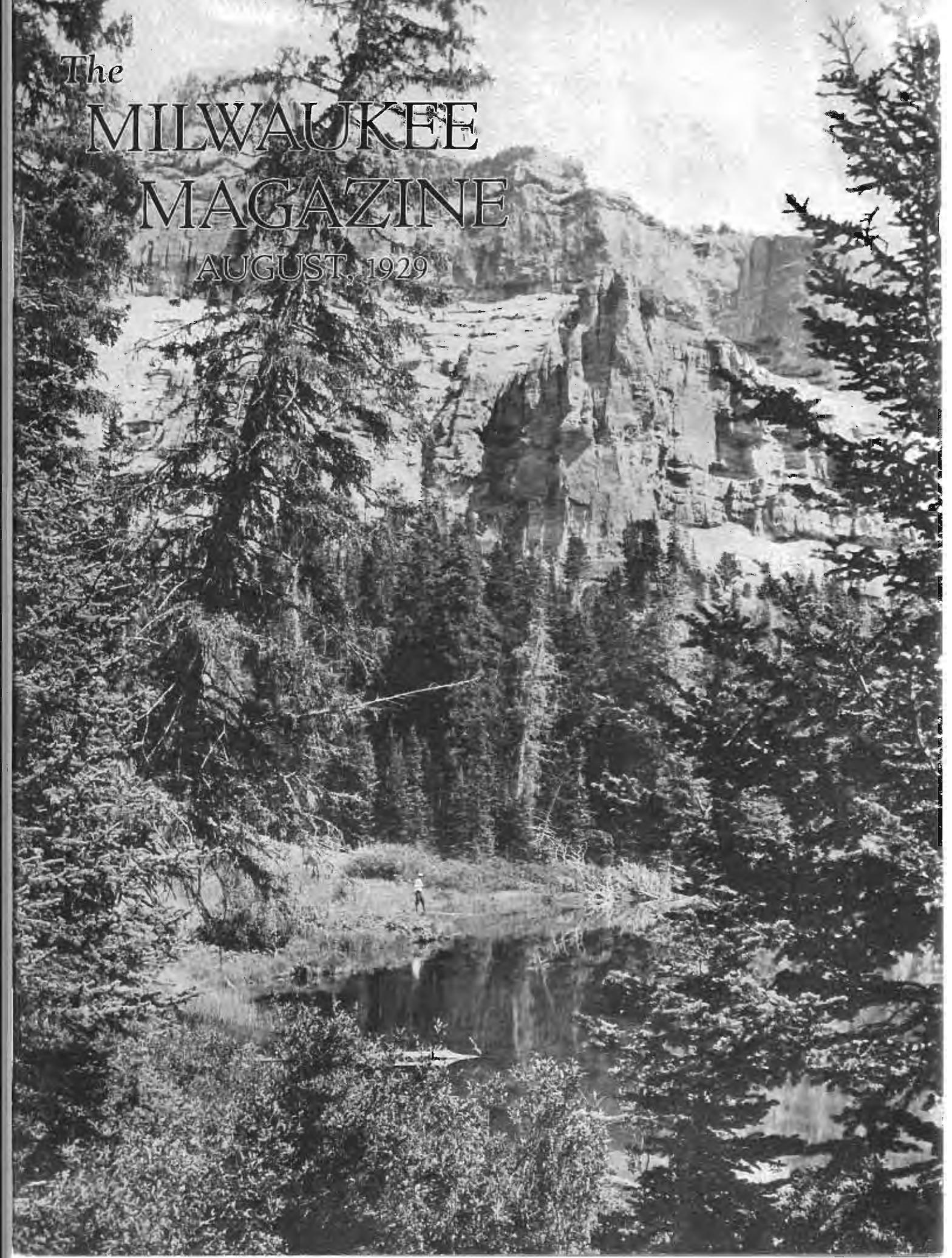
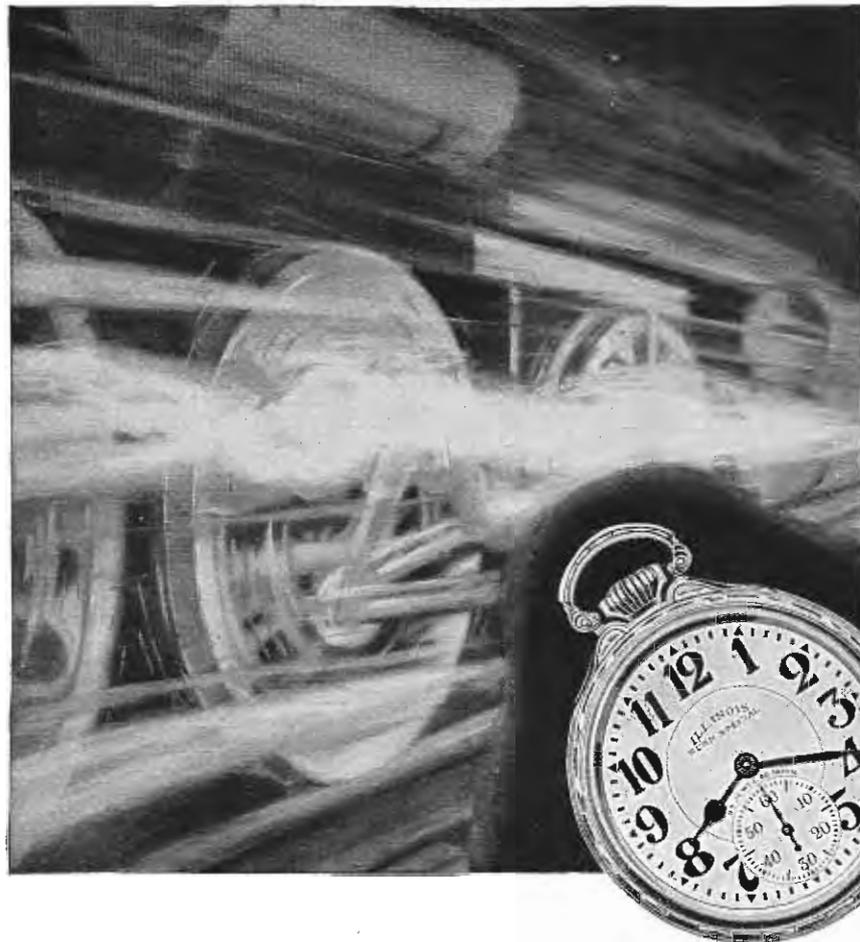


