tender care that could be given him, but "God touched him and he slept."

Mrs. Larry Hourigan is vacationing in California. Mrs. Hourigan's health has not been the best and she is sojourning in California in the hopes that she will fully recuperate.

Mrs. Bess Bunker, Miss Agnes Nylan and Mrs. Dora Anderson spent the Fourth at Belle Fourche, taking in the Rodeo there, as well as motoring to other places of interest.

Thos. McFarlane our worthy Master Mechanic, and Mrs. McFarlane and daughter Gladys are enjoying the ocean breezes on the West Coast—Mr. McFarlane's visit was cut short on account of being called to Milwaukee on business.

Mr. and Mrs. John Price have returned from a trip to Toledo, Ohio. While there they were the guests of Mr. and Mrs. Fred Nelson, former residents of Moberidge. They also visited Mr. Price's brother at Detroit, Michigan.

Mr. A. R. Kidd, our genial roundhouse foreman, is contemplating a vacation. Up to date he has not decided where to spend his hard earned rest.

H. B. Robson, Engine Inspector, left recently for points West, with the firm intention of securing several trout. Understand he took the contract to furnish the roundhouse force with these delectable fish.

Several changes have taken place in our clerical forces. Mildred Richardson is now Stenographer in the Chief Dispatcher's office, her former position as File Clerk being filled by Rowland Randolph. Dora Anderson has taken the position as Payroll Clerk, made vacant by the resignation of Alva Price. Bessie Swanton, General Clerk at the freight office, has been filling the position as freight clerk, and the position of General Clerk is being temporarily filled by Virginia Gore.

The new home of Frank Williams which is being erected North of the City Park is fast nearing completion. It is of the bungalow type and will be a home that Frank can feel justly proud of.

Mr. B. P. Shields, our congenial Chief Clerk, spent Sunday at McIntosh visiting his son John and other relatives.

Mr. Nick Gahr is working second trick in the relay office relieving Roy Van Dyne who is away on his vacation.

Mrs. Lon Green and children are visiting at the home of her brother W. L. McCafferty at Salem, Oregon.

M. H. Murtha of Seattle from the office of Assistant Superintendent of Transportation spent a few days in Moberidge on official business.

Mr. and Mrs. J. R. Price enjoyed a visit from Mr. Price's parents, Mr. and Mrs. John Price of Minneapolis, and his sister, Mrs. Eugene Regan and children of Aberdeen.

Mr. E. J. Cummins, Claim Agent from Miles City, spent a couple of days here on business.

Judging from the frequent trips our good looking timekeeper makes to Aberdeen there must be some special attraction down there. How about it Joe?

Mr. and Mrs. J. L. Caldwell and family returned from a two weeks vacation spent in the Twin Cities and Chippewa Falls, Wisconsin.

Mr. and Mrs. Ora Bethke are spending their vacation in Minnesota visiting relatives and friends.

Mr. and Mrs. Paul Ahrens have as their guests Mrs. Ahren's sister Mrs. Bloom and daughter Betty from Charles City, Iowa.

Mrs. Christine Carter and Betty Conger left last week for a vacation trip with friends and relatives at Marion, Iowa.

Mrs. Emil Johnson and son Dick are visiting at the home of her mother at Chippewa Falls, Wis. Mr. Johnson expects to join her there, they will go to Little Falls, to see Mr. Johnson's sister; also motor to Winnipeg, Can., for an extended visit with another sister.

Archie McLean, air man at the Moberidge roundhouse, reported for work after five weeks of sickness. It seems good to see his cheerful countenance around the shops.

Paul Ahrens is the proud owner of a new home recently purchased.

Mr. G. H. Hills, former Chief Dispatcher here, and now located at St. Maries, Idaho, passed through our city enroute to points East. His many friends here are always glad to see him.

Drippings from the Ice Bunkers
Spud Bar

OH! Yes! we're still in the land of the living even though we have been conspicuous by our absence. It just seems as though every one in this department is too busy to give out any information regarding themselves, or anyone else, for that matter. Even our boys along the line must be pretty busy minding their own business, or someone else's, because we can't even get a little snack from them. What is this world coming to when we can't even get hold of a little gossip or scandal any more?

By the way: It seems as though the most important thing we have to talk about this month is the wedding of our golden-haired Mildred. Poor Mildred! Another good decent girl gone to the devil sure.

RING AGAIN WEDDING BELLS!!

The Refrigerator Service Department takes pride in announcing the marriage of their co-worker Miss Mildred Huber

to
Mr. Charles Rabus
which took place Saturday
August 27th, 1927.

FROM NOW ON—"Charley's" going to take care of the money, for early this summer "Milly" said she went to "Llan" City for a change and a rest; the waiters got the change and the porters got the rest.

AND WHO? said "Gentlemen prefer blondes but marry brunettes." "Milly's" hair is spun gold and "Charley" is proud of it.

READY ONE AND ALL!—Congratulations to the gallant groom, much happiness to the "Sweete Bryde," sunny hours for both we hope.

Just shortly before "Milly's" wedding, her friends gave a "Rosebur Shower" in her honor, and this is the rollicking way she had to find the many beautiful gifts presented to her—

In the bedroom under chair, is a small package but handle with care. Don't climb a mountain nor yet a hill, but go to the dining room window sill. I'm out on the porch and all alone, please come and get me home. In the living room near the phone, its something to use in your future home. Upright I stand just like a broom, behind the door in the dining room. Under the table from which we eat, is something you'll think very sweet. Look over this room below and above, I'm sure you will find something you'll love. In the pantry on the first shelf, is something you made all by yourself. I'm hiding somewhere in the hall, come and get me before I fall. I'm not a book tho' I'm in the bookcase, please come and get me and end this chase. For something used only for very best, look on top of the cedar chest. For something that you'll use every day, just look on top of the buffet. You're tired we know but not thru yet, something's under the dresser you'll want to get. For something dainty and pink, look beneath the kitchen sink.

Can't you just imagine all the lovely things Milly received? I even heard that one of them was a rolling pin. My goodness! they must have thought she was going to need it, but I hope he won't prove to be that kind—at least not soon anyway.

Nearly everyone is back with us again and I guess, from all the talk that every one had a splendiferous time.

I hope that the boys along the line might be able to find time to send us a bit of news



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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.

122 South Michigan Ave. CHICAGO

Savanna Yard News

SWITCHMAN Earl Kurth has gone into business for himself. His new vocation is running the Sabula-Savanna Ferry (nights). Motto: "When it's airy, take your Fairy on the Ferry!"

We owe an apology to Bill Clerk Chas. Wilson for neglecting to state in previous items that he is now having his shoes tailor-made by a firm in New York. Charley says this will prevent the children of Cain from having shoes like his.

Our popular switchman D. Kennedy, Jr., was recently seen promenading our gay boulevards with his fair damsel. This one did not look like a widow.

Yardmasters Dahl and Manson started on their vacation July 18th.

John Casselberry, Bill Clerk, spent one week in the latter part of June at Excelsior Springs, Mo. Jack says everything down there was running fine.

Messrs L. L. Weldon and T. Griffin accompanied by their wives spent the week end of July 30th at Lake Geneva.

Our Landscape Painter Switchman Hugh Kehoe is waiting for Henry's new car to come out on the market. Understand he has a perfectly good washing machine that he figures trading in for one.

Bill Clerk E. Anderson and wife spent the last two weeks of July visiting friends and relatives in Springfield, Mo., and vicinity.

Chief Caller S. Correll still makes his week end trips to Bellevue, Iowa. Better marry the girl and reduce your mileage?

Chief Caller Jewel McGrail leaves in September for various points in California.

Here's hoping she don't fetch back any more California freckles.

General Yardmaster Chipman has all the furniture in his office painted and varnished, and it looks just like new.

Miss Mary Kennedy, Car Record Clerk, is a week end visitor at Maquoketa. There should be some good timber left in the timber city.

Stenographer C. Jensen spent a couple of days this month visiting in Mason City. The air up there is very invigorating. Chris says they do not have any street signs up there and he had an awful time finding his way back.

Yardmaster Ray Kentner spent a week end the first part of July at Excelsior Springs, Mo. Ray says that he is not allowed now to eat over six meals a day.

Bill Clerk Castle left Savanna July 31st for a vacation to Detroit and Canadian points. He had two suit cases leaving here. Hope he does not forget to get them filled coming back.

Chief Caller Correll is now calling his crews by foot. He says he needs the exercise anyhow.

Sparks from the East End of the Electrification

Adolph C. Knudson

GOSH all hemlock, spruce and pine, but what happened to our July "Sparks"? Nothing at all. Only the office boy, or some one, cut them in half. Then forgot to print the better half of 'em. Which kind of makes

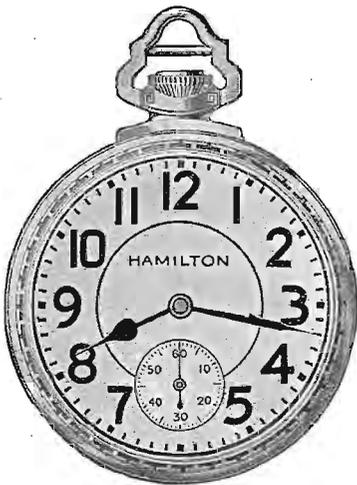
folks think that Ye Humble Scribe is not doing his stuff when it comes to gathering the news. Now, me thinks, if that kind of stuff happens much more we will have to journey to Libertyville and perhaps kick the editors office cat around.

Hugh E. Jones, former Round House Clerk at this point; but who has been of late time keeper with an extra gang, spent several hours in Harlowton one evening, the later part of June. He, seemingly, came right in and turned around and went right out again. He did not even take time to look up his friends. Come again Hugh.

Marjorie Grivetti, daughter of our night Yard Master, Dom. Grivetti spent several weeks in Chicago visiting relatives.

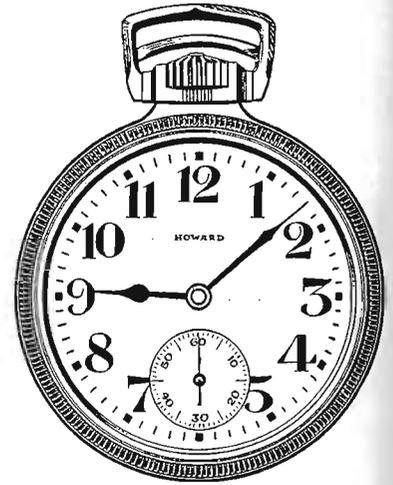
Mrs. Thomas Bundren returned July 19, from a visit of several months spent at their old home, in and around Kansas City. It is said that Tom fell all over her suitcase when he got up to build the fires in the morning, and then went back to bed not knowing his wife had returned. What are you going to do with a man like that?

C. E. Lenon, transferred here from Raymond, Washington, assumed his duties as station Agent July 16; vice W. A. Peace transferred to Raymond. The change being necessary due to Mr. Peace's poor health. We sincerely hope his new location agrees with him. We like what we have seen of Mr. Lenon and we hope he will remain with us. C. E. Steinhouser, who was acting agent while the change was being made, is back on his old job at the freight office. Augie Berge, acting cashier, is back to his old love; day warehouse foreman.



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MILTON PENCE

Chicago
Illinois

Mr. and Mrs. D. Danubeck, of Thunder Hawk, South Dakota, visited at the home of their sister, Mrs. G. A. Rasmussen.

Mr. and Mrs. W. B. Cambron, spent several days at the home of their son, Joe. Cambron, while in enroute from Monona, Iowa, to their new home at Missoula.

Mrs. A. A. McCabe and children, of Avery, spent the later part of July with relatives and friends here. Art, how is the batching?

Question: What is the difference between President Coolidge going fishing and a guy like Art Hoops doing likewise?

Answer: Silent Cal takes fifty newspaper men with him on his trips so they can tell the world about it. Art has to tell the world about his trips his ownself.

Night Yard Master and Mrs. Don Grivetti and son Donald, spent several weeks rambling around out on the coast. We wonder, did Don go out there in order to get the whiskers started growing for the "Days of '49"?

Walter Wirth and family had Mr. and Mrs. Wm. Wirth and family and Mrs. Wm. Kelly of Tomah, Wisconsin, as their guests for several days. These folks were enroute to Yellowstone Park, returning home via the Black Hills; made famous by the summer White House.

C. E. Steinhouser and son Robert, spent several days fishing over on the Madison and Gallatin rivers. And there are still some fish left in those streams.

Holy whiskers, by-whiskers, gee-whiskers and common ordinary whiskers and whiskers like Harvey Williams', fourteen on one side and thirteen and a half on the other side. With all these crops of whiskers being grown for the "Days of '49" celebration, September 1-2-3, it is difficult for special Agent, J. L. Buckley, to distinguish the difference between regular bums and just temporary ones.

The weather man sure has got his nerve. What did he do; but let it rain on the day the Milwaukee Woman's Club was to have held their picnic. He could not even hold off that moisture until after the crowd had gathered. Result, no crowd, no picnic, those of us who had been looking forward to the good eats, usually dished out at an event like that, are still hungry.

Yes, sir, another Musselshell division trainman has foresaken the bachelors ranks for wedding bells. This time it is Carol Warren Neptune, with Miss Genevieve Mildred Martin, daughter of W. A. Martin of Melstone, as his leading lady. The writer extends to them the terminals best wishes for a happy married life.

Mrs. Gladys Nissen, Mrs. Mary Dunn, Mrs. Hanna Haugen and Mrs. Martha Shiell and A. A. Martin were the Milwaukee folks to attend the I. O. O. F., district meeting held at Coffee Creek, Montana, July 9. One grand time is reported by all.

