It's the reserve power that counts

A train has been clocked over a five-mile run at 80 miles an hour. Trains are not often called upon for such speed, but the fact that they have it establishes a reserve power which makes their performance at ordinary speeds all the more efficient and dependable.

It is for the same reason that the Bunn Special and Sangamo Special are guaranteed to run for 60 hours from one winding. They will, if not wound after the first 24 hours, maintain the accuracy of the average railroad watch for the next 24 hours and will continue to run for 12 hours more.

But this extra power is more important if it is held in reserve by winding regularly every 24 hours. Thus the mainspring maintains practically a uniform tension at all times and furnishes the most fundamental kind of compensation for the variation in tension of the usual mainspring.

In addition, both the Bunn Special and the Sangamo Special are adjusted to six positions instead of the usual five demanded by the requirements of railroad time inspection. Never before have such outstanding improvements been offered at anywhere near comparable prices.

Bunn Special......21 jewels, 10k gold-filled cases, $60
Sangamo Special...23 jewels, 14k gold-filled cases, $90

The ILLINOIS Watch
Established 1870
SPRINGFIELD, ILLINOIS

ILLINOIS WATCHES ARE BETTER THAN THEY HAVE TO BE
Find the Key to this Free House!

There are 19 house keys pictured here. To be sure, they all look alike, but, examine them closely. 18 of them are exactly alike, but "ONE," and only one, is different. See if you can find the different one.

**CLUES**

This difference may be in the size, shape, or even in the notches. So study each key carefully and if you can find the "ONE" key that is different from all the others, send the number of it AT ONCE. You may become the winner of this house, lot, and garage, or $4,500.00 CASH without one cent of cost to you.

> Or Win $4500.00 Cash <

Choice of this beautiful six-room house, lot and garage—or—$4,500.00 CASH. The house can be built anywhere in the U. S. A. This is a great opportunity. Act quick, and here is why—

$1,000.00 Cash—Extra For Promptness

I will pay $1,000.00 cash extra just for promptness. Duplicate prizes will be paid in case of ties. You can win the house, lot and garage—or—$4,500.00 CASH. Answer quick.

**You Cannot Lose**

Absolutely everyone who takes full advantage of this opportunity is rewarded. Find the "ONE" key that is different from all the others and rush your name and address to me TODAY on a postal card or letter. And, just say Key No. ...... is different from all the others. Please tell me how I can get this beautiful house, lot and garage—or—$4,500.00 CASH without obligation or one cent of cost to me.

I. M. DITTMAN, 537 South Dearborn Street, Dept. 134, CHICAGO, ILLINOIS
Massachusetts Bonding and Insurance Company is issuing the

"HEALIGHT"

Accident and Health

POLICY

It is especially designed for

Railroad Employees

and is the Most UP-TO-DATE Contract, Containing the BROAD-EST and MOST LIBERAL BENEFITS Yet Offered

See our agents today or fill out coupon below and send to Sup't, Railroad Dept., 0000, 14-20 Kilby street, Boston, Massachusetts.

Gentlemen:
☐ I am interested in an agency proposition.
☐ I am interested in a "Headlight" Policy.

Name _________________________________________ Age ________
Street _____________________________________________
City ___________________________ State _________________
Employed by ____________________________ R. R.______

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Electric WEHR Castings

Steel
WEHR STEEL COMPANY
ALLOY STEELS CARBON STEELS

Dependable RAIL ANTI-CREEPERS

CHICAGO THE P. & M. CO. NEW YORK
Indiana Limestone

C. H. Averitt

In the territory of southern Indiana, with Bedford as its practical center, is a district 40 miles long and 5 miles wide, known as the Bedford-Bloomington district, when spoken of with reference to stone.

This territory in prehistoric times was an inland sea, and the great limestone deposits now existent are largely made up of the shells of minute marine life and upon chemical analysis, show the composition to be 97.50% pure calcium carbonate.

In those distant times the deposits are believed by Geologists to have been made, hardened, and petrified, until today it is largely uniform in texture and color, the stone is similar to that used by the Egyptians in building sepulchers which have endured to this day without the mark of time.

Mathematicians have estimated that stone deposits now existent are largely made up of the shells of minute marine life and upon chemical analysis, show the composition to be 97.50% pure calcium carbonate.

At the quarries, stripping the top earth is the initial operation, which is done by hydraulic means, with powerful streams of water pumped under high pressure, and reduced from an 8 inch pipe to one with a 3 or 4 inch outlet, thus producing a force which literally rips the top earth and smaller stones free from the top strata or refuse stone, which is of a somewhat different character than the merchantable stone which lies immediately beneath it. This refuse stone is drilled at regular intervals all over the exposed area and charges of explosives are then tampered in them and fired by electric batteries. After this is accomplished, steam shovels are then put to work in clearing the workable ledge of the debris. After the steam shovels have cleared the bed of the refuse, channeling machines are then put to work cutting the stone loose from its original bed, each machine is usually a small locomotive with upright boiler, and at each thrust of the piston the chisels are driven into the stone and the machines travel back and forth continually driving the steel chisels deeper until the proper depth is reached, after which the cut is then ready for turning, and finally breaking up into mill blocks.

To simplify the quarrying process a ledge is divided into "floors," a floor is the depth of a channel cut, which is usually about 6 feet. After this depth is reached, holes are driven into the face of the cut at the bottom of the floor, and at right angles to the channel and then expansion wedges are driven in these holes until sufficient pressure is produced to break the "cut" loose from the bed, and back to the channel. These cuts, often 75 feet in length, are then pulled over by means of steel cables through pulleys and then to an electrically operated derrick. They are then drilled again and the expansion wedges are driven and blocks of suitable proportions for mill operation are the result, each block being numbered and hoisted from its position, placed aboard cars, and taken to the saw mills, or stone cutting plant, as required. This is in brief, the quarrying operation, and is repeated during the more seasonable months usually beginning in March and continuing until November.

The first stone cutter to come to Bedford was a Mr. Doburn, who came from Louisville, Ky. in 1832. The burial vault of Dr. Foote which was cut in the solid rock and surmounted by a monument was finished in 1840, and can still be seen near the Blue Hole Quarry, about one mile East of Bedford. One of the first quarries in operation was the Dark Hollow Quarry in 1877, and during the first year of its operation shipped three car loads, and five cars in the second year. This quarry, today, is producing over 2,000 car loads per year.

Approximately 70% of the stone quarried is sold in the form of quarry blocks, and sawed stone, many of the mills at the quarries producing sawed stone exclusively, in the form of slabs, sawed on two sides, strips sawed on four sides, or blocks sawed on six sides.

In sawing, three methods are employed, gang-saws, cable-saws and the circle-saw. Gang-saws are steel bands usually 6 inches in width and 20 feet in length, each end of which is anchored to a rigid swinging arm, and placed as far apart as is determined to make the thickness of the slab, a mixture of sand and water is then automatically fed or pumped over the block of stone which is being sawed, and the sand working with the steel is what does the sawing, while the water is used to keep down friction and wash away the cuttings. The circle-saw is an endless steel cable of 3/4 inch diameter which works on the same principal as the gang-saws, using a mixture of sand and water but is continuous in one direction in place of the forward and back motion of the gangs. The circle-saw is made of steel and is set with removable teeth in grooves and fastened with a copper rivet; and into each tooth is set from four to eight genuine black diamonds in the rough; these saws range from 32 to 78 inches in diameter, and a sawing rate of 60 inches per hour has been attained.
Modern planing machines are another big step forward, large sections of sawed stone are lifted by electrically operated traveling cranes and placed on the beds of planers, where they are dressed into ashlar or moulded for cornice or sills. The planing machines operate at a cutting speed of 42 feet per minute. Stone cutters did this work in the old days with mallet and chisel, which today is entirely too slow and with present costs for production would be prohibitive. Stone cutters also fashioned balusters by hand, but today there is the carborundum baluster and planer machine which does the work now in 15 minutes that formerly required one workman 12 hours to accomplish.

Cut stone mills are usually located in town for the convenience of the operators and employees generally, and the mill blocks and sawed stone produced at the quarries are moved on flat or in gondola cars by the railroad serving the industry. In this connection there are located on the Milwaukee Railroad at Bedford and Oliotic, a total of 16 mills and 8 quarries from which during the year 1927, we originated 7,664 car loads of all kinds of stone all of which were revenue bearing loads. These loads consisted of ground limestone for use by glass factories and for agricultural purposes; mill blocks to be hauled to stone mills in other cities throughout the United States and Canada for reworking; slab stones for the same purpose; mill refuse which consisted of the scrap from the mills and machines which our company uses as rip rap in maintaining tracks at points where high water produces wash of road bed; and finally the finished stone for building purposes, which is shipped to practically every state in the United States and also to some points in Canada. Stone for building purposes which is produced at the mills is made from blue prints furnished by the Architects, and as it progresses through the mill is accompanied by a ticket which shows the exact shape and its dimensions. When finished the stone is then marked with a number which corresponds with the number given on the setting up plan. Stones are shipped in the order in which they will be required at the building. The stone is now ready for the cutting shed, where checks, returns, etc. must be finished by hand, carving, cutting, and the drilling of lewis holes, with which the stones are lifted from the mill to the cars, and from the cars to the building with pins and wedges, this being the last operation before loading.

The so-called car blocking now remains, this process is the loading of the pieces on the cars so that they will reach destination with minimum damage, and in general may be described as follows: The cars are first cleared of all refuse, and nails protruding from floors and sides are either pulled or driven in, car floors are then cushioned with a 4 inch bed of either excelsior or wood shavings on which the smaller pieces are placed after having been hoisted from their place in the mill by an electric crane and slung into the cars on slings made of rubber belts, where the workmen engaged in this work place it in its position with back
Shipment of Columns for Pennsylvania Railroad Building

sides, and in the event that the pieces are of exceptional value and would necessitate considerable delay in the event of breakage, they are separately crated and then packed in ground stone which has been passed over a half inch screen. Men who are engaged in this work are experts in the packing and shipping of stone, many of whom have been engaged in this operation for 25 years. Where especially large pieces are loaded they are either loaded on flat or gondola cars and often protected with a housing built over them and finally covered with waterproofed paper to avoid any stains which may result from transportation hazards.

Our railroad in common with the other roads serving this industry in the stone district, is putting forth every effort to so handle these shipments that they will reach destination with safety, and all employees having to do with the handling of this commodity should realize that even though it happens to be a car of stone, it can be seriously damaged by rough handling.

It should be borne in mind that these shipments are forwarded just as they will be required in the erection of a building, and that when a piece is broken or damaged, often because of this, it slows up the work at the building. For the piece has to be duplicated at the mill, which also throws their program out of order, all of which is added expense to both the mills and the contractor, frequently necessitating the suspension of work until replacement is secured, and finally in a loss to the railroad in the form of freight claims, and general dissatisfaction to all concerned.

Occasionally a better method of packing or blocking some piece is suggested and if found practicable the stone shippers or their loaders are ready to adopt it as they much prefer these loads to be delivered without exception.

In the event of a wreck or derailment of a car or cars of finished stone, where it becomes necessary to transfer or rehandle the shipments, it is not good practice to do so without first securing the services of a man well experienced in the loading and stowing of this commodity, and many cars are carded not to attempt it without first writing the shippers. Of course there may be times when this cannot be done but at any rate where it can be, the instructions should be respected, and they will send one or more men to make the transfer.

The accompanying photographs with this article will serve to illustrate some of the more important operations from the quarrying to the finished product.

Courage

The accompanying photographs with this article will serve to illustrate some of the more important operations from the quarrying to the finished product.

Radford, another most important machine varies in size and is capable of turning all types of stone work, from small balusters to huge monolithic columns 40 feet in length, and has established a record of a 28 foot column in three days, which formerly took six weeks when done by hand. The shaper, the header, and the pneumatic air hammer now used by stone cutters are other inventions that have greatly reduced production costs because of the great saving of time and labor.

Thousands of visitors including architects, contractors, public works officials and sight seers generally visit the mills and quarries each year, and not long ago the governors of 30 states visited them, and for an hour they stood on a flat car in a beating rain, fascinated by the spectacular demonstration of the channeling machines cutting through a 200 ton block of solid stone; and cheered as the massive block was drawn from its place and turned on its side ready for the further
Co-operation and Personal Interest

By F. J. Swanson, Car Foreman, Chicago, Ill.

Paper read at Car Foremen’s Association of Chicago Meeting, May 14th.

Co-OPERATION between the employer and employee is absolutely essential and necessary for the progress of any “Go-getting” business enterprise. In order to have co-operation there must be personal interest and pride in the work that is being performed—these two inspirations must work hand-in-hand with those who want to make a success of life.

The Railroad Industry of today is one of the largest enterprises in this country, having an estimated total mileage of 325,000 miles. It is more than 33 per cent of the world’s railroad mileage. The Railroad investment in the United States is about Twenty-four Billion Dollars, and, in order to improve their property, keep pace with the growth of the Country and increase the efficiency and economy of railroad operation, they have spent during the past five years about Four Billion Five Hundred Thousand Dollars for improvements.

The Class One Railroads employ about one million seven hundred seventy-two thousand men, paying out a direct sum in wages of about two billion nine hundred eighty-six million dollars annually, and, in order for the Railroad to succeed, there must be co-operation with the employer and the shipper and Traveling Public; the employee must take personal interest in his work, use common sense in all operations—no matter what capacity he is employed.

Car Department employees can do a lot of good in this respect in helping to increase the efficiency and earnings of the Railroads of this Country. I will try to give you some facts and figures tonight that will show you why it is necessary that we co-operate to the fullest extent with our employer, our fellow worker, the Yardmaster, Trainmaster, Train Dispatcher, or any employee in the Railroad capacity as well as the outside Public, so that we can continue to have good business without periods of any severe depressions. This can be accomplished only by adequate and dependable transportation which we must all assist in obtaining.

During the year 1923, the Class One railroads spent four hundred seventy-five million, four hundred thirty-three thousand, six hundred eighty-nine dollars in repairs to maintain their Freight equipment, at an average of one hundred sixty dollars per car according to the number of cars in service; also have a reduction in bad order cars to 6.5 per cent unserviceable Freight cars on their lines, which shows a considerable reduction or improvement.

In the year 1927, bad order conditions again show reduction of 3.9 per cent.

These figures can be greatly reduced by Car Inspectors making a closer inspection on all freight car equipment, whether in interchange movement or in the Transportation Yards, to determine whether the cars have any old defects, such as broken draft bolts, draft arms, center sill, center sill channels, couplers or parts of brake riggings, arch bars, wheel or truck parts, defective air brakes—which in many instances cause derailments in the yards or enroute and also cause the pulling out of draft gears, which all tends to add new bricks or defects on the cars which increases the cost of Freight Train Repairs and also destroys and wrecks a large number of cars.

We also have the so-called Rough Handling or Yard Damage to Freight equipment in our Transportation or Train Make-up Yards. The Car Inspectors, Safety Appliance Men and Car Oilers can be of wonderful help to the Operating Department by reporting any Yard damage to the Car Foreman or Supervisor in charge, giving the track number and the yard, time of day it occurred, engine number, name of conductor or foreman in charge of the engine that damaged the cars, as it is found that considerable damage is done in all Railroad Yards, especially side swiping or cornering. The Operating Department are always glad to receive this information so that they can then take up with those responsible for proper correction.

Large savings can be made if Car Inspectors will closely watch and report any cases to their Supervisors of damage that is done to open top cars by unloading of Clamshells or unloading machines. It has been found in closely following up with the Consignee of unloading concern, that they want to co-operate with us and discontinue the damaging of open top cars with unloading machines.

Car Oilers or Box Packers can do wonderful work in helping to reduce Freight car costs by giving cars proper inspection to journal box packing, journal bearings and trucks in general and seven million, seven hundred two thousand, five hundred twenty-eight dollars in repairs to maintain their Freight equipment, at an average of one hundred sixty dollars per car according to the number of cars in service; also have a reduction in bad order cars to 6.5 per cent unserviceable Freight cars on their lines, which shows a considerable reduction or improvement.

The .above figures being general averages.

Without becoming too technical and at the risk of wearying the reader, some of the physical characters of the stone as determined by the bureau of standards of Washington, D. C. are here given.

Crushing Strength
Dry ................. 7757 lbs. per sq. inch
Wet ................. 7123 lbs. per sq. inch

Absorption Percent
By Weight .................. 4.60%
By Volume ................. 10.58%

Weight per cubic foot ...... 144 lbs.

The above figures being general averages.

After a visit to these great industries one will leave with the conviction that Indiana Limestone has been correctly named The Aristocrat of Building Materials.

Page Six
see that they are properly lubricated to
in preventing hot boxes and cut jour-
nals, so that in increased traffic, mean wheel changes, which, in most
cases, are still fit for further service.
To this end, efforts are made to reduce
Freight cars and costs, and that is by all
departments working closely together and
co-operating to the fullest extent. Car
Inspectors and Yardmasters should investigate all so-called
Rough Handling or Yard Damage with the
Switchmen or Trainmen responsible and explain to them what expense it
means to the Railroad in the way of re-
pairing equipment, fuel costs, switching costs, and delays in moving of freight
to destination, reduction in car-mile haul and numerous other costs which enter
into the damaging of equipment. A little
personal interest and co-operation by all
concerned will create a marked improve-
ment.
Perhaps it would be interesting to know that our freight cars carrying only had a carrying capacity
of six tons, while today we have freight equipment of forty, fifty, seventy
and even one hundred-ton capacity. Fur­
thermore, during the last ten years there has been a remarkable improvement and development in the construction of cars,
the most noticeable being in the class of underframes made up of steel construc-
tion, also steel superstructure; also the friction draft gears which all help to in-
tease the carrying capacity about 35 per cent. This, of course, means larger trains and larger tonnage and increase in the car-mile haul, also increase in the ton per mile haul. Statistics show that the average freight train on the Class One Railroads in 1920 consisted of thirty-seven cars per train; in 1926, this had increased to forty-five cars per train or an increase of 22 per cent. This equipment carried 498 tons of freight for the distance of one mile in 1920. In 1926 this figure had increased to 532 ton
miles or an increase of 7 per cent. The gross ton per train in 1926 was 1736 tons
against 1780 for 1927. The net tons per train in 1926 was 716 tons as compared with 72.2 for 1927. Train
net tons per loaded car in 1926 was 27.4 as compared with 27.2 for 1927. Train speed average per hour in 1926 was 10.8 as compared with 12.3 miles per hour for 1927.
The average miles per car daily in 1923, which covers all freight car
moving and also Freight cars held out
account of bad order, cars being loaded and unloaded and also surplus cars held
for orders, covers a distance of 27.4 miles per day. In 1926 this increased to
30.4 and in 1927 increased to 30.7 miles per day. This will show you the gen-
eral decrease in the cost of operating in car handlings or haulings and this also can be increased to a still higher efficiency by closer inspection by Car Inspec-
tors and Carmen and closer co-operation between the Operating and the Car De-
partments also by proper handling of equipment.
When loaded cars are received from our connections, it is necessary to make them bad order for our different repaired tracks account of worn
out wheels and make wheel changes. This, you are all aware, increases the cost of car handling, decreases car-mile
haul, increases per diem, and worst of all, delays the movement of freight, which, in many cases, means a loss of business. Then too, we receive cars, as
do other railroads, with old defects such as broken draft bolts, broken and split
center sills and draft arms and center channels, broken truck bolsters and cracked truck frames and other such defects which mean that the cars have to be put in condition aU road or time freight
to connecting lines, who, when they re-
operate, that 

<table>
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<tr>
<th>Year</th>
<th>A-Unlocated Loss Entire Package</th>
<th>B-Error of Employees</th>
<th>C-Delay</th>
<th>K-Robbery Other than Entire Package</th>
<th>L-Other than Entire Package</th>
<th>P-Error of Employees</th>
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<tr>
<td>1924</td>
<td>$13,171,035</td>
<td>$2,139,057</td>
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<td>7,534,344</td>
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closed by close co-operation between the
Operating and the Car Department. The old idea of passing the buck or bad order car to the other fellow and letting him fix it, is not Railroad economy; operation and only reduces business as a whole on all Railroads.

Increased car miles can be obtained by allowing the Car Department sufficient

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Operating and the Car Department. The old idea of passing the buck or bad order car to the other fellow and letting him fix it, is not Railroad economy; operation and only reduces business as a whole on all Railroads.
An Art Crafts Guild Party Leaving Chicago

Something New Under the Sun

Now we have “house parties” on the rails. We can a-traveling go, revel in the sights and scenes of our wondrous world while at the same time we are enjoying the pastimes and amusements of a large and congenial house-party. Witness the music and dancing in these pictures.

This special form of vacation recreation is offered by the organization known as the Art Crafts Guild Travel Bureau. Their house parties tour the United States in special trains equipped with all the paraphanalia for the pleasures of travel and of house-party amusement. The membership in these “House Party Tours,” to quote from their prospectus, “is open to all persons of culture and refinement, regardless of age, who feel a desire to travel; and who wish to do so under the guidance of an organization which will provide those intangible refinements so necessary to complete enjoyment.”

The party shown above is the first of a series of ten which will tour the Northwest via The Milwaukee Railroad, leaving Chicago as second 17. The first party left on June 22th, and each succeeding Sunday for ten weeks witnesses a similar jolly company on their way to Yellowstone Park, the scenic Rocky Mountain land, The Sound Country, Alaska, Rainier National Park, the Pacific Coast, etc. These parties, starting out over The Milwaukee, have varying itineraries on the return.

Twenty Years a Section Boss

A Letter from an Old Timer

Savagetown, Wyoming.

Dear Editor,

and friends of the Milwaukee Road.

On March 1901 I began working on the Milwaukee as section laborer at Lucerne, Mo., under R. H. Cunningham, section foreman; and I afterwards worked under Pat Kelley, Eb. Bowers and others. I was promoted to foreman in 1903 and worked under Roadmaster Wm. Shea, R. H. Seymour, N. D. Brown, Wm. Metcalf, F. M. Barnoske; and we had on the Kansas City Division in those years, as superintendents, Ed Wright, Edgar Laas, J. A. MacDonald, N. P. Thurber and B. F. Hoehn. I worked as laborer, foreman, extra-gang foreman, and roadmaster and quit the railroad game in 1922 and come to Wyoming to make my home on a ranch. I am in the northeastern part of the state, about fifty miles west of Gillette and about the same distance northeast of Salt Creek oil fields.

There are lots of opportunities here for a man with a little capital just the same as there is in the Milwaukee Railroad territory, where there are plenty of chances for the man who hits the ball, as the saying is, and has a little education. Education is what counts most nowadays—first you must have a fair book knowledge and then be educated in your line of work. If you are a section foreman, roadmaster, general roadmaster, or whatever else, you must be educated in your own particular line. It may have cost you lots of hard work and the company you work for plenty in dollars, to educate you. Did you ever stop to think that the mistakes you have made in getting your training in your own line, has cost someone money. You don’t notice the cost so much when someone else is paying the bill, as you do when you have to pay the expense yourself. I can illustrate this by telling of one of my experiences while getting my own railroad education. Most of my work was under Mr. Shea. I worked for him both on the railroad and on his farm, and during the short time I worked on his farm; and in the Kansas City Division in those years, as superintendents, Ed Wright, Edgar Laas, J. A. MacDonald, N. P. Thurber and B. F. Hoehn. I worked as laborer, foreman, extra-gang foreman, and roadmaster and quit the railroad
Doctoring the Locomotive

The twentieth century locomotive is a wonderful piece of mechanism, but, just like that most perfect of all machines, the human body, it is liable to suffer from a score of indispositions, arising out of misuse, over-work and innumerable other causes. The problem of minimizing engine failures is ever with us, and there is a vast field of study open for the locomotive engineer in devising ways and means of maintaining the locomotive in perfect going order and reducing to a minimum the time spent idle in the shops.