The

MILWAUKEE MAGAZINE

AUGUST, 1929





ILLINOIS
23-JEWEL
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Motor Barrel

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The Greatest BUNN SPECIAL *ever made*

The new 23-jewel Bunn Special is the safety watch and is the last word in railroad watch construction.

It will run more than 60 hours on one winding. This means more than an important factor of safety should you forget to wind it. It means even more than the compensation provided through regular, 24-hour winding, overcoming the variation in tension of the usual mainspring.

It means that this is the almost perfect watch. For only a watch which practically eliminates friction, which embodies such vital developments as the Illinois Superior Motor Barrel, fine jewelery and perfect matching of parts,

can possibly permit the use of the longer, thinner, 60-hour mainspring which represents the greatest improvement in railroad watches in years.

It is further perfected in its adjustment to six positions. These are the proving ground of accuracy. Each adjustment eliminates certain possibilities of error. And only in a watch adjusted to six positions is every possibility eliminated. The result is simply a better timepiece, since it alone is as nearly perfect as human skill can make it.

Ask your jeweler to show you the new 23-jewel Bunn Special. Talk a trade with him. You will see how easy it is to lead in watch equipment.

In 10k yellow gold-filled case.....\$70

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The ILLINOIS WATCH

Established 1870
SPRINGFIELD, ILLINOIS



ILLINOIS WATCHES ARE BETTER THAN THEY HAVE TO BE



A Pageant of Progress

When, in 1805, at the Missouri River's source, Lewis and Clark met with the capricious Shoshonees, the fate of the Northwest was in the balance. An Indian princess, Sacajawea, aiding the expedition westward, discovered that the tribal chief was her brother—and progress continued on its way.