Y. E. Miyoshi, son Toru and Sam Sacomi Jr., left the morning of August 5th, for Yellowstone Park. They are motoring thru and are accompanied by friends from Hunters Hot Springs and Livingston. Reports reaching Harlowton are to the effect that they are having a wonderful time.

It would be to great a task to record the names of all the new men working at Harlowton terminals, even if we knew them; which we don't, so we are not going to make the attempt.

Who do you suppose journied to Harlowton from over Three Forks way? You could not guess in a year, so we will inform you. It is none other than N. B. D. The writer did not find out about her visit until four days afterward. Come again.

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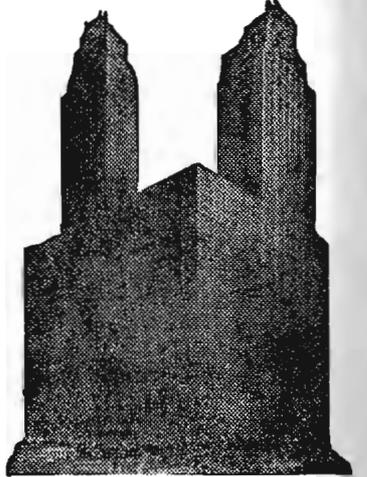
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Dubuque Division

E. L. S.

WE are pleased to announce that Victor McCurdy, formerly Assistant Chief Dispatcher on Dubuque Division was appointed Chief Dispatcher on the Illinois Division, succeeding Mr. W. J. Hotchkiss, who is now Trainmaster on the Dubuque Division. Glad that Vic hasn't forgotten us—as he pays us a visit quite regularly. Congratulations, Vic!

We also extend congratulations to Mr. and Mrs. E. H. Johnson, who are the proud parents of a baby boy.

Mr. C. E. Kinney, Chief Clerk, returned from his vacation, which was spent in central part of Wisconsin.

Our Yardmaster at Dubuque Shops, E. G. Kiesele, is planning a long, long trip in September. He and his wife will attend the American Legion Convention at Paris.

Mr. John Roe, Section Foreman on Section 9, died July 20th. We extend sympathy to the bereaved family. Mr. Roe's successor is Tom O'Rourke.

We are sorry to learn that Section Foreman M. Toussaint, Section 52, is very ill, and hope for a speedy recovery. He is being relieved by Mike Meyer.

Various Agents have resumed work after being on vacations, among which are Fred Schrader, Agent, Marquette; L. E. Yeager, Bellevue; W. H. Wyse, Waukon Jct; C. Glynn, Reno; S. Glynn, Waterville. Understand Ed. Christ is planning on a vacation for a couple of weeks, the first one in four years. We figure that he surely deserves one.

Mr. H. M. Wilkinson, formerly Night Yardmaster at Dubuque Shops, was appointed Train Dispatcher in Dubuque Dispatchers' office; Ed. W. Olson, appointed Assistant Chief Dispatcher; and W. J. Rellihan, Operator, will be used as an Extra Dispatcher commencing August 20th and will relieve the Dispatchers while on their vacations.

Sympathy is extended to the bereaved family of James Burke, Switchman, who passed away July 31st at Mercy Hospital. Mr. Burke was a Switchman on this Division for a great many years, and will be missed by his associates.

The Dubuque Chapter of the CM&STP Women's club held their annual picnic Saturday PM August 13th, at Eagle Point Park.

The Dubuque Division is handling more trains than for some time, as effective August 1st, three new trains were put on—the T.C.X., T.C.D.X., and K.C.O.N. There is also a Dubuque to Green Island turn-around being run. The T.C.X. takes the place of No. 88 between Dubuque and Savanna. These extra trains are giving work to quite a number of our Extra Conductors and Brakemen who have worked but very little since last winter, and we hope that the tonnage on these trains will increase from day to day so that the meaning of these new trains will be well established.

The "Eye" of the I & D

F. E. P.

AS the old saying goes, "A bad penny always returns," so here is the west I&D coming forth once more with news of the happenings of the best, maybe we should say one of the best divisions on the system. WHY the best? Because we have two of the best officials of the company on our division, namely G. P. Hodges, Division Master Mechanic and W. F. Ingraham, Supt. There is always a third reason and it is this: Because at the terminus of the I&D Division, the President

of the United States, Calvin Coolidge, is making his national headquarters. Now you can see why we are so proud of the I&D.

Engineer Williams who pulls No. 11 and 22 west of Mitchell took a few days off to visit his mother at Marshalltown, Iowa. We are glad to hear that she is much improved.

With the taking off of the little run, No. 33 and 38 east of Mason City we see quite a few new faces on different runs west of Sanborn. Shoemaker is now running between Sanborn and Chamberlain and so is Harold Johnson. By the way anyone wanting instructions on how to uncouple air hoses, ask Johnson, His Nose Knows!

The Black Hills division are getting their share of vacationists at least this year. Among some of these are J. V. Anderson who was at one time Division Store Keeper. Mr. and Mrs. Marshall, agent at Bridgewater and Engineer Wm. Long. Bill says now that he has a new Nash he does not have to observe any slow orders.

The stork was pretty busy at Mitchell during the month of June. Dorothy Ruth is the name chosen for the little lady at Mach. Helper Albert Unruh's home. Likewise a baby girl at the home of Machinist John Bohan arrived on June 21st. Congratulations boys.

E. M. Stanton, Trainmaster at Mitchell and wife have just returned from a two weeks vacation, spent in DesMoines, Savannah and Madison, Wis. They report a fine time.

A friendly face was seen around Mitchell last month. That was of R. D. Milder, formerly trainmaster of the west I&D, but now located at Milwaukee. We all liked R.D. and glad he paid us a visit. Come again.

Ward Miller, boilermaker helper at Mitchell roundhouse, was tired of living alone so on June 30th, 1927 he took Miss Dora Miller by the hand and said "I will." The shop forces at Mitchell join with me in wishing you both much happiness and success.

The officers of the Gum Club are chosen by merit and rank as follows: Harry Binderup: Holds record in stretchability of Spearmint while in action. Perry Paullin: Noisiest sounds like the crack of a whip. Phil West: Excels in length of stroke. Helen Hasslinger: Record for endurance per stick. Lyle Paullin: Speediest. Louis Ilaf: Greatest variety of facial contortions.

P.S. Anyone who thinks they are eligible to this club notify James McLaury, Painter Helper.

Heard upon the store room platform at Mitchell:

C.H.B. What is space?

J.G.West: I can not think of it right now, but I have it in my head.

A.U. to Earl Horn:

Albert: Are you any better off for getting married?

Earl: Yes, formerly I had good quarters.

Albert: Well?

Earl: Now I have a better half.

CM&STP Songs at Mitchell

The Officials: Funny folks.

Laura Vessel: Not Because Your Hair is Curly.

Ross Harrison: Every Little Movement has a Meaning all Its Own.

Emma Reyner: You've got to take Me Home Tonight.

Phil West: First Love.

Cecil Kellar: It All Depends On You.

Adam Herbner: I Feel Like Sending Home for Money.

Has No Sign of Asthma Now

Says Wheeze and Cough Entirely Gone. Tells What Did It

For the benefit of asthma sufferers, Mr. Charles Dean, 910 1/2 Virginia Avenue, Indianapolis, Ind., tells how he got entirely rid of this stubborn disease. Mr. Dean says:

"I began having asthma in 1912. Kept getting worse, and couldn't do a day's work. I would wheeze and choke and if I walked a square, I had to lean against a post and rest. In October, 1923, I began taking Nacor. Relief came very promptly, and I continued to improve, gaining 13 pounds in weight. I feel perfectly well again and can say that Nacor is the only medicine that ever brought me relief."

Hundreds of other sufferers from asthma, bronchitis and severe chronic coughs have reported their recovery, after years of affliction. Their letters and a booklet full of valuable information about these stubborn diseases will be sent free by Nacor Medicine Co., 627 State Life Bldg., Indianapolis, Ind. No matter how serious your case seems, write for this free booklet today. It may give your whole life a new meaning.

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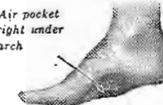


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Harry Binderup: I Wish I Had My Old Girl Back Again.

John Lindahl: I've the Time, I've the Place, But it is Hard to Find the Girl.

Perry Paulin: The Girl That Threw Me

Down.

H. Willtrout: They Go Wild, Simply Wide Over Me.

E. O. Wright: Everybody Loves a Fat Man.

The I&D Division has been grading the road west of Mitchell this summer, about six extra work trains being on all the month of July and August. Crop prospects look fine this year.

I wonder if any one has been able to find out why Ell Doland clerk at Presho, has been spending so much time at Beresford lately. Some say he is able to hand out a pretty good line in Norwegian.

John Mour and family of Dubuque are spending a week at the home of T. W. France at Mitchell. Do things look just the same?

C. H. Bradbury, RHF. at Mitchell spent his vacation visiting his parents at Tacoma, Wash., in July. Mr. Bradbury's mother is in very poor health at this time.

I'll bet the Boilermakers are just more than building boilers these three days at the Staff Meeting in Minneapolis. Its all right to learn about boilers but please leave those ladies alone.

Mrs. William Wood and boys are visiting at Cedar Rapids and Belle Plaine this month.

We hear E. O. Wright and Roy Peterson planning a fishing trip to Northern Minnesota. Hope you both have a fine time and bring us some fish.

Agent Shelby and wife of Mitchell have just returned from a pleasant trip at Minneapolis.

Mrs. Carpenter Kendall and Miss Etta Lindskog spent a few days in the Black Hills the last of July. Understand they had a fine time. Etta can't decide whether to spend her vacation in the Hills or at Gallatin Gateway? Pretty Hard to decide.

E. O. Wright, B. M. Foreman at Mitchell believes in advertising. The other night he was seen driving out to the dance with two chicks perched on the rear bumper. Don't get excited folks they were feathered chickens.

No wonder Boilermaker Gilbert is getting rich farming. We heard some one say the other day he skims the milk on one side and then turns it over and skims it on the other side. It's all right Gil, I don't blame you a bit.

Now since the golf sticks have made such a decided change in Thomas France and Jack Sundquist, we are just wondering what in the world will happen at Mitchell. Mr. Hodges says he is afraid their work will suffer. Thomas can't make it in 119 yet. His lowest is nine holes at 155.

Here are some well known phrases heard at the stepping stool by a passenger brakeman:

Don't forget to write.

Tell all the folks hello.

If you can't be good, be careful.

Come back again next year.

Take care of yourself.

Hope you have a pleasant trip.

Don't do anything I wouldn't do.

I. & M. Items

E. H. K.

ENG. Dispatcher Leon Fisher has returned from Hasty where he had joined his wife and children at the home of his daughter Katheryn. Mrs. Fisher and children will remain for a longer visit.

Mr. and Mrs. L. Dilger were called to Mt. Horeb, Wis., to attend the funeral of his father.

Mr. and Mrs. Jackson Cambern arrived home after a pleasant trip through Yellowstone Nat'l. Park.

Boiler foreman J. L. Hillam and family have returned from a trip to Seattle and Vancouver. They went by way of Canadian Pacific and returned via The Milwaukee.

Mrs. S. D. Smith was called to Frankfort, Ind., account of very serious illness of her sister.

Mr. and Mrs. Alfred Ruland are planning a trip to New York City going by way of New York Central and back by Pennsylvania.

Mr. and Mrs. D. L. Robinson and son, Edward, left the first of August for Los Angeles, Cal., to visit at the home of their daughter and sister Mrs. Richard Luers.

Mr. and Mrs. Henry Bramer expect to leave early in Sept. for Chippewa, Ontario and also to Niagara Falls.

Miss Freda Catkin of the store department and Miss Evelyn Wigness of M. Mechanic's office are spending their vacation in Boston and New York City.

Eng. Frank Baier is building a new home and expects to have it completed the latter part of this month.



Engineers Smith and Johnson, "The Barney Oldfield and the Old Barneyfield" of the I. & M. Division

Eng. Roy Smith expects to leave in a few days for his "Combination Ranch and Summer Resort" up north, where he will remain a couple of months, harvesting his crop of muskrats and threshing his pigs and cows. Roy says he will not be able to entertain any more guests or tourists this year as a real farmer is kept too busy with getting up at daylight to drive the geese to water, milking the ducks and doing chores for the women. He won't have time to entertain guests in real summer resort style, but his post office address will be Leonard, Minn., and any communication will reach him at that place either by radio or otherwise and will receive proper attention through "his private secretary," as he will be too busy to attend to it personally as time is "limited". Well we hope he will enjoy his vacation if that is what you call it and hurry back as Lou is liable to get lonesome during his absence.

Twin City Terminals

Mac

THERE will be "wedding bells" ringing in the near future. Dorothy Thorne stenographer in the Local Freight Office is sporting a "diamond ring." There will be more to tell later.

We have heard since the printing of the news in the last Magazine that Frank Foster, Cashier in the Local Freight Office is also a member of the Order of Amaranth. He didn't attend the convention at Seattle, but it is just as necessary to watch your step in Minneapolis when you belong to a "Ladies

Order," especially when you are a bachelor too.

We thought Archie Benolkin, Asst. Bill Clerk had also been affected by the "Golluluf" bug. Came to the office last Saturday with the golf togs on, but on investigation we found the reason for wearing the outfit was an anticipated trip in his flivver to a Lake near Faribault. We wonder if the "togs" of this kind have any particular influence on the motor. Let us know Archie.

Otto Pontzar, Car Record Clerk took a trip east on his vacation. Visiting New York and Washington, D. C. What is the attraction? Took this same trip last vacation. How about it Otto.