On the London, Midland & Scottish road there were some 877 locomotives in the shops awaiting or undergoing repairs at December 31, 1927, or 8½ per cent of the total locomotive stock of the road. The London & North Eastern had 773 engines in shops at this date; the Great Western 689; and the Southern 432. It is impossible to eliminate locomotive failures altogether, for certain failures are due to defects in material which cannot be foreseen. A great deal, however, can be done by the running shed staffs to minimize engine failures arising out of other causes, and by emulating the physician who always seeks to ascertain the root of the trouble, to afford relief to the several ailments to which the locomotive is a martyr.

A locomotive may develop a hot bearing, and having received attention in the shops, turned out again for service, without any attempt being made to ascertain the origin of the trouble, and to put that trouble at rights. Leaky tubes may be repaired and the locomotive returned to traffic without any endeavor being made to get at the root of the trouble. Many of these common ailments of the locomotive can be avoided altogether by the intelligent examination of engineers and others who have had experience of the machine in running. The gospel which tells us that "prevention is better than cure" is a very wise one, and it is a gospel which all concerned with locomotive design and running would do well ever to bear in mind.—The Railroad Herald.

The Teacher Learned

"Teacher, show me what the word "mirror" means. Tommy. After you've washed, what do you look at to see if your face is clean?"

Tommy: "The towel, sir!"

"Now that was a fatherly spirit, and I knew he meant every word he had said, so I did not want the name of having had to have the roadmaster come out to line a piece of track for me; so I got busy and got my lesson learned. I was all day measuring that curve and lining it, but I never heard from Mr. Shea again about it. I got my education, and Mr. Shea was a splendid teacher, but it cost the railroad both time and money. While working on the farm for Mr. Shea, he had registered Hereford cattle, and I got the idea at that time, that some day I would like to have a bunch of the same kind of cattle: Today, my brother and I have 133 head of registered Herefords, besides this year's calf crop; and we have 61 graded cattle besides this year's calf crop. We need a railroad here very much, and we would like to see the Milwaukee extend their line from Rapid City or Faith, So. Dakota, into this country, up the Bellefourche River and across to Salt Creek, Wyoming."

I have always enjoyed seeing The Milwaukee Magazine, and when I worked on the road, always read it all, particularly the Safety First news. Sometimes I get one nowadays through one of my friends back on the railroad, but haven't seen one for a year or so.

We are enjoying good health and a fair portion of prosperity, and hope all of our friends of the Milwaukee Family are well, happy and prosperous.

Yours truly,

(Signed) J. W. Hardin.
A Stopless Stop-Over

THE Passenger department has in the month made an announcement of its intention to afford patrons of all our trains. The Olympian, west bound, joying in the enjoyment it is to afford the patrons of our Coast trains. The Olympian, westbound, consumes one hour and one minute from the time of its arrival in St. Paul and its departure from Minneapolis, during which time a sight-seeing motor coach leaving the Union Station in St. Paul immediately after the arrival of No. 15, tours the business and residence districts of the Twin Cities, arriving in Minneapolis in time to continue westward on the same train. This little outing on the side, is accomplished for the small cost of one dollar, and tickets are purchased from the dining car steward. General Passenger Agent Dixon is to be congratulated upon the happy thought by which Olympian patrons are enabled to include among the pleasures and pastimes of the trans-continental trip, a glimpse of the countless beauties of St. Paul and Minneapolis.

University of Washington
Demonstration Forest

The Forestry department of the University of Washington is sponsoring a unique experiment in reforestation and sawmill operation. They have a demonstration forest of 2,200 acres about one mile north of La Grande, Washington, which they have been enabled to purchase through the generosity of Mr. Charles Lathrop Pack, who has financed the entire experimental operation.

The Milwaukee road have installed a spur serving the Rock Forest Mill, and it is estimated by Mr. Burt P. Kirkland, professor of Forest Management of the University, that some ten million feet of timber will be removed from that area as soon as possible. Their plans contemplate keeping the area in a continuously productive condition, which will result in the shipment of approximately one million feet of timber annually.

The tract will be kept covered with growing timber, instead of being allowed to lapse into waste land, and the training which forestry students will receive through the operation of this experiment will be watched with interest by the public of the Pacific Northwest, where lumbering is the greatest industry, and raised exactions of non-agricultural land, one of the problems of the day.

The Milwaukee's Lightning Twins

( Olympian Columbian Trains)

Wm. D. Totten, Seattle, Wash.

G R A N D, occidental, transcontinental, Olympian trains.

With wings of lightning, our wonder heightening,

You fly across the Western plains.

Through city, village and fields of tillage,

Where pioneers frontiers have won,

Electric giants wheeling defiance

To time, with you their courses run.

Beautetous reminders of old pathfinders,

Who trod the lonely Indian trails,

On-rushing thunderous, superbly wondrous,

You reign as monarchs of the rails.

By sparkling fountains, through tunnelled mountains,

Whose snowy summits pierce the sky,

In valleys glacial, from cars palatial,

Sweet sylvan scenes delight the eye.

At high speed very o'er flowery prairie,

Nigh silver lakes and rushing streams,

O'er care victorious, we see the glorious,

Enchanting fairy-land of dreams.

With twilight lowering, by tall peaks towering,

Down in the winding canyons dim,

Comes loudly sounding echoes abounding

The roaring cascades' mountain hymn.

And in the dark night by brilliant carlight,

That beautifully gleams and glows,

No one molesting, but calmly resting,

We linger long in sweet repose.

Or listen thinking of rhythmic clinking

And humming of the wheels below,

As gently rolling and smoothly gliding,

Along the gleaming rails we go.

In queenly splendor you service render,

Man's best creation in transportation,

Said lightning flyers can

A Man's best creation in transportation,

Man's best creation in transportation,

Man's best creation in transportation,

C. W. MITCHELL, Secretary-Treasurer.

The Milwaukee Employees Pension Association

NOTICE

In the General Meeting of the members of the Milwaukee Employees Pension Association held in Chicago, March 17th, 1928, a recommendation to place the age limit for accepting applicants for membership in the Association at forty-five years of age, effective with July 1st, 1928, was submitted to the Board of Directors of the Association for consideration. The Board, considering said recommendation, deemed it advisable and to the best interests of the Association to place the age limit at forty-five years as recommended, but in order that the notice may be given to all concerned, fixed the date, making this recommendation effective, at October 1st, 1928, and the following resolution was unanimously adopted:

BE IT RESOLVED that effective with October 1st, 1928, no applicants for membership in the Milwaukee Employees Pension Association, who have passed their forty-fifth birthday, be accepted.

Employees who are still under fifty years of age, but who will attain forty-five years of age before October 1st, 1928, are earnestly requested to apply for membership in the Pension Association immediately, as applicants for membership who have passed their forty-fifth birthday can be accepted as members only up to October 1st, 1928.

As is evidenced from the condensed financial statement below, the Pension Association has built up total assets to the value of $1,393,044.30, and no employee eligible for membership in this Association can afford not to take advantage of the opportunity to become a member.

CONDESD FINANCIAL STATEMENT

As at June 30th, 1928

| ASSETS | | |
|--------|--------|
| Cash in Bank | $688.34 |
| Accounts Receivable | 22,009.41 |
| Investments | $519,972.52 |
| Mortgages | 848,539.45 |
| Office Equipment | 1,184.58 |
| LIABILITIES | $1,393,044.30 |
| Pensions | 1,733.56 |
| General Fund | 54,564.44 |
| Advance Payments and Sundry Credits | 918.50 |
| Refund Certificates Payable | 4,149.00 |
| Income | 175,716.80 |

C. W. MITCHELL, Secretary-Treasurer.

"Have you much room in your new flat?"

"Mercy, no. My kitchen and dining room are so small we have to use condensed milk."
The Pioneer Now Regularly a Two-Section Train

Beginning July 2nd, out of Chicago, and July 3rd out of the Twin Cities, the Pioneer Limited operates regularly as a two-section train, and The Milwaukee is with this new service, the first railroad west of Chicago to regularly operate a two-section train. This adds another to our long list of pioneer achievements.

To make this second section of our famous train, in every way, the equal of the high standard of perfection and beauty of equipment and appointments belonging to the old, established Pioneer Limited, the second section is a new train throughout, its Pullmans corresponding exactly to those placed in operation last year on the first section. The club cars are Milwaukee equipment and are named the Ramsey and the Hennepin, which are the counties in Minnesota in which the Twin Cities are located. They are the last word in modern art as it is applied to interior decoration. "Art Moderne" is the Ritz appellation attaching to the style and decorations of these two new club cars which were built and finished completely at West Milwaukee Shops under the critical eye of Superintendent of Car Department Nystrom. The design of the furnishings and the color schemes are by a noted interior decorator who even went to Paris to secure the small but effective details which give distinction to decorative ensembles.

The color scheme for these cars is Bordeaux blue and silver, the tables and desks are birdseye maple, the tables having a diamond inlay of French burl. The upholstery is mohair and wool epingle and the lighting fixtures are old silver with glass shades in the straight line and angular designs that constitute "art moderne." It will be seen, also, that the chairs, sofas and other furniture are all fashioned similarly—straight lines and angles instead of the familiar curves of an older day. The illustrations accompanying show the inviting interior of these cars with all their attractive arrangements for comfort and for luxurious travel.

Club Car Hennepin

The Old Elkader Line

Elizabeth M. Paul

EVERY time the magazine arrives I scan the pages for something from the I. & D. Division and quite often there is an interesting article from some one on the East or the West end, but I have never found a word from the Elkader Line, and I wonder how many ever give us a thought or even know there is such a station on the map.

We are not dead nor sleeping. No, we are very much alive and wide awake, I suppose though in order to get into the lime-light one must "toot their own horn" as the saying goes.

We have one of the prettiest little cities in the North West although rather isolated down here between the bluffs with the river coursing down through the middle of the town.

We have plenty of business of all kinds, geniality, good will and friendliness mixed in, and when you consider the social side of it, it really has no equal.

Now if there is another station on the I. & D. Division of its size that does more business in the railroad line or any other I would like to hear from it.

Of course the autos have demoralized our passenger business in a measure same as everywhere else, and we must suffer alike in that line. These autos have done more than that. They have taken a lot of sociability out of life and they have caused a lot of grief in some

(Continued on page 15)
History of Milwaukee Electrification

Edmond S. McConnell

(Concluded)

The primary difference between the familiar steam engine and the electric locomotive lies in the fact that the steam locomotive is a complete power plant in itself, converting the latent energy of fuel and water into mechanical force applied at the rims of the driving wheels through the medium of the steam engine. The electric locomotive on the other hand is not a power producing machine, but must receive energy in the form of electricity from some outside source, which it converts into mechanical force applied to the driving wheels.

As compared with the steam locomotives, the electric locomotive is the infant prodigy. It is less than one hundred years since Faraday made his momentous discovery that has resulted in the electric dynamo. At that time the steam locomotive was an established and accepted machine and had assumed some semblance of its present form, but in the thirty-odd years since the first electric locomotive was built, the infant has far surpassed its older brother in size and power.

There is nothing mysterious about the electric locomotive for essentially it is nothing more than the application of huge electric motors to a traction machine. The motors themselves are comparatively simple, and the same thing is true of the methods of connecting the motors to the driving wheels. The apparent complexity of the electric locomotive results from the auxiliary apparatuses which are required and from the control equipment with which to control the motors.

The electric locomotive may be said to have been developed from the electric street car, and in fundamental principles it is similar to that familiar vehicle. Current is taken from a third rail or overhead trolley wire and through the medium of control apparatus consisting of switches to govern the motor speed and rheostats to limit the starting current, is applied to the traction motors, causing their armatures to revolve. The torque or turning effort of the armature is then geared or otherwise connected with the driving axles and wheels. Because of the comparatively high voltage at which current is supplied to the locomotive, a considerable amount of auxiliary and controlling apparatus is required that is unnecessary for the street car. Thus, while it is possible to use the body of the street car to carry a load of passengers, the space within the body of the locomotive is occupied by the auxiliary and control apparatus.

As there are three general schemes of railroad electrification, i.e., single phase alternating current, three phase alternating current, and high voltage direct current, there are corresponding types of traction equipment, the latter being little understood but that the direct current series motor such as used on the "Milwaukee" locomotives is the ideal traction machine.

Many books have been written about railroad electrification and electric locomotives, but in this short chapter only the briefest sort of description and explanation of the "Milwaukee" motors, as the locomotives are called, can be given.

The main line locomotives originally furnished for the initial 440-mile electrification in Montana were of uniform design except that thirty units were geared for freight service and twelve for passenger service. The passenger locomotives were equipped with oil-fired steam boilers for train heating. This type of locomotive was distinctly a freight design, but notwithstanding this fact they gave excellent results in passenger service. All of them have long since been changed over to freight service due to the fact that passenger type locomotives were purchased. There are now twenty-six main line freight motors on the Rocky Mountain and Missoula Divisions and sixteen similar units on the Coast Division.

To replace the original passenger motors and to handle passenger trains over both electrified zones, fifteen new passenger locomotives of two different types were purchased, making the complete motive power for the electrification as follows:

<table>
<thead>
<tr>
<th>Type of Locomotive</th>
<th>Class Members</th>
<th>No. in Weight</th>
<th>Date in Service</th>
<th>Builder</th>
</tr>
</thead>
<tbody>
<tr>
<td>Switching (Quill drive)</td>
<td>E10300-10309</td>
<td>5 260</td>
<td>1920</td>
<td>W. M. Co.</td>
</tr>
<tr>
<td>Switching (F5)</td>
<td>F52000-50053</td>
<td>10 300</td>
<td>1920</td>
<td>G. E. Co.</td>
</tr>
</tbody>
</table>


The freight locomotives, Class E1F, are built as two duplicate half units permanently connected together, although each half unit is capable of independent operation. This feature has been taken advantage of and a few of them have from time to time been separated into single half units and supplied with suitable drawbars and couplers for use in light freight and work train service.

Freight locomotives Class E1F were the first direct current locomotives ever built to operate at a potential as high as 3000 volts and the first to employ direct current, regenerative braking. Incidentally they are the largest, most powerful direct current locomotives in the world, and though they have been in service about ten years, during which time there has been marked progress in the field of railroad electrification, they are still very remarkable machines both mechanically and electrically.

They have a total weight of 288 tons, a starting tractive force of 146,000 pounds, and are capable of maintaining a continuous tractive force of 70,700 pounds at a speed of sixteen miles per hour. These figures may be contrasted with a huge metal type steam locomotive weighing 281 tons, including tender, which is only capable of generating a tractive force of 70,400 pounds up to about eight miles per hour.

The freight locomotives are able to haul a 2500-ton trailing train at a speed of approximately sixteen miles per hour on all grades up to one per cent. On two per cent grades the freight locomotive was originally limited to 1250 tons, but this limit has been increased to 1600 tons in actual operation. Through freight is made up into trains ranging from 80 to 120 cars, carrying 25 to 4500 tons or 4500 tons. One locomotive heads the train and is able to haul it over a large proportion of each division alone, but where heavy grades are encountered one or two helper locomotives, depending on the steepness of grade and size of train, are placed in the train, each with a proportionate part of the total load behind it. Once up the hill, one or both helpers are cut out and the leading motor continues alone with the entire train.

Each half unit of the freight locomotive is equipped with four traction motors, traction motor's being insulated for 3000 volts to ground, for series operation. Each motor has a one hour rating of 430 horsepower and a continuous rating of 375 horsepower, making a normal rating of 3440 horsepower and a continuous rating of 3000 horsepower for the locomotive as a whole.

Each traction motor is twin geared to its driving axle, a pinion being mounted on each end of the armature shaft. The armature shafts are spring-mounted on the driving axle and are mounted in steel compartments in the center of the cab of each half unit. These electromagnetic contactors are actuated from a master car controller connected like a street car controller, which is located in the engineer's compartment. The controller is simply a switching control mechanism which calls into systematic operation various contactors and switches in the apparatus compartments of each half.
As the trolley wire so that current passes
breaking controller. Immediately in
and reverser switch, and sui-mounting
the master controller is the regenerative
hand and ranged about him in conve-
his left hand is the master controller
brake valves are located close to his right
front of him are the various electrical
As on steam locomotives the engineer’s
position is on the right hand side. At
operation, and on the freight locomotives
covers the wire, both are used, the for-
ward one serving to break the ice from
ward one, long coil springs which are elongated by
in position against the trolley wire by
The pantograph is of the double slider
type with a working range of 17 to 28
mounted on the roof of each half unit.
The last or 32nd notch is called the shunt
nished by a motor-generator set. One of
these sets is located in each half unit of
nfurnished by the motor-generator set. One of
these sets is located in each half unit of
The main line switching locomotives,
which are used to limit the current to
the traction motors while starting the
ator armatures of the locomotives are
having two field poles per motor gives
The bipolar locomotive has a total
weight of 260 tons, of which nearly 88
per cent is on the drivers. It has a
starting tractive force of 123,500 pounds
at 25 per cent coefficient of adhesion and
is capable of maintaining a continuous
tractive force of 42,000 pounds at a speed
of 28.4 miles per hour. These figures
may be compared with a powerful Pacific
type steam locomotive weighing 204 tons,
including tender, which has a maximum
tractive force of 40,750 pounds—less than
one-third that of the bipolar—and a con-
tinuous tractive force of 25,600 pounds
at a speed of 27.5 miles per hour.

To Be Continued.
Moving the 1928 Grain Crop

As is customary at this time of the year, we have started assembling cars for grain loading in the grain territory. System cars that are fit for grain loading are being moved from other territory as directed in specific orders to the grain loading divisions. In addition to this, the Car Department has started a program of cooperating approximately 200 cars per day so they will be in condition for handling grain. The loading on our railroad during the grain season ranges from about 6,000 to 21,000 cars per month, the peak loading period usually being in September or October.

To successfully move the normal grain crop it is necessary to have in storage in the grain territory at the start of the movement approximately 6,000 cars, and to accomplish that result, it is, of course, necessary that cars fit for grain loading be conserved for that service, and that each individual employee carefully observe the instructions that are issued from time to time in connection with the prompt and proper handling of this class of equipment.

We frequently work grain cars to the grain territory under load with merchandise in order to avoid empty mileage, with the thought that the cars will be released on grain loading Divisions and promptly placed in storage for that loading. This objective is defeated if, upon arrival in the grain territory, the cars are left in merchandise service, moving from one freight house or platform to another, as that means that the cars eventually will come back East under load with merchandise. Employees on grain loading Divisions can be of considerable assistance in the movement of this year's crop if they will see to it that any cars fit for grain are taken out of merchandise service or any other service that does not require equipment of this class, so that the largest possible supply may be available for the grain when it commences to move.

We have purchased 2,500 new box cars, deliveries of which should be made in time for their use in the grain trade this season. All of these cars will be 100,000 capacity. We already have a large number of 100,000 capacity box cars, and this year a vigorous campaign is going to be carried on through the Shippers' Advisory Boards as well as in other ways to try to educate shippers to the value of loading cars with grain to the full weight carrying capacity of the car. A reproduction of a recent circular issued by the American Railway Association appears elsewhere on this page. These circulars are being distributed to shippers through the Advisory Boards, Railroad Agents, etc., and we are very hopeful that this year we can have a much larger percentage of cars loaded to the load limit.

While it is a little early to know definitely what the crop will be this year, at the present time conditions as a whole are quite favorable, and while there are some portions of the railroad where the movement will be less than last year, on other portions there will be a little increase, so that as a whole it now appears that the movement will be much the same as last year.

The rapidity of the movement depends largely on market conditions and various other factors which the Transportation Department keeps in touch with through reports and advice received from the various agricultural bureaus, Advisory Board Committees, Terminal Grain Committees, Station Agents and others. It is because of the fluctuations in the movement that plans and instructions covering the handling of grain cars are sometimes changed quite frequently, and the entire success in handling the movement depends upon the cooperation of the individual employees along the line in carrying out these instructions as issued from time to time.

It has been many years since we have had any car shortage of consequence. One of the biggest things that can be
done to insure against car shortage, however, is maximum carloading, utilizing the cars that are available to the fullest advantage.

The Old Elkader Line

(Continued from page 11)

ways, but we would not condemn them for we all enjoy a joy ride once in a while. Many of them are bus drivers, too. They are working in many places, too. They tried it here, but they were short lived, and quit 'cause it didn't pay. So we do not fear the trucks. Our people do not encourage them much, and as a whole our patrons have always been very friendly towards the railroads. Keep on the good side of your business men, talk to them, keep in touch and sympathy with them in their business, encourage them by giving them your trade, and they will stand by the railroad to a man.

We have the best class of people in our town that you can find anywhere. Ninety-nine out of a hundred will stand by the Railroad if you treat them right and we are expected to do that. With no detriment to the company, courtesy, gentleness and sympathy and a personal interest thrown in always wins friends. I don’t mean just seeming that, but a real feeling of love. Make it real, but love your job best of all.

We must love and respect our superiors, try in every way to give them the best there is in us and we can’t help but make our work a success. But we must keep on boosting too and keep “bothering” to be heard.

We are glad to stay and get all the business we can for our road.

Our train makes two trips a day. It’s a bit lonesome not to have them lay over here as in days gone by and we could make the morning connections at Marquette, but we manage very nicely in taking care of the business in this way, and saves the Company money.

Conductor Cotant seldom misses a run and his brakeman, I. T. Hahn, and genial Express Messenger Al Holtz, who also acts as brakeman, are ever on the job.

The front end of the train is managed usually by John O’Brien and his fireman, H. Cole. Engineer Gallagher also runs in often. No accidents, “Safety first.” I do not see these men often enough to get acquainted. I smiled at the fireman once and he smiled back.

Clarence Wangsmeyer, our clerk, is manager of the baseball team “Clayton County Boosters.” They say he is a good coach, too. L. D. Crane, the helper, flies around as if everything, both inside and outside the station, depended on him. Sure got the pep.

Fred Rodas hauls the express in connection with other business. Then we have our section crew. Since Wm. Smith died John Jungblut is section boss. He has some men under him now and they keep the track in fine shape. Henry Jungblut, Roy Hill and Wallace Lamphier keep busy.

When I came on this job in the fall of 1891 we had only one train a day. My twelve years’ previous in St. Olaf were even more tame, so I enjoy the progress we have made.

I suppose some of us will be eligible to a pension this fall. I sincerely hope they will not make us quit work and go on a pension yet. I want to earn my money same as always and let the “old folks” go on pension, folks at my age should work and in four more years I will pass my fiftieth milestone in this work. I love it and I hope I can make my record.

I forgot to mention our Fair Ground. You all want to come to our Fair. We have the finest grounds, the best water and the most room. Nothing lacking in convenience, everything modern and sanitary.

I wish all our superiors could visit our Fair.

I am sorry I have not secured a Gallagher. I guess there is too much pleasure and scenery around here.

I shall keep on trying though and maybe I may yet succeed.

Safety First, Claim Prevention and Kindred Things

Adolph C. Knudson

The writer has before him as he writes, minutes of the “Safety-First” and “Claim Prevention” meetings held at Harlownton June 18, 1928. A study of these minutes show how closely “Claim Prevention” and “Safety-First” are related.

To a great extent the same factors, carelessness, poor condition of roads and equipment, lack of cooperation between employer and employee, etc., contribute alike to injuries to shipments and employees. Rough planks in a warehouse platform will not only cause breakage to eggs and glassware, but will cause an unnecessary jar to the physical being of the worker which, if it occurs very frequently, will cause him to become tired and worn out long before the day’s work is over.

To gain better and safer conditions for the workers and better handling of shipments there has to be cooperation. The rank and file of the employees of all departments, alone, cannot hope to make it. They must show an inclination to work in the interest of his or her employer—not just sufficient to get by but enough to keep their names on the payroll. They should, and must, take pride in turning out good work as they love your job best of all.

On a railroad the transportation of freight and passengers is the main source of revenue. Therefore, we must all be business getters and business holders. The Operating and Traffic Departments, alone, can not hold the shipments, once they are secured, over our lines. They must have a track, kept in condition by the track department; the signalsmen must see to it that the signals are in working order; the cars must be kept in repair by the men; the mechanical department must keep the motive power in repair and it behooves the stores department to keep a working supply of materials, that are in demand, on hand at all times. All these must be done before the train and engineers can ever think of taking a train out of a terminal.