What pageantry since! Picture the venturesome pioneers and trappers, the brave Bridgers and Colters, the hostile Indians.

Picture the courageous settlers creeping in covered wagons into the Dakotas and Montana, or on to Idaho and Washington.

Picture the fortune-hungry thousands of the Gold Rush days, lured on by each new strike.

In this early influx, some were forward-seeing and industrious. They stayed, and sowed the seeds of agriculture and industry.

Behold now, the Northwest! Great cities and thriving communities—evidence of toil and vision. Forests possessing half the nation's timber; mountain streams with unlimited water-power reserves; millions of acres of fertile soil and pastureland; precious earth pockets holding untold stores of metal and coal; the entire broad domain, unmatched the world over for scenic grandeur—an Empire of Opportunity for ambitious men and women.

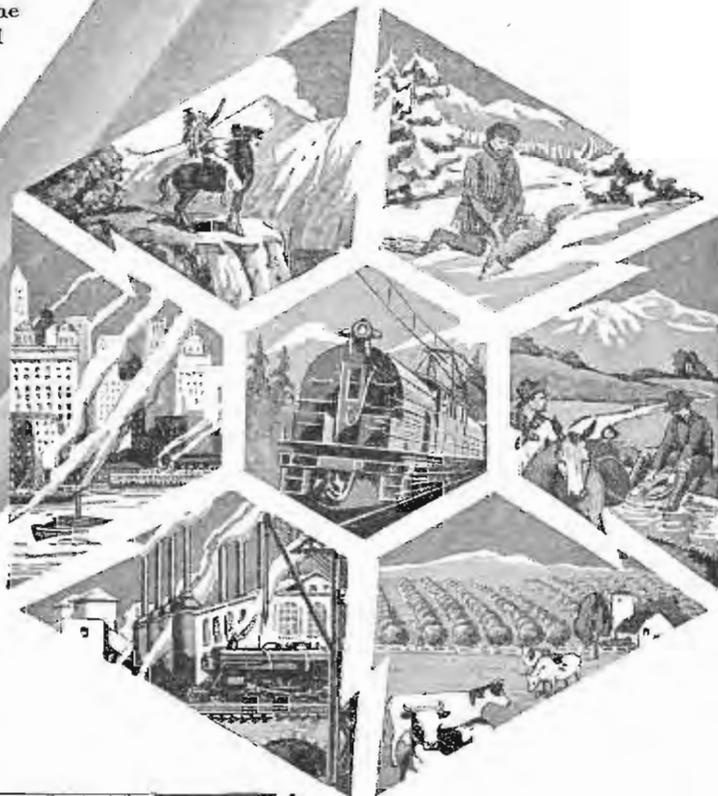
The Milwaukee Road is proud of its part in the Northwest's Pageant of Progress—happy to tell you more about it. Address The Milwaukee Road, Room 867-Q, Union Station, Chicago, for copy of "Key Notes" containing information concerning this railroad and the territory it serves.