Charley McCabe, Chief Grain Clerk and wife took a trip thru Yellowstone Park last month. Reports enjoying every minute of his trip. Jim Churchill, Demurrage Clerk spent his vacation at his cottage at a lake beyond Monticello.

Michael Cunningham of the Twin City Transfer is on a leave of absence in the course of which he is sojourning on the West Coast.

Everyone was pleased to see Check Clerk Joseph Sokal who visited us a few days ago. Mr. Sokal is recovering from an injury sustained some time ago and his friends are pleased to know that he will be able to be with us again soon.

There is a rapidly growing demand for the service of our "Milwaukee R.R. Employee's Band." During the past week they gave a fine concert at Loring Park which was enjoyed by several thousand people. The next public concert will be conducted at the Lake Harriett Pavilion.

Chas. Weber of Twin City Transfer is laid up with sciatic rheumatism. We hope to see you back soon Charles.

Smiles and cigars were much in evidence during the past week as a result of the arrival of a fine baby boy at the home of Mr. and Mrs. Everett Halloran. Everett is so cheery that we take it he will now be able to blow the cornet with much more force.

Miss Sarah Miles has accepted a position as stenographer in the signal department.

Ray Albers Accounting Dept. has had his Chrysler long enough now to get most of the new worn off it. Says it has now become accustomed to himself and since he has gotten "city broke," seems to get along fine with it.

Carl Holmgren tried bumping a Chevrolet into a Cadillac and the Cadillac tried bumping into a Buick. Carl's Insurance Company bumped \$40.00 to the Cadillac and no one knows what the Buick got besides the bump.

Arnold Baker Engineering Department was married on July 16th. Spending their honeymoon at Mason City. Congratulations Arnold.

Miss Emma Faldet, Stenographer Engineering Dept., took a trip through Yellowstone Park last month, via the Milwaukee way. Reports a trip well worth taking.

Miss Elizabeth Boran has accepted the position in the Engineering Dept. made vacant by John Mason who has accepted a position with the Guthrie Company which is connected with the Great Northern Railway. He is at present in the State of Washington.

Harry McAndrews was married the first part of July. The romance started at the University of Minnesota. The bride is also a graduate of the Engineering Class. Best wishes for their success from their friends and co-workers.

Carl Berg took a trip to Chicago last month. I haven't heard the particulars. Will have to interview Mr. Pasko about this, when he returns from his vacation.

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Houston, Texas

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Treated Cross Ties, Switch Ties, Bridge Timbers, Piling and Poles.

Large stocks at our treating plants enable us to make prompt shipments.

National Creosoted Pine Poles have full sapwood penetration, clean surface and do not bleed.

TREATING PLANTS AT

Texarkana

Houston

Kansas City

Finney, Ohio

Toronto—Golf isn't a game, it's a disease, declared Daniel Chase, delegate of the Sportsmanship Brotherhood of New York, speaking here today at the convention of the World Federation of Education.

According to that Harry Nee and Pat Flaherty have reached the extreme end of their illness. Pat lost in the finals 3 and 2 for the M. L. Rothchild's trophy—and Harry lost in the finals for Noe Harness Co. trophy 1 up. Tournament played at Glenwood. Al Wareham still survives however.

Splinters from the Wooden Shoe "Brounie"

LAST month we slipped and did not get the news in, so some of this may sound a little old but must have mention.

The topic most heard of lately is the fishing. Every Monday we hear some most wonderful fish stories. Louis has been doing his best to instruct Clara in the art of catching fish with salt. We think Clara will be more expert than Louis before long. Dinwoodie is back from his vacation and we have not heard a fish story from him as yet. Don't know if he didn't get anything or if he is just having a little difficulty thinking of one.

Vacation period is on and every week you miss one or two from the office. This week Clara is gone and everything seems to be quiet in the end of the room. Don't forget Clara the boys missed you over there.

Clem spent his vacation at Shawano Lake and claims he caught a fifteen inch pickerel, but he failed to have any pictures taken—sounds fishy. Otherwise Clem had a delightful time, it seems.

Congratulations are extended to Mr. and Mrs. George Berghauer on the arrival of a nice big daughter on June 22nd.

The pictures of the Superintendent's office force surprised several of us. We didn't realize that we could register so much grief. If the powers that be in Hollywood could see these pictures, we would be very apt to lose fifty or seventy five per cent of our clerks, at once, if not sooner.

We all extend our most sincere sympathy to the family of Mike Dwyer, who died of heart trouble on June 24th. Mr. Dwyer was well known on this Division for forty years. We all miss his cheery smile.

French Yeager returned to his youthhood days of sport, which is shooting fire crackers. If you don't believe us ask McGregor, also Fritz Robinson. Maybe French can tell us more about it.

Operator A. L. Vieau has been in the hospital suffering from blood poison.

We are all wondering why Dispatcher I. A. Kurth makes so many trips to Elkhart Lake.

Fireman R. C. Hethington and family motored back from Florida after spending the winter there.

We understand that a few of the boys from the Agent's office took a certain Lieut. of Police out so that he could show off his Marksanship that he had been talking about. We understand that after a good many shots he was able to hit the target. He claims there was something wrong with the gun.

We understand Demurrage Inspector Junker has recommended Lucky Tiger as a very good hair tonic. For an example he is displaying his wonderful head of hair.

We understand Agent Herman made a hurry up trip to the South and he returned all smiles. The boys at the station are wondering what is going on.

We have Engineer Blesch back with us

again. He displaced Engineer Gunderson pulling the yellow cars.

Passenger Brakeman Hallgren says it is nice to live in the United States because his wife drives him back and forth to work with her car. Harry says you can't do that in Sweden.

Day Engine Watchman Grandy at Iron River has a car now and he has made quite a hit with some of the widows and old maids in Iron River.

Engineer Cochran and his Brother Ed the brakeman laid off five days to take in the Fireman's Tournament at Ontonagon. They must have had quite a time as they did not have much to say when they returned.

Since they put 705 and 700 back on daily schedule some of the boys living at Crystal Falls and Iron River have a nice smile always.

Yardmaster O'Malley has made quite a hit with a certain Swedish Lady, we wonder.

Roundhouse Foreman John Olson is well pleased with repairs and new conveniences at the Iron River Roundhouse and is anxiously waiting until the electric lights are connected up.

Congratulations are offered to Joe Jacobson and wife on the arrival of a six pound baby boy.

We understand Ed. Handlen is still shaking from an experience which he had Sunday. We understand Ed and his brothers took a little trip to Suamico, on the Bay Shore, and in some manner or other got near a pasture where there was an animal that did not like their presence and started after the boys. Ed says you should have seen him run. They ran into the Bay up to their hips and there they stood for over a half hour, waiting for the chaser to return to his haunts. Ed's shoes are on exhibition at the shops and we understand they will make good skifs, as they turn up nicely at the toes, and are guaranteed to shed water, seeing they have been water soaked.

Joe Berendsen spent the week end at Milwaukee visiting the Shops.

Abe and Adler Olson we understand are some Ball Players, especially at the Moose Picnic. Some fellows can roll around the bases faster than they can run. Believe Peter Larscheid should interview these two young men for his Ball Team.

Gene Holland is off for a two weeks vacation, spending it in the North Woods, picking berries.

Greg. LaChaple is confined to the hospital for an operation. We hope he gets along fine and returns to work soon.

Our Material Clerk is trying to decrease the area of our honorable state by pushing the City of Pembine into Michigan. Remember the old slogan Clem "On Wisconsin."

Results of Fred Krugs fishing trip, headache, mosquito bites, one carp, one snake pickerel and he had the nerve to offer the fist to the office force.

Congratulations are extended to Mr. and Mrs. R. D. Ellis, Operator, Elkhart Lake, on the berth of a son.

Ted Hansen is wondering where his poor box disappears to. Will someone please notify him.

Dispatcher Geo. Gavin has only made two inspections of the Appleton Branch this month. He is falling down on the job.

We understand that Abe Walmer took Francis Kocha for a little ride the other day, and from all indications it was very little as Mrs. Kocha could not wait until he got back and picked him up at 9th and Broadway. Love is a wonderful thing.

Car Dept. News—Tacoma

Mrs. H. E. Browning

MR. R. Campbell, Gen. Safety Appliance Insp. visited at the Shops recently.

Carl E. Wood is now assuming usual duties after an operation for appendicitis.

Mr. F. D. Campbell's Office force enjoyed a picnic outing at the Oakes last week.

Mrs. A. P. Smith and family are enjoying a visit with Mr. Arthur Secrist, a cousin, who motored to the Coast from Topeka, Kansas.

Mr. W. L. Delaney, General Car Foreman at Tacoma spent the week end on a fishing trip but the scribe has not received an official report.

Car Dept. employes in St. Joseph's Hospital at this time are Messrs. John F. Gibson, Reinhold Nemitz, Mike Nech and Asa H. Bailey. They are reported as rapidly recovering.

Mrs. F. E. Bailey and daughters, Margaret and Blanche are visiting in Chicago and Kansas City. They expect to return by way of California.

Eugene DeLange of Marmarth, N. D. has been visiting the Brownings.

Mr. Pete Simms, Master Car Builder of the Union Pacific Railway at Pocatello, Idaho called at the Shops last week.

Mr. Charles Alberts has returned from a month's vacation in California.

Mr. Robert Fife has also returned to Car Dept. duties after quite a period of illness.

Yoshio Tongu, who has been attending Cambridge University, is spending his vacation at Tacoma with his parents Mr. and Mrs. Kuma Tongu.

Mr. J. E. Williams, appears more cheerful now that he is no longer a bachelor. Mrs. Williams and daughter Ann Elizabeth have returned from a two months visit in Iowa and Minnesota.

Herman Beiring, Wood Mill employee, spent his usual summer vacation at Camp in Govt. Service.

Coast Division Accountant's Office News Items

H. E. B.

MRS. Frank Opic is recovering from a major operation and soon will be able to fill her husbands lunch basket with pastries again.

Miss Margaret Olsen has been the center of interest the past month. Miss Olsen formerly of the Supts. office is visiting here from Los Angeles. The girls enjoyed a picnic at the Point Defiance Park in her honor last week. Misses Daisy Webb and Rose Lindquist complimented her with showers.

Miss Millie Anderson is enjoying her vacation.

Little Love Smith who was seriously burned is getting along nicely.

Mr. Baughn is spending the week end in BC. Be careful Mr. "B."

Mr. G. S. Bell, Chief Timekeeper has returned to his post of duty after an absence of two months. We are glad to have him back and looking so well.

Mr. Louis Bay spent his vacation fishing—didn't bring any back, but looks nice and brown from out door exposure.

Miss Rose Lindquist toured Canada during her vacation. Outdoor life for a couple of weeks did her good too, she came back with a nice coat of tan.

S. M. East
M. B. M.

ENGINEER William Anderson has gone to Missoula, Montana to spend a few weeks vacation with friends and relatives. We all wish him a very pleasant trip.

P.F.I. Williams left July 22-27 for a few days visit with his brother in Chicago, Ill. He reports seeing Babe Ruth knock a home run while there.

We are sorry to report that Mr. A. M. Lemay Division Storekeeper is in St. Marys Hospital at Tomahawk, Wis. with sciatica and expects to be there until Aug. 15, 1927.

Mr. Clayton Bowe has accepted a position in the Division Superintendent's office in Minneapolis and left us Aug. 4th to take up his new work. Mr. Edmund Doyle is now working at Bowes desk. We must admit that we miss you Clayton especially at the Drug Store during the noon hour.

Chief Dispatcher F. M. Valentine and family returned July 31st after spending a two weeks vacation in Chicago, Ill., Fond du Lac and Cross Plains, Wis.

We would like to ask TMB, E. J. Vollmar and Bkman. M. B. Hanson what happened to their bedding left on the platform of Pass Train No. 22 July 18th. They lost it and now sleep on the hard boards.

Former Chief Carpenter E. J. Auge was at Austin July 26th and called at the SM Superintendent offices while here. Mr. Auge is now making his home in Minneapolis, Minn.

We are sorry to report that veteran Englebert Laufe is again in the hospital and very poorly at this writing.

Engineers Mathews, Higbee and Lang are driving new 1928 Buicks, as is Conductor George Damn.

R. R. Galligan, formerly accountant in the Superintendent's office is enjoying a months vacation at his home in Lanesboro. We hope Bob will call on his old friends while in this vicinity.

Walter Damn has completed his course in osteopathy and is ready to hang up his Drs. sign. Mr. Damn is the son of Engr. Thos. Damn and some years ago was Local storekeeper at Austin and later at Madison, S. D.

Engineer and Mrs. Higbee and Engineer and Mrs. Mathews have returned from a pleasant vacation spent in the northern part of Minnesota.

Condr. Killoren is enjoying a visit from his daughter. The family motored to Cresco and also Albert Lea spending a few days in each place.

Engineer Mathews has a beautiful flower garden. His gladiolas in particular are the envy of many and the beauty of it he shares them with his many friends.

The F. A. Ryan family enjoyed a two weeks outing at St. Peter, Minn.

Miss Evelyn Wigness and Miss Freda Catlin are spending their vacations looking over the sights around Niagara, New York, N. Y. and Washington, D. C.

The Milwaukee Women's Club enjoyed a picnic at Sutton Park on Aug. 3rd, 1927. A very large number of the members being present and their families. The men folks enjoyed the ball game while the children had ice cream cones.

Our correspondent is so bashful she doesn't write about herself, but that does not mean that she has not acquired a new addition to her left hand, while on her vacation she autoed to Des Moines, Ia., St. Louis, Mo. and Chicago contributed.