With the equipment in proper condition and properly loaded, damage to shipments—and human life—are considerably reduced. Yet, there must be cooperation from the switches, trainmen and engineers, to bring complete success. These men, in switching terminals, must do their work in a safe and sane manner; for, careless work on their part will undo the painstaking efforts of the other departments. They must exercise caution when switching near public or employees’ crossings.

Each shift at the shop, repair track, freight house, station and yard, could have some employees, members of a general committee, “Safety-First” committee. These committees could be trained in administering first aid. Then, if an accident should happen the victim will have the advantage of better care until he can receive the attention of a doctor.

Getting back to the meetings of June 18th. The “Claim Prevention” meeting was called to order at three o’clock with (Continued on page 16)
Whole-hearted Cooperation

Written by Chas. Xaser and read at Safety First Meeting held at the Machine Shop, Atkins, Iowa.

In the year 1927 we went 197 days without an accident, and up to this date we have 92 days. This is no miracle — just some whole-hearted cooperation from the fellow members, and our superior officers in charge of the different crafts and shifts in this shop. We have established a record, of which we can indeed be proud, perhaps boastful.

Experiences have shown that the more you put into anything the greater the reward. I do not believe that we could ask for a greater reward than the satisfaction that we have derived in making our work and the other fellow’s work less hazardous.

Remember in this way you are not only serving your fellow workmen, but their families and scores of others. Life is sweet, but so much sweeter when you are serving his cooperation, the recipe for all success — failure through lack of it.

In industries, particularly in railroad work, there are numerous ways for accidents to occur; some result from carelessness, some from being too hasty, and others are purely accidental, all of which could be avoided.

We have shown in this Safety First Campaign that the spirit of cooperation cannot be denied, but this is only the beginning; we must keep on with this good work. We have laid the foundation, now let us continue it, it is well worth while.

There are several important subjects to be considered in the successful operation of the railroad, but I know of none more important than the “Prevent Injury” movement. Railroads each year pay millions of dollars in the settlement of claims which is an absolute loss to the Company and to the employes. These claims and mistakes and how to prevent them are among the most important subjects under the “Prevent Injury” movement.

The loss of money is only secondary to a minimum. The loss of money is only secondary to a minimum.

Accelarated Upward

A lad called Reckless Reginald
Took singular elation
In racing railroad trains, to test
His car's acceleration.

Page Sixteen
Rough Handling and Unlocated Damage

THE graphic chart circularized and issued May 1st, 1928, by Superintendent Wick of the Claim Prevention Bureau, outlines in glaring figures the cost to our railroad in freight claims chargeable to ROUGH HANDLING AND UNLOCATED DAMAGE and which runs, upward of 50% for all claims presented in our Loss and Damage Account for the year 1927, is just a repetition of what has transpired in all years previous and indicates clearly to all of us that our largest field for reducing freight claims lies in the Rough Handling Account and our activities should be applied in that direction.

To properly analyze causes for freight claims and thereby devise ways and means to avoid them, the Claim Prevention Bureau in preparing statistics, has classified the various causes in ten items, the total amount of claims for nine of them being somewhat less than for the remaining one, and which is our notorious and much criticized Rough Handling Account. On first thought, one would be inclined to feel that this is one item which apparently has not been given attention because of it being so much out of proportion with the result of the items. However, we must not lose sight of the fact that practically every employee on the railroad, directly or indirectly engaged in the movement of freight is more or less responsible for the Rough Handling Account.

Before applying the remedy, we must first determine the cause and that can only be done when the employee or the condition responsible for the damage has been located and corrective measures applied. For suggestions I will present the following.

Terminal Operation

Reduce the number of movements in getting a car to its respective track or train. Personal interest on the part of a switchman and yardmaster will save many unnecessary handlings of a car, thereby avoiding damage to the load in the car as well as damage to the train. In this connection the time that it becomes a candidate for the repair track.

Proper blocking or grouping of cars in a train to avoid unnecessary handling on the road or terminal.

Freight house loading to be regulated to conform with train blocking, thereby minimizing switching after cars are loaded; if freight house track facilities are adequate, cars should be loaded so that road trains can be run direct from freight house track with all cars properly blocked or grouped without any switching necessary.

Early departure of merchandise and time freight trains requires fast switching in departure yards and fast switching denotes consequent rough handling.

A good deal of this can be reduced by the switchman asking his fast moves when he gets in after a cut instead of when he is classifying the cars, even if it is a pretty sight to see six or eight cuts moving down a track at the same time; headed for various tracks, it being a nice opportunity for one of the cuts being slow and a resultant side-sweep and of course damage to freight.

Transmission of signals by switchmen should be clear and distinct and given in sufficient time for the engineman to carry out the move properly, the engineman of course must be ready and act immediately when the signal is given.

Harmonious action and clear understanding between all members of the crew in transcription and reception of signals will bring good results.

Lengths of cuts should be well regulated and slack action reduced by short cuts permitting better handling on the part of the engineman.

The Yardmaster is the fellow who can control and practically eliminate rough handling particularly so because his duties bring him in close contact with the yard train and engine men and the Yardmaster who has acquired a personal interest in claim prevention work is the man that will solve a large portion of our rough handling problem.

All cases of damage to equipment and which are reported by the Car Department should be matched up with 142 reports and Yardmasters together with yard foremen held responsible for the proper rendition of reports to permit of prompt investigation to determine responsibility for damage to equipment.

Shifting the blame by yard crew will be a thing of the past when our yardmasters refuse to shield those responsible for accidents in territory under their jurisdiction.

The management of this railroad when improving or increasing terminal yard facilities should, in large terminals, where traffic is heavy, replace flat switching with hump operation, the humps to include automatic car retarders which have already established the fact that by such operation, rough handling of cars and damage to equipment as well as freight, is almost entirely eliminated. The car retarders serving a two-fold purpose, inasmuch as they also avoid the need of car riders and do away with that hazardous occupation.

Road Operation

Road trainmen to be careful in transmission of signals when switching at stations or on trains so that hard shocks will not result. I have in mind a case recently whereby a draw bar was damaged on a passenger car necessitating car being set out for repairs which was due to improper transmission and reception of signals between the conductor and engineman. It is therefore plainly to be seen that when such damage occurs to our passenger trains, how far reaching this matter may be, and no doubt is, in the handling of our freight cars and trains.

Conductors and trainmen should avoid setting the air from rear of train, the enginemen should be able to do it much better and without shock to the cars and every effort should be made to transmit signals to him before resorting to the use of conductors' valve in the caboose and only do so in case of emergency, or in other words, to prevent an accident.

I know of a conductor who told me that he had used the brake valve successfully for 25 years and never had an accident and the very next trip caused three draw bars to be pulled out when the air was applied from the rear, and as we all know, to swell our rough handling and unlocated damage account in freight claims.

The Road Engineman likewise carries a responsibility in this work: he is on the receiving end when signals by hand or lamp are involved and therefore must be sure of what the move is to be and how should be carried through. The use of the brake valve on the engine, manipulated by the enginemen can either make or avoid
Agents should be careful to make switch lists for trains in order to get cars spotted promptly, thereby avoiding delays, to cars for loading and unloading.

Agents and other employees whose duties require them to make inspection of damaged shipments should word their report in the Claim Prevention Bureau will be able to handle in such a way as to prevent recurrences. We should say just how many articles are damaged or stained and to what extent when things are broken, why we think so, that the Claim Adjuster or investigator can give the shipper just what is due him.

Then with personal interest and cooperation shown, we will reach the desired objective in our movement of reducing Freight Claims.

J. H. Valentine, Superintendent Superior Division

Tacoma Shop Notes

Andy

MR. W. M. R. BARBER, Engineer from Marion, Iowa, paid us quite a visit claims could be reduced to a minimum.

Each employe on the railroad whose duties are associated with the actual transportation of freight in cars, he a trucker or switchman, trainman or air man, yardmaster or engineman, is responsible for a portion of this great item of expenses and the individual employee has been properly taught, properly instructed, and has properly learned this lesson of PERSONAL INTEREST by assuming and carrying all responsibilities of his individual position; then, and not until then, will we reach the desired objective in our movement of reducing Freight Claims.

D. Fletcher, Agent, Elk Point, S. D.

Freight House Operation

Constant supervision and instructions by the Agent and Foreman, to freight house employees, is necessary to keep this matter before them; meetings should be held regularly by the agents and foremen, such meetings to be attended by Division Officers so far as possible.

Car Department

Break-in-two’s and emergency stops on the road at high speed result in unmeasured and deal re both equipment and freight, a major portion of these will be avoided by proper inspection and repairs to draw bars and coupler fittings and especially to air hoses which should be changed out before they do give way on the road.

Claim Prevention

A CLAIM is something brought about by someone's mishandling or improper service, something had to be wrong to bring about a claim. Therefore, more and better cooperation and personal interest on the part of all employes will help to reduce claims.

As live stock claims are the heaviest I'd begin there, thoroughly inspecting all live stock previous to loading, taking note of any exceptions discovered, such as cripples or slow animals, noting the same on shipper's contract and on waybill, then see that car is sealed immediately on completion of loading.

See the proper partitions are installed in mixed cars of live stock.

More thorough inspection of all cars previous to placement for loading, particularly floors, sides, ends and roofs.

Be present when inbound carload shipments are opened and view the conditions. Inspect all shipments of freight regardless of kind, making note of any exception or any unusual incidents coming up and put same on shipper's bill the exact conditions.

Proper billing and marking of freight, proper stowing, proper bracing and loading in cars, handling to trains, that freight moves on, also classifying cars as much as possible, all tends to avoid claims.

Have prompt repairs made to cars set out short of destination account mechanical defects, particularly perishable freight.

More careful switching of cars in terminals and more careful supervision at the station, will bring the account down to a reasonable basis, and cut Unlocated Damage in half.

Page Eighteen

质量管理、个人利益以及预防措施

Freight House Operation

持续的监督和指示对于火车车厢的员工来说是必要的，以便保持对这个问题的关注。定期的会议应该由代理和领班组织，以便所有员工都能参加。

Car Department

在高速行驶时，不时会有紧急停车和断裂情况发生，这些都会影响设备和货物。要避免这些问题，需要进行适当的检查和修复，尤其是空气软管，这些都需要在更换之前进行。

Claim Prevention

一个索赔是由某人的操作失误或不当服务引起的。因此，通过更多的合作和个人利益，我们可以减少索赔。特别是对于活畜索赔，检查每头活畜，包括任何异常情况或不寻常的事件，并在发货单上注明。

检查所有货物的适当分隔是否安装在混装的活畜车中。

对所有车辆进行更全面的检查，特别是地板、侧面、两端和屋顶。

在装货前检查到货的货物，并查看情况。检查所有货物的状况，不论种类如何。

及时修复车辆的损坏部位，避免事故。

通过正确的装载、加固和装载，以及在车辆的处理和转车时，确保货物能够按照正确的程序进行。

Page Eighteen
Capital expenditures actually made by the railroads of this country for new equipment and betterments to property used in connection with the transportation service, amounted to $128,428,000 in the first three months of 1928, according to a report made by the Bureau of Railway Economics. Compared with the corresponding period in 1927 this was a decrease of $26,594,000 while it also was a decrease of $3,327,000 under the corresponding period in 1926.

Total capital authorizations as of April 1, this year, including the carry-over from 1927, amounted to $593,757,000 compared with $724,853,000 for the same period in 1927, and $281,880,000 in 1926. This decrease in authorizations for this year is due primarily to the smaller carry-over from the previous year.

The carry-over for 1928 amounted to $323,692,000 compared with $455,828,000 for 1927 and $467,057,000 for 1926. The authorizations for capital expenditures made between January 1 and April 1, this year, compare more favorably with those for 1927, being $270,065,000 for 1928 and $269,025,000 for 1927.

Capital expenditures for the past five years have aggregated $4,338,721,000 as follows:

<table>
<thead>
<tr>
<th>Year</th>
<th>Capital Expenditures</th>
</tr>
</thead>
<tbody>
<tr>
<td>1924</td>
<td>$1,059,149,000</td>
</tr>
<tr>
<td>1925</td>
<td>$1,347,740,000</td>
</tr>
<tr>
<td>1926</td>
<td>$1,338,721,000</td>
</tr>
<tr>
<td>1927</td>
<td>$1,395,928,000</td>
</tr>
<tr>
<td>1928</td>
<td>$1,395,928,000</td>
</tr>
</tbody>
</table>

The amount of expenditures during the first three months of 1928 devoted to purchase of new equipment was $33,016,000, compared with $724,853,000 for the same period of 1927.

Roadway and structures expenditures aggregated $95,412,000 compared with $98,070,000 for 1927.

This decrease in equipment expenditures for the first three months of the year is due, in part, to the small carry-over from last year's authorizations for such expenditures.

The decrease of equipment expenditures this year is in line with smaller equipment orders and installations.

In the first three months this year, the railroads installed 9,820 freight train cars, which was a decrease of 3,636 compared with the number installed during the same period in 1927. Passenger train cars placed in service in the first quarter in 1928 totaled 537 or an increase of 80 over the same period the year before. Locomotives installed were about equal in the two years, there having been 435 in the first three months this year compared with 447 one year ago.

On April 1, the railroads had 22,233 freight train cars on order compared with 26,717 on the same day in 1927. Passenger train cars on order totaled 1,036 compared with 1,013 on April 1, 1927, and locomotives on order on April 1, 1928, amounted to 137 compared with 244 in 1927.

Capital expenditures actually made in the first three months this year for locomotives amounted to $10,493,000 which compares with $18,771,000 made during the corresponding period of last year. For freight cars, expenditures amounted to $13,601,000 compared with $18,192,000 in the first quarter of 1927. For passenger cars, capital expenditures in the first three months this year amounted to $5,985,000 compared with $12,346,000 for 1927.

Total capital expenditures for roadway and structures made by the railroads of this country in the first three months this year amounted to $98,412,000. This was a decrease of $4,204,000 under the same period last year.

Capital expenditures for additional track in the first three months of 1928 amounted to $24,744,000 compared with $30,145,000 during the corresponding period of 1927. In 1928, expenditures totaled $9,621,000 compared with $8,275,000 in 1927. For shops and engine houses, including machinery and tools, expenditures totaled $7,964,000 compared with $10,941,000 in 1927. For all other improvements $5,083,000 were expended in the first quarter of the year, an increase of approximately $5,000,000 compared with the same period in 1927.

In the case of the principal materials purchased by the railways, it becomes clear that the rail industry is not only a large buyer actually, but relatively as well.

The railways in 1927, for example, purchased four per cent of the anthracite coal output of the United States, and 25 per cent of the bituminous coal output. By direct purchase they bought 17 per cent of the timber cut; adding to this proportion their indirect purchases through the medium of equipment orders, construction work under contract, and the like, their total proportion of the timber output approximated 25 per cent.

The railways in 1927 expended $1,395,928,000 for materials and supplies by the railways in the year 1927 was contained in the following brief table:

<table>
<thead>
<tr>
<th>Material</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Steel rail</td>
<td>2,278,000</td>
</tr>
<tr>
<td>Concrete</td>
<td>2,673,000</td>
</tr>
<tr>
<td>Timber and lumber</td>
<td>1,285,289,000</td>
</tr>
<tr>
<td>Iron and Steel Products</td>
<td>326,715,000</td>
</tr>
<tr>
<td>Coal</td>
<td>130,190,000</td>
</tr>
<tr>
<td>Fuel oil</td>
<td>2,765,259,000</td>
</tr>
<tr>
<td>Ballast</td>
<td>28,430,000 cu. yards</td>
</tr>
</tbody>
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When these figures are related to the nation's production of the principal materials purchased by the railways, it becomes clear that the rail industry is not only a large buyer actually, but relatively as well.

The railways in 1927, for example, purchased four per cent of the anthracite coal output of the United States, and 25 per cent of the bituminous coal output. By direct purchase they bought 17 per cent of the timber cut; adding to this proportion their indirect purchases through the medium of equipment orders, construction work under contract, and the like, their total proportion of the timber output approximated 25 per cent.

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In the case of iron and steel products, the railroad proportion has been estimated at 19 per cent. When steel rail alone is considered, this proportion rises to 86 per cent.

The corresponding percentage for cement is lower, although the proportion would be much greater if it were possible to ascertain the amounts of cement utilized by construction and other companies that carry out improvement contracts for the railways.

Direct purchases of materials and supplies by the railways in 1927 represented a reduction under 1926 of $270,065,000 for 1928 compared with the same period in 1927.

Railway traffic was less in 1927 than in 1926 by from three to five per cent, varying as between the freight, passenger and other services. Railway revenues in 1927 fell off four per cent, and operating expenses more than two per cent. Maintenance expenses increased three per cent. These reductions indicate most of the reasons for the decline in railway purchases during 1927.
The Honor Roll

Following the announcement several months ago that a first, second and third prize would be awarded the three Chapters showing the highest percentage of increase in membership for the year 1928, a general membership drive was inaugurated and real genuine hard work has brought about gratifying results; and whereas the total membership as of December 31st, 1927 was 9,181, on May 31st, 1928, the total for the first five months of this year was 8,467, lacking only 714 of the total for the entire period of last year. Since that date the list has grown steadily and the grand total will be announced in the September issue. The Magazine will continue to give the increases and show how the Honor Roll stands until the close of the year when the prizes are to be awarded.

Below is the Honor Roll showing the standing of the three highest increases, and the list of Chapters that show memberships in excess of their December 31st roster.

<table>
<thead>
<tr>
<th>Chapter</th>
<th>Membership Dec. 31, 1927</th>
<th>Membership May 31, 1928</th>
<th>Increase</th>
<th>Percentage of Increase</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sioux Falls</td>
<td>151</td>
<td>152</td>
<td>1</td>
<td>0.65%</td>
</tr>
<tr>
<td>Aberdeen</td>
<td>314</td>
<td>323</td>
<td>9</td>
<td>2.89%</td>
</tr>
<tr>
<td>Cedar Rapids</td>
<td>135</td>
<td>137</td>
<td>2</td>
<td>1.48%</td>
</tr>
<tr>
<td>Dublin</td>
<td>245</td>
<td>247</td>
<td>2</td>
<td>0.82%</td>
</tr>
<tr>
<td>Bensenville</td>
<td>135</td>
<td>139</td>
<td>4</td>
<td>3.01%</td>
</tr>
<tr>
<td>Mounds</td>
<td>134</td>
<td>136</td>
<td>2</td>
<td>1.52%</td>
</tr>
<tr>
<td>Mitchell</td>
<td>105</td>
<td>106</td>
<td>1</td>
<td>0.95%</td>
</tr>
<tr>
<td>Sioux City</td>
<td>44</td>
<td>47</td>
<td>3</td>
<td>6.82%</td>
</tr>
<tr>
<td>Chic, Fall Ave. Unit</td>
<td>192</td>
<td>193</td>
<td>1</td>
<td>0.52%</td>
</tr>
<tr>
<td>Madison</td>
<td>355</td>
<td>359</td>
<td>4</td>
<td>1.13%</td>
</tr>
<tr>
<td>Seattle</td>
<td>134</td>
<td>136</td>
<td>2</td>
<td>1.52%</td>
</tr>
<tr>
<td>Milwaukee</td>
<td>331</td>
<td>333</td>
<td>2</td>
<td>0.60%</td>
</tr>
<tr>
<td>Wausau</td>
<td>289</td>
<td>290</td>
<td>1</td>
<td>0.35%</td>
</tr>
<tr>
<td>Perry</td>
<td>271</td>
<td>272</td>
<td>1</td>
<td>0.37%</td>
</tr>
<tr>
<td>Green Bay</td>
<td>160</td>
<td>162</td>
<td>2</td>
<td>1.25%</td>
</tr>
<tr>
<td>Ladd</td>
<td>39</td>
<td>40</td>
<td>1</td>
<td>2.56%</td>
</tr>
</tbody>
</table>

McNulty made a decided hit with the listeners by giving a humorous reading.

At this meeting the municipal playground committee reported the library held in the park of the honor roll was discussed and the Club voted to donate $150.00 toward helping meet the expenses of instructors and equipment.

On May 21st, a card party was held in the club room, Grand Union and Bridge being played and $25.60 was added to the treasury.

The Club will not meet again until September as it is the policy to adjourn during the summer months. However, the regular work will be carried on and there may be many new things to report at the September meeting.

Twin City Chapter

Pearl V. Morken, Historian

The Twin City Chapter closed its season's activities on June 2nd. They invited the presidents and members of the surrounding chapters for a general "Get-Together." Fifty visiting members came in excess of their December 31st roster.

The Honor Roll as of March 31st had on it 14 Chapters, that as of April 30th, 16 Chapters, and the above, or as of May 31st, has 17 Chapters on it. That you can see there is a rapidly increasing number of chapters which are showing memberships in excess of their December 31st figures.

Please note that five Chapters show more than One Hundred Percent increase.

Mobergide Chapter

Mildred Richardson, Historian

The last regular meeting of the Mobergide Chapter was held on Monday evening, May 28th, in the club room. There were 95 members and visitors in attendance. Mrs. H. M. Gillick, president, presided at the meeting and several suits were discussed.

A pleasing program was presented, which included group songs by eight small children under the direction of Miss Norma Jackson, one of the members in the Mobergide schools. In the group were Kathleen Green, Bertha Baum, Marjory State, Betty Mae Stubbert, Charlotte Conklin, Adelf Holt, Charles Keller, and Billoon Boord. A boys' orchestra performed in a very creditable manner and Miss Doris Robison and Donald Robison added to the beauty of the evening by playing a piano and saxophone duet. Miss Genevieve Minneapolis and the day started with a light breakfast in the club rooms which were decorated with spring blossoms.

The group of three were represented by Mrs. Carpenter Kondall, first vice-president general, Miss Etta Lindskog, secretary general, and Mrs. E. M. Peterson, chairman of the membership committee.

The following ladies represented the chapters:

- Mrs. I. H. Gillick-Mobergide, So. Dak.
- Mrs. W. F. Ingraham-Mason City, Mn.
- Mrs. Van Dyke-Austin, Minn.
- Mrs. E. R. Sier-Montevideo, Minn.
- Mrs. P. H. Noe-Aberdeen, So. Dak.
- Mrs. H. J. Bullock-La Crosse, Wis.
- Mrs. J. S. Johnson-Rapid City, So. Dak.

In the afternoon cards were furnished to take our guests on sight-seeing tours about the cities.

In the evening a banquet was held in the Gold Room of the Radisson Hotel. Mrs. C. S. Christoffler acted as toast mistress. Mrs. Kendal gave a splendid talk on the club work in general. During her speech she paid some very high tribute to our President-General Mrs. Byram.

As each president or representative was introduced, she gave a few pointed remarks that were greatly enjoyed. It was a real pleasure to hear from these visiting women; they inspired us all to try for a bigger and better year.

Wausau Chapter

Mrs. A. L. Lahrop, Historian

The April meeting of the Wausau Chapter was held at the club house Tuesday afternoon, April 17. The major part of the time was spent at cards, Mrs. Harry Norenberg of Tomahawk, and Mrs. William L. Wausau, winning prizes at five hundred; and Mrs. M. M. Harrington of Wausau, and Mrs. Frank "Mattson of Tomahawk. A committee of ladies served lunch at the close of the afternoon.

The guest card party given by Wausau chapter at the club house on the afternoon of May 8 was a very enjoyable affair and was largely attended. At auction, favors were won by Mrs. C. H. Willsworth and Mrs. Charles Conklin, Jr., and at five hundred, by Miss Ella Godard and Mrs. Samuel Hodes. Fourteen tables were in play. The lunch was served by Mrs. J. E. Dexter, Mrs. Mike Dogdor, Mrs. Nile McGinley, Mrs. William Bernard, Mrs. Frank Doyle, Mrs. C. H. Conklin, Sr., Miss Mildred Conklin and Mrs. O. D. Daniels.