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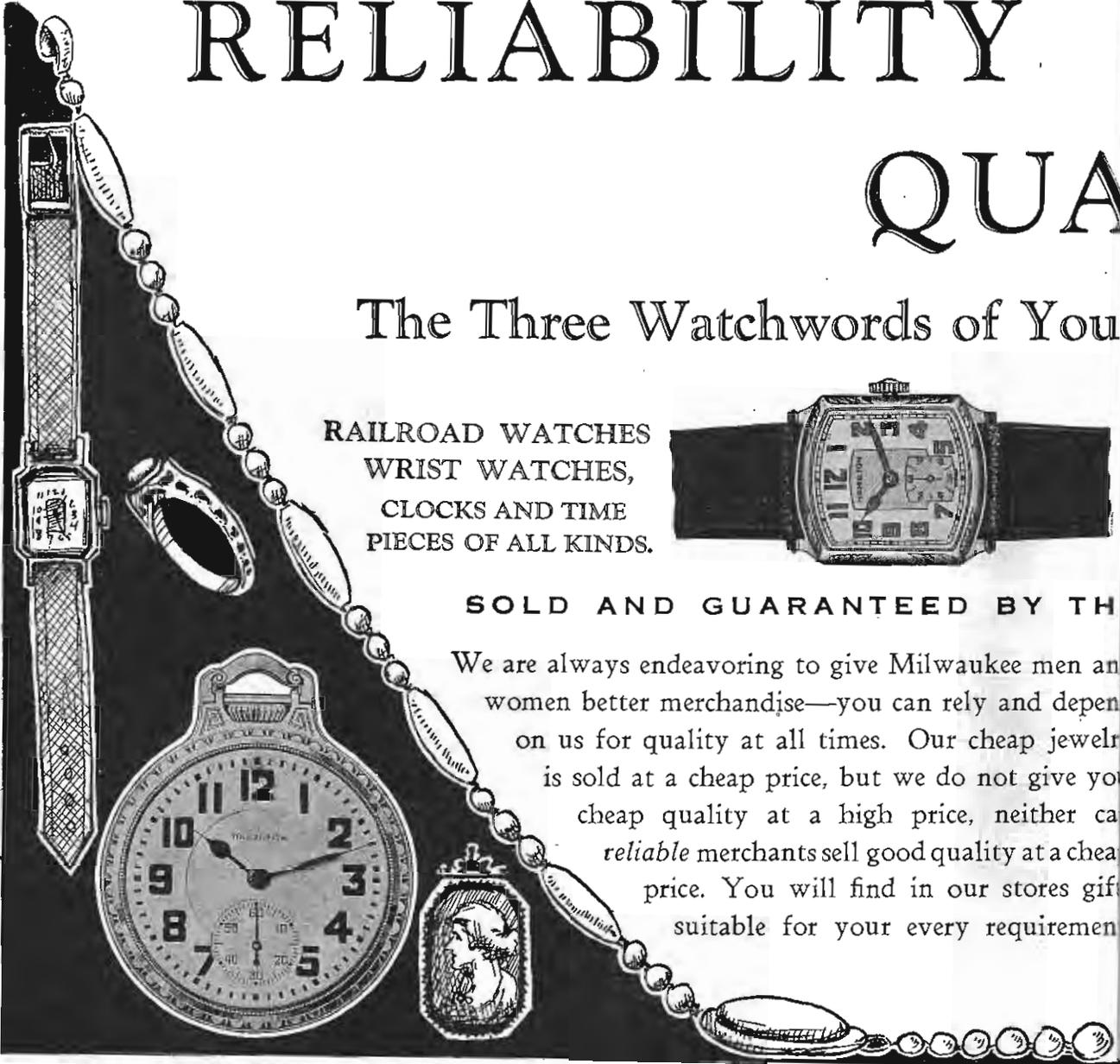
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WRIST WATCHES,
CLOCKS AND TIME
PIECES OF ALL KINDS.