Chief Clerk, H. A. Wunderlick tells us that he is keeping house these days while his wife

is spending a few days in LaCrosse, Wis.

Comptometer Operator Margaret Dunbar and Leonard Flannery, Enginemens Timekeeper were married in Minneapolis, July 23rd. The Milwaukee employees wish them a long and happy wedded life.

Miss Rose Kurlish spent the week end of August 6th with her brother at Waterloo, Iowa.

Chicago Terminals

Guy E. Sampson

SOME times we sit and wonder if our column would be missed if we just sat out for awhile, and then when we pick up the current issue of the Milwaukee Magazine and see that one can count on the fingers of one hand all the correspondents who are writing today that started in when our great EMPLOYEES MAGAZINE was begun, we just can't bear to reduce the number by dropping out. Many of the original staff have been called to the great beyond, some have left the service of our great railroad and others have just turned the job of reporting their divisions doings to some one else. The writer of this column has a complete collection of our magazine from No. 1 to the August 1927 number and expects some day to have the entire collection bound in book form a volume for each year and to say that it is a pleasure to turn back fifteen years and read the writings of our old associates would be putting it mild. So each month about this same time we drop down to the typewriter and jot down what we think will be of interest to the readers of the magazine. To be sure we sometimes—(note we said sometimes) get items from other employees and gladly write them in the column. A few days ago we were given an April copy of the B. & O. employees magazine. About one half of its space was taken up with photos taken from all parts of that system and a great many of them showed various teams made up of employees enjoying out door sports. As the athletic spirit is beginning to sprout up among C.M.&St.P. employes and officials why not get some good photos of them for the magazine. We also noticed a large photo of a one hundred and twenty ton casting that had been shipped over their road. Only last month the Milwaukee transported a gasoline still weighing 188 ton out of Milwaukee destined Tulsa, Oklahoma and we here give a little write-up of the trip over our line but unfortunately we were unable to procure a photo.

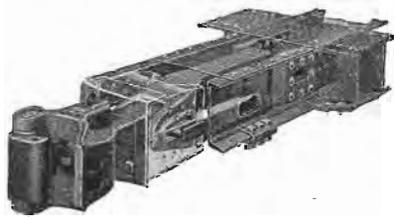
Our last issue contained several photos of Pres. Coolidge and they were much enjoyed by all who read the magazine. Now let's get acquainted and set aside some issue in the near future where the photo of each writer for our magazine would appear at the head of their column. Just think of the great number of correspondents and Chapter Historians we have and we believe the idea would meet with the approval of all our readers. What say? You are next.

Switch tender Al Gardner and family recently enjoyed an 8 days vacation which they spent on an auto trip to Niagara Falls and other points east. Report having had the time of their lives.

Mr. Jess Capoot has been appointed day yard master at Bensenville to fill the vacancy caused by the death of Lee Smith. John Melvin fell heir to Mr. Capoots night job while Wm. Tessorf and Roy Hayden fill the other two yard masters positions at Bensenville yards.

Robert Tonning, first shift engineer at the

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Bensenville power house, and family recently spent a week camping at Waupaca, Wisconsin.

Car department employee, Harry Miller accompanied by his daughter and son visited his father, mother and other relatives at Wauzeka this month.

Born August 2nd to Mr. and Mrs. Earl Atchison, a dandy baby boy. Everbody had a fine cigar at Papa Atchison's expense. Mother and son just fine.

Little Johnnie Valentine, son of our As't. Supt. spent a part of the vacation time with relatives in Madison, Wisconsin.

Mrs. Wm. Peck and daughter Dorothy are spending vacation time visiting relatives at Colorado Springs and Pittsburg, Kansas.

Last month we forgot to mention the important fact that our red headed switchtender, Keath Dove and Miss Martha Bartell both residents of Elgin had been married on June 29th, so we will include this important event in this month's items. All employes join in congratulations.

WHERE OH WHERE IS NORA B?

What has become of Nora B.

Whose name we never failed to see Whose column each month was the best

Whose "McGaffersy" stories stood the test All those who read the Magazine (When the M.N.G.'s met in LaCrosse)

Know to loose her would be a serious loss. Our Nora of Summit water barrel fame

Who wrote items under different names Has she gone for good or just till fall

"But where is she" cry one and all. Our Magazines not the same

When we fail each month to see her name We hope our old friend Nora B.

Will happen these few lines to see And at her desk she then will sit

And write a column 'ere she quits.

(Look for "N. B. D." at the head of the line. *She's back*—and she's going to stay—Editor.)

Iowa (East) Division and Calmar Line

John T. Raymond

CONDOR. Frank E. Pike passed away Saturday July 30th at Cedar Rapids, Iowa. He was born in Wales, New York Nov. 15th, 1851 and had been in the employ of the Milwaukee road for forty-nine years, for a number of years past he had a passenger run out of Marion.

Brief funeral services were held at Marion Sunday afternoon and the remains taken to Maquoketa for further services and burial Monday. Mr. Pike was a member of the Masonic Lodge, Elks and O.R.C., he was faithful to his task, and his long years of service as a passenger Conductor gave him a wide acquaintance among the employes and traveling public many friends will regret his death. We extend sincerest sympathy to the surviving members of the family in their bereavement.

The new Motor Generator plant which is being installed in the telegraph office at Marion consists of 3-320 volt DC machine and 3 160 volt D C machines operated by 6-220 volt A C motors, a repeater table with 2 Quadruplex sets, 6 half sets, 2 repeater sets and 1 full repeater set, this gives the Iowa, SC&D, Des Moines, and Kansas City Divns. continuous service with Chicago office.

The employes of the CM&STP R.R. on the Calmar Line from Lonnan to Jackson Jct. gathered at Gages Park at Alpha Iowa Thursday evening July 14th after working hours

and enjoyed a picnic supper. Those present were G. E. Finders and wife of Donnan, L. H. Baker and family, Newton Lee and family, James Lee and family, John Windleman and family of Hawkeye, L. A. Patton and wife, James Fitzpatrick and family, Forest Stedman and wife Marvin Tompkins and family, John Johnson, Mrs. O. F. Taylor, Mrs. D. D. Gibbs and son Gordon, Mrs. Fred Teunpelder, Mrs. Ada Taylor and son Rodger of Waucoma and L. H. Burns and family of Jackson Jct., Iowa. A delightful time was had by all present and it was declared a fine idea to meet together often and become better acquainted.

Train Dispatcher L. S. Dove is taking his vacation and will visit relatives at Ames, Lost Nation and will spend some time in Chicago taking in the sights.

Train Baggage man Sam Cooper who has been off duty for several weeks on a vacation has resumed work on Nos. 7 and 20 between Chicago and Marion. A. R. Talbott was on the job during Mr. Coopers absence.

Passenger Brakeman Walter E. Willett is taking his annual vacation, A. R. Talbott relieving him on Nos. 7 and 20 between Chicago and Marion.

Extra Passenger Brakeman is braking for Condr. J. A. Pringle on Nos. 8 and 19 between Marion and Chicago while A. R. Talbott, the regular man is doing relief work.

Miss Idelle Fullerton, clerk in roadmaster's office at Marion, spent one week of her vacation visiting relatives at Hastings, Nebr.

Ass't. Timekeeper, L. F. Cleveland and wife are spending their vacation at Spencer and Spirit Lake.

Condr. and Mrs. Phil Shoup have gone to Tulsa, Okla., for a short visit with their daughter.

Condr. Fred Shipley and wife of Savanna have gone to San Antonio, Texas for a vacation trip.

Condr. and Mrs. Dan Hickey have returned from a three weeks trip to Cheyenne, Denver and Colorado Springs. They visited Mrs. Hickey's brother at Cheyenne and took in the big rodeo.

Mrs. W. K. Lothian and her mother Mrs. Clara Mitchel have gone to New York and Boston for a visit.

Mrs. Irene Gerwig, timekeeper in the Master Mechanic's office is enjoying her vacation and is taking a motor trip to the Black Hills. Agent L. G. Miller of Springville has gone to Minnesota on a business trip. Relief Agent L. G. Ireland is relieving him.

Operator B. F. Haffner and wife of Sabula have gone to Seattle, Wash. for a three months visit. They will visit Mr. Haffner's brother-in-law W. H. Campbell who is Agent at Seattle. Mr. Campbell formerly worked on this division as operator and agent.

Mrs. G. W. Linscott of Seattle, Wash. is visiting friends in Marion. Mr. Linscott was formerly employed in the local superintendent's office and is now Chief Claim Clerk in the freight house at Seattle.

Opr. W. D. Fox of Delmar is off duty on account of sickness and has gone to Excelsior Springs for treatment. Extra Operator C. F. Ream is relieving.

Telephone and Telegraph Inspector R. C. Blakesley of Milwaukee, assisted by Linemen J. Tobin of Marion and Roy Coker of Ottumwa are installing new quad sets and dynamo batteries in the telegraph office at Marion.

Chief Telephone and Telegraph Engineer A. A. Birlor of Milwaukee spent several days in Marion in connection with the new work in

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the telegraph office.

Passenger Conductor George Van Tassel has taken a sixty day leave of absence and will take an extended trip through the west. George is going to leave the car at home and let the engineer do the driving this time.

Tacoma Shop News

"Andy"

FROM the article in the June issue of our magazine relating to Mr. Geo. Cessford's trip to California, a reader would gain the impression that Mr. Cessford made this trip all by himself, but this is all wrong, for the correspondent erroneously omitted the name of Mrs. Cessford, and we wish to take this occasion to correct the error and state that the trip was made by Mr. and Mrs. Cessford. It is just reasonable to assume that it would not be a very good policy to let Mr. Cessford ramble about all by himself amongst the beauties of Hollywood.

Louis Grant—Material Messenger, that is, material delivery is the job, but baseball is his real vocation. Baseballitis is a permanent disease with this boy. We all know that he talks baseball, and we believe that he has baseball dreams during his slumber period, but it has just recently come to our attention that he also eats baseballs. The last one he tried to masticate arrived with such force that it broke out a few molars, one bridge, and aqueduct and a couple of viaducts, with the result that he has had to remove all the rest of his molars, bicuspsids and tusks from his loud speaker, and since then he has been parading around in full dress with his mouth all folded up.

Wilbur Lauckhart, our handsome stenographer, has been reported seen toting around a large bevy of beautiful girls in his snappy Buick roadster. Just recently Wilbur had the sad and expensive experience of playing the stellar role in an auto smash up, when the above mentioned S.B.R. suffered a few bent fenders, axles, wheels, and several what-you-may-call-its that he termed as accessories, and W. L.'s purse was entirely bent out of shape after he got the garage bill. There were no injuries reported either to him or his feminine cargo. Our advice, which is offered gratis, is for Wilbur to watch his step in the future, for not only does he run chances of getting smashed up, but also matched up.

It has been prophesied that the coming Winter will be a cold one, however, this information should not worry Mrs. Ted Hollis in the least, for she will be cozily decked out in a genuine Mole Skin coat, if the carefully laid and properly hatched plans of Ted Hollis work out as anticipated. Ted's ranch, which is located out near the limits of our beautiful City, has evidently been chosen by the Local and Foreign organization of Moles for their camping and congregating place, with the result that both Ted and his ranch is being pretty much stirred up, so he has stopped doing his Daily Dozen and instead puts on his hunting togs and saunters out each night to set a few traps. To date he has been reported as catching four, however, we understand that it requires about 200 for a coat, so you will have to step on it Ted or you will be about 196 skins shy when winter comes, and in that case you will have to be satisfied with a muffler.

In the local golf world, the Tacoma Shops are very nobly represented by Messrs. Pentecost and Farenwald, and the Electrification Department by Messrs. Morgan and Hubbard. On June 18th the Electrification Dept. were defeated by a score of 185 to 200. Indi-

vidual score is as follows:

Pentecost	91	Morgan	97
Farenwald	94	Hubbard	103

Total 185 200

Unfamiliarity with course was the alibi offered by the Elec. Dept. and a return match has been planned for the near future, which will more definitely decide which team is more thoroughly acquainted with their bermudas.

The wedding of Ethel Schmidt to Walter Jennings took place on July 19th. The happy couple made a honeymoon trip to Vancouver, B. C., and upon their return were presented with a beautiful silver set by friends and co-workers at the shops. Our very best wishes are extended to Mrs. Jennings and heartiest congratulations to Walter.

Elizabeth McKnight and Chris Hanson were married recently. A beautiful floor lamp was presented to Mr. and Mrs. Hanson by friends and co-workers at the shops. Congratulations and best wishes are extended by the Milwaukee Folks.

C. E. Sperry, Special Apprentice, has been temporarily transferred to Miles City.

Special Apprentice W. Killiman, has been transferred from Spirit Lake to Tacoma Shops.

Mike Wakin, former Messenger in DMM office, has accepted a position as Office Boy in Store Department. Mike's job has been filled by James Stevenson.

I. & D. Items

M. E. R.

MR. P. A. McNeff and his family, Agent at Monona, Iowa, enjoyed a two weeks vacation at Clear Lake, Iowa, during the month of July. We do not know just what proof Mr. McNeff has, but still he claims that he caught more and larger fish than any one else around the Lake. Mr. McNeff, while at Clear Lake, attended a Lions Club Luncheon, as a guest of Mr. A. N. Anderson, who is our Agent at Clear Lake, as well as President of the Lions Club. Mr. McNeff seemed very much at home with the roaring bunch and left Clear Lake, with the knowledge that as a summer resort, Clear Lake wears the blue ribbon.