The May meeting was held Tuesday afternoon, May 15, with Mrs. H. L. Vachreau, Mrs. Bert Nelson, Mrs. W. H. Billington, Mrs. Byron Thiel and Miss Elizabeth. Plans were made for the annual picnic for members and their families, to be held at Marathon park Tuesday afternoon, June 4. Each family was given a large proportionate in size to the size of the family, and ice cream and coffee will be furnished by the chapter. During the business meeting May 15, Mrs. Byron Thiel, chairman of the membership committee, reported seven new voting members and five contributing members. Other committees also showed much activity. The treasurer reported a balance of $177.68 on hand. After the business meeting, cards were played.

Mrs. William McCarthy, Mrs. J. E. Dexter and Mrs. R. F. Rawson sponsored a very successful card party given at the club house Monday afternoon, June 4, for the benefit of a family that has had much sickness. About thirty-one dollars was realized, which passed through the club treasury, even though the party was not given directly under club auspices.

The mutual benefit committee has had a splendid record of achievements during the month of May. Including all benefit and hospital work during the month, over $144 was expended during that period, exclusive of the thirty-one dollars raised June 4. The cases of welfare work for family deserving ones, who have been unfortunate through accidents, sickness or death.

The chapter will hold regular meetings the last day of each month.

Page Twenty
The annual picnic of the Wausau Chap·

There has been considerable sickness in the railroad family so that the Sunshine Committee has been busy during the month.

The regular meeting of the Des Moines Ch·

The regular monthly meeting of the Des Moines Ch·

MRS. A. I. Lathrop, Historian

Mrs. W. O. Wright, was well attended and
everyone enjoyed themselves. A tidy sum was
taken in the treasurer. They also report that a
Boat Excursion is being planned for August.

Wausau Chapter

Mr. and Mrs. H. H. Crow are leaving
soon for their new home in Minneapolis.

TOMAHAWK members of the Wausau Chap·

Mrs. Archie Harris, presiding.

Dubuque Chapter

Oliver Remig, Historian

The meeting was opened with songs sung
by those present.

Des Moines Chapter

The regular meeting of the Des Moines Ch·

This was held in the club rooms on the
afternoon of May 3rd.

Union Station Unit

Mabel M. Costello, Historian

May and June were busy months for the
Union Station Unit—a club meeting, a
tea and a picnic.

Dubuque Chapter

Olive Remig, Historian

Dubuque Chapter had as its guests, Mrs.
MRS. CARPENTER KENDALL, First Vice Presi·

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Masonic City Chapter

Mary 19th, a farewell party was tendered
by Mr. and Mrs. H. G. Crow, who are leaving
soon for their new home in Minneapolis.

Perry Club

TwENTY members of the Council Bluffs
chapter were guests of the Perry Club on May 17th and all expressed themselves as
having had a good time. The Perry ladies
did to it that the guests had plenty to eat
and plenty of entertainment.

The chapter had a dinner for the public at
their club house and a dance at an open air
pavilion during the month to add to their wel·
sure fund.

The Perry Club closed their work for the
summer with their June meeting. Mrs. W. J. Fuller, who had charge of the program,
presented a children's program which was
greatly enjoyed.

The Welfare and Sunshine committees con·
tinued on the job throughout the summer
months, but the other committees took a rest
so all would be peppe up for the first meet·
ing in the fall.

Masonic City Chapter

MAY 19th, a farewell party was tendered
by Mr. and Mrs. H. G. Crow, who are leaving
soon for their new home in Minneapolis.

The regular routine of business was taken up. Pins
were made for the Annual Employees Picnic
to be held in East Park, June 22nd. This is
an annual affair of the club and they have
always proved to be successful in the past
and hope this will be.

Mrs. Ulrick gave a report on the banquet
that was given in Minneapolis, June 2nd, by
the Minneapolis Club. All neighboring clubs
were invited and from all reports Minneapolis
had a most successful evening.

Mrs. Ulrick returned again to Minneapolis,
this time to attend the Masonic City Chapter with "Splintercut,"
(If you don't know what it means, look it up
— I had to.)

After the club business was over, little
Mary Louise Smith gave two clever dance
Page Twenty-one
numbers. She was accompanied on the piano by Mrs. Ralph Hayden. Mrs. Ingerham rendered two very pretty songs; she was accompanied by Mrs. Wolverton. Miss Peach Rule gave a talk on her recent trip to Honduras. This was very interesting and well worth hearing.

Mr. Wm. G. Bird, president of the Chichi-Club, and Mrs. E. R. Stuart, happened to be passing through the city this evening and he dropped into the Club Room and gave a brief talk during the station stop. He complimented the Club on the very good work they were doing. I might say that he stated: "Only women could do it." He expressed the hope that some day he would like to see a similar organization established on his road. He was accompanied by his niece, Mrs. Dayton.

Refreshments brought the meeting to a close. Our next regular meeting will not be held until the last Thursday in September, at which time we expect to be 100 per cent in membership and Mrs. Utiek fully expects to have all members inoculated by that time.

Green Bay Chapter
Mrs. W. Bartlett, Historian

On May 16th Green Bay Chapter held their regular Social Meeting in Club Rooms and at the same time entertained a fare-well party for Mrs. James J. Kocha, Program Chairman, who is leaving for her new home in Kimberly, Mr. Kocha, a contributing member, has left the service of the Railroad to accept a position at the Kimberly Mills. We are sorry to lose Mrs. Kocha, a Charter Member of our Chapter and a willing worker; always active whenever called upon. Many members were present and thoroughly enjoyed the afternoon. Refreshments were served and Mrs. Kocha was presented with a gift.

Very late reports were read by all Chairman which also proved that we are active in all departments. After the meeting, a social hour was held in honor of Mr. and Mrs. H. R. Jones, who are leaving to their new home in Dubuque, Iowa. Mr. Jones was presented with a gift by members of our Chapter and we are very sorry to see them go, but what is our loss will be their gain.

Mrs. M. E. Hastings, newly appointed program chairman, presented a program consisting of solos sung by Mrs. Myrtle Boscie Herman and Mr. Delbert Maas accompanied at the piano by Mrs. John Whitney. Master Robert Lefebvre favored us with several piano selections. Refreshments were served which concluded a pleasant evening.

Savanna Chapter

SAVANNA CHAPTER met in regular session on Monday evening, May 13th, with the President, Mrs. Selzberg in the chair. Seventy-five members present.

Reports of the various Chairmen were read and show that we have been active in the good work. The Ways and Means Chairman, Mrs. Sheets reported $137.81 taken in from the Safety First Banquet, held on April 11th. These banquets have become so popular that we have been called upon to give them twice a year. We are always glad to help in this way.

A dance held May 4th, netted $56.62.

The Mutual Benefit Chairman, Mrs. Smalo and the Sunshine Chairman, Mrs. Waymack, reported 90 personal calls; 30 telephone calls and 21 cards sent. Several gifts of flowers were sent in cases of sickness and sorrow.

In the future the Sunshine Chairman will take over the handling of cards and flowers.

The Membership Chairman, Mrs. Shaffer reported five new contributing members and three voting members. At the close of the business, cards and refreshments were enjoyed.

Savanna Chapter met for its regular June Meeting on June 10th, with Mrs. Thurber, Honorary President, presiding. A pot-luck supper was enjoyed by a large number of the members and their families. A business meeting followed, after which a social time was enjoyed.

One hundred dollars was reported from the Alumni Banquet which we served, June 8th, with still some money to come in.

This was our last meeting before the summer recess, although there will be regular Board meetings to take care of the welfare work.

A Division picnic is to be held in Davenport on Sunday, July 15th, and a large number from Savanna will attend. A special train leaves Savanna at 9 a.m., returning at 6 p.m.

Channing Chapter
Mrs. John Kramer, Historian

CHANNING Chapter held its regular meeting on June 19th. Owing to other amusements in town, our attendance was not as large as usual. But those there enjoyed the evening. We were entertained by the hostess committee of the evening, with games of cards, and afterward served with dainty refreshments. Our president, Mrs. Turtle, carried home the prize, which was Doz. of cards. Mrs. D. S. Stewart, is doing wonderful work. She included a pleasant evening.

A division picnic is to be held in Davenport on Sunday, July 15th, and a large number from Savanna will attend. A special train leaves Savanna at 9 a.m., returning at 6 p.m.

Ste. Marie's Chapter
Mrs. Charles Comley, Historian

MRS. T. MAY entertained Ste. Marie's Chapter at her home on May 21st, and a very interesting meeting was enjoyed.

Plans for a food sale on June 2nd were told by Mrs. Downey.

Mrs. Casebeer reported that her committee had made twelve calls on sick people in the hospital and in the homes, and had sent four bouquets.

Mrs. G. Shewback was delighted to report that we now have a membership of 132.

At this meeting, Mrs. E. J. Casebeer resigned as chairman of the Relief Committee, and was succeeded by A. E. Manley, until recently of the Mobyridge Chapter, was appointed to fill her place.

We hope soon to be able to tell you all about our little clubhouse and its furnishings.

Marion Chapter
Mrs. Frank Keith, Historian

MARION Chapter held its regular meeting in Memorial Hall, May 10th. Fine reports were given by Mrs. Ralph Seager, treasurer, and Mrs. F. J. Hardenbrook, chairman of membership.

Plans are under way for a rummage sale to be held in the near future. Mrs. LeRoy, chairman of Ways and Means, requested members to send in their donations as soon as possible. She also suggested that the Club purchase card tables. This was a very good suggestion as we shall have to start toward furnishing our new clubhouse.

Our chairman of the Sick Committee, Mrs. D. S. Stewart, is doing wonderful work. She and her Committee have made forty calls and sent four cards to sick and bereaved families during the month.

Mrs. Thomas Costello, chairman of the Sunshine Committee, reported a case cared for in Davenport, besides assistance given in several local cases.

A letter was received, thanking the Club for the interest taken in a baby which only weighed three and one-half pounds at birth, but was doing nicely at the writing, and gaining. Several letters and cards of appreciation were also received from other sources.

We extend the sympathy of our Club to the families and friends who have lost loved ones.

Mrs. Frank Hunter and her Committee served refreshments following the business meeting. Several piano selections were given by Miss Gwendolin Newlin during the social hour.

A pot-luck supper was served June 19th for members and their families. A large attendance was present and those who could not attend sure missed a great treat. Cards at several tables were enjoyed later in the evening.

Our regular business meetings will be discontinued during July and August, but our welfare work will be taken care of the same as usual.

We wish all our sister Chapters a pleasant and enjoyable season.
News of the Fashions

MID-SUMMER is just about the zero hour of fashion. The apparel we have gotten together for summer wear, whether sports, travel or stay-at-home, is still engaging attention, especially the travel togs, because this is vacation season, so no one is especially interested in what is to come with the cooler weather—but a hint has crept out of the fashion-makers' shops to the effect that knee-length skirts will continue in style. There will still be the exaggerated dips of the hem line and drooping ends of draperies on the evening gowns, and a return to the princess outline. Skirts for evening will be flared. There will be ensembles aptly. Velvet is to be a favorite fabric and moire and charmeuse will be excellent for the evening frock.

There will be no diminution in the popularity of fur for trimming and coats. Some muff's have been displayed at advance showings of some of the fashions—who, of course, are in the rush of getting ready for the annual August sale of furs. The sales will feature broadtail, that most perishable of pelts; seal; seal-dyed muskrat, caracul and ermine for the very rich and the ultra smart.

Various shades of blue, deep greens and harvest browns are to be sponsored by the coutouriers, and a handsome, dark winceyette shade of red called guava red will be popular with the color lovers. It is said that coats will depart a bit from the straight lines of the present and immediate past, and a certain flare will be accepted—but it is also predicted that the straight silhouette will continue to hold high favor.

If you haven't gone on your vacation yet, and are pondering the possibilities of a wardrobe, here is a practical suggestion made by a fashion writer who claims to be a motorist of parts. She advises the tweed suit, whether you go vacationing in a motor car or a railroad car. Beige or tan or gray tweed—a hip length boxy coat and a wrap around skirt, with any sort of harmonizing blouse. Then when the vacation days are over, and the office beckons, you have something to start the fall before it is time to think about winter clothes. Beige or tan or gray is recommended rather than navy blue, for travel wear, because of its dust repelling deceits. The dust is there, of course, but "it doesn't show, my dear;" and so one does not have to pay a cleaner's bill at every stop on the road.

Set Out Peonies in September

Perfect peonies are the joy of a garden during their blooming season and the make an excellent background for the annuals that come on later. Their long, glossy dark green leaves keep their fresh color throughout the summer. If they are properly cared for; and at that, they do not need a great deal of attention. The best time to plant out the new peony roots, in this climate, is September. This gives them time to get well established in the ground before the first frost, and they will winter beautifully. Set the plants three to three and one-half feet apart, because they soon develop considerable size and send up many shoots from the roots. Set the roots with the buds or eyes about two inches below the surface of your carefully leveled new bed. New peony roots should not be set in an old bed. The new plants should be mulched the first winter. After that, they will generally speaking, go through almost any kind of a winter without covering.

A successful peony grower says that manure as a fertilizer is not advisable. Bone meal for phosphorus and wood ashes for potash, with the spading in of green material such as weeds, grass clippings, etc., is preferable. Put the bone meal into the soil in the fall, so that its effect may be apparent in the next season's yield.

The peony bed should be thoroughly cultivated in the spring as soon as the ground can be worked, and again several times during the summer. Keep the weeds from the peony bushes and keep the ground loose all around them throughout the growing season.

After the plants have bloomed, remove the faded flower, unless it is intended to save the seed, in which case, leave one blossom on the plant and tag it with the name of the variety, so that when your seed is matured you will have a record. For the amateur gardener, buying the roots is more satisfactory.

After the first frost, cut down your plants close to the ground, remove the stems and cuttings and burn. Peonies are very free from disease, there being but two of any consequence to cause trouble. The first is a fungus growth that attacks the stems in the spring, and they wilt. The treatment for this is an air-slacked lime or gypsum and the roots have a knotty and wavy appearance, with a tendency to crooked and cramped growth. This is a serious pest if it develops, and the surest remedy for other peonies in the bed, is to destroy the plant. However, as said in the beginning, peony diseases are not common.

The usual method of multiplication of the peony is by root division, that is, by dividing the plant up into sections, each containing two or more buds or eyes with a good crown material and root system. Like the potato, the best plant is the one with two or more eyes and they must have a good root system to sustain it while it is getting itself on the way to a larger growth. And this brings us back to the thesis—plant your new peony bed in September.

Home Hints and Helps

If there are marks on a light colored felt hat, take a piece of very fine, clean sandpaper and rub carefully with the nap of the felt until the marks disappear. This should be done gently to avoid roughing up the felt.

Paste a list of first aid treatments on the inside of the door to the medicine cabinet. This list to include antidotes for poisons, first aid treatments for minor injuries, etc. Then in case any of the children, old or young, fall into mishap, one knows instantly where to turn close to get the first aid treatment. Such a list may be found in any treatise on home nursing, and may be gotten from the local Red Cross.

An empty talcum powder can may be put to good use in sprinkling clothes. It quickly fills itself when plunged into a bowl of water.
Good Things to Eat

Canned Rhubarb. Wash and pare rhubarb. Cut in one-inch pieces and place in fruit jar. Put the jar under the cold water faucet and let run twenty minutes. Then clamp the cover down. Rhubarb canned in this way will keep a year or more.

Raspberry Preserves. Wash, drain and pick over the berries and weigh. Fill glass jars, pints or quarts. Make a syrup by boiling three-fourths the weight of the fruit in sugar, with water, allowing one cup to each pound. When the syrup reaches the boiling point, skim and add the berries. Add this to the fruit, filling the jars to overflowing. Let stand for fifteen minutes, when the fruit will have shrunk, when more berries must be added to fill the jars. Clamp on the covers, put on a trivet in kettle of cold water, heat to the boiling point and let cool just below the boil, for one hour. This makes a very delicate preserve.

Raspberry Syrup. Pick over and mash the berries, sprinkle with sugar, cover and let stand over night. In the morning, add water, bring slowly to the boil and cook twenty minutes. Force through a jelly bag, return to the kettle and again bring to the boil. Fill small glass jars to overflowing and adjust covers. The proportion of two quarts of berries to one quart of sugar and three-fourths of a cup of cold water is about right. This makes a very delightful foundation for summer beverages.

Gooseberry Catsup. Pick over, wash and drain five pounds of gooseberries. Put in kettle, add four pounds of sugar, two cups of elder vinegar, one and one-half tablespoons cinnamon, one tablespoon clove and one tablespoon allspice. Bring to the boil and let simmer two hours. Fill jars and seal.

A Salad. Pound yellow of two hard boiled eggs; two boiled potatoes, sieved; touch of onion, raw; mustard, one spoonful; salt apéntly; oil, four spoons; vinegar, two spoons. Anchovy sauce, a souceon, for top dressing. Said Sir Sidney Smith of this confection: "Oh, green and glorious, oh herbaccious treat, / Twould tempt the dying anchorite to eat, / Back to earth he'd turn his fleeting soul / And plunge his fingers in the salad bowl."

Contributed by C. H. K.
Those of Us Who Do

By G. P. F.

Mr. W. B. Dixon, employed in the Red Wing freight house, secured a passenger to Portland and return. The passenger lived and traveled from a point on a competing line; but through Mr. Haren's influence he came over to our railroad.

In the month of June, J. P. Dickie, Rate Clerk at Galwood, secured diversions on three long haul merchandise shipments with an average weight of 1,247 pounds.

In the month of June Engineer Frank T. Moberg, Steward, Mr. Conley, of the Dan Healy Association meeting at Sioux City, Iowa, on Tuesday and Wednesday, which delegation occupied a special car on your road to and from Sioux City, I am writing to inform you that the service given to them from your road and the courteous treatment accorded the delegates by Mr. Barnett, who accompanied the delegation, was such that anyone who has a chance in the future to take advantage of your service will want to travel on the new PIONEER LIMITED and the dinner which I shall take great pleasure in recommending to my friends.

The writer just returned on your train from Chicago to Milwaukee. The service on this train was up to its usual standards.

Thanking you for your assistance in arranging this trip.

Yours truly,

(Sgd.) C. A. Swanson,
District Traffic Supt.

KRAMMERM WASHING MACHINE COMPANY

1441 Rockingham Road
Davenport, Iowa
March 10, 1928.

Mr. L. M. Jones,
Superintendent of Diner Cars,
CMSTP & P Railroad Company,
Chicago, Illinois.

Dear Mr. Jones:
The writer, during the past year, has had occasion to use the Chicago, Milwaukee, & Pacific Road service. The service is by far the best between here and Kansas City and on each occasion I have intended upon my return to write you and commend you on the wonderful dining car service between the line you have.

The writer just returned on your train from Chicago to Davenport, Ia., after spending a wonderful dinner under the supervision of Mr. H. T. Ghegory, Stewart, and want to say that I was treated very wonderfully and will say that due to this fact I today routed a carload of merchandise over the CMSTP & P'S Lines.

I have used the PIONEER LIMITED and train service between Chicago, Milwaukee, St. Paul, Mpls., and Duluth, for a number of times and can say that it is your remarkable food service on your dining cars that I believe make all of us think of the Milwaukee when moving from one point to another where other competitive lines run.

Very truly yours,

(Sgd) JOhn E. Brennan.

HINCKLEY & SCHMITT, INC.

420 W. Varano St.
Chicago, Ill.

May 3, 1928.

Mr. W. B. Dixon,
General Passenger Agent,
CMSTP & P Railroad Company,
Chicago, Illinois.

Dear Sir: As a member of a delegation that attended the Western Grain Dealers Association meeting at Sioux City, Iowa, on Tuesday and Wednesday, which delegation occupied a special car on your road to and from Sioux City, I am writing to inform you that the service given to them from your road and the courteous treatment accorded the delegates by Mr. Barnett, who accompanied the delegation, was such that anyone who has a chance in the future to take advantage of your service will want to travel on the new PIONEER LIMITED and the dinner which I shall take great pleasure in recommending to my friends.

The writer just returned on your train from Chicago to Milwaukee. The service on this train was up to its usual standards.

Thanking you for your assistance in arranging this trip.

Yours very truly,

(Sgd) John E. Brennan.

SPECIAL PIONEER LIMITED AND THE DINNER WHICH I WOULD LIKE TO TELL YOU ABOUT.

Detention--

consignment to St. Paul, Minn.
consignment to Davenport, Iowa.
consignment to Beloit, Wis.
consignment to Dubuque, Iowa.
consignment to Portland, Ore.
consignment to Marinette, Wis.
consignment to Brandon, Canada.
consignment to Oconto, Wis.
consignment to Malden, Idaho.
consignment to Rockford, Ill.
consignment to E. Moline, Ill.
consignment to Green Bay, Wis.

Some Boosts for Milwaukee Service

NORTHEASTERN BELI TELEPHONE COMPANY

Duluth, Minnesota
May 11th, 1932.

CMSTP & PRR.

Minneapolis South Street,
Duluth, Minnesota.

Gentlemen:

Recently I had occasion to take a trip east and tour advantage of the opportunity of going by way of Minneapolis and St. Paul.

Your office arranged for transportation and reservations therefor to Philadelphia. I want you to know that the service given was very pleasant and convenient as it gave me a day in Minneapolis which I used to good advantage.

During the whole trip, though I used some of the other extra fare trains between Chicago and the east I did not find a train which provided the comforts and conveniences that I found on the PIONEER LIMITED between Minneapolis and Chicago.

The service on this train was up to its usual standards.

I was so impressed with this route going east that, though I could have returned to Duluth direct from Chicago without any inconvenience, I used the same route on the return trip, looking forward to that part of which would spend on the PIONEER LIMITED and the dinner which I knew from past experience would be the trip of their lives.

Thanking you for your assistance in arranging this trip.

Yours truly,

(Sgd) John E. Brennan.

Page Twenty-five
Notes From the Local Office, Tacoma

R. T. T.

We regret very much having to record the serious illness of Mr. Howard Baldwin, checker on the Warehouse force, one of our old reliable employees. Mr. Baldwin came down to work one morning recently but complained of feeling badly, and was soon compelled to return home. He had hardly reached there when he suffered a stroke of paralysis on his entire right side. He was taken to a hospital, where he has since been confined to bed. Although somewhat improved, he is at this writing unable to move himself. Mr. Baldwin's many friends extend their sympathy in his sickness, and their sincerest wishes for his early and complete recovery.

Mrs. Clover, wife of Fay Clover, assistant cashier, and their little son, Kingsley, left last week for Eric, Perito, to visit Mrs. Clover's grandparents.

Mrs. Court, wife of "Billy" Court, who divides his time between the Local Office, the Warehouse and the Baggageman's Room, has returned from a trip to the Central States and is glad to get back to the more equable climate of the Northwest. "Bill" had his two weeks' vacation recently, but put most of it into good hard work around the house.

During a recent rain some drain leading down alongside the upper side of the office (which is three feet in the ground on that side) sprang a leak and the water fairly poured in through the wall, so that in a little while we had a young Mississippi flood in the office. While excitability ran high and everybody was looking for dry spots, Al Goldsborough, who is temporarily on the Claims desk, and therefore well prepared to deal with damages, came voluntarily to the rescue with buckets and a shovel to scoop up the water and soon succeeded in reducing the inundation, assisted by the fortunate circumstance that it stopped raining about that time.

Frent, son of our energetic Assistant Agent, Mr. Ralph Bement, who was bumped from his job at Cedar Falls by Mr. Moyle, who had been Assistant Cashier here for some time. So he came back home and is now doing some extra work at the yard. Frent is always bright and smiling and bids fair to become just as good a railroad man as his father.

We regret to hear that Mrs. Gordon, wife of Joe Gordon, oldest and most reliable of our Warehouse force, is troubled with a serious eye disease which threatens to cause the loss of one eye. We hope that timely treatment will avert this calamity and extend our best wishes to that effect, all the more as Mr. Gordon and family have had more than their share of sickness and accidents the last few years.