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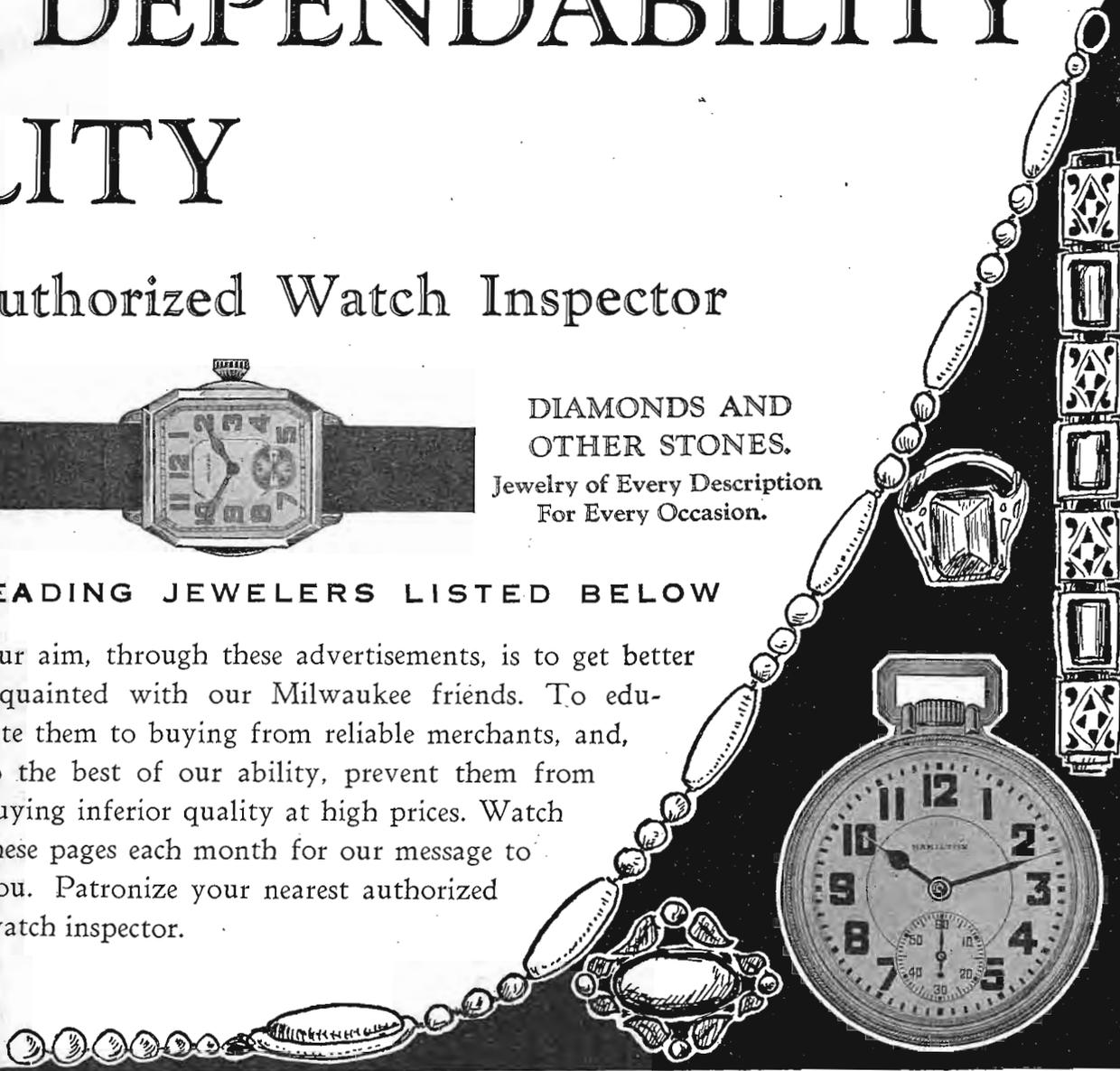
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For Every Occasion.

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IT is better to have it when you need it, than to need it and not have it.

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Think it over. You cannot do much with the small monthly premium while working, but *you* or *yours* can do something with \$1000 or a monthly income which the small monthly premium pays for when sick or hurt and unable to work.

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(The Railroad Man's Company)

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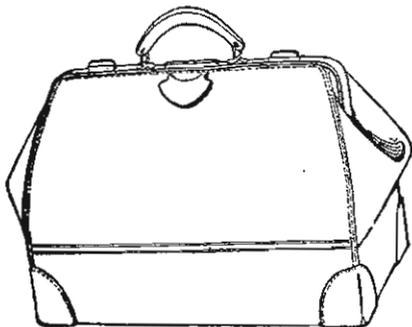
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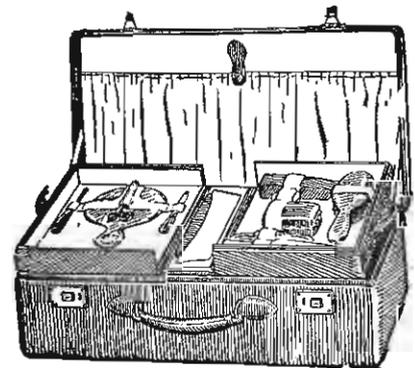
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LUGGAGE DEPARTMENT

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OMAHA, NEBRASKA

The Veterans' Convention

Arrangements Practically Completed

PLANS are rapidly assuming concrete form for the 1929 meeting of the Veteran Employees' Association, to be held in Seattle, September 18 and 19. There promises to be a record turnout, as upwards of fifteen hundred have at this writing (July 17) signified their intention of attending.