On a recent Saturday afternoon, Elmer Mall, Temporary File Clerk in the Superintendent's Office was one of three on duty that afternoon and the flies were biting at every angle, especially annoying the Chief Clerk, when Elmer remarked, "The flies don't have much choice this afternoon." Which remark can only be fully appreciated by those acquainted with Elmer.

Speaking of fast air service, we know of some rail service that could compete. A party at New Hampton, Iowa, called the Dispatcher's office at Mason City at noon and ordered a flat car for a hurry up shipment at Elkader to load for Waucoma, Iowa. It was a threshing machine engine and needed very badly. Arrangements were made to take a car from Marquette at 1:30 P.M., which car arrived Elkader at 3:15 P.M., the train held fifteen minutes for consignors to load, moving to Marquette, and from there to Calmar on No. 61, thence on Iowa No. 193 the next morning to destination. In other words, eighteen hours from the time the car was ordered, the threshing machine was at its destination. Just some more MILWAUKEE service.

A number of Milwaukee people will be interested in learning that Mr. J. J. Hoessma and family of Mobile, Alabama, visited in the month of July at the W. T. Blackmar

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Geo. B. Carpenter & Co.
440 N. Wells St. CHICAGO

home, Calmar, Iowa. Mr. Hoeksema was a former switchman for this company at Mitchell, S. D. and is now Superintendent of Terminals for the Gulf, Mobile and Northern Ry. at Mobile, Alabama.

It was mentioned in a previous issue that Art Johnson, Yard Clerk, had a new pair of waders. Well—the first time he used them, he lost his balance and fell in the water and we learned had quite a time rescuing himself. Evidently Mr. Johnson did not receive instructions with these waders telling him how to overcome a catastrophe of this nature.

Mr. Lyman B. Moore, 76 years of age, in the service of the Milwaukee for twenty-five years as section laborer at Nora Springs, Iowa and later Flagman at President Avenue Crossing, Mason City, Iowa, dropped dead of natural causes at his post of duty on the morning of July 18th, 7 A.M. Mr. Moore did not have any near relatives in the vicinity of Mason City and his body was held by the Coroner until word was received from a Brother, then the body was taken overland to Rockford, Iowa, a former home, for interment. The Yard and Trainmen were particularly grieved to learn of his passing and he will be greatly missed from his post.

Mr. W. F. Ingraham, Supt. made a business trip to Chicago, on July 18th.

Mr. and Mrs. H. E. Byram, daughter Helen and a girl friend, were on the I&D Division, July 21st to 24th, making a short visit at Rapid City, where they were guests at a number of social functions given in their honor, as well as a trip thru the Hills. Mrs. Byram, was a special guest at a meeting of the Milwaukee Women's Club at Rapid City and gave a very interesting talk, explaining the purpose of the Club and what they have accomplished since their organizing. Mrs. Byram's visits are always considered a great privilege by all of the Chapters and we were only sorry that it was impossible for them to make a longer stay with us.

The Store Dept. are all dressed up. Their office has been entirely redecorated at Mason City, with a color scheme of oyster white and cream, which lends a cheery, pleasing atmosphere and is most restful to the eye.

Jack Burns, Dispatcher, Mason City, was complaining that he did not receive the number of rubber bands that he had ordered from the Store Department. Mr. Mutschler, Superintendent's Chief Clerk, suggested that if he would stretch them they would go farther.

The I&D division were very sorry to learn of the passing of a veteran SC&D Passenger Conductor, Mr. Henry Conley. Mr. Conley, assisted in the building of the Sioux City Division and was well known to all. We wish to extend our sympathy to Mrs. Conley and family, as well as the entire SC&D Division, who have lost a dear friend and fellow employee.

Extensive work is being done between Fort Atkinson and Calmar, Iowa, making a channel change which will discontinue eight large bridges, by filling the bridges and installing concrete pipe, which change will save the company a very large amount of money rebuilding these bridges.

Work has also been started filling two bridges West of Emmetsburg, as well as two bridges near Inwood, installing concrete pipe, where over six thousand yards of material will be used. All of his work is being handled by Contractor Dougherty of Minneapolis, Minnesota.

Mr. W. G. Bierd, Receiver, C&A Ry., Chicago, was a recent visitor on the I&D Division, and was very much impressed by the

work done by our weed steamers, as well as plows which cut the grass line. Upon his return to Chicago, after a visit at Chamberlain, S. D., he sent two representatives, Mr. Seidel, Mechanical Engineer and Mr. Donohue, General Roadmaster, to watch these machines in operation, as well as to make a general inspection of their construction. Mr. Seidel and Mr. Donohue, were visitors on the Division the second week of August and saw the weedsteamer and plows in operation on the West I&D. We were very much pleased to make the acquaintance of all three of these gentlemen and hope that they will be interested in returning at some later date.

Madison Division

F. W. L.

HARRIET Mulligan, Roundhouse Clerk, Janesville is well rested from an extended trip through the East visiting all the important points and ports and has volunteered to write the column for the October issue of the magazine. Anything newsy should be sent to Miss Harriet.

Smouger Knope brought No. 11 into Madison recently one minute ahead of time. Carl can cut 'er if they don't lay him out on the C&M.

Anyone finding a trick fish pole in three parts will get in touch with Ervin Krenke, Storekeeper, Janesville. Erwin left the outfit on No. 6 going to Milwaukee. Keep your suspenders hooked up E. F.

Bessie Hickey Roadmasters Clerk has been off for six weeks and asked for two weeks more. It is rumored she has been fishing.

Machinist Jos Cockfield with his family are spending a vacation at Phyllis Isle, Ontario.

The real dope on the coming fight may be obtained from Engineer Higgins. He has the dope on the victor.

Ollis Johnson has been laying off celebrating the arrival of a brand new premier baby girl. Walter Johnsons are scarce. Congratulations, Ollis.

Wm. Naesser, Veteran Boilermaker, Janesville passed away at his home Aug. 15th. He was taken suddenly ill and his demise was very unexpected and came as a shock to his family and many friends.

Thos. Pagel Agent Mineral Point and Gilbert Schuler Orfordville are arranging to attend the Ticket Agents Convention at Washington.

Operator Gaby was called home on account of the death of his mother. We extend our sympathy.

Wanted—A wind proof straw hat—J.T.H.

Wm. Downie has given up the Edgerton Patrol and taken the east end way freight. Red Dunn is back on the patrol.

James Gudden Condr. is doing relief work on Chicago-Madison passenger trains. We are always glad to see Jim.

Sorry to hear of Condr. Wilson's illness—At this writing he is in the Marquette Hospital, Milwaukee—Condr. Rosellen is in his place on the Waukesha Turn around.

The Mazomaine Branch Crew is now tying up at Madison—Jerry Voss says they are lonesome for the boys—The old combination is busted.

Operator Fred Thatcher has returned from Woodman Sanitarium Woodman, Colo. Glad to see you back Fred and hope you will be able to return to work soon.

Quoth Dick—Every day and every way my track is getting better and better. He has an extra gang—Plenty Mexicana.

Clyde Iotte has returned from vacation. Spent some time in Northern Wisconsin also visited old friends at Janesville. Louis DuBois held down the RHF job at Madison during this time.

Agent Fagg's family is away on a visit and Bill is spending his spare time in his gladiola bed.

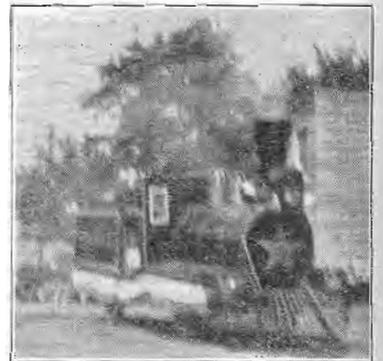
Don't forget Harriet.



During the week of August 1st, Mineral Point, the third oldest city in Wisconsin and the terminal of the Mineral Point Division celebrated its 100th birthday with fitting ceremonies.

The City was beautifully decorated with flags and bunting, welcoming signs in evidence everywhere. The spacious windows of all business places were filled to overflowing with exhibits of antique but priceless relics.

There was a historical parade daily at 10:00 AM. The floats exhibited scenes and events, industries and presentations characteristic of the century past which was witnessed by thousands of interested spectators on each of the four days. The railroads featured in this by presenting a replica of an old wood burning engine used by the Mineral Point railroad, which first entered Mineral Point



on June 17th, 1857. The C. M. & St. P. Ry. presented an imposing float on which was contrasted the old with the modernized locomotive equipment used in our overland service of today, "To Puget Sound Electrified," which received many favorable comments.

The most interesting feature of the celebration was a pageant every night depicting scenes of actual happenings of the early settlement days of Mineral Point, showing the discovery of lead, the early arrival of the white settlers with ox teams and prairie schooners, the Indian Massacre, the inauguration of Governor Dodge, the first territorial Governor of Wisconsin, which took place in Mineral Point, carrying the events through the Gold Rush to California, the Civil War and the World War up to the present period.

Iowa Division Middle and West

Ruby Eckman

THE second operation on the eye of the little son of car repairer Ray Lee, was performed the fore part of August and the surgeon in charge is confident that the child will have sight. The Perry Chapter of the Women's Club has been in charge of the case and are glad that the child has already shown considerable improvement.

Conductor John Narver, wife and daughter went to California the fore part of August to visit their daughter, also John's parents.

Conductor Lee Tolbert has disposed of his residence property in Perry and will move to Omaha to make his home. He is on 4 and 3 between Omaha and Marion with the Omaha lay over, so will find that a more convenient location for his family. The Catholic Daughter's of America planned a surprise on Mrs. Tolbert August 8th as a farewell for her.

A crowd of Train Dispatcher Ralph Wright's friends surprised Mr. and Mrs. Wright on August 8th it being the 15th anniversary of their marriage.

Conductor Fred Briggles' wife has been in a hospital in Iowa City for a couple weeks following a serious operation.

Conductor W. H. Brown's family went to Lima, Ohio, the fore part of August to visit relatives a few weeks. They will be joined later by Mr. Brown and enroute home will go to Detroit to attend the reunion of the Spanish American War Veterans.

E. E. Banyard, the new night yard master at Perry yard made one warm friend for the Milwaukee August 9th when he got out his automobile and made a fast run to Huxley, Iowa, so that a man who was a caretaker for a car of chickens, could over-take the train. The man had left his car to go to a restaurant without informing the yard men or train men that he was leaving. The train pulled out without him and as there was no passenger due for several hours, Ed got in touch with the dispatchers, found the train had work at Madrid and Huxley, so volunteered to take the man to Huxley in his car.

After making a fast run he arrived there just as the train had picked up their east cars and started out, but stopped them and the care taker boarded his car of chickens and continued his run without trouble. His loss would have been heavy had he missed the train as there was no one else with the car to feed and water the birds.

Machinist DeWitt Gibson's wife has been a patient at the Perry hospital following an operation performed the fore part of August.

The Perry offices have recently checked up on the mileage made by one of the form 1524 envelopes and found it had travelled 11562 miles not including it's first trip. The envelope which reached the Perry office had made a couple round trips between Chicago and Seattle.

It was with regret that the Perry friends learned of the death of Conductor F. E. Pike, which occurred in Cedar Rapids the last of August. Mr. Pike did his last work on the short run between Perry and Manilla before it was abolished.

Mrs. George Pantier who has been in a Des Moines hospital for some time was able to return home the latter part of July. She is improving in health.

E. W. Langdon who is in the importing business in China spent a couple weeks in Perry with his mother and his brother Her-

bert Langdon of the round house office force. Edgar and his wife expected to visit Germany, England and other foreign countries on their way back to their home in Shanghai.

The sons of Engineer Fred Osborne and Conductor Joe Bryant were among the Perry boys to take advantage of the months training in the Citizen's Military Training Camp in Des Moines.

Agent A. E. Fiala has resumed work at Weston after a four months lay off to look after his farm work.

Charles Kane section foreman at Maxwell has returned to work after being off duty for some time account of sickness.

A. C. Hutton, agent Herndon accompanied by his wife and daughter spent three weeks of August in California. Clark Lewis acted as agent with Loyal Howlett on second trick in Clark's place.

George Titus, father of Engineer Earl Townley's wife, died at her home in Perry July 22nd. Burial was made at Marion. Mr. Titus was for years a conductor on the East Iowa division.

Lucile Brown, daughter of Conductor W. H. Brown and Jesse C. Kropf, son of Frank Kropf of the round house force were married May 25th. They did not announce the event for a couple of months.

Caller LaVerne McLaughlin a real fight fan, went down to New York to take in the Dempsey-Sharkey bout.

Leonard Anderson, Chief Clerk in the store department in Chicago spent part of his vacation the latter part of July with relatives in Perry.

Harvey Johnson who has been employed in the round house at Perry as a boilermaker helper took a leave of absence for the summer and went to Aberdeen, S. D. to work with Engineer Riley on the Jordan Ditcher. "Slim" enjoyed the change of work very much.

Aromas from the Cereal City Ray

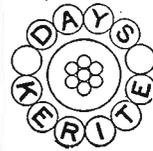
YARD Brakeman S. S. O'Toole and wife are visiting relatives and friends at Long Beach, Calif. They will be accompanied home by their daughter, Margaret, who has been visiting in California for some time. On the going trip Mr. O'Toole secured four passengers for the Milwaukee using our line to Omaha.

We are all of the opinion that the freight revenue must be increasing on the Iowa Division as it is always necessary for the 4 PM lead engine to assist the transfer train to Indian Creek. The circumstance has also increased the revenue in the pockets of Engr. Mulholland and Fireman Phillips as both have been absent from their respective positions during the month of July. We are told Engr. Mulholland spent a few days in Chicago, Milwaukee and LaCrosse staying at the new Stevens Hotel while in Chicago. Some class—ch? While Fireman Phillips visited in Denver, Colorado Springs and Cheyenne taking in Pikes Peak, Estes Park and Yellowstone National Park.