Wills Lindsey, Assistant Bill Clerk, has achieved a new hair cut and marcel, which incidentally had the effect of impressing a pronounced reddish tinge to his hair. We always considered Wills a very good looking young lady and in our opinion the new shade has even improved her looks, so that Arthur's heart is no doubt beating faster than ever. The derogatory titles of "sore-out," "henna-frizz," "carrot," "pinkly," and so on, which the boys of the office are lavishing on her are only a disguise for their secret admiration for the new and added beauty.

Mr. W. S. Barrosh is about to take a week's vacation, but we have not learned of his going anywhere on a vacation trip.

Ray Fink, who gets our reports, is now burning the midnight oil studying a botanical course of mail instruction. He comes down to the office in the morning wearing a far-away expression on his face and mumbling to himself such sepulchred verbiage as "dicotyledonous," "phanaerogamous," "angiosperms," and the like. Whatever they may be, we hope that he will pass with flying colors.

Miss Marty is enjoying a visit from her brother, Carl, of Monroe, Wis., who is not only one of the leading figures in the cheese industry of Wisconsin, but also an author of no mean attainments, having published several volumes of verse and prose. Mr. Marty and his sister took a brief trip to Portland, where the Swiss Society was planning a reception and banquet to them and their distinguished fellow-countryman.

Jack Smith, our popular Perishable Freight Inspector, is wearing himself to a shadow getting ready refrigerator cars for the rush of lettuce shipments moving from Auburn and Puayalup.

Our Favorite

I

Here's to the lad Whose writings we like best, She's not from the West End, But from the East.

II

She has a smile for us all; And she sure takes the cake, Her write-ups are fine, We think they are great.

They're always so clear, And so nicely told, She is the pride of the office, So we have been told.

IV

The poem of her friend; Court just thought it was fine, She sure had me wishing That her friend was mine.

The first thing we look for Is the S. M. Page, For the write-ups From Miss Marcella McShane, E. M. East.

The "Hirsh Clothing" diamond-ball team, formerly known as the B. T. T. team, has chalked up a record of only one defeat in the Austin "B" League, defeating all teams in the league and losing only one game in the early part of the season to the "Hayes Gems." The Hirsh team is expected to win the "B" League championship of the city.

The following operators have been employed on the Southern Minnesota Division during the past month to take care of the extra relief work during the coming months: H. Rapp, Rushford; K. A. Laugen, Isanti; E. F. Powell, Pulda; W. J. Collins, Spring Valley.

Mr. and Mrs. Frank Svijkovsky have gone to Bathgate, N. D., on business.

Mrs. Harold Flanagan, wife of the Bill Clerk at Austin, has gone to Seattle, Wash., for a short visit with Mr. Flanagan's sister.

Mrs. George Sulmers and daughter Gladys have gone to Delhi for a visit with relatives.

Mr. J. D. Williams and young Dick and Deane have gone to Chicago and Rock Island, Ill., for a visit with relatives.

Mr. C. C. Scott and wife left on July 8th for San Francisco, Calif., where they will visit with relatives of Mr. Scott. They will also spend some time in Los Angeles and Salt Lake City.

Blake Williams is home at Austin for a visit with his parents Baggageman and Mrs. J. D. Williams. Blake is now employed by the Underwriters Adjusting Co. and is getting along fine.

Mark Banks "went and did it." Rumors have been circulating about Spring Valley for some time that he had "Fallen Hard" for one of the young school teachers at Spring Valley. However, knowing his sterling qualities we were of the impression that this was an erroneous report. Nevertheless, when we learned that Mrs. Banks, née Kathleen Uren, had visited the vegetable store looking for a cabbage large enough for only two we were led to believe that "It" had actually happened. Mark and Kathleen were married at Minneapolis on June 20th—the best wishes of everyone go out to them.

Districter Ed Laugan and family are having a vacation at New Britain, Conn.

Train Baggageman Valmar is spending a two weeks' vacation at New Orleans, La.

Roadmaster A. W. Baher and family motored to Augusta, Minn., during the early part of July to spend a two weeks' vacation with Mr. Bahr's parents. They drove in the new Pontiac. They will also visit at Lalance, Minn., with Mrs. Bahr's parents and incidentally try and catch a few fish at Chaska. Mr. Baher is being relieved by Section Foreman Steve Majors of Medina.

Mrs. H. A. Wunderlich and three daughters are spending a few weeks visiting relatives and friends at Dubuque and Savannah. Herman sneaked off for a couple of days and accompanied them as far as Dubuque. He appears to be getting fat on the "home cooking," which no doubt is as good as any bachelor can prepare.

It won't be long now. Sympathy is being extended to the Concau family account of the death of Engineer Don Concau which occurred on July 10, 1928, at St. Olaf's Hospital, Austin, Minn.
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"PENCIL POINTED PEN"
"The Perfect Writing Instrument"

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of both pen and pencil, minus the
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self-filling lever and clip. In
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Page Twenty-seven
Ronald G. Evenson, Division Accountant, left July 14th for a two weeks' vacation trip through northern North Dakota and parts of Canada. He was accompanied by his mother and brother Verne.

Ed Doyle, the Office Sheik, has returned from his vacation. Two weeks of bliss. Where and how it was spent is unknown to us. Nevertheless, he returned full of ambition and reports a good time.

"M. C. B. Office"
F. B. H.

JUNE 15th—pay day—we were told that a gentleman was in the waiting room and wished to see us. Naturally enough we thought it was someone for a check so we went out. Lo and behold, what do we see but a cooky young rochin sitting on the table blinking his big eyes! The poor little fellow had fallen out of his nest and landed in the waiting room.

Irv Couse, as usual, played the part of the noble hero and put the little squawker out on the roof where he could find his way home. Irv had saved his life a few days previous when he had fallen out on the ground.

"Hush, everyone, and hold your breath—"Baby" has a new case! We don't know whether it will prove as hard or as fleeting as the last—but more later.

We understand Steve's haste one Saturday noon—they say he was on his way to buy a new car. Fine! We hope he will be real generous and give us each a chance to say how well we like it.

Here is a bit of news I am sure some of our readers will be glad to hear of two former "M. B.ers." We are told that Belle Wester Franklin is the proud mother of a boy as is Loretta Bush Siddons. Of course, Loretta will call her young son Kenneth.

If any of you people were looking for Bill Guthrod Friday evening, well, it's no wonder you couldn't locate him. He was joy-riding with six girls until way after midnight. Talk about your shieks!

Another big news item of the month—we've lost our Rose or rather she has lost her independence! On Tuesday, June 19th, at 6 o'clock, Miss Schultz and Mr. Marion Hylke were married at the First Methodist Church. It was a very simple but pretty ceremony, their only attendants were Miss Leona Schultz and Mr. Hawkins. After the ceremony a few happy guests and a few friends were entertained at a dinner at the Stratford Arms, after which a reception was given at the Schultz home. They received many beautiful gifts, among them a dozen goblets and yellow paper flowers, and she was a regular little flower herself in a dress and bonnet of the same color.

Trans Missouri Division
"OUT WHERE THE WEST BEGINS"
D. H. A.

SEVERAL changes have taken place since the last issue of the magazine. A consolidation of the Superintendent's office of the Trans Missouri and the Musselshell divisions was effected on July 1st, and Mr. H. E. Gillick, who has been our superintendent for several years, has been promoted to the superintendency of the two divisions, with headquarters at Miles City, Montana. We are sorry to lose Mr. and Mrs. Gillick from Mobridge, but we have the assurance they will spend a part of each month with us. Mrs. Gillick has been a faithful and conscientious worker in our Musselshell Women's Club, and through her untiring efforts we now have the largest membership of any club on the entire Milwaukee system. She will continue to be our President at least until the first of the year. Mr. and Mrs. Gillick have made numerous friends during their stay here and will be greatly missed, but our loss is Miles City's gain.

Chief clerk Ben Shields and Mr. Gillick's private secretary Jack Charles have moved to Miles City, with Mr. Gillick, the remainder of the force in the superintendent's office will remain here until September 1st when the new offices at Miles City will be completed.

The consolidation also meant the removal of the division engineor's office from Mobridge. Mr. R. H. Smith, our division engineer has been transferred to Tacoma, Wash. Instrument men Carl Nelson and Mr. Peterson will work out of Miles City.

Mr. E. L. Cleveland, formerly superintendent of the Northern Montana division and trainmaster on our division in 1919 will be our assistant superintendent. His family arrived this week from Lewistown, Montana, and they will occupy the Coutts residence. We are glad to welcome Mr. and Mrs. Cleveland back to Mobridge.

Mr. Marie Conoloe, clerk at the local roundhouse spent the Fourth visiting friends at Minneapolis.

That fortunate enough to go through the Gallatin Gateway entrance to Yellowstone Park, will be met on their arrival by those two genial fellows, Miles and Kennedy, also Agent Byrne, brother of our old friend Doc Byrne of Bowman. These three will give you a good send-off in either direction.

Mrs. Rex Bunker of Minneapolis enjoyed our 4th of July celebration and is spending a few days here visiting relatives and friends.

Mr. and Mrs. R. S. Lowis, accompanied their daughter, Mrs. H. E. Cook to Bozeman, Montana, where they spent a very pleasant vacation. Our popular agent is back on the job, but Mrs. Lowis will remain for a longer visit.

We are glad to have Harry Johnson with us again. Harry looks fine and is much improved in health.

Mr. A. M. Phelps, traveling inspector of Aberdeen, spent a couple of days in Mobridge on official business.

The clerical forces in the superintendent's office and the bright office enjoyed a fine treat on June 17th, the occasion being the arrival of a new daughter at the home of Mr. and Mrs. John R. Price. The little miss has been named Patricia Jane.

Dr. Gerald Roderick Dowd, formerly a fireman on this division, spent a couple of days at Mobridge renewing old acquaintances. He is now located at Ithaca, New York, and was on his way to San Francisco to visit his mother. Gery is the same happy go lucky fellow, and his many friends here were very glad to see him.

Engineer and Mrs. Wilbert Taylor are enjoying a visit from their daughter, Mrs. H. E. Riets of Irene, S. D. Mr. W. W. Osgaard and young son of Minneapolis have been visiting at the home of her aunt, Mrs. J. J. Klein, Jr.

Mr. and Mrs. H. L. Steinmara are spending their vacation at the lakes in Northern Minnesota.

Trainmaster Whalen of Aberdeen is spending the day in Mobridge.

Mr. C. H. Bufoed, general manager of Seattle, spent Wednesday in Mobridge on business.

Agent Kall of Brisbane passed through here on his way to Mattoon, Ill., being called there by the illness of his father.

Swedish Charles Dewey and family are spending their vacation at Detroit, Michigan.

Mrs. W. B. Donahue was a delegate to the State F. E. O. Sisterhood convention held at Madison, S. D.

Mrs. R. C. Harsebel is enjoying a visit from her brother, J. S. Brunet and family of Fond du Lac, Wis.

Mr. and Mrs. L. W. Schellheim and daughter, Joan, have returned from their
Big News for Railroad Workers

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Then . . . Insure Your Job

That's what "Job Insurance" is—simply happiness insurance. Happiness for yourself and those dependent upon you.

You may be paying for your home; you may be paying for your car; you may have bought furniture, a radio, a phonograph—all the things the average man wants. You couldn't have had these things without your job. Could you keep them if you lost your job?

Then, too, if you are continuously worried about whether you can hold your job, you cannot give the confident, aggressive service that brings promotion.

Your employers are not slow to recognize ability. Promotions come the way of the hard-working, steady, confident man. You can't give that service unless your mind is free from the eternal worry of holding down your job, when you should be thinking of going ahead.

Free yourself of that worry—and you have brought yourself happiness; promotion will come your way; you will be surrounded by carefree, confident people.

Conductors, engineers, brakemen, firemen, flagmen, baggage men and railroad officials who have at least 5 years' continuous service with their present employers are eligible.

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For $3 a month you receive $250 to $4,000, depending on the time you have been insured, for loss of your job by discharge, or retirement on account of permanent disability or old age. If you resign, you may continue to pay the premium and you collect your insurance at 65. At death all premiums paid are returned to beneficiary.

Or you may pay $2 monthly and receive $5 a day for 50 days in the event you are discharged for any of the reasons set down in our policy. After two years you receive $5 a day for 100 days. In case of natural death, $150 is paid to your relatives. If death is accidental your heirs receive $300.

Other policies pay $500 to $10,000 for loss of job by discharge, permanent disability, or old age; also indemnity for natural or accidental death.

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If you have served for 5 years with your present company, fill in this coupon today and send it to Mr. Ross himself.

You will be dealing with the oldest, the largest and the most firmly established Job Insurance Company in the world.

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Mr. W. J. ROSS, Pres.
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Please send me without obligation, particulars of the four loss of job policies which you have been issuing to railroad workers for 21 years.

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Employers

Page Twenty-nine
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Now at last it is here—the new shorthand. The business world has hailed it with enthusiasm. Already it is saving time and increasing efficiency in offices everywhere. Busy executives are using it themselves. So are professional men and women, lawyers, writers, clergymen, public speakers, engineers, doctors, reporters, students. Experienced stenographers as well as beginners are adopting it.

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Page Thirty
Rail Rumbling from St. Paul

SAM ADAMS of the Cashier's Office met with an automobile accident and has been confined to the hospital and home for the past two months.

At Soler of the bill desk is going to try his luck. He just purchased a gasoline consumer and is burning up the Rice Street road. Mr. Graven, the originator of a filing system in use in this and many other offices, no doubt unknowingly boosts the idea every time he runs his car for he has a B file on both the front and back of the car.

I cannot recall Mr. Graven's auto license number, but it is prefix B number and we in the chief clerk's office call the system the B file.

I wonder if that B file is in the car book? Another member of the office and Dennis O'Sullivan attended a hockey game played by Wynnipeg and St. Paul late last spring. And as is customary the band opened up with God Save the King. Everybody stood up but Denny Me Boy. His partner wanted to know why he was not standing and Denny said: "Do you want my dad to clean house on me when we get home?"

We still have a chance to win the car for the Milwaukee Band picnic has been postponed to Labor Day.

I wish to express my sincere thanks to the employees of the Milwaukee and friends for their kindness shown me in the loss of my son. All were so kind to us.

River Division News

APOLOGIES to all the fair sex for the mistake that occurred in news items of last issue. It should have read, "And what is so rare as a DAY in June," and not "Lady in June." I am sure, Kind Editor, you will support me in this apology.

What a busy place Wabasha is! Almost impossible to describe the activities with all the work trains and gravel just flying in every direction. Roadmaster Carlson is accomplishing a tremendous amount of work. With the laying of steel and graveling the River Division everyone is kept busy. Mr. Ott has been appointed to assist Mr. Carlson with the work for the summer.

All the employees were greatly shocked when the sad news of the sudden death of Frank Wike and Eau Claire reached Wabasha and the surrounding community. Mr. Wilson was engineer on Yard engine at Eau Claire and had gone to work apparently in the best of health. At about 10:00 A. M. he began to feel poorly and thought best to go home where he was taken and medical aid called and all possible was done to save his life but human efforts were futile.

Mr. Wilson was the third oldest engineer on the C. V. and Wabasha Divisions and had been spending part of the time visiting relatives in Chicago.

Mr. Wilson was laid to rest at Eau Claire and his remains were interred at Wabasha for some time took the yard engine at Eau Claire where he has since lived. He was one of the old timers and had a host of staunch friends who paid their last tribute to him at his funeral that was held at Eau Claire. His wife is left to mourn his loss which is most keenly felt by her and heartfelt sympathy of all is extended to her.

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The beautiful floral offerings and the large funeral cortege were evidences of the respect and esteem in which he was held.

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WE are Engineers on the B.

Mr. and Mrs. Wm. Tracy spent their vacation visiting their mother at Strand-

quart, in Northern Minnesota. Vik says the fishing was great.

Mr. and Mrs. Wm. Tracy spent their vacation visiting relatives and friends in Washing-

ton and Oregon. Bill had to be very good 'cause Mamma-in-law was along. Bill went

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and a pair of Queens and when either the mother or he joins the children, that’s a “full hand” and when the parents and children are all.gotten together that’s a full family. We hope you will note of leaving us Jack.

It is hard to imagine anyone going south for the purpose of fishing. But Bill is doing just that. Bill is put on putting water too, getting some good home cooking again.

Jack Slater spent his vacation at Yankton, S. D. and had a great time. The Yankton Times says, “With us is Billie, clerk in the T. M. office. He enjoys. Understand a pair of dark eyes of a certain Miss is the cause of it all.

F. E. Rice, Treasurer of Minneapolis was an Aberdeen visitor first part of July. Jim Ryan, popular clerk at the Car Department is on his vacation, which will be spent in New York, and seeing Niagara Falls. We hope Jim is not seeing the Falls with any special purpose and that he comes home simple. We hear that Jim will also go into Canada, we can guess the reason and kinda enjoy him, especially this hot weather.

The South Dakota American Legion Convention was held at Aberdeen, July 12, 13 and 14. A number of prominent visitors were at the convention, among them were Mr. David and Mrs. David, best deals; Judge Landis, Gov. Bylow. The giant plane “Stanolind” was here bringing Col. Robert Stewart, Mr. Allen Jackson and Mr. L. S. Stephens. These gentlemen are officers and directors of the Standard Oil Co. of Ind. Every train was crowded bringing in the many thousands that attended.

The new Air Port was dedicated the afternoon of July 12th. Aberdeen is coming more and more to the front and our new Airport is a great asset.

We are very proud of our station and grounds, Mr. Nee had flower beds made, and with the depot trimmed in green it is a wonderful improvement. During the Legion Convention the station was decorated with the colors of the Legion and with the colored lights on Main and the depot it was a sight worth seeing.

L. R. Lange, D. S. K. of Sioux City was an Aberdeen caller first part of July. Our old friend Kenneth Hoffmeister was back on the job for a while in June looking out. Kenneth has his “B. A.” now and is going to teach in the High School at Onota-wile this coming term.

During the Legion convention Max Hansen was in his glory playing his bugle. Kinda hard on the lip not being use to it Max, but there are several good remedies.

Chicago Terminals
Guy E. Sampson
FRIDAY, July 13th (that lucky day) was Milwaukee Day at Riverview Amusement Park in Chicago and the employees of our road sure enjoyed a wonderful day and HOW? This is an annual event to which the majority of the employees of the Chi Terminals go back for the fun and interest. Although many of them visit Riverview many times during the season, this event where they attend in a body is when they come.

Third trick operator Harold Sappington received the sad news June 27th that his mother had passed away. In an auto accident at Ruppele, Washington. He left that same night on the Olympian. As we send in our items, July 14th, he has not returned nor have any of his family been heard from. The sympathy of all employees is extended to him in his sorrow. Operator "Bilky" Shallow is working the third shift of Harold’s absence.

Born Sunday, July 1st, Mr. and Mrs. Earl Atkinson, a 1½ pound son. Some boy! Earl says now they have a pair of Kings and
Minneapolis much of a distance. So she will probably take herself away from us on her vacation. Miss Beske, I mean Betty Levine, File Clerk in Superintendent's Office, spent almost the whole week of her vacation in Crystal Falls, Mich. That may be her idea of a good time, but not for your up there to see much but I hear Betty was born up there in the snow and copper country and knows everyone there so that accounts for the lack of a letter. Betty had only one proposal of marriage. Well, that's natural, in that part of the woods the boys up there don't realize what they have missed until she has gone.

Dan Cranston, the Beau Brummel Roster Clerk in Superintendent's Office, is away on his vacation and I hear he is a frequenter of the dog races out Elgin way. Well, Dan, unless you know the dogs they will get your shekels. Hurry back.

Assistant Chief Clerk Charles Koskovecz, Superintendent's Office, has a flock of time cards around him all the time trying to figure out where he will go on his vacation this year. He's a hear for foreign countries and a trip to the old country would not surprise one much. He was in Cuba last year and was planning on Canada this year. He likes to see the satisfied look on others' faces with their foot on the "Irris rail."

A friend of Chief Clerk for Superintendent Whitling, goes on his vacation about the last week in July and think he and the Mrs. may go to the mountains of Colorado for an outing. Mrs. Thor, he says, never saw the Royal Gorge and he wants her to get a look at that wonder of the world.

J. H. Meek, Trainmaster Galwood, is watching the passenger trains in the absence of E. E. Johnson, who is on vacation. Jerry is a pretty busy man, too, and is not picking up any fluff during Johnson's absence.

E. E. Johnson, Passenger Trainmaster, is on his vacation up in Washington and Idaho. He took the Mrs. and Jack with him and you can figure right now that Ed will have a good time wherever he goes, even if he has to make a trip over the border.

H. J. M., we are with you to get and hold the business. Miss Beatrice Wagner, steno to Chief Clerk in the Master Mechanic's office, is going on his vacation about the last week in July and think he and the Mrs. may go to the mountains of Colorado for an outing. Mrs. Thor, he says, never saw the Royal Gorge and he wants her to get a look at that wonder of the world.

The population of Milwaukee is gradually increasing. Conductor Bill King has finally moved here, increasing the population by one. Conductor R. Terwilliger and wife have just returned from an extended tour of the East and report a very pleasant trip. Engineer L. Collins reported seeing a dead man beside the track at Morton Grove one morning recently. Oh, Yes! He was dead (dead drunk).

Conductor H. L. Jewell is now the boss on No. 91 and 92.

Twin City Terminals

Happenings

N. A. H.

FORMER Roundhouse Clerk Lawrence McMakin made a pleasant call on the offices at South Minneapolis, chatting with his old fellow workers. Mr. McMakin was called to Minneapolis account of serious illness of his mother, who passed away. Roundhouse Clerk Allan makes frequent trips to the Black Hills. He says "NOT very emphatically, but we are rather suspicious.

Clair Al Down in the Master Mechanic's office at Minneapolis, spent a very enjoyable week's vacation in the northern part of Minnesota.

The Milwaukee Band went to Fairbault, June 20th to play at the Peony Festival, which was a grand display of every species of prairie flowers. Mr. F. R. Rivers is our new District Storekeeper with headquarters at Minneapolis vice Mr. G. T. Richardson who resigned to take up other business.

Mr. Ed. Kerfoot of the Store Department passed away after a stroke. He worked up to the time of his illness and our sympathy is extended to the family in their bereavement.

River Division George W. Vore passed away May 22nd at his home in St. Paul and taken to Hastings for his last resting place. Mr. Vore was on a leave of absence due to poor health and journeyed to California the first part of the year for his health but after being there a few weeks, his health failed fast and was brought back to St. Paul where he passed away. We take this means to extend our sympathy to his widow and brother.

Traveling Engineer Blake is spending his vacation in the Northern part of Minnesota.

Congratulations to Al Norlin and his wife, who worked in the Master Mechanic's office previous to marriage, on the arrival of a little son. Mr. Norlin is one of our blacksmiths in the Back Shop.

Mrs. Chas. Lundberg, wife to our roundhouse foreman at Minneapolis, was compelled to return to the hospital and at this writing is doing well.

Mr. John Turney in company with Supt. E. E. Johnson made a business trip to Dalutah July 10th.

Mr. Peter Everett, Engine Watchman at Farmington, made a very pleasant call at the Master Mechanic's office recently and showed the office with flowers from his own garden.

Squeaks from the C. & M.

H. E. W.

FIREMAN "SMOKE" WILLIAMS was painfully injured on No. 22, July 4th, while assisting the engineer.

Conductor Bono is about ready to resume work after several weeks' illness. Glad to see you back, Henry, and so are all the boys.

Conductor George Hennessey and crew are now qualified house movers. George says he is going to learn the business and will send you the agent at Caledonia for any reference you require.

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Conductor R. Terwilliger and wife have just returned from an extended tour of the East and report a very pleasant trip.

Engineer L. Collins reported seeing a dead man beside the track at Morton Grove one morning recently. Oh, Yes! He was dead (dead drunk).

Conductor H. L. Jewell is now the boss on No. 91 and 92.