General Chairman W. D. Carrick issues the following: "Those attending the Eleventh Annual Meeting of the Veterans' Association, to be held in Seattle on September 18 and 19, will be furnished with badges on the train enroute. Also banquet tickets at \$1.00 each.

"Headquarters will be at The Olympic Hotel. Registration in front of the Venetian Room, mezzanine floor. The annual business meeting will be held in the Venetian Room at 1:00 P. M. Sight-seeing cars will be available at that hour, to take those not attending the business meeting for a trip of two hours. The balance of the party will be given the sight-seeing trip at 3:00 p. m. The banquet will be served at 6:30 p. m. sharp."

For the second day's entertainment, Mr. Carrick announces, "boat will leave Seattle the morning of the 19th for a trip to Victoria. Luncheon will be served on the boat, and also at the Empress Hotel, Victoria, B. C. Sight-seeing cars will be in readiness on arrival at boat landing, and later for those lunching at the Empress Hotel. Those expecting to make the trip to Victoria will be furnished on the train with government blanks, to be filled in, giving name, age, place of birth, present address and signature. These cards are to be shown to the Customs House Officers at Victoria, retained, and finally surrendered to the Customs House Officers at Seattle. This is important, as no one will be allowed to leave the boat without such certificates.

"No baggage should be taken on the trip to Victoria, because of the delays incident to inspecting baggage entering and leaving Victoria, and returning, at Seattle. Representatives on the trains will furnish all members and their families with tags, giving name, address, train and berth number, same to be attached to each piece of baggage. When paying bill at the hotels, the cashier must be notified that baggage has been left in the rooms, as arrangements have been made to have all such baggage picked up, returned to the train and placed in the space occupied on the going trip. This will be done during the day, while the party is absent on the boat trip. On return to Seattle, the party will be taken by autos direct from the boat to the train."

Groups wanting to be together on the trip should notify Mr. Carrick and he will endeavor as far as possible to have them assigned to space as they desire.

Plans in regard to the place where the banquet will be held are only tentative, but the final arrangement will be announced in ample time. The above plans are also subject to slight change in some of the particulars, but of this due notice will be given; and information concerning all final and definite arrangements will be available on the trains.

The Committee would be glad to receive from the younger members of The Association, notice of their willingness to accept upper berths, in order that the older Veterans may be provided with lowers. This courtesy will be greatly appreciated by Mr. Carrick, to whom prompt notice should be sent.

Would You Know Your Coast Division?

Its Extent, Its Resources, Its Business Opportunities, Its Scenic Beauties and Its Importance to Milwaukee Road Progress

W. M. Evans, Lead Dispatcher

Part I

WHEN one attempts to write of our Coast Division there is such a wealth of material at hand that it is embarrassing.

We cannot do justice to the various communities along our lines or begin to describe this wonderful Puget Sound country in the space available for this article.

The Coast Division as now constituted extends from Othello, Washington to Tacoma, Washington, then south to Hoquiam and Aberdeen in the Gray's Harbor country; various subdivisions branch out and reach into fertile valleys where prize-taking farm products of every description are raised, or they pass through mountain valleys and up to the foothills to take care of the vast lumber industry which has been the mainstay of the Puget Sound district for many years, but which now has lusty competitors in the dairy, fruit, fishing, and poultry industries in western Washington, while the immense ranches of eastern Washington add their part to the general prosperity with fruit, grain, cattle, sheep and various other commodities.