Yard Brakeman D. D. Harrington has been confined to his home for some time due to an injury to his foot when alighting from an automobile. YD. Bkman. C. E. Wymore is also on the sick list and has been taking treatment at Iowa City.

RH Foreman R. E. Brousard is back on the job after enjoying a two weeks vacation.

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Sometime between sunrise and sunset
One Willys Knight,
Set for fifteen hundred dollars
No reward offered
For it is gone forever."

BUT what care I says Mr. Silvernail. I am going to carry the ball and chain right with me and if this Nash gets the wanderlust I am done forever. (Why don't you try buying a Ford.)

We understand that the bachelor chain at Mayfair Track Elevation office has been broken since Mr. Harry Munson presented Miss Ruth Dormer of Marion, Iowa, with that sparkling gem. Best wishes from the Engineering Department.

On Wednesday, August 10th, Miss Helen Dingnon of the Comptroller's office became the wife of Mr. M. J. O'Dea. The ceremony took place in Clinton, Iowa, the former home of the bride. Previous to her departure on her vacation and likewise honeymoon a miscellaneous shower was given for the bride by the girls of the Comptroller's Office. Sincere wishes for the future, Helen.

Frank Caldwell, youngest son of Mr. Joseph Caldwell, Assistant General Passenger Agent, was accidentally shot July 19th and much concern was felt for little Frank for a number of days, but we are pleased to report he is well on the way to recovery.

Mr. Savidis' vacation was a real diversion. He had all the time he needed to take care of his cozy home and surroundings, so what better could anyone ask.

Her most embarrassing moment. She called her boss by his first name. That'll do you for a while Mary.

According to the report in last month's magazine, somebody has been reading Marilyn's mail.

All those from the Transportation Department who went to the CM&STP picnic at Riverview report a wonderful time, even Ann Brown and Don Alyward.

Wotta Life!!! Wotta Life!!!

P. A. Jones' vacation was a great disappointment as all the benches in Garfield Park were newly painted and he had to spend his vacation in LaGrange.

Wonder if Miles Buckley had to walk back from the Bicycle ride?????

Esther had another proposal while spending her vacation in the Wild West.

Mr. C. H. Winter of the General Super-

intendent of Transportation's Office has just returned from a delightful vacation which was spent in Seattle and Canada.

Right back on the job are Laura and Margaret after their sojourn in the Sunny South; Memphis, Tenn., being their destination.

It is with deep regret that we record the sudden death of Jake Wilhelm of the Engineering Department. Jake came to the office on Aug. 17th and shortly after his arrival was stricken with a heart attack, passing away almost immediately. Jake entered the service of the Engineering Department five years ago at the age of sixteen and was highly esteemed by all who knew him. His many friends were deeply shocked by his sudden death and extend their sincerest sympathy to the bereaved family.

**Kansas City Division
O. S. D.**

CONDR. Jack Ryan, who has been confined to St. Joseph's Hospital since an accidental injury to his foot, was removed to his home during the first part of August and he is improving nicely.

Chief Clerk J. W. Sowders and Mrs. Sowders were in Davenport on August 3rd and 4th attending the convention of the Grand Lodge of the K. of P. Mr. Sowders is the District Deputy Grand Chancellor in the 22nd District of Iowa. Mr. J. W. Mills, Cashier at Ottumwa Freight House, and Mrs. Mills also attended the convention. Mr. Mills having been sent as a delegate from the Ottumwa organization.

Agent J. W. Calvert recently attended a Claim Prevention Meeting in Chicago, before going he found it necessary to purchase a new hat????

Annual homecoming at Chillicothe, Missouri will be held on Labor Day. The employes of the C. M. & St. P. R. R. are especially invited to attend.

One of the largest gasoline stills that was ever operated passed over the Kansas City Division on August 3rd enroute from Milwaukee to Tulsa, Okla. A special train was used in transporting this one shipment. The tank weighed 366,000 pounds, the inside width diameter 10 feet, length 67 feet and shell thickness 3 and one half inches, and the estimated value of tank \$100,000.00. Shipment arrived at Kansas City without any mishaps.

Engineer Elmer Rudolph on July 25th, while working under engine 5529 which was on the cinder pit at Coburgh, had four fingers cut off his right hand. He was taken to

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St. Luke's Hospital and we understand that he is getting along as well as can be expected.

We now have a new Twin City—Kansas City time freight which is known as the TDCX, leaves Nahant at 1:00 P. M. and is due to arrive at Coburg at 9:30 A. M. the following day. This train handles meat, perishable and live stock shipments.

Engineer George Kissinger, Mrs. Kissinger, Engineer James Gordon and Mrs. Gordon are spending a vacation traveling through Yellowstone Park.

August Daacke, Division Accountant, Henry Bowen, Asst. Accountant and Wm. Wendell, Ticket Agent at Ottumwa, attended a baseball game in Chicago, between the White Sox and Yankees, on Sunday, July 23rd. For their special benefit Babe Ruth knocked a home run.

John Mooney, Statistical Clerk, spent the week-end of August 6th in Davenport.

Ralph, Jr., arrived at the home of Mr. and Mrs. Ralph Replegle on August 4th. Ralph, Sr., is a fireman on the Kansas City Division.

Chief Clerk J. W. Sowders secured three passengers for New York City via our line to Chicago.

Miss Mildred Kissinger, Material Clerk, spent a week visiting with her sister in Chicago.

R. E. Dove of the Engineering Department, Supt's. Office, spent Wednesday evening, August 3rd., in a certain little town on the Marion Line, getting instructions and learning rules regarding the playing of a certain game, the name of which has not as yet been revealed. He says the residents of this certain town, who participated in the game seemed to derive much pleasure and amusement therefrom. Now our Steno Harold is anticipating tri-weekly visits to this particular town as he understands this game is played there on every Wednesday, Saturday and Sunday evening.

C. E. Hilliker of Des Moines made a business trip to Ottumwa on August 10th.

Dispatcher Sanford has moved into his new quarters at the Ottumwa Junction.

Mike Whelan, Yard Clerk at West Yard, his wife and son are vacationing in California, visiting with their son in Los Angeles.

Miss Martha Brown, operator at West Yard, is riding to and from work daily in a new Nash car.

K. of P. Special train of ten cars from Milwaukee to Kansas City, enroute to Fort Worth, Texas, passed over this Division on Sunday, August 7th, returning train will leave Kansas City midnight of the 14th.

Miss Jerry Long, Stenographer in Chief Dispatcher's Office, motored to Des Moines on Saturday 6th where she spent Sunday.

Jno. McEwen, Agent at Farson, has returned from a thirty days vacation spent traveling through the West.

Geoffrey Stickler, Maintenance Timekeeper, is now on the list of auto owners, he recently purchased a new Ford Coupe.

Jno. L. Pogue, Ticket Agent at Sherman Street Station, Ottumwa was recently called to Burlington, Iowa on account of the death of his father.

E. Huffine, Section Foreman at Sewal discovered a broken rail near mail crane in Sewal Yards on night of July 26th. Prompt action on his part avoided a probable serious derailment.

Dispatcher Jay G. Upp is visiting the home folks in Braymer, Missouri.

Work on the Train Dispatchers' telephone circuit is progressing rapidly and at present all stations between Ottumwa and Chillicothe are cut in. Installation between Ottumwa and

Kansas City will be completed in about two weeks and thereafter work will be started on the installation on the East Division.

Sioux City and Dakota Division

H. B. Olsen

LEONARD Mostrom Freight House Foreman, Sioux Falls, together with his family spent their annual vacation on the west coast. Leonard claims that is the finest country in the whole world and would be content to spend his natural life there.

"Sandy" Rowland, our genial Traveling Engineer went into a barber shop at Mitchell the other day and told the barber he wanted a "boyish bob." The barber will be out of danger in a couple of weeks.

Foreman John Thomsen has a gang of about 30 men and is raising the approaches to bridge 78 about five feet, after this is all done and with the new steel that is going to be laid, John will have a first class section.

John Miller of Grant Center got tired of his Chevrolet and traded it for a new Pontiac coach, some class to you John.

Frank Toal, Chief Clerk in the Division Master Mechanics office recently purchased a "Chivvey" sedan. Inasmuch as the "Chivvey" is rather small and Frank is inclined to be er-er-chubby, Frank has solved the difficulty of getting in by simply putting the darn thing on like an overcoat.

Trainmaster W. G. and Mrs. Bowen spent their annual vacation in Wisconsin with home folks.

Lloyd Hinkley, Sioux City Shops trucksmith fell over a casting the other night while coming to work, and severely injured his knee. Lloyd will watch his step in the future.

The sympathy of all the Mechanical Dept. employes at Sioux City is extended to August Earlick, Veteran janitor at the Sioux City shops, who recently suffered the loss of his daughter.

After forty-five years of continuous service, our Veteran Passenger Conductor Henry Conly died on August 8th, at Sioux City. Failing in health, Mr. Conly was forced to leave his run about three months ago, he was confined to his bed most of the time when the final summons came. Henry was liked by every one and was well known in the territory the division serves. All the Division employes extend sympathy to the bereaved family.

On July 18th, Sioux Falls put over another BIG SAFETY FIRST meeting in the Women's Club House. There was not standing room and was we believe, one of the most interesting meeting ever held. Numerous suggestions were offered and discussed. After the regular session an entertainment was put on with two Readings by Mrs. George Helfert and a "Hog Calling Contest" by Engineers A. B. Main, Martin Songstad and Switchman O. A. Anderson and Clark Overcash. Prizes awarded: 1st. A. B. Main, 2nd. O. A. Anderson. Judges in the contest were Switchmen Frank Henderson, Leslie Sweeney and Fred Brown. The meeting lasted for three hours and believe us, it was worth the while.

Hats off to Ruth, for Ruth pulled one over on us, what did she do? Why, some time in January, Ruth and Clayton Bartlett got married. The secret was a success for the news just leaked out last week and while we are beaten, every one joins us in wishing Mr. and Mrs. Bartlett happiness and prosperity.

Mike Naughton, Clerk to Roadmaster Jerry Murphy Sioux Falls, has purchased an Overland and is now enjoying the pleasures that go with "automobiling."

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THAT YOU KNOW A THING
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WHERE TO FIND IT**

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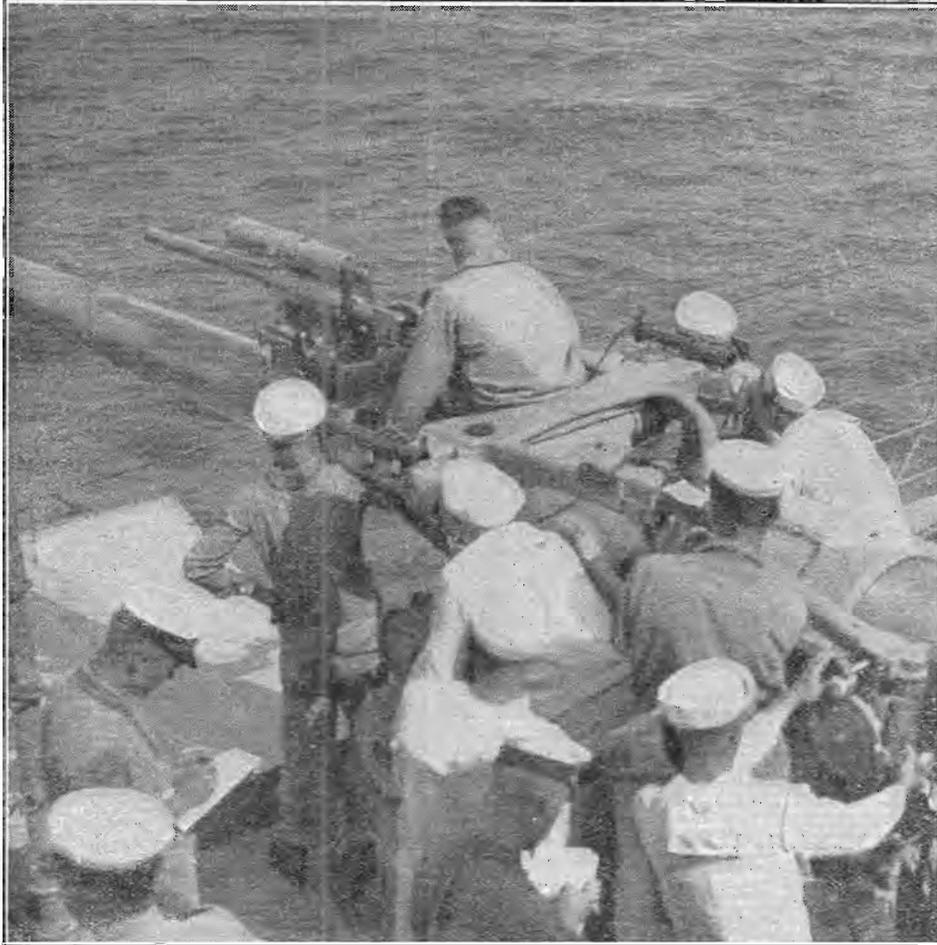
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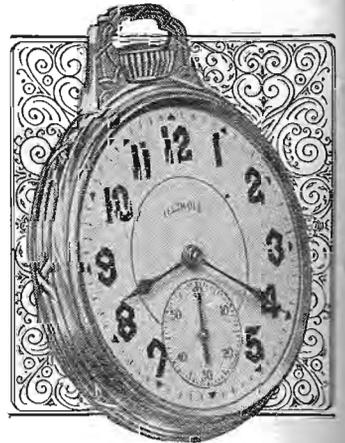
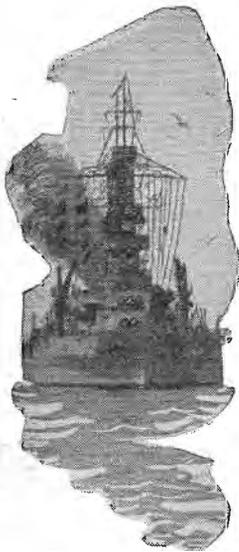
By C. C. Bloch

Rear Admiral, U. S. Navy, Chief of the Bureau of Ordnance

UNLESS the shots are delivered quickly and are hits they are not effective. It is this realization that has governed THE NAVY in assigning “hits per gun per minute” as the criterion for rating the individual efficiency of gun crews.