I. & D. Items

"Proxy"

MASON CITY celebrated its Seventy-fifth Anniversary June 19th, 20th and 21st, among the plans for those days there was included a parade in which the railroads and industries took part. The Milwaukee, being a pioneer and the first railroad into Mason City, took an active part in the celebration. We were quite proud of our floats.

The new baseball suits for the "Masonite" team made their first appearance at a game in East Park, Mason City, la., June 23rd. The Women's Club gave a picnic and one of the features of the day was a baseball game between the C. M. St. P. & P. and the C. N. W. On account of the suits, perhaps, or the rooting, the boys won the game with a score 4-3.

Mrs. Ina Trewin is working in the Superintendent's office, Mason City, in place of Marie Randall who is on a leave of absence.

Rae Wallace is the new File Clerk in the Superintendent's office, Milton Olson, former File Clerk, having been appointed Traveling Car Secretary.

Understand Leo has had an offer from Hollywood to join the movies since his appearance as an Indian Chief in the Anniversary Play.

If anyone wants to know any scandal, news, jokes, etc., ask Carl Donavan.

Why does Grace Moran meet No. 22 every night? It is a train to be proud of, Grace, but is that your reason?

Permanents may come and permanents may go to the end of our Troubled Youth...but he goes on forever. Just take a look at him the next hot day we have.
Frank Murphy, Clerk, Mason City Roundhouse, and wife, are spending a vacation visiting points in Iowa and South Dakota.

Chris Swarner, one of our cherished old employes is spending a well earned vacation visiting relatives in the East. We hope he returns in time to wield the broom and make a path for us when the snow flies.

Speaking of snow, Milton Olson wishes to advise that it is warm in South Dakota. Isn’t that putting it rather mild?

Miss Carrie Bradbury, Expense Clerk in the Mason City Freight Office, spent the Fourth visiting friends at Cedar Falls.

Mr. and Mrs. Wm. Hogan and son Bobbie of Mobridge spent the early part of July visiting at the home of Mrs. John Hogan, mother of William. Mr. Hogan is an operator for the C. M. & St. P. & P. and formerly worked in the local office.

Mr. Leo Gribben, assistant cashier in the Mason City Freight office, is enjoying a vacation at Clear Lake, Ia. Mr. Gribben will return to work July 23rd.

Mr. Harry Arnold, Abstract Clerk at the Mason City freight office, is enjoying the warm weather in his cottage at Ventura Heights.

Wanted: An old alarm clock for Jay W. Bulley.

F. J. McDonald relieved Mr. Meuwissen, Chief Dispatcher at Mason City, for two weeks while Mr. Meuwissen was on his vacation.

Arthur E. Johnson worked for Carl Donavan who has gone to Missouri to get caught up on wise cracks.

Roy Lyman returned from Kansas City after a few days’ vacation.

Vern P. Sohn of New Hampton is acting as relief man in Mason City Dispatchers Office.

We regret to advise that Mrs. Hannah Potter, mother of Chief Clerk Ruby Potter of the Master Mechanic’s Office, is still confined to her bed. Mrs. Potter has been ill for about three months and doesn’t seem to make much improvement.

Miss Marie Fiala, timekeeper in the Master Mechanic’s Office, Mason City, spent two weeks’ vacation in Chicago and points in Wisconsin.

We regret to advise that Mrs. Hannah Potter, mother of Chief Clerk Ruby Potter of the Master Mechanic’s Office, is still confined to her bed. Mrs. Potter has been ill for about three months and doesn’t seem to make much improvement.

Leonard Anderson, formerly Chief Clerk in the Store Department at Mason City, and now at Western Avenue, was married to Miss Anna Mae Mullen on June 19, 1928, at Mason City. Congratulations, “Andy.”

Rae Wallace and Milton Olson of the Superintendent’s Office, Mason City, made their initial trip to Chicago, June 8th. We were glad to see that they both put back safely. We understand from them that it is quite a large place, and there are tall buildings. We were glad to have this information.

Mary G. Brubaker of the Superintendent’s office spent the Fourth at Cedar Rapids, visiting friends.

We can always tell when the real warm weather is here to stay at last, by the appearance of Leo and Don with their ice cream cones. They will eat ice cream cones now until the middle of September.

Miss Madonna McGee worked in the Superintendent’s office at Mason City during the inventory.

Globe Boiler Tubes

Seamless Steel

A Unique and Successful Industry on the Milwaukee Road at Milwaukee

Sizes up to 5½ inches

GLOBE STEEL TUBES CO.
jwo Middle and West
Ruby Dickson

The Perry ticket agents did some nice passenger business during July, getting folks interested in the special tours operated to the Northwest, including three passengers for the Alaskan trip at Melbourne. They also did some good work in the passenger business by securing passengers for the tours.

The depot at Potter and the water tank at Easing, two old landmarks for the Iowa division, were torn down during the last few weeks. Both were built when the road was in the infant stages, and the installation of a water tank at Perkas eliminated the necessity of the tank at Earling.

Travelling Engineer S. Einerson took his family in their car to Northern Wisconsin to spend their vacation with his folks. They live near Sturgeon Bay.

Engineer L. K. Owens, one of the veterans of the East Iowa Division, was out to Perry to spend some time with his daughter, Mrs. O. G. Emerick. Mr. Owens was quite sick for a while with acute indigestion.

Ben Stapleton, son of Engineer Frank Stapleton had his collar bone broken when he was thrown from his bicycle after being struck by a train.

Mrs. S. G. Land, widow of one of the old time passenger conductors, died in California the latter part of June. The daughter, with whom Mrs. Land had made her home, brought the remains back to Owatonna, Minn., for burial.

Ambrose Cunningham, son of Engineer Dave Cunningham of Perry, was married in Chicago June 33rd to Evelyn Cone of that city. Ambrose is vice-president and manager of the Chicago Agency and following a short wedding tour, the young people went to housekeeping in Chicago. Engineer Cunningham, wife and daughter were in attendance at the wedding.

Another wedding in the Milwaukee family occurred on June 30th when Miss Iola Fullhart daughter of Machinist Otto Fullhart, was married to Ray Zuck, a young farmer near Rippey, Iowa.

Engine Foreman Thomas and Jerry Cummins took in the Elite Convention in Miami in the first few days of July.

Homer Bennett and O. V. Robinson took a turn at batching for a couple weeks in July which they used to make a trip to Albuquerque, New Mexico, for a trip.

Engineer Earl Townley, wife and daughter, Ruth, had a nice vacation trip in June when they went to Colorado, Wyoming and Oklahoma and Arkansas to visit relatives and see the sights.

A. J. Eresen, S. Ersinn and J. P. Luttre of Perry were all in attendance at the funeral of John Murphy, for many years round house foreman for the Des Moines Union at Des Moines. Mr. Murphy died the latter part of June following a long sickness.

J. A. Cherwiner of the West Iowa division was discharged sick with the death of his mother which occurred the latter part of June. Death resulted from an operation. Burial was made at the old home at Washington, Iowa.

Brakeman Earnest Bayside has taken a leave of absence and has gone to Chicago to take a position with the Engineering Department during the track elevation work.

George Sasser and James Wagner, both of Perry Yard switch engine service, laid off for a few weeks. Both were built for the Iowa division when the road was in the infant stages, and the installation of a water tank at Perkas eliminated the necessity of the tank at Earling.

Engineer Jake Brown and wife have a new grandson, born to Mrs. Brown's daughter on July 6th.

Harry Balbach, engine dispatcher, who was off duty for three months on account of an injury in his foot, was able to go back to work July 7th, being back on his stock again.

Engineer Wm. Barker laid away the cares of the railroad and the locomotive department in particular and took his wife and son to Ohio and Pennsylvania for their vacation.

Engineer Lon Morgan was in Madison, Wisconsin the fore part of July to attend the funeral services of his father, an old time Milwaukee employee. The deceased, Frank Lamphere, commenced work as a fireman for the Milwaukee in 1877 and was in continuous service until his health failed about five years ago. He was one of the oldest engineers on the Madison division seniority list. He spent the last three years in California, having returned to Madison only a few months before his death.

Wm. Bollerm of the Perry car department spent his vacation on a motor trip to Davenport. Alice Bowman of the car department office hitched herself to the mountains in Colorado, having been joined on the trip by Engineer Charles Warner's daughter.

Brakeman George Hamner and family of Milwaukee went to Perry the fore part of July to visit George's parents, Engineer and Mrs. P. L. Hamner.

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Joe Frundel, agent at Lemon, took a regular vacation trip this summer. He and Mrs. Frundel packed their grips and came first to Perry to visit their niece and from here went east as far as Boston. Their route took them through some of the most interesting cities of the east and when they left Perry they were looking forward to having a real time.

Leonard Anderson, who is now Chief Clerk in the Store Department in Chicago, was married on June 19th to Anna Mae Mullin of Mason City. The ceremony took place at Mason City. Leonard worked in the store department at Perry before going to Mason City where he met the lady who later became Mrs. Anderson. A wedding breakfast at the Hanford Hotel followed the ceremony, and Mr. and Mrs. Anderson left soon for a wedding trip to New York and Washington, D. C. There they spent their honeymoon at the Lake Front in St. Louis, Missouri, and when they left Perry they were looking forward to having a real time.

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Wisconsin Valley Division

Lillian

Mrs. A. H. Mungor of Hollywood visited with friends and relatives.

Mr. and Mrs. William McEwen are rejoicing over the arrival of a baby boy on June 18. A nice mess of trout was caught by Russell Crouse—seeing is believing—he carried one in his dinner bucket and the boys were convinced.

Mr. H. L. Connant has been laying off on account of illness.

Gladys Johnson has again resumed her former duties as clerk to Roundhouse Foreman. She was seen with a bag of PEP on her desk recently, we presume that was to keep up the Pep with the rest of the office forces—we miss Gladys.

Margaret O'Brien has returned from Dubuque, Ia., to resume duties as Abstract Clerk in the freight department, and it seems quite natural to see her make her daily visits.

Mr. Frank Sheehan has returned from St. Mary's Hospital where he received treatments for pneumonia. He is convalescing slowly and hopes to be able to take up his duties before very long.

Mr. Andy McGinley caught a six-pound Northern Pike at Lake Nokomis, where he was spending a few days outing with his family. Other nice fish were also caught by members in the party.

Raymond Behring, a sixteen-year-old boy, was fishing alone in a boat on Rib River, Wausau, hooked and landed a 22-pound muskie. He was using a fifteen-pound test line. The fish has been on display at Joe's Sporting Goods Store, and has attracted much attention.

Mrs. H. O. Wheelock and family been visiting at Chicago and Naperville, Ill., and Mr. Wheelock joined them at Prescott where they spent a week visiting with Mr. Wheelock's parents.

Mr. and Mrs. Julie Manhart spent a few days visiting at Chicago.

Mr. Erind磪 Smith caught seven fair sized muskies while on a fishing trip, they were seen by some of our office force. It is evident that the fish stories are reliable before being published.

Margaret Fox of Waukegan, Ill., is spending a few months at the home of Mr. and Mrs. A. W. Warner.

The picnic scheduled by the Railroad Woman's Club on June 26th was very much enjoyed in spite of the incontinent weather. The supper was delicious and everyone present was amused in some way or other.

Mr. W. L. Whitney spent a few days with us, checking up.

A baby girl was born to Mr. and Mrs. E. B. Geerke at Green Bay, June 6th. We are wondering if Eric will 'set 'em up.'

Conductor "Rock" Jenkins, Sioux City, who had his limb amputated, is now using an artificial limb without the assistance of a cane or crutch and, incidentally, he and Mrs. Jenkins are visiting various points in Minnesota.

Mr. R. P. Doucet has been more than busy the past month riding circus and carnival trains.

The supper was delicious and everyone present were very much enjoyed in spite of the incontinent weather. The supper was delicious and everyone present was amused in some way or other.

Mr. D. C. Krebs has been relieving Agent King at Manilla. Clyde Peaslee relieved Agent Blies at Pesin. Clyde Ramsey relieved Agent Bowen at Van Horne, Robert Gilliland relieved Operator Storm and Operator Grisswood at Tama, and Loyal Howlett relieved O. P. Byrd on third trick Perry yard.

Conductor Matz with wife and are the parents of a daughter born on June 17th. She has been named Eilaine.

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Division of Taeoma Shops verily believe that Angeles, Calif., are visiting at the Stivers Page Thirty-eight and out, an improvement which is and has which cannot be beat. Conductor Tim Calligan, Sioux City, recently was a member of the O. R. C. in Sioux City. Post was a conductor of this division and is trying his hand at "pounding brass" and from all reports we would say he is "still right side up.".

Miss Jean Dallas was very busy over the Fourth entertaining a friend from Chicago. We understand they took in all the points of interest around Des Moines, including Sydney more Park, Riverview Park, the Chop Suey, etc. Miss Dallas is just now getting caught up and C. Jacobs took a little vacation over the Fourth visiting in Keokuk County. He was relieved by Otto Henderson of the I. & D. Division.

MRS. Florence Ibsen spent a week of her vacation, July 8th to 14th, visiting her friends at Rockwell City. From numerous cards received by her friends think she must have had a very exciting time.

Mrs. W. F. Price had the misfortune to fall and break his left knee. He is confined to his bed. The funeral was held on June 21st, a Terminal Rough Handling auditor from the Wabash made a check of the Des Moines Union during July. Our old friend Mr. E. E. Clother paid the Des Moines office a visit and said that we were all glad to see him. Mr. Clother has just as many funny stories as ever.

Mr. H. P. Funk passed through Des Moines one Sunday during July on his way from St. Paul to Denver to attend a meeting of a mining company in which he is interested.

Agent C. T. Doc. from the Women's Club of the Buffalo City Chapter of the Women's Club of Sioux City last week, proved to be one of the best and most active entertained ever held. The main attraction was the ball game between the "Old Timers" and the "Has-Beens." Card. Conductor was captain of the "Old Timers" and Foreman Reebie, of the round house, directed the movements of the "Has-Beens." The game resulted in a score of 12 to 28 in favor of the "Old Timers." Incidentally, Supt. Buechler was on the winning team while Trainmaster F. R. Doud was with the losers.

Engineer Walter Hauser and family celebrated the Fourth of July by attending the eighty-third birthday party of Mr. Hauser's mother, Mrs. Anna Hauser, at Sioux City. "Grandpa" Hauser is 90 years of age and both he and Mrs. Hauser are hale and hearty and live alone at their home in Sioux City. R. E. Henson, Telegrapher, Sioux Falls, has gone to Platte, S. D., where he will work as telegrapher for a short time.

Agent Fred Lewis, Treng, S. D., states that one of the largest harvests is within reach of all the farmers in that locality and incidentally this commodity will be moved entirely by "rail." While no buses touch Trent, the trucks are taking all short haul business from us in the way of freight.

Mrs. Clara Hepburn, of the bill desk, Sioux Falls, who was a member of the O. R. C. in Sioux City, recently telephoned to Supt. Buechler at Geddes for a few days. This is "Chet's" first attempt at taking on the responsibility of "running a station" and from all reports we would say he is "still right side up.".
The Pioneer Limited is packed nights both sections as also is the Olympian. We are getting some nice cement floors and roadways around the shops. We don't seem to get any more depot terminal time cards, wonder why? Surveys, estimates and condemnation proceedings seem to be under way or the new electric line west. This is liable to do away with some of the buildings across the tracks after all.

The VEA annual meeting to be held in Milwaukee, August 27th and 28th, will, we hope, bring out a good big crowd as at Minneapolis last year. A few of the Milwaukee Shop employees are in arraers for dues which we expect to be cleared up before the meeting as Mrs. Grant Williams desires.

Someone was saying that the old machine shop and blacksmith shop car department shop is going to be turned into a garage and store room.

The following from the S. M. P. Office:
On July 7th, Verl McCoy, combustion engineer of the locomotive department, was married to Miss Dorothy Adlangton at Havre, Mont.
We understand this is a school day romance, and though the couple has the happy ending as all good sellers. It is considered poor taste to congratulate the bride, but knowing Mac so well we feel that this case is a legitimate one.
We welcome the lady to the "Milwaukee" Family, and surely and sincerely wish them a long and happy married life.

Tacoma District Accountant's Office
K. K. K.
MISS ROSE LINDQUIST and Miss Hall have returned from a vacation trip to Skagway, Alaska.
The following appeared in our local paper which is a sure good boost for "OUR" road.
"Mrs. Frank Troy Jones, accompanied by her sister, left Thursday for Lake Saranac, N. Y. This is the 8th cross-country journey of Mrs. Jones, who is going via the Milwaukee road for the 82nd time."
Clyde Peterson spent a week of his vacation in sunny California during the early part of June.
And Johnson is on the honor roll, several tourists having gone "by way of Milwaukee" through her efforts. Who's next?
Louie Bos is on leave of absence for 99 days and Cal Smith is now the A. F. E. Hound, as the saying goes. Cal's single, too.
Saturday evening, the 30th of June, the Milwaukee Women's Club sponsored a dinner at Yewhurst, the country home of Mr. and Mrs. Hatcher, which was well attended, and all reported a most enjoyable time.
Clyde Peterson's mother passed away July 7th and we all extend to him our deepest sympathy.
Clarence Turner spent his two weeks' vacation at the Stots of Torch Cump and returned full of vim and vigor.
We understand Mr. Boyd was a recent airplane passenger. He lost the details, Mr. Baughn is also planning to soar above the clouds.
Howard Reynolds recently purchased a car, we hope you and your family will greatly enjoy it, Howard.
So many have asked who "The Belles" are. Let us tell you, it was our own Forest C. Mason.
August Culm and the six little Culmias are quite busy these days, Mrs. Culm is visiting in Wisconsin for a short time.

We extend to Mr. and Mrs. Frank Opie our heartfelt sympathy in the death of Mrs. Opie's father. Ann has gone down her hair again, and believe me, it's a classy bob, too.
We are all getting peped up for the Clerks' picnic to be held July 15th at Redondo Beach.

I. & M. Division
E. H. K.
C. E. OESCHER, regular clerk in the store department, has returned from Atlantic City where he attended the annual convention of the American Railway Association, June 20-24. Mr. Oescher was awarded this trip by the Association after presenting one of the winning essays in a contest entitled "Psychology Applied to Economical Storekeeping" in competition throughout the United States and Canada.
Dr. and Mrs. R. J. McInerney of Kiel, Wisconsin, are guests at the home of the doctor's parents, Mr. and Mrs. McInerney.
Mr. and Mrs. Dan Davenberg have returned from Aurora, Illinois, where they spent several days visiting relatives.
Mr. and Mrs. Carl Voelker have returned from a visit with Mr. Voelker's brother at Long Lake, near Whitehall.
Mrs. Emily C. Deily, age 74 years, passed away at the home of her daughter, Mrs. Edward Veverka. The body was taken to Mason City for interment. Mr. Deily is survived by his wife and 2 children, the late Henry Deily, who for many years was engineer on the Decorah Line.
Conductor W. R. Smith purchased a new Graham-Paige and bought it in a trip to Superior, Wisconsin. He was accompanied by his wife and daughter. While he motored to Brule to spend a day fishing with "Cal."
Engineer W. J. Murphy, wife and son, Billie, have left for an extended vacation at Portland, Oregon, and Los Angeles, California.
Engineer Walter Whitehead and Miss Mary Foshusher of Cambria were quietly married in June, and spent their honeymoon in the northern part of Minnesota. Congratulations, Walt.
Mr. and Mrs. Earl Chestnut and two children of Sioux Falls, S. D., are visiting at the home of Mr. Chestnut's parents.
Master Mechanic Thomas McParrane, wife and daughter, Gladys, drove to Mason City, Sunday, to help celebrate his father's eightieth birthday.

Sparks from the East End of the Electrification
A. K.
IF OUR readers will remember, we predicted in the April number that Storekeeper, Y. E. Miyoshi and son Toru, who were then visiting in Japan, would return to the U. S. A. very much meanwhile. We came out right on part of this prediction. They are home again.
Perhaps to see how much of the burg Scott Lewis left behind him, Mr. and Mrs. Lew Gallagher traveled all the way to Billings, where they spent several days.
Mr. and Mrs. Dom. Greitvet had as their guest for several days Mrs. J. L. Lindblom of Lewistown.
Everett Nelson is spending his summer vacation with relatives at Helena.

Conductor William James of Miles City was here one day recently shaking hands with old friends.
Cal Derringer left June 16, for a summer's visit at points on the West coast. J. R. Reagon, former agent here, now with the traffic department with headquarters at Butte, spent several days here.
Conductor John S. Waters didn't think it would be possible for him to attend the convention of National Association of War Veterans, when he left Harlowton to attend the state convention at Butte. The convention said, "John, you campaigned well under General Shafter in '98, you be one of the fellows to represent us at Havana in October. It is thought that his daughter, Flirtath, will accompany him on the trip to Cuba.
The old home at Cold St. Cloud, Minnesota, received a visit from Mrs. A. J. Christensen, the latter part of June. She was accompanied on the return trip by her sister, Mrs. G. Palmer, who will spend some time there.
Car Repairman Thomas Zerza spent several weeks in New York City, where he met his wife and small daughter, who have been visiting in Germany the past year. They returned to Harlowton June 24, stopping off at Milwaukee for visit with relatives enroute home.
Car Conductor and Mrs. Ed. Haugan spent a week motoring in the southern part of the state. Of course they stopped at Galtin Gateway.
Mr. and Mrs. Lew Gallagher had as visitors during the latter part of June, Mrs. Daisy McGee and children of Council Bluffs, Mrs. A. S. Murphy, whose home is at Marquette, MIlch, spent the last two weeks of June visiting at the home of his son, Con­ductor W. F. Murphy and family.
Billings was the journey's end for Mr. and Mrs. Scott Lewis, the latter part of June, they spending several days there.
Mr. N. P. Nodson spent a week visiting the old home town, Miles City.
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Gosh-all-bemol, how some of these Roundhouse men are so true. There's a Machinist "Jack" Cathery, for instance. He is so proud of his new car you would almost think it was a new Ford instead of a Studebaker Distor. We wonder what Lakes "B & C" crew is doing at Martindale all this time. They must have some sweetharts, or some other great attraction to hold them there about three months.
As this is written, Car Inspector Ralph Carpenter is what might be termed a traveling car inspectmor. Anyhow he is traveling around in Wisconsin and Illinois, and several other states. He is accompanied by his family.
Night Roundhouse Foreman and Mrs. P. J. Leath, left on No. 18, the morning of July 1st to spend a well earned vacation at Plattsburg and other Michigan points. H. P. Schulz is acting night foreman during his absence.
Mrs. J. F. Nekoie arrived in Butte last night, in the latter part of June, Nekoie is the new Agent at this point. He comes to us from Seattle. Welcome to our city.
Right up and stepping among the folks that celebrated the Fourth at Ryeetage, were Mr.

Page Thirty-nine
and Mrs. Harry Wheaton and family, Mr. and Mrs. Ezra Aicher, Mr. and Mrs. Joe Mooney, A. E. Hoops and daughters, Betty and Mrs. S. S. Lewis are enjoying a visit to coast points.

We are happy to record that W. A. Cavanaugh, boilermaker, who had a serious operation performed at the Miles City hospital several months ago is back home and will soon be back on the job.

Machinist Jack Walton and family returned from Denver July 9, where Mrs. Walton had planned to submit to a serious operation. He was relieved by Machinist Al Gilbert.

Mrs. F. L. Shadle and two children returned July 2 from a six weeks' visit at Port Scott, Kansas.

A delightful social event of the past month was the farewell party given in honor of Mrs. J. R. Beatson, by the Milwaukee Women's Club June 25. Five hundred was the diversion of the evening. Mrs. Beatson, who has been a very active club worker, was presented a hand painted cake plate.

Second Shift Hostler H. F. Alvorscn returned July 1 from Boise City, Idaho. He was relieved by Delmar McNaughton.

The J. R. Beatson family left for their new home at Three Forks, Monday July 2nd, where Jim has been transferred in service. Farewell folks, and good luck to you.