Many of our eastern friends have Washington eggs for breakfast, and spread Puyallup Valley jam or jelly on their hot biscuits as they sit down to a table made in one of the many furniture factories of Puget Sound. We can send you a Thanksgiving turkey and furnish the cranberries to go with it, or a fine salmon or halibut for Friday's dinner; or oysters from Olympia or Aberdeen, strawberries, blackberries, raspberries, loganberries from the White or Puyallup Valleys, fancy grapes or melons from Hanford or White Bluffs—but why continue?

If you think we are over-enthusiastic come out and see us. We firmly believe we have "everything" on the Coast Division, with recreational facilities and business opportunities unexcelled.

Eastern investors are rapidly learning of the business opportunities and are taking advantage of them. The annual tourist travel increases each year as the visitors of one year tell their friends of the splendid times they have had. Just take a look at some of the pictures accompanying this article, and you may get a slight idea of the country I am trying to describe for you.

The main line of the Coast Division has been operated electrically since September, 1919. This has given our Traffic Department a splendid talking point in their solicitation of business, as it is a recognized fact that both freight and

passenger equipment receives less rough handling in electrified territory than elsewhere.

The Columbia River Irrigation Project

The Coast Division on the east commences at Othello, a town of a few hundred people, situated in the heart of the "Columbia River Basin Irrigation Project"—at present the country adjacent to the railroad is mostly covered with sage brush but add water and it will literally "bloom like a rose" and produce fruit, hay, grain and farm products of all descriptions. From Othello to the Columbia River the railroad follows along the north slope of the Saddle Mountains.

The town of Beverly is located at the crossing of the Columbia River, and is the beginning of the branch line to Hanford. The Columbia is the largest river west of the Missouri and is named after the ship of Captain Robert Gray, who sailed into the river from the Pacific Ocean in May, 1792. This river was formerly called the "San Roque" by the Spaniard, Bruno Heceta, who explored it in 1775. The crossing is made on a modern steel bridge which is usually given little attention by the passengers, whose eyes are drawn to the gorge the river has cut through the Saddle Mountains at this point. The bluffs tower to a height of about 2,000 feet on either side, downstream from the bridge, and just below the gorge are the Priest Rapids, the proposed location for a 600,000 H. P. Hydro Electric Plant.



The Results of a Day's Shooting Near Othello

The Saddle Mountains

After crossing the bridge we ascend the Saddle Mountains at a 2.2 per cent grade for 19 miles.

The first sign of human habitation is at the Doris Substation located 6 miles from Beverly on the south side of the track. The cozy cottages, green lawns and shade trees are in startling contrast to the surrounding sage brush and give the traveler an idea of what water can accomplish in this country. Passing over the crest of the Saddle Mountains

through the Boylston Tunnel, 1,973 feet long, we drop down into the Kittitas Valley, "The Valley of Abundance." Here irrigation is seen at its best as the gray slopes of sage brush abruptly give way to well laid out ranches.

The Kittitas Valley

Before the white man had moved westward to the central part of the state of Washington, the Indian word, Kittitas, meaning valley of peace and abundance, had been applied by the original Americans to the Kittitas Valley, which reaches across a major portion of the country known by that same name situated just east of the Cascade Mountain range. For the Indians it became the camping ground where tribes did not engage in battle, but where they harvested berries, made their Indian flour from the roots of the Camas, and reaped the benefits of abundant wild game and fish. A healthful and energizing climate and the beauty of the natural scenery in the adjoining mountainous country dotted with lakes and marked with rushing streams of clear water were theirs to enjoy.

The same advantages, augmented by the introduction of domestic crops and animals and the improvements and social structure set up by a more civilized people, exist under present conditions.

A peaceful, prosperous valley settled with American homes, near the markets, surrounded by natural beauty and in the center of a community rich in cultural as well as agricultural development—that is the dream of the future for the Kittitas valley.

Many Farming Opportunities

While it has passed the pioneer stage in its development, this section at the same time has many farming opportunities offered only in a new country. Private companies and individuals have for many years successfully irrigated thousands of rich acres of the lower-lying land. Now through the aid of the Federal Government, a huge irrigation system is nearing completion that will assure ample water