The operation of every member of a gun crew is nicely fitted into the performance of the whole, with the single purpose of producing the greatest possible number of hits in a given time.

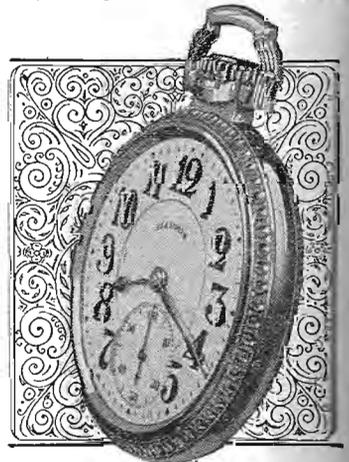
The importance of time and the necessity of delivering the largest amount of effective metal in a given time is the primary function of a Man-of-War. The continued insistence of naval officers to the end that “hits per gun per minute” are necessary has resulted in a continued advance in effectiveness.



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R. & S. W. Division
Lillian L.

ON July fifteenth we started out fine to take a gasoline still o'er the Eagle Line. Everything went well till they neared Pecks Station, where they had trouble enough to jar the whole nation. Something did happen, I cannot just say, but guess that old road bed did give way, and those cars went off with a sickening thud and buried that gasoline still in the mud. It was then and there that trouble began, from all over the railroad the men they ran. The folks in our office were there all the time, (what else can I say to make this thing rhyme.) They went there by night, they went there by day, in fact, you could not keep them away. Somebody would come and ask for John, and the clerk would say "he has gone on, and just about now he is at Elkhorn, never saw anything like it since I was born." Then over the telephone Central would bawl "for the Superintendent we have a call" and we would ask "won't someone else do, you you know he's up at Pecks Station too?". They had every contraption, some ne'er seen before, to help that old still see daylight once more. But then, this is neither here nor there, they have that old still once more in the air, and we know everyone their service did lend to get that old thing to its journeys end.

Conductor and Mrs. F. A. Matsen spent about six weeks in the west during July and August.

Boyd McIntyre, young son of Conductor McIntyre, spent a part of his vacation visiting his aunt, who lives on the farm near Argo, Ill.

Mrs. Ester Chapman, Clerk in the Roadmaster's office at Beloit, left for Lewiston, Idaho on July 24th and was married on July 28th to Mr. Jay Gould, a former Roadmaster on the R&SW Division. Mrs. Chapman was honor guest at a 7:00 o'clock dinner the evening of July 19th at the Sunshine Inn, Beloit, given by the girls in the office. Tables were laid for eleven. Table decorations were carried out in white and yellow, consisting of shasta daisies, coryopsis and yellow tapers, nut cups and place cards in same colors, green glassware being used entirely in the dinner service. Bridge was played and Mrs. Chapman was presented with a silk spread. The Woman's Club also sent her a Venetian lace buffet set. Best wishes to the happy couple.

On July 24th, Mr. and Mrs. Bill Smith and Mr. and Mrs. Freddy Miller drove to Chicago to see Babe Ruth. In some way Bill became detached from the rest of the gang, but they later on ran across him in the crowd at the game. You know it is not hard to spot Bill on account of that particular brand of rouge he uses. On starting for home they checked up to see if everyone was present and the wily Bill had once more eluded them, and after hunting around and waiting until about 1:00 o'clock they started off without him. Bill came home on the Northwestern paper train. Draw your own conclusions.

Roundhouse Foreman Messer took the family in the old gas buggy and made a trip to Buffalo recently. George commented particularly about the good looking filling stations along the way.

A nine and one half pound son, Harold Eugene, born to Mr. and Mrs. Harold Pietsch at San Bernardino, Cal., during July. Harold Sr. is a son of former Chief Dispatcher Pietsch, and George does not seem to mind in the least being called "grandpa."

C. B. Elder and family spent a week camping along the Mississippi near Dubuque.

Genial Jack Hansoom, former Chief Clerk in the Master Mechanic's office at Beloit and

now holding a similar position in Chicago Terminals, dropped in on us July 30th with a globe trotter (Jesse Allen) in tow. Jesse was formerly Asst. Accountant on this Division for some time. As Jim Chambers felt a little nervous as to what might happen were this pair turned loose on Saturday night in Beloit, took it upon himself to accompany them to see that they at least kept out of the hands of the police. They spent the evening calling on old acquaintances and woundup with a party at one of Jack's friends. The next day they went to the Regatta at Lake Geneva. Everything went off without accident or incident and JHC put them on the train for Chicago at Walworth at the end of a perfect day.

Miss Mary McIntyre is spending her vacation with her aunt at Waukegan.

Wisconsin Valley Division Notes
Lillian

OUR notes last month were omitted on account of the correspondent being out of the city and the importance of placing the responsibility in care of someone else was overlooked.

We are pleased; although a trifle late; to welcome Mr. and Mrs. B. F. Hoehn. We hope they will find Wausau a pleasant place to make their home and enjoy working with the Wisconsin Valley Division employees.

Mrs. Charles Conklin Jr. has returned from St. Mary's Hospital where she submitted to an operation for appendicitis.

Mr. and Mrs. James O'Brien are rejoicing over the arrival of a new Baby girl.

Miss Julia Lemay of Tomahawk and Nile McGinley, Assistant Division Accountant were married on July 18th. They enjoyed an extended wedding trip through the west and are now at home to their many friends at 1101 Grand Avenue. Ma Snyders candy was the best we ever tasted, and the cigars and camels were also enjoyed.

John Wheelock was operated on at The Wausau Memorial Hospital for tonsils and adnoids.

Miss Edna Larson entertained a friend from Chicago over the week end. Who did you say he was Edna?

Miss Mildred Conklin leaves tonight for her vacation which she will spend in New York City visiting friends.

Our Club House is under course of construction and we expect to have same completed about the latter part of August. The Club members certainly have every reason to be proud of it. Much credit is due to O. H. Zomanski, and Andrew Martinson and his force, they have spared no efforts to please and make it a real home to be enjoyed by all members. The painters too, deserve credit, their work has been very efficient as well as artistic, it really took experts to do the work just right.

Miss Ella Godard has returned from Rochester, Minn. She submitted to an operation while there. Her condition is much improved and she is gaining each day.

Clifford Flagel, Time Keeper, spent part of his vacation at Camp Douglas with the 128th Infantry Band.

Mr. R. L. Whitney spent a week with us—that is in our office—We are always glad to have him come at any time.

Mr. M. M. Harrington has been laid up for the past month, he is now out and around and expects to resume his duties within a short time.

The World Comes To Your Window

Most Salesmen have to go out after their business. Your business comes right to you. Anyone who buys a railway ticket is a live "prospect" for A Travelers Accident Ticket; needs one, probably wants one, and will buy one if given half a chance.

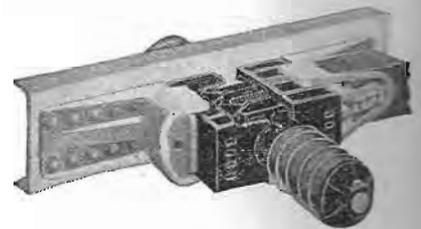
Before you slide back his change, just ask: "A Travelers Accident Ticket for the trip—five thousand dollars for a quarter a day?"

Do this consistently, and watch your commissions grow!

Ticket Department

The TRAVELERS
INSURANCE COMPANY
HARTFORD :: CONNECTICUT

CARDWELL FRICTION DRAFT GEAR



UNION DRAFT
GEAR COMPANY
CHICAGO OFFICE McCORMICK BLDG.
CANADIAN OFFICE TRANSPORTATION
BUILDING MONTREAL

Per-fex-ion

Auto Black

makes any small car look better, last longer and worth more. A few hours work and your car will look like new. Clip this ad now and send with \$2 for 1 qt. Auto Black, 1 pt. Top Dressing, Sandpaper and Brush.

THE
THRESHER VARNISH CO.
Manufacturers
Dayton, Ohio

17

17

Compliments of

VON PLATEN-FOX CO.

MANUFACTURERS OF
LUMBER & FUEL
IRON MOUNTAIN, MICH.

17

17

DEREMER BLATCHFORD CO.

747 Railway Exchange
Chicago, Ill.

Direct Mill Representatives
**LOCKHART IRON and
STEEL COMPANY**
PITTSBURGH, PA.

**Vulcan Bloom
Staybolt Iron**

**Vulcan XX Engine
Bolt Iron**

**Economy Oil
Burning Furnaces**

**Economy Com-
bustion Chambers**

Idaho Division

R. C. P.

THE Women's Annual picnic was held at Natatorium Park, Spokane, July 27th, and there was a big turnout.

Of the many games on the program the indoor baseball game was the feature.

Billy O'Reilly, who seemed to be head man on the sports committee was umpire and at times he seemed all wrong. He was even accused of being crooked and stealing and everything else the "Umps" could be charged with.

Following is line up and score.

OLYMPIANS Score Tie 12-12

Westerman Pitcher
Burt R. F.
Breeden C.
Grobel 2nd B.
McDonald 1st S.S.
Mitchell C. F.
Anderson 3rd B.
Strickland 2nd S.S.
Strong 1st B.
Stilz L. F.

COLUMBIANS

Fuller P.
Carufee C.
Janosky F. F.
Beal—F. B. 1st S.S.
Skinner 1st B.
O'Neill C. F.
Tusler L. F.
Lanning 2nd B.
Holgren 3rd B.
Lillwitz 2nd S.S.

Umpire—O'Reilly

Monte Rodgers, for many years personal stenographer to Div. Supt., N. H. Fuller has accepted a position with a contracting firm in Montana and left the first part of August.

Adolph Carufel, formerly of Mr. O'Reilly's office has taken the position vacated by Monte.

Fred Morrow's Buick coupe was totally destroyed by fire. He immediately purchased a new Buick five passenger Brougham of the master type. Some boat.

The new Olympian, when on exhibition at Spokane Union Station Aug. 1st was inspected by thousands of enthusiastic admirers. Condr. Fiebelkorn and crew were in charge.

Agent Kelly Hudson, Ione, and family have returned from a two months tour of the east and southeast. Kelly purchased a new Chrysler 62 at the factory in Detroit and toured home.

Agent and Mrs. R. F. Breitengross, Lind, and Signal maintainer F. A. Showalter and family, also of Lind are visiting friends and relatives in Fond du Lac, Wis.

OTHELLO, The Heart of the Columbia Basin

Too hot to play golf so let's go swimming.

Understand that clerk Weber stands to buy Storehelper Morgan an ice cream soda. Don't know just what for. Maybe we will find out after while.

Machinist helper Sheridan is around again after his accident. Hope that his hard luck is over with now.

Hay fever season is on us again with the usual allotment of red eyes and sneezing.

Antone Johnston former Storekeeper at Othello now in the Chief Purchasing Officers office was a visitor here for a few hours recently. Everybody seemed to be glad to see Tony and hope that he comes again when he can stay longer.

Electrician J. Lloyd is back on the job again after spending a few days in the hospital at Seattle after having a minor operation. He looks better anyway.

Roundhouse Foreman E. F. Waterstrat drove to Spokane recently and returned with a new Imperial Sedan Chevrolet, with all the trimmings. We have not found out what the trunk on the back is to be used for yet. Anyway the outfit is SOME CLASS.

Roundhouse Foreman R. Kidd spent a few days at Othello visiting old friends and he apparently has lots of them.

Slim Tetsloff has also broken into the car owners class. Being the proud possessor of a Whippet Coupe.

Understand that Machinist Latham is studying the specifications of some of the newer models of cars so I suppose that he will be in the market soon.

Machinist Stinebaugh is branching out into the chicken raising business and expect to be able to supply the entire community with choice fowl soon.

The Car Dept. forces are sure hitting the ball these days trying to get enough cars ready for wheat on the Warden line.

Yes, Dempsey won. Now listen to the "I told you so" gang.

There are several new faces among the roundhouse forces. Have not learned their first names yet, but they all appear to be hustlers. I guess they have to.

Machinist Latham has gotten hold of his Winchester again so I expect that the poor ducks will get it in the neck this year.

Helper Waring took a couple of days off with his family and traveled to the City of Seattle recently. I am informed that they spent a great deal of the time looking for the depot in order to get home again.

Daddy Wilson has now left Othello for good and expects to live in Port Angeles from now on.

Blacksmith A. B. Johnson says John is a rough driver. I don't know about that but I would not blame it all on the road anyway.

The good citizens of Othello are putting on a big feed for the House of Rep. committee on the top of Saddle Mountains in hopes that they will see fit to approve of the Columbia Basin Project during the next session of Congress. Quite a number of the shop men are donating considerable time and labor toward the cause knowing that if the project goes thru it will mean lots of business for the CM&STP Ry. Here is Hoping.