La Crosse and Northern Division Items

Eileen

THE June 7th issue of the Waupun Leader carries the following item:

"An old switchman's lantern, originally belonging to the almost forgotten Milwaukee & Horicon railroad, was found beneath an old chimney. The old Milwaukee & Horicon railroad, formerly ran under the stairs in the Hoard building Thursday.

"Harry Heard, who now has the lantern, thinks some railroad man probably stuck it under the stairs in an old saloon that used to occupy the building. This space was later sealed in and the lantern did not come to light until the wrecking of the building started.

"Captain Rhodehamel, of the M. H. R. G. in the ruby glass chimney. The old Milwaukee & Horicon railroad, formerly ran from Horicon to Wisconsin, Mill. Later it was extended to Portage and became the Milwaukee and Portage road. Afterwards it became part of the Milwaukee and St. Paul system.

"When Miss Clair Schefelfin, Car Clerk, and Paul Isberner have been selected to pick the All-American team for the New York Yankees next fall.

"Paul Roecker and Les Bolgner catch monster fish, weighing 65 lbs., and measuring 5 ft. 4 inches. When they came back to work they still felt the tilt. Mr. Roecker said he would guarantee anyone a fast ride if he got on this monster's back, for it gave them a merry ride up the river which flows at the rate of five miles an hour. It took lots of patience and time to bring the fish to shore although Roecker and Bolgner are experts with the rod.

"Hot box Louie Wieland recently raised a crop of whiskers between terminals. Wonder how long Louie was in service this trip, or is he using Serpentine shaving cream?

"Mike Tracy at Doylestown says that these days of fast dispatching by telephone are seriously handicapping the service. Mike feels he should have more time to hang up his hat and is going to confer with "Fillup" on the wave length so as to ease the strain on his ears.

One of our oldest baggage men, L. S. Tatt, who has been in service since 1890, dropped dead at Campagna July 6th. He was well liked by employees and officers and we are sorry to hear of his sudden death.

Frank Van Eyck back on the job as relief operator after having reported both the Republican and Democratic conventions for the Associated Press.

Jack Brady, veteran Northern Division conductor is very ill in the hospital as the result of an attack of the flu. We hope he'll be feeling just fine and be back on his run soon.

Vacationers who have returned to Portage and taken up their summer again are, Mr. Frick, who traveled to Yellowstone and on to the Coast; Marjorie Sutton, who was on a motor trip to points in Illinois, Indiana and Iowa, and Eileen Story, who made a trip to Seattle.

Overcome by curiosity to know something of my former fellow workers whom I had not seen for fifteen years, in 1928, I ceased my wanderings up and down Kewpie Doll Ave., at the Portage fair grounds and entered a tent wherein it was promised that the past, present and future would be faithfully revealed. Explaining my curiosity regarding them I was instructed to gaze into a large crystal. This is what I saw:

Esther and Marjorie were struggling under the obligations imposed upon the town social set of which they had now become leaders and were otherwise leading the gay life of society. Hazel was a designer of note and was writing articles on "The Well Dressed Woman of Today," for a leading fashion magazine.

Clair was riding around in his Rolls-Royce, having made a fortune when he capitallzed on his invention—a device to suprude the Yale lock on the above named car. Erie had become General Manager of a prominent Eastern Railway and Bud was Auditor of Expenditure for the same company. Donnie, having tried on the hills in Wisconsin, had returned to the Wau, as Superintendent of a Western railway, so that he could be on the plains and flat country that he loved so well.

Upon asking the whereabouts of the rest of my former associates, the crystal reflected a man concentrating on a deep problem, while another stood by him, apparently trying to aid him in solving it, and future would be faithfully revealed. I found it was Clarence, who was Chief Operating Officer of a Southern Railroad, and Paul, now Assistant to the General Manager. Paul was associated with the same Company, having charge of the Labor Bureau.

Agnes became prominent as a pioncer in the field of Railroad auditing for women, but at the present time was on her way to the Orient.

Katherine, having retired from the commercial world, was now dividing her time between her New York and her summer home in the Adirondacks, occasionally making a trip abroad, while Ethel was very conscientiously performing the duties of Private Secretary to the ....

Bill was living on the fortune he reaped when his investments in the Black Cat oil stock finally materialized, and I saw him driving around in his new French car, importer, if you please.

Rumors are about that a big event is to take place next week (Week of July 16) and 'spect we'll be hearing the metey rare of the wedding bells when one of the popular young ladies in the Superintendent's office promises to love, honor and cherish. I, well think i'll tell us all about it later.

Miss Julia Karl of St. Paul, Minn., is now employed as comptometer operator in the Superintendent's office. She is a sister-in-law of Ben Shields.

Electric Flashes from Deer Lodge and the West Rocky Mountain Division

Offered by "Willie"

CONDUCTOR H. C. Bennett visited in Milwaukee the last week in June. A. B. Wahl, wrecker foreman at Deer Lodge, and his family are visiting the old home in Wisconsin. A. B. wants to see if the folks back home have forgotten how to make those extra fine sausages and that superb kraut and the only way to make sure is to go and see.

Mrs. J. A. Dunn and daughter Kathleen are visiting their son and brother, Gordon, in Chicago. They will visit other points in Wisconsin before returning.

Mrs. J. J. Flynn visited relatives in and around Milwaukee the first part of July. Alex Campbell, our general section foreman in the Deer Lodge Yard, left June 21st for New York to sail for his old home in Ireland. Alex anticipates a very wet passage, although he says the service is always fine.

Mrs. Chas. Horning and Mrs. Leo Kemp visited friends and relatives in Superior for a few days.

Mrs. Guest, wife of Machinist Guest, is spending some weeks in Minneapolis.

Harry McCall, of the Milwaukee, is visiting in Portland for some weeks. And now J. C. can do just as he pleases.

Conductor E. M. McConley is in the Taconite hospital recovering from an operation for gall stones and other troubles.

Mrs. Charles Hoffman submitted to an operation in the Deer Lodge hospital and is getting along nicely.

Grover Embry and Dave Elrick took a whirl through Yellowstone Park. Guess it was too early for the spring crop of school teachers as they did not stay long. Have a hunch that they will go back later.

Clark Smith, son of Station Agent Smith, at Drummond, is in a Missoula hospital, account of an auto accident in which he lost a foot.

Why that unusual (?) extra smile of Jimmie Morris, at the West Rocky Mountain Division, on Thursday. Beatrice Dunlap, eldest daughter of Engineer Dunlap of the West Rocky Mountain Division, arrived in Missoula June 20th. The young lady was 22 years old, a graduate of the Powell County High school and had been teaching for several years. She contracted a case of spotted fever and was ill for about ten days. The funeral was at Missoula, June 24th. The sympathy of the Division is extended to the bereaved family.

Captain French, Milwaukee Station Agent at Westby, Wisconsin, visited with George Daventor at Alberton the last week in June. While here renewing the times of '96, Dave tried to convince Mr. French that all the Big Fish Stories are not what lots of folks think. They made the trip to Fish creek, The Paradise of Sportman of Western Montana, and luck never fails up there.

Wish Nora B. would ask Jack Flynn and George Goddard if they know anything about a coal burner steam engine, but be prepared to get a long ways away or behind something when she asks them.

Superintendent LeRoy C. Critzer visited relatives in Seattle and Spokane on her vacation. Miss Mae Canningham went over to Spokane and spent the week end and escorted her home.

Happy Wright spent his vacation visiting relatives in Valley City, N. D.
Connie Evans has recovered enough from her operation and vacation (?) in the hospital to take a trip to California in hopes of gaining his strength a little faster.

Mrs. L. J. McCormick and two children are visiting relatives in Ripon, Wis., and other points in the vicinity.

Mrs. L. J. Kerwin and daughter Marguerite have been on a "two-weeks" visit in Iowa and Minnesota. Mrs. K. accompanied Mr. Nevin to the Conductors' convention at Jacksonville, Fla., and stopped on the way home.

Mr. and Mrs. C. A. Olsen spent part of Mr. Olsen's vacation on a trip through Wyllow Pond, accompanied by his wife, left for Suo Olsen's vacation on a trip through Yello
to tell them that the mountains that they see from the train are only the small ones and the really big ones we keep out in the back pasture.

J. V. Miller, general storekeeper at Mil-

waukie, made a business and friendly call in Deer Lodge the first part of the month. He had his family with him and it was almost too much to believe, but I don't think he can handle both of these boys at once any more.

Now, who said that the women can't keep a secret. It has just been announced that two Milwaukee employees of this railroad at Deer Lodge stole a march on their friends on December 30th. Floyd McGUIre and Miss Lois Pugh are the young people. The announcement came as a surprise to all their friends and even Pa and Ma. Mrs. McGuire is employed in the Superintendent's office and Floyd is employed at the Mill Shops. Congratulations from everybody.

Twink City Terminals

Mr. John Doucet, wife of As-

sistant General Superintendent of Police, took a trip to Los Angeles to visit her son.

Sergeant McLarsen is sporting a new straw kev. He says he got it from the Canal Zone.

Mr. and Mrs. P. L. Kerwin and daughter Marguerite took a trip to Los Angeles to visit her son.

Mr. John Skarolid, Wire Chief's son, took a trip to Los Angeles. Cal.

Mr. J. E. Bjorkholm, superintendent of M. P., was on the division during the month. Mr. O. G. Richards of the Master Mechanic's office spent his vacation fishing at Bruce Lake, Indiana.

Howard Stewart and Fred Mancourt of the Superintendent's office are vacationing in Los Angeles, Cal.

At the Cross Roads of the World

Robertina Fair is one of the Master Mechanic's office spent her vacation at Indianapolis and vicinity.

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Howard Stewart and Fred Mancourt of the Superintendent's office are vacationing in Los Angeles, Cal.

Misses Edna and Catherine Pfeiffer are spending their two weeks at St. Anne de Beaupre, Quebec.

Mr. L. B. Burt and family are vacationing in the West. They made the trip out over our lines and will return via Canadian Pacific from Vancouver. Mr. Burt is assistant Division Engineer on this division.

Superintendent A. J. Elder and wife have as their guests Mr. Grant Dahl, yardmaster at Savannah, Illinois. Mr. Dahl is Mrs. Elder's brother.

It is understood that our Chief Train Dis-
patcher H. A. Smith will soon open a large interest in the Terre Haute Municipal Pool, owing to the regular fee he pays there.

Roadmaster J. Gillison, who has been quite ill, is reported improving.

Mrs. Woerner, formerly Marie Quinn, called on Mr. Depuy recently with her husband and four months' old baby, both Marie and Connie are as much kids as their baby. They will never grow up.

District Engineer's office have been re-
arranging their room in order to provide space for the new Division Engineer in the Twin City Terminals, Mr. William F. Podas.

Crew men from the telephone company have been testing out the new automatic phones in preparation for starting automatic service about August 1st.

Miss Georgia Perry, Accounting department, was elected president of the Railway Business Women's association of the Twin Cities at the annual dinner of the organization given Tues-
day evening, July 3rd, in the Great Northern Club Rooms, St. Paul. We are all pleased that Georgia was chosen and wish her success in her new office.

Other officers chosen were: Gertrude Wall-

raff, Northern Pacific Road, St. Paul, vice presidenl; Vivian Cameron, Omaha Road, Minneapolis, second vice president; Beatrice Moomer, Great Northern Road, Minneapolis, secretary; Gertrude Gunderson, Sore Line, Minneapolis, treasurer and Katherine Jaax, Minneapolis & St. Paul Road, Minneapolis, publicity secretary.

Officers for Milwaukee division of the Rail-

way Business Women's association are Mastic Chewling, store department chairman; May Andrews, local freight vice chairman; Marsha Benson, accounting department, secretary and Florence McCaulley, local freight office treasurer.

Mr. Charles Crouse, spent local freight took a trip to Niagara Falls last month and while there attended the Agent's convention at Buffalo, N. Y.

Harvey Lohbdell, assistant cashier local freight office and Mrs. Lohbdell spent the vacation visiting friends in the vicinity of Dubuque. Alfred Warham and Pat Flaherty spent their vacations on the Minneapolis golf links. Charles McLain was ambitious and spent his vacation doing odd jobs around home. Harry Nee and family spent his vacation with friends at Kansas City. Hilda Swanson, comptometer operator, took a two weeks' leave of absence and went to Miles City to help out on inventory. Hazel McManus operated the comptometer and Belle Bloomberg operated the Elliott Fisher during Miss Swanson's absence.

TRAVELERS select the Great Northern for its wonderful location in Chicago's "loop". They return because the large comfortable rooms, homelike environment, attentive service, excellent food and moderate charges make it an ideal hotel.

[400 Newly Furnished Rooms, 
$2.50 a day and up. Sample Rooms $3.00, $3.50, $4.00, $5.00 and $6.00.

Walter C. Lilbey, Manager
DEARBORN STREET FROM JACKSON TO QUINCY
New Garage One-Half Block

We are glad to state we have an extra steel gate on the north end of the division now. They are to lay about 12 miles of rail near Webster and 3 miles on Bradshaw Hill, Superintendent A. J. Elder has purchased a new Willys-Knight automobile.

Mr. H. C. Bragdon and little daughter are visiting relatives in Portland, Oregon. Mr. Bragdon is roadmaster's clerk.

F. G. Pearce and family have returned from a pleasant vacation spent in the Oereaks.

Maud: "I went home with tonsillitis yesterday."

Ethel: "Why, Maud, does Jack know you go with that Greek?"
East H. & D. Division

Maude Hamlin

WELL, to begin with, the reason we were not "among those present" in the last issue was not because we were forced to close our shop, truly was on vacation. Yes, had a splendid time out in the Wild and Woolly West, and even our vacation lasted a most enjoyable trip. Lots of water between Seattle and Alaska, says Mr. Hills. And the W.S.S. is on his annual two-weeks pleasure jaunt in Chicago. Mrs. Sizer was in Chicago, and RES joined her there July 1st.

We were very glad to see the smiling countenance of our former clerk, Rudy Luntquist, who walked in on us the other day, having drawn a week's vacation from his duties in Minneapolis. Rudy says it was good to be back again, also he is well satisfied with his position with the Quin-Sharpardson Co.

Our veteran section foreman at Milbank Yard, Thomas Sullivan, completed fifty years of service with the C. M. St. P. & P. June 12, 1928, and is quite proud of this record. June 12th 1878, says he, is the day he started, and he says he has remembered those days almost as well as yesterday, and is still in the harness hale and hearty, boosting for the "best railroad in the world." 

During the hot spell in June, some of our division "shirkers" reported seeing several Mermaids basking in the sun on Bradley's Beach. No doubt they were fishing instead. So friends back in Montevideo, say they will have to rig up a few weeks instead of only two weeks: 'I guess they are getting along fine now, and have promised not to "look any worse for his experience." "Hi!" Johnson says he can't fish and talk to a lady at the same time--you all know Lu.

We regret to state that our old friend Emil, who resided near the crossing at Groton, and got down into a ditch some years ago, was run over by a train last week, and his friend, engineer, has informed us that Mrs. Bishop, while visiting the steel 'gang is now expected on our division about July 24th. We have several miles of 100 pound rail to lay East of Appleton.

The steel gang is all completed now and it is certainly a great improvement over the old box car accommodations, and "Smitty" is all smiles now, like a kid with a new red wagon.

Also wish to say that the new over-head high-way bridge at Twin Brooks was opened to traffic on July 7th. Foreman A. M. Goldveer and crew have been the builders of this bridge. 

Mrs. F. E. Devlin and son of Tacoma, visited friends at Montevideo the first part of July. Suicide-devotion. Devlin and family formerly lived at Montevideo.

Chuck Adams is the day yardmaster now, during the absence of W.W. Chick says it is all right, but he would like it better if Willis had picked out a cooler time to leave things to him.

Yours truly met with a little accident some time ago, and came down to the office one day with her nose wrapped up and a black eye--just another one. "Hi!" Johnson didn't look any worse for his experience. "Hi!" Johnson says he can't fish and talk to a lady at the same time--you all know Lu.

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to Milwaukee for a week end and report having a lovely time.

The other day, July 12th, we had a trial shipment of automobile tires into Green Bay. These tires were brought in here by boat and loaded into cars by our forces and forwarded to Minneapolis. There were three carloads of them and everyone was on their toes so as to give this shipment expedited service as we would like to handle future shipments of this kind into Green Bay.

August 5th we are to run a Popular excursion from Milwaukee to Green Bay, leaving Milwaukee 8:00 A. M. and arriving Green Bay 11:20 A. M. We hope there will be a good crowd on this excursion as there are many things of interest to see around the city of Green Bay and we are sure everyone coming up will have a good time.

Northern Montana Division

The Silver Jubilee celebration of the advent of the railroad into Lewistown, held July 3rd and 4th was a great success. The Milwaukee contributed to the program by sending an electric motor, an L-2 locomotive and one of its latest Pullman sleeping cars. This equipment was inspected by over 5,000 people. The committee in charge of the entertainment sent a letter of appreciation to General Manager Buford for our co-operation in making the affair a success.

If any of the employees of our line in Montana, are not convinced that we have the finest climate in the country your correspondent would recommend that they take a trip to Washington, D. C. and the Atlantic coast during the month of June. When Mrs. Maxeiner and I left for the east we thought that the crop outlook was rather poor on account of the absence of rain, but upon arriving at Minneapolis we were advised that Montana had been having heavy rains. The rain seemed general from the west to the east as we only experienced two clear days on our trip. In the eastern states the humidity was severe and we were glad to get back to Montana where the mountain air is so refreshing and the nights cool after the hottest of days. On our trip we attended the Rotary International Convention at Minneapolis. While in Chicago we visited with Col. Whiting, now Superintendent of Terminals, who wished to be remembered to all of the employees of the Northern Montana division. We talked with General Manager Rummell who also asked about the employees in the west. Mr. H. A. Wicke, Superintendent of Claim Prevention, said he was well pleased with the interest that the employees of this territory were taking in keeping down the claim items.

Since the building of the Northern Montana division we have had five changes in superintendents. Col. Whiting was our first superintendent, he was succeeded by Mr. Bowen, who was followed by Mr. H. M. Gillick and then Mr. Cleveland took charge. Due to the consolidation of the Trans-Missouri and the Mussellshell divisions another change was made, Mr. Bowen coming here from Miles City and Mr. Cleveland being sent to Mobridge as assistant to Mr. H. M. Gillick.

A farewell party was given at the club house for Mr. and Mrs. Cleveland on the ninth of July by the employees who thanked them for the interest they had taken in making the women's club such a grand success. Mr. Cleveland expressed regret at leaving the many friends that they had made on this division and introduced Mr. Bowen, who talked about the changes in the location of those engaged in the railroad business and said that in the recent transfers he was happy to come into a community where he already had enjoyed a large acquaintance. Mr. Cornell present Mr. Cleveland a beautiful onyx desk set on behalf of the employees of the superintendents office. Cards were played and a fine lunch was served, the party breaking up at midnight.

There were three representatives from the Northern Montana division in attendance at the General superintendents' Claim Prevention meeting at Deer Lodge on July 12th. The meeting was addressed by Mr. Rooster, Superintendents Fuller, Sorenson, Bowen and Wicke. There were employees present from points Mobridge to Seattle. In the discussions that followed Mr. C. G. Hulbut, Assistant Freight Claim Agent, of Seattle, told of the improvement in the handling of local freight and called attention to the matter of exercising greater diligence in the matter of the delivery of stray freight by agents.

We welcome C. J. Swane, our new Division Engineer, and will miss W. E. Ring, who has been transferred to the consolidated division.

The coming to Lewistown of the family of Superintendent Bowen is being delayed account of the slow recovery of their son Edwin, who was stricken with pneumonia about three months ago. It was only a few days ago that he was able to leave the hospital.

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Otto J. Blatter left on the 16th of July for Minneapolis where he will attend the convention of the Maintenance of Way department.

Miss Esther Humphrey, who has been attending a school of dancing at Chicago is home for the summer.

The railroad of the country are stressing the subject of courtesy to their patrons. In our travels we did not find where other roads could
boast of anything better than "The Milwaukee spirit," which prevails right on our own line. Even the News Agents have caught it as they present their wares to the passengers in a very business-like way which is often commented on. J. J. Rawls is visiting his parents at Plattsmouth, Neb.

Mr. and Mrs. John Petro left for Seattle, Wash., after spending their summer at North Dakota. Mr. George Rhone, of Grass Range, left for Des Moines, Iowa.

Mrs. R. C. Hodgson, of Great Falls left for Kingfisher, Okla.

Mrs. D. V. Phare, of Danvers is visiting her mother in Green Bay, Wis. Mr. and Mrs. W. J. Shugrowe left for Kansas City where they will visit with relatives.

Mrs. J. A. Rawls returned from Banning, Calif., where she was called account of the serious illness of her sister.

Mrs. Elvis Filiutt and daughter, of Winnett, departed for Seattle, Wash.

"Archie" is wondering if a certain young lady from the superintendent's office didn't tell him she had "business" in Helena during the recent encampment of the Montana Regiment.

Mrs. C. H. Koch is visiting relatives at Waubay, Neb.

Mrs. H. Bertram and family, of Great Falls, were visiting their friends at Stanford, Mont.

Miss Nell Vivian will spend her vacation with her parents at Great Falls.

S. E. Robinson and family left for Duluth, Minn. They will be away for about a month.

Mrs. James Barta departed for Portland, Ore., where she will look after some business interests.

L. S. Wandel, of Great Falls spent the week-end in Billings.

Mrs. H. E. Graham left for Spokane, Wash. for a two weeks visit with her parents.

**General Office**

**Villa**

The nuptials of Miss Ruth Evelyn Pomer of Marion, Iowa, and Mr. Harry C. Manson of the Engineering department were solemnized in a double ring ceremony on Saturday evening, July 14th. The bride was given in marriage by her father and was attended by Miss Dorothy Drew, maid of honor, and Miss Betty Fertig and Gladys Dahms. Mr. Knute Manson was the best man and the ushers were Joseph Campbell and Lloyd Hines of the Milwaukee engineering department. Mr. Manson and his wife will make their home in Chicago. Congratulations and best wishes are here extended to them.

Passenger Department Gossip

Our hearty congratulations are extended to Mr. and Mrs. Fab. Cogdell on the arrival at their Oak Park home of a bouncing baby boy. We don't know for sure, but from what we have heard Mrs. Cogdell told the nurse that she was going to name the baby John Philip.

We are very glad to be able to report that Mrs. Wallace is now home from the hospital after a long period of illness, and she is getting along very nicely. Bill seems to be looking better himself now, since he is again getting three square meals every day.

Reports from the Gallatin Gateway twins, Myles & Kennedy, seem to indicate that Frank is not finding much time in his fishing tackle. We know he wouldn't.

Bob Johnson is baking it for the summer. His wife is stationed at the Gallatin Gateway Inn for the season and feeling fine. She likes it very much. Don't blame her — wouldn't I like it?

The "House Party on Wheels" tours that are being operated out of Chicago every Sunday as a second section of the COLUMBIAN, carrying passengers to Yellowstone, the Pacific Northwest and Canada, are a huge success and the MILWAUKEE SYNCHRONO­POTORS, an orchestra composed of Bob Johnston, Bill McMillan, Hammy Fink, Wilford McPherson, Pat Galloway, Ole Newman and Ray Koocher, are rendering some pretty hot music in the recreation cars on these Specials that have been especially fitted out for these tours. If you want to hear them, come down to the Union Station some Sunday at about 11:30 A. M., just before the train pulls out. You won't be disappointed.

A dear baby girl arrived June 20th to grace the home of Mr. and Mrs. Elmer Osher. Mrs. Osher was formerly Beatrice Peterson of the Pass Bureau.

Below is a good topic for the Inquiring Reporter:

There have been a few marriages of employes in the building, but not as many as usually occur during this season of the year. Whether the high cost of living or the eligible ones going out on the railroad circle has not been brought to light yet. We'll have to look into this and see that our railroad workers work together on these matters. There isn't anything better to make a home happy than when the other member of the family talks "railroad language." I know what I mean! It's a different tone than the ordinary weather gossip. When a loving couple are employees or ex-employees, that is one or the others sometimes the latter's work-day's work is done the most enjoyable event in the evening, being the doing of the company. The old timers are not so well aware of this, but it is for the benefit of the younger generation who contemplate the big picture this little bit of gossip is written.