If you want to start an argument just walk on Daddy Lombards lawn.

The boys are all up to snuff on the rules as both Milw. and O. W. examines has been passed the past few days.

Yard Condr. Clark is all lined up to attend the Pioneer Picnic at Butte, will have report to make of the bunch next month.

Trainmaster Cummins has been on the night shift due to our heavy extra passenger business.

The Switchmen will be hard to get along with for a few days due to the fact they received their back pay, Perry Williams has already invested in a pair of new shoes.

Yardmaster Whalen visited with the Tacoma bunch one day last week, understand Chief Whitmore challenged him to a duel but as Tex Rickard Cummins was not in to promote same, passed same up.

Storekeeper Ellis spent a few days on the coast during this vacation but George said he was lonesome for Mpls. as he missed the Swedes during this vacation.

How Rock Island handles branch line traffic economically

Mr. E. Wanamaker, electrical engineer of the Rock Island Lines, recently said that its seven new G-E equipped gas-electric cars will solve its biggest problem—a problem now confronting all the railroads of the middle West; that of economical and successful handling of traffic on branch lines.



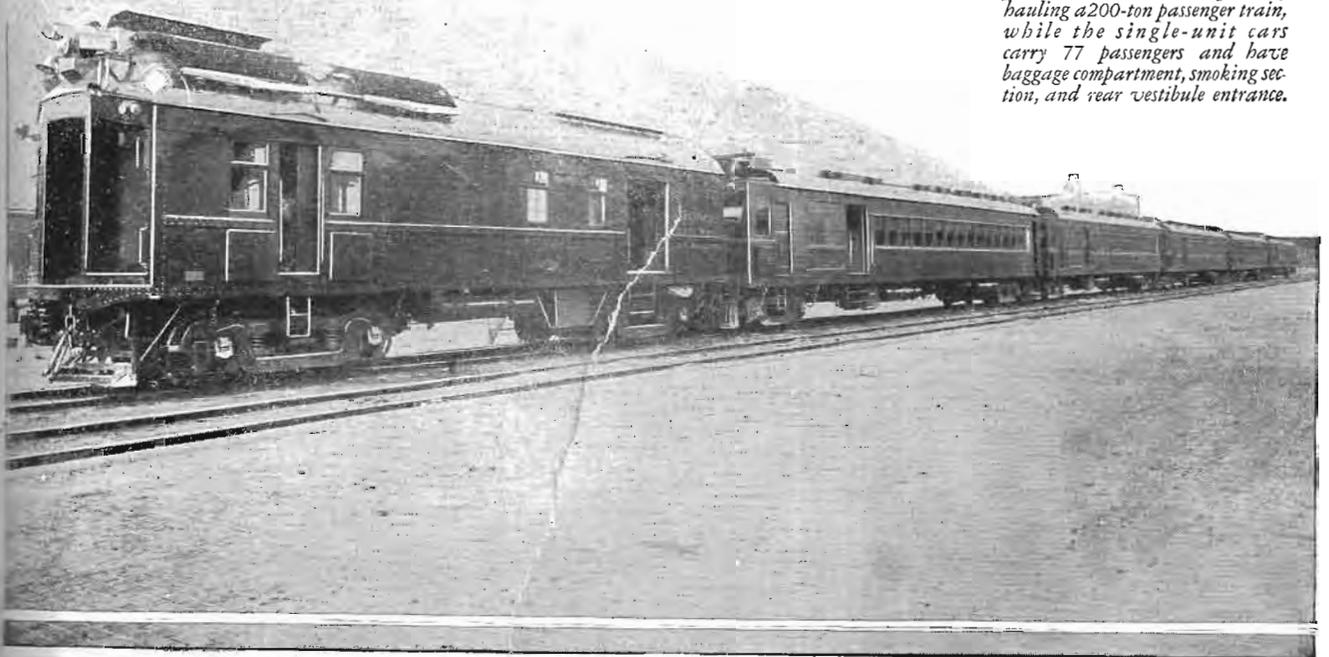
Your branch-line problems will become less involved if you use G-E equipped gas-electric cars. Write for additional information.

In addition to economy, these gas-electrics have the advantages of cleanliness, ease of operation, and smoothness—and they obviate the need for terminal facilities and extensive repair shops.

GENERAL ELECTRIC

General Electric Company, Schenectady, N. Y., Sales Offices in Principal Cities

An exhibition train consisting of one of the two power units and the five single-unit cars. The power units are each capable of hauling a 200-ton passenger train, while the single-unit cars carry 77 passengers and have baggage compartment, smoking section, and rear vestibule entrance.

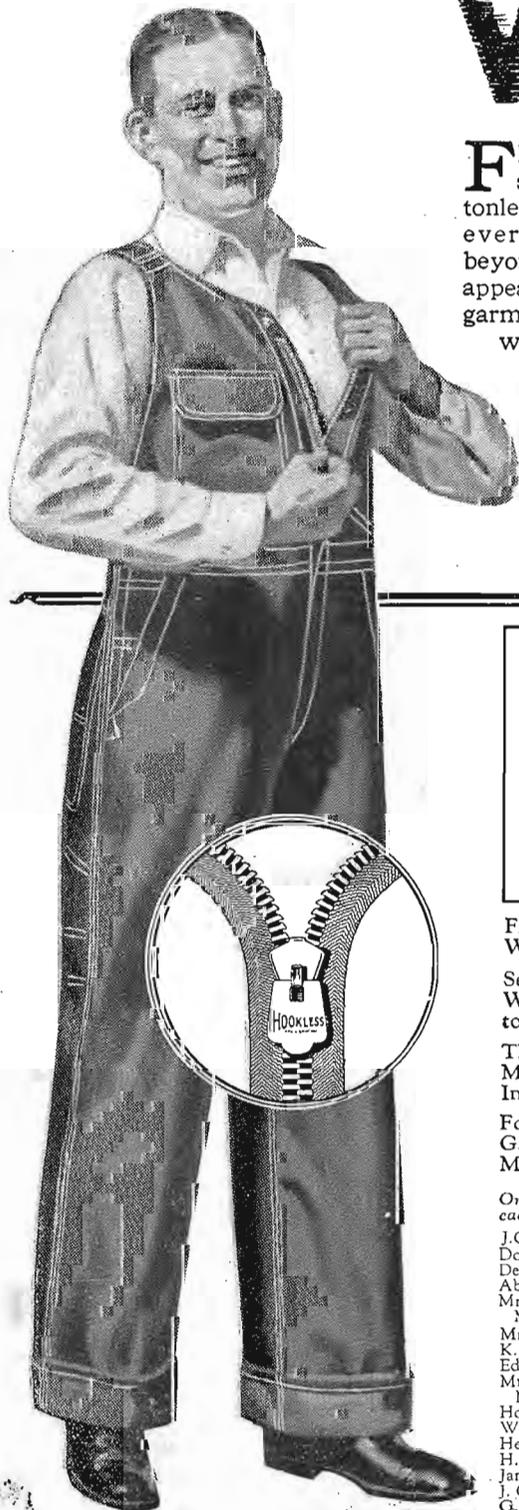


The Winning Name for Lee

Buttonless Work and Play Suits is

WHIZIT

LEE Union-Alls, Overalls and Play Suits are also available in styles having buttons instead of Hookless Fasteners.



FROM thousands of suggestions this name has been selected to represent the already famous Lee Buttonless Work Clothing. From every state, indeed from every county, the names came indicating interest beyond our expectations. The convenience, durability, appearance and time-saving features of the new Lee garments with the Hookless Fastener, have won nationwide approval. Thousands of working men have put them to the test and found them easy to put on or off and remarkably long wearing. Thousands of Mothers have saved time and trouble by dressing their children in the new buttonless play suits. Ask your nearest dealer to show you LEE WHIZIT UNION-ALLS, OVERALLS and PLAY SUITS.

THE H. D. LEE MERC. COMPANY

Factories: Kansas City, Mo., Trenton, N. J., South Bend, Ind., Minneapolis, Minn., San Francisco, Calif.



The winners in the Lee Prize Naming Contest were chosen only after consideration was given to every entry. Each prize was awarded on the basis of the name submitted together with the reason for the choice of the name. The Lee Company wishes to thank the thousands of persons who submitted names, for their interest in the naming of the new garments.

First Prize, \$250—Geo. W. Mock, Seattle, Wash.

Second Prize, \$125—Mrs. William Gallup, Casselton, North Dakota.

Third Prize, \$75—Mrs. Mildred Steele, Elkhart, Indiana.

Fourth Prize, \$50—Mrs. G. F. Ross, Brockton, Mass.

One Hundred Prizes of \$5.00 each awarded to the following:

J. Corry Baker, Pueblo, Colo.
Don H. Davy, Burlington, N. D.
Dean Hartzell, Klamath Falls, Ore.
Abraham Wolf, Aiken, S. C.
Mrs. Dan Nystrom, Worthington, Minn.
Mrs. H. Sater, So. St. Paul, Minn.
K. L. Brant, Webster City, Iowa
Edwin C. Savitz, Easton, Pa.
Mrs. H. W. Ries, Collingswood, N. J.
Homer V. Geary, Albany, N. Y.
Wm. Kniesner, Danbury, Conn.
Herbert M. Snyder, Louisville, Ky.
H. B. Alexander, Minier, Ill.
James Mertel, Clinton, Mo.
J. C. Dodson, San Antonio, Tex.
G. Harris, Topeka, Kans.

Alfred U. Erdmann, Stratford, S. D.
Mrs. W. H. Thompson, Three Forks, Mont.
Lewis Jespersen, Ashland, Neb.
Roger R. Barbee, Fr. Bayard, N.M.
Mrs. Pearl Weiss Evans, Birmingham, Ala.
Geo. F. Sale, Grandin, N. D.
C. P. Bensing, Minneapolis, Minn.
E. R. Streyfeler, Thurman, Iowa
Frank G. Davis, Springfield, O.
Mrs. Adam Lagle, Georgetown, Ind.
Mrs. Rebecca Dvorine, Baltimore, Md.
Hans D. Steinberg, Milwaukee, Wis.
Amy K. Casteel, Minonk, Ill.
A. R. Hill, New Orleans, La.
Hugh N. Leiper, Dallas, Texas
C. L. Leighty, Newkirk, Okla.
Mrs. Paul B. Porter, Merna, Neb.
Mrs. Bessie Evans, Haswell, Colo.
Harry T. Brown, Long Beach, Cal.
Mrs. M. H. Flint, Mc. Airy, Ga.
Tate Eugene Baldwin, North Tazewell, Va.
J. A. Stephenson, Chester, W. Va.
Miss Jennie C. Maine, Providence, R. I.
Richard A. Supple, Boyd, Wis.
Frank Anderson, Bagley, Minn.
Mrs. C. E. Croson, Eugene, Ore.
H. Keith Gillaspie, Lohrville, Iowa.
Mrs. Ethel Kline, Burr Oak, Mich.
Norman K. Reynolds, Altoona, Penn.
Flora Moscrip, Adena, Ohio.
Leroy Jagow, Buffalo, N. Y.
J. T. Griscom, Nashville, Tenn.
Haskell Ostroff, Lowell, Mass.
Mrs. Frank M. Adsch, Richland Center, Wis.
Bernard Brown, Wilmette, Ill.
Dan Church, St. Louis, Mo.
Guy W. Gitchel, Little Rock, Ark.
R. F. Rowe, League City, Texas.
Robert Verkivitz, Watonga, Okla.
Mrs. Vera R. Watts, Beaver Crossing, Nebr.
Henry Allen, Miami, Ariz.
W. T. Menefee, Oakland, Calif.
Shirley C. Scott, Las Vegas, Nev.
Mrs. Edwin B. Kersh, Mount Olive, Miss.

G. E. Minty, Billings, Mont.
Mara Spencer, Norfolk, Va.
Lawrence Nauman, Douglas, Wyo.
J. E. Anderson, Seattle, Wash.
Fred F. Feltham, Los Angeles, Calif.
Miss M. J. Sands, Webster Groves, Mo.
Frances Sawyer, Ashley, Ill.
Mrs. Effie M. Clark, Merced Falls, Calif.
Leonard Rennie, Ortega, Fla.
Leslie J. Beldo, Negaunee, Mich.
Lloyd I. Miller, Allentown, Pa.
Isabel Mosteller, Cuyahoga Falls, Ohio.
Mrs. Mary Mead, Fleischmanns, N. Y.
Martha Hart, Sandborn, Ind.
Mrs. Edna T. Saunders, Brewster, Maine.
William Nelson, Milwaukee, Wis.
James N. Lund, Neola, Iowa.
Mattie G. Harley, Kansas City, Mo.
J. Edmund Ullman, New Orleans, La.
Shelby Powers, Justin, Texas.
Bessie L. Kesler, Liberal, Kans.
Kenrick Mitchell, Carroll, Neb.
Ben Olerich, Care Outlaw, Winer, S. D.
Jess D. Sage, Denver, Colo.
Victor F. Agrell, Lewiston, Idaho.
Chester A. Griffin, Franklin, N.H.
L. K. Jones, Raleigh, N. C.
Mrs. L. C. Weaver, Huron, S.D.
Mildred Koenig, Barnesville, Minn.
A. T. Parsons, Chicago, Ill.
Kenneth Reichman, Meadville, Pa.
E. W. Spitzig, Newark, N. J.
William L. Lewis, Iilon, N. Y.
Dan E. Parmelee, Northford, Conn.
Mrs. Annie M. O'Malley, Clinton, Mass.
Adlai Alvin Brink, Donaldson, Minn.
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