Mr. M. J. Axelson, wife and daughter are spending their vacation at their Summer home in Nebraska and Minnesota. Mr. Loomis is chief book for the division engineer. Mr. R. H. Smith, formerly division engineer, located at Mobridge, S. D., has been appointed division engineer of the Coast division at Tampico. Mr. Smith has many friends on the Coast division, where he formerly was employed, who are glad to welcome him back.

Mrs. Clara Carrote and daughter, Katherine, left July 21st at the steamship "Emma Alexander" for a vacation trip to San Francisco and nearby cities.

Mr. Francis Kirkland of the superintendent's force, with his family, spent his vacation early in July, camping at one of the nearby lakes.

Duvall reports work on new logging spur being built by Stephen Bird Co., should be completed by Fall. Will give our line about ten cars per day for some time. Also practically all of which is going to waste account no unified action among growers to find market and arrange packing and shipping facilities.

Carnation—Swan and McKay Lbr. Co., have purchased a mill, which has been idle for two years, at Sullivan, and shipped thirty cars month of June. Everett, Wash.—The Walton Lumber Co., are now operating the new sawmill. They are spending their vacations at their Summer home in the woods. The Jamison Lumber and Shingle Co., have rebuilt their shingle dry kilns, which were recently destroyed by fire, at a cost of approximately $40,000, and will be shipping soon. They operate the largest shingle mill in Everett, having a cutting capacity of seven cars per day.

S. A. Bourke, agent, Duvall on vacation relieved by L. G. Pravitz.

Mrs. K. M. Gill, wife of Agent Snohomish, is spending a few weeks at Hot Springs, near Missoula, Mont.

Robert B. Jones, operator, Everett, off duty this week, is visiting certain relatives, is expected to resume work June 18th. Says will travel train hereafter; more safe and sure.

**Coast Division**

**C. C. C.**

IS with considerable pleasure that we report the promotion of Mr. J. F. Pinion from Division Engineer of the Coast division to Assistant Engineer Maintenance of Way, Lines West, effective July 1st.

Mr. Pinion is a graduate of the University of Texas. He started with this company as a rodman in 1902, and worked up through the different engineering positions.

It is certainly pleasing to all of us to see J. F. get this well deserved promotion and we all wish him well, though we will miss his friendly smile, and it is with a distinct sense of loss that we see him go. Fortunately his new work will permit him to drop in on us occasionally and he knows he will always find a hearty welcome when he comes to the Coast.

The strawberry crop harvested in the vicinity of Rochester, on the Grays Harbor branch, was the first crop of any size since the farmers got out in this business. The growers received approximately $100,000 for their crop this year, most of which was packed in sugar in barrels and put into garbage, later to be shipped to Eastern markets. There are approximately 7,746 barrels. The strawberry industry in this vicinity promises to reach much larger proportions next year as the soil is especially adapted to berry growing.

Traveling Engineer Frank Buchanan, and Mrs. Buchanan are spending their vacation at Harrison Hot Springs, B. C.

Sympathy is being extended to Stanley Hol-"man of Everett, in the sudden death of his brother, Mrs. Clarinda Adams, on June 26th, while on a visit with relatives at New Westminster, B. C.
Mr. Bert Roberts, our genial P. F. I. Inspector, is back with us after a long visit in Montana and Iowa. He states there is no climate like that of Montana. Am afraid we will have to get used to "Bert."

Howard Foxberg has us all wondering. We have made frequent trips to Nevex Cafeteria and Howard is always there ahead of us. They say Howard "Prefers Blondes."

Mike Mulally, Yard Clerk De Luxe, Seattle, is often seen this season, trying to lure the sprinkled beauties from Cedar River. As a fisherman Mike is a good baseball coach.

Mrs. F. E. Devlin and children, Jane and Bobby, have returned from a visit with friends and relatives in Wisconsin. They also attended graduation exercises at Beloit College. Carl Devlin being one of the graduating class.

Mr. and Mrs. E. F. Hoye and daughter, Gladys, of Beloit, Wis., were visitors on the coast in June, visiting in Seattle, Tacoma and North Pugetown. Mr. Hoye is chief dispatcher at Beloit.

THE Hooker Chemical Company, with parent office at Niagara Falls, N. Y., has started construction of a large chemical plant on the Tacoma tideflats. The plant now under construction is the first unit of their proposed plant here, which it is estimated will cost in excess of $1,000,000 when completed. This unit will be of brick, concrete and steel construction and will occupy a 21 acre site on the Hylebos waterway, which has a 1,000 ft. frontage on deep water, with an equal frontage on Alexander Avenue, which is served by the Municipal Belt Line.

The main products of this plant will be liquid chlorines and chemical salts. The deciding factor in the location of this industry on the Tacoma tideflats was the exceedingly cheap electric power rates; the deep sea frontage on the Hylebos waterway, which is served by the Municipal Belt Line, being factor in the location of this industry on the Tacoma tideflats. The plant now under construction is the first unit of their proposed plant here, which it is estimated will cost in excess of $1,000,000 when completed. This unit will be of brick, concrete and steel construction and will occupy a 21 acre site on the Hylebos waterway, which has a 1,000 ft. frontage on deep water, with an equal frontage on Alexander Avenue, which is served by the Municipal Belt Line.

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Musselshell Minutes

By Helen Kirwan

POWDER RIVER!!! Let 'er buck!!

Boo! Boo! Boo! When the guns are roaring, bands playing, flags flying, Indians in full-feathered regalia shouting their war whoops, cowboys yelling, horses prancing, weaves thread their way in and out of color forming the grand parade down Main Street for the big roundup celebration, it's mighty hard to concentrate on little news gimmers for the magazine, so please don't expect much of us this time.

 Plenty of rain now, a veritable deluge last Saturday morning. Enough and to spare, for all the thirsty ones. Nearly two weeks of rain should help us predict a bumper crop for this season. It came a little late, but will do a lot of good for the late crops.

A. H. Olsen's wife and children are visiting relatives in Aberdeen, S. D., for a few weeks. They will be here over the week end and folks the gone, folks, the gone.

Mrs. P. J. Burns is vacationing in the Charged Land—Seattle, you know. Yes, in full glory of color forming the grand parade down Main Street for the big roundup celebration, it's mighty hard to concentrate on little news gimmers for the magazine, so please don't expect much of us this time.

 Illinois Division

SUPERINTENDENT W. M. Thurbur

Trainmaster H. E. Sittler, Master Mechanic P. L. Nollen, Division Engineer R. G. Heck, Chief Carpenter Charles Gradt, Roadmaster R. H. Cook and Chief Engineer T. W. Cook attended the Safety First Meeting held at Davenport this month. There were about 65 employees of the Tri-City line on hand at the meeting. Talks were given by Safety First Inspector W. H. Cobb, and Superintendent W. M. Thurbur, and the meeting proved an interesting and helpful one.

Congratulations are extended to Conductor Arthur Gradt and new bride, who was formerly Miss Luella Brettman, daughter of Mr. and Mrs. Herman Brettman of Bensenville. The couple were attended by Walter Gradt of Savanna, brother of the groom, and Miss Martha Brettman, cousin of the bride. Immediately after the wedding ceremony the bridal party repaired to the home of the bride where a luncheon was served to a number of relatives and friends. Mr. and Mrs. Gradt came to Savanna for a visit with Mr. Gradt's parents, Chief Carpenter Charles Gradt and wife. They have taken up their residence in an apartment furnished by the groom at Bensenville.

Deepest sympathy is extended to Mrs. J. A. Mepham and immediate family account the sudden death of Conductor Monahan which occurred at his home at Savanna the early part of July. He had been ill for some time, but two days previous to his death, had a serious attack from which he never rallied. His death was due to diabetes and heart trouble. Funeral services were military, with Rev. William McGuire, chaplain of Savanna Post No. 148 American Legion, in charge. The last sad rites were largely attended. He was a member of the Knights of Columbus, Brotherhood of Railway Trainmen, and was a World War Veteran. He is survived by his wife, three small children, a father, Ed. Monahan of Clinton, Iowa, four sisters, three brothers and other relatives.

Friends and co-workers of Conductor Geo. Beards of Elgin regret to learn of his continued illness and hope for a speedy recovery.

Engineer Wm. Richardson has gone on an extended trip to Niagara Falls, points in Canada and Quebec.

Dispatcher Fred Cole, wife and daughter, Helen, are enjoying a vacation to Kansas City, Des Moines, Colo., and Oglesby.

Engineer and Mrs. Frank Davis and Engineer and Mrs. Clarence Parker of Savanna, are the new grandparents of a little daughter named Caroline Paula. Mrs. Parker was born at Charleston, S. C. The mother of the little miss, is a daughter of Engineer and Mrs. Frank Davis, and the father, a son of Engineer Clarence Parker. Engineer and Mrs. Davis are at present visiting at Charleston, S. C.

Machinist Wm. Long, wife and daughter, Mary of Savanna, accompanied by Mr. Long's son, Rex Long and wife of Sabula, have gone on a two weeks' outing to Cumberland, Wis., where they will fish and enjoy a vacation.

Assistant Yardmaster Ray Konter, Savanna yard, was recently honored by being elected Commander of Long Commandery No. 60, at a meeting held at the Masonic Temple at Mt. Carroll. A sumptuous banquet followed the business session and election of officers for the ensuing year.

Floyd Dyer, who has been employed as machinist at Savanna roundhouse, has been given promotion to assistant roundhouse foreman at Bensenville. Mrs. Dyer and Milwaukee shops at Savanna about five years ago as machinist helper and then took ad-
vanced work in machinery, returning to the shops to complete his trade. His friends are pleased to learn of "Ikey's" promotion.

Mrs. Anna Bahne, engineer's timekeeper at Savanna, recently went to Chicago, where she attended her son, Arthur, who is a kinder to Miss Lottie Halgreen of Chicago. The wedding ceremony was solemnized at the home of the bride's mother, at 3727 Leland Avenue, in the presence of 35 relatives and friends. Congratulations are extended to "Art" who was a former employee at the Savanna roundhouse.

Dispatcher Geo. Lanning, wife and daughter, Joyce, motored to Morrison Sunday and visited with relatives. They were accompanied home by their son, George, Jr., who spent a week with the William Richards family of Morrison.

Heartiest congratulations we extended to Mr. and Mrs. Harold Homedew on their marriage, which occurred June 27th at the home of the bride's parents, Mr. and Mrs. Edward Fox, at Mt. Carroll, Ill., at 5:00 P. M. Following the ceremony, a luncheon was served to a few friends and the immediate relatives, and the happy couple departed for a wedding trip to Detroit, Mich. Mrs. Homedew is secretary at the Frances Shiner Academy of Mr. Carroll, being a graduate of that school, and Mr. Homedew is clerk for the Superintendent's office. A beautiful church was presented to the bride and groom from the employees of the Superintendent's office. Best wishes for a long and happy wedding life Harold and Thelma.

Dispatcher Harry Brown and Mrs. Brown, who have been spending the past few weeks at Elgin and West Chicago, returned to their home at Savanna, accompanied by Mrs. Brown's son and sister, and will make a visit at the Brown home.

R. H. F. A. Foster of Savanna roundhouse, wife and son, Alfred, Jr., and daughter, Corrine, motored to Moline over the week end, where they attended the Foster family reunion held at the Louis Paradise home. There were 100 present, from six different states: Wisconsin, Missouri, Nebraska, Colorado and California. Mr. and Mrs. Foster and children were accompanied to Savanna by Mr. and Mrs. E. E. Foster of La Crosse, who are visiting at the home of their son.

Mr. and Mrs. Arthur Kinder, and mother of Mrs. Kinder, Mrs. Julia Halgreen, who have been visiting at the home of Mrs. Anna Bahne, engineer's timekeeper superintendent's office, returned to Chicago. Mr. and Mrs. J. P. Castle and daughter, Corrin, motored to Moline over the week end, where they attended the Foster family reunion held at the Louis Paradise home. There were 100 present, from six different states: Wisconsin, Missouri, Nebraska, Colorado and California. Mr. and Mrs. Castle and husband, Mr. and Mrs. Herbert M. Carruthers at Toronto, Canada.

Boiler Maker Ed Linglebaugh and wife have returned from Sioux City, where they attended the funeral services of Mrs. Cecelia Welte, mother of Mrs. Linglebaugh, who died June 21st. Sympathy is extended.

Miss Marie Schmidt, daughter of wrecker engineer Hans Sorenson, who has been teaching in the High School at Urbana, Ill., has returned home at Savanna to spend the summer vacation.

Mrs. Wm. Brose and son, Billie, wife and son of Yard Foreman Wm. Brose of Savanna have returned from a month's visit at Denver and Colorado Springs, where they visited with Mr. Brose's brothers, Grant and Ben, and spent a month at their 1,400 acre ranch, which is located about 18 miles from Pikes Peak.

Mrs. O. C. Schmidt and daughter, Hazel, wife and daughter of Drill Pressman O. C. Schmidt, returned from a month's visit at Denver and Mrs. B. W. Schmidt, wife of Conductor Berrie Schmidt, have returned from Chicago, where they accompanied Miss Hazel to the Washington Boulevard hospital, who has been taking treatments at that place for some time.

James Hansen of Oakland, Cal., nephew of Lewis Carstairs of Savanna, is occupying a desk in the Superintendent's office as track timekeeper.

Congratulations are extended on the arrival of a daughter to the home of Mr. and Mrs. Wm. Goldfinn of Chicago, June 26th. The little girl will answer to the name of Audrey Cecelia. Mr. Goldfinn was former roadman of the Illinois division engineering department, in Division Engineer R. G. Beck's office at Savanna.

On Sunday, June 15th, 1928, the Milwaukee employees of the Tri-Cities sponsored a picnic for the C. M. St. P. & P. employees at Credit Island, Davenport. A Special train was run on the Illinois division, departing Savanna station at 9:00 A.M., with 185 Milwaukee employees and their families. Stops were made all along the line and Thomas dentrees creditable mention for having the largest group attending from the South Line-about 37. Everyone enjoyed the ride to West Davenport and when we arrived there with our 285 people, we rather surprised the committee on hand to meet the gang from the Illinois division. The Tri-Cities reception committee had busses and private cars chartered to take everyone to the picnic grounds-three-fourths of a mile from West Davenport. Our train arrived at Davenport about 11:40 A.M., and of course, it was nearly time to eat. After dinner the fun started—with a "soft" ball team, but the Savanna gang didn't have their "real team" with them, so of course, the Tri-City bunch didn't have a hard time winning. Next time we will bring our "hard" ball team. There were races and a horse-shoe pitching contest, also a great number of the folks enjoyed the bathing beach. To say we had a good time is not half of it—we just enjoyed it a lot—and the Tri-City employees are to be complimented on the efficient manner of handling the picnic and the manner in which this large group were so royally entertained. Our Special left West Davenport at 7:00 P.M., and arrived at Savanna about 8:10 P.M. Roadmaster O'Connor and Conductor Gale Tomlinson took wings and flew over the Tri-Cities in a big seaplane. They distributed a few hundred Milwaukee advertising leaflets. The thanks and appreciation of the Illinois division is extended to the crew who so willingly offered to man our Special train—Otis Croghan, engineer; Wm. Hardcastle, fireman; Geo. Andrews, conductor, and Wm. Schmieg and Paul Turner, brakemen, and to Switch Foreman Carrol Richardson and his committee, who so efficiently and pleasantly handled the details of preparing and made a success of this outing.

Fay King called on us the other day. We always glad to see you Fay and hope you will always drop in to see us when in this territory.

At least one of the men admitted he sure missed his wife when she was away, specially when it was meal time. Too bad Bill she didn't stay away a little longer and you sure would have madeucky you are.

Don has gone to the wilds of Wisconsin and Michigan on a camping trip. We warned him about the bears, lions, etc.

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Here has returned from her vacation and reports a visit to the House of David. We are not passing on to you what she told us that she tried to teach one of her favorite par-

Federal Machinist Wm. C. Hubbell has returned to service after being off on account of sickness.

CROSS TIES AND SWITCH TIES

WHITE OAK RED

Pine—Chestnut—Mixed Hardwoods

NASHVILLE TIE CO.
NASHVILLE, TENNESSEE

Sales Office, Storage Yard and Treating Facilities
Terrell, Suite, A. D. Andrews, Representative

Where Savings are Safe

NATIONAL BANK OF COMMERCE

Capital, Surplus & Profits $2,000,000
Resources Over $25,000,000

Tie Plates := Derailers

Highway Crossing
Signals and Accessories

THE RAILROAD SUPPLY COMPANY
BEFORE BUILDING CHICAGO, ILLINOIS

17 17 17

We appreciate the good service the Chicago, Milwaukee & St. Paul and its employees are giving our industry

VON PLATEN-FOX CO.
IRON MOUNTAIN, MICH.
LUMBER FUEL

17 17 17
It looks like Machinist Builte has a passenger for his coupe. I believe this bears watching.

Engineer J. L. Thompson was certainly a disappointment to one of the girls in the office (we won't say which one) because he didn't win the cup at the golf tournament at Excelsior Springs. We at least think he might have some kind of a cup as a peace offering, especially after she had a spot all over and the coat buttoned up tight. One just can't understand such things as this.

When the old thermometer was about ready to melt the other day Lee Roy Cronin developed a chill and was seen parading through the office rooms with an overcoat on, collar turned up and the coat buttoned up tight. One just can't understand such things as this.

It was with regret that we learned of the passing of George Whitemore, veteran employee at Savanna Roundhouse, who died at his home in Saubal, Iowa, after a short illness.

Well, "It won't be long now." We can hear them ringing, ringing—but wait and look us up in September magazine and we shall tell you all about it. It's still a secret around here and we never tell secrets.

Chin Music from the Freight Office

Our sympathy is extended to Lillian's mother due to her illness. We hope she has a speedy recovery.

Mr. Gray and family are spending their vacation on a motor trip through Wisconsin and Canada.

We were so upset about Merle's misfortune that tears came to our eyes. With the aid of a cane he is able to hobble around fairly well. You've got to give him lots of time tho. Take warning and don't play so rough next time, Merle.

Oscar and wife have just returned from a very pleasant visit at Elyria, Ohio. We missed you, Oa.

Nell wants to know if "Arroz" starch is made at Argo Fay, Ill. Perhaps, some of our readers can enlighten her on this subject. She also wants to know who said, "Yes, we have no Bananas."

Did we ever tell you a fish story? Perhaps we did at one time, but we don't recall it now. But this is a real honest-to-goodness fish story and we are sending along the picture for proof. We have here Apprentice Arthur Knowles, from Savanna Roundhouse, with two catches, which only tell of a very small number of the many fish he has caught this summer in the Mississippi. He is not only the champion fisherman of the Savanna Roundhouse, but he is also the champion muskrat catcher, as he trapped over 400 last winter. Any one desiring a lovely fur coat should get in touch with him before November 1st, 1928.

DUBUQUE SHOP JINGLES

"Oosie"

ROBERT BECKER, a VETERAN, and for many years Wheel Shop Foreman at Dubuque Shops, passed away on July 1st. We can only say—

One by one the "old timers" are passing. One by one they bid us good-bye; While they leave behind their records—

We cannot say they die.

Bob's work down here is finished—

We must labor yet a while;

But again we'll surely meet him—

With his old familiar smile.

Sympathy is extended to his family by the entire Shops.

Mr. H. R. Jones has come to us from Great Bay, Wis., to be our new Car Foreman—

We give you hearty welcome, Mr. Jones. And sure do feel it right within our bones—

That you'll find our city FINE.

And our people just DIVINE—

Oh, we bid you hearty welcome, Mr. Jones. Gus and Chas. Wiedmeyer are touring the Golden West—Washington, Oregon and California. They are giving all the test.

But methinks when their journey is ended—after thousands of miles they roam, they'd sing the song all travelers sing—There's no place, no none, like HOME.
A Treacherous Affliction Healed Without Surgery

PILES and other rectal troubles are directly responsible for many diseases and indirectly responsible for many more. Thousands suffer needlessly due to incorrect diagnosis. Men and women who have suffered for years and did not know what was wrong with them have found joyous new health when their rectal troubles were cured. You can never expect to be well, strong and hearty until the CAUSE of your often indescribable suffering has been removed.

Let Us Heal You With Our Mild Non-Surgical Treatments

The McCleary mild, non-surgical treatments for piles have brought new hope, new joys and happiness to thousands who had forgotten the blessings of perfect health. Entirely discarding the old, harsh surgical methods, these treatments do away with the horror and pain of cutting away pile tumors with the knife, burning with a red hot iron, or searing with electric needle. The McCleary treatments also avoid the dangerous effects of chloroform and ether and have proved a boon to many thousands who have availed themselves of our services. Over 75% of the people we treat are referred to us by some of the thousands we have cured.

Mail This Coupon NOW!

Dr. McCleary
The McCleary Sanitarium
151 Elms Blvd., Excelsior Springs, Mo.

Please send me without cost or obligation of any kind a free copy of your book on "Curing Piles Without Surgery" which I understand is fully illustrated, copyrighted at Washington and printed in color. Also include your monumental reference and testimonial list.

Name.................................................................
Street Address..................................................

Town or City.....................................................State..............................................

Over 14,000 Healed! The number of persons who have been healed of piles or other rectal troubles under the McCleary treatments now exceeds 14,000 and includes the names of people from every section of this country, from Canada, Cuba, Hawaii, Alaska and foreign lands. Among these are scores of prominent business men, bankers, farmers, mechanics, railroad men, ministers, lawyers, housewives, teachers, society leaders, etc.

Let us send you our reference list containing the names and addresses of many, many thousands we have cured and numerous letters from grateful patients telling what they think of our treatments. This list has grown to such mammoth proportions that it now equals a 12-page newspaper in size. We will gladly send it free postpaid.

If you are one of the hundreds in every community who suffer from piles or some trouble, you should give a matter so important as your health immediate attention. Mail the coupon today and get the facts, or if you prefer write a personal letter describing your trouble as accurately as you can. Your letter or your request for a free copy of our book and reference list will receive immediate attention, but do this now.

The McCleary Sanitarium
151 Elms Boulevard, Excelsior Springs, Mo.
Heats Home for 25¢ a Week!

"I can run my Bulldog furnace for fourteen days in normal weather conditions on the actual cost of fifty cents." So writes F. R. Redetzke, of Cleveland, North Dakota, and he adds: "Hard to believe is it? That's what some of my neighbors thought until I showed them! We have an unlimited amount of grain screenings in this country. That's the fuel I am using!"

That's what the Bulldog does with about the lowest grade fuel you can think of! Here's what it does with coal:

"Does the Work of 3 Stoves"

"This is my third winter with the Bulldog. It does the work of 3 coal stoves that I used, which only warmed up part of the house and not very well at the basement. My Bulldog not only does that, but 3 rooms upstairs, with great satisfaction. My house is located in a very cold place, with no protection at all. It is the easiest furnace to handle I have yet seen." - E. C. Dippold, 10 Elm St., Camden, N.J.

Heats 8 Rooms Instead of One

"My 8 room house has 7 windows on the northwest side downstairs, so it takes home heat. The Bulldog doesn't burn very much more coal than my old stove used to, and it heats the whole house, where my stove would heat only the one room it was pointed at." - E. H. Knecht, 3 South St., Milford, N. H.

Cuts Coal Bills in Half

"I had a hot air furnace in our 7-room house before I got the Bulldog and our house was always cold. With the Bulldog it only takes half as much coal and we had weather below zero, and the house was nice and warm in the morning when we got up. We never have to dress more than half an hour at a time, and it has the place red hot! It is easy to regulate and keeps the fire all day in mild weather." - Jess T. Conrad, 321 W. Arch St., Shamokin, Pa.

No Money Down!

Small Monthly Payments—Installed Almost as Easily as a Cook Stove!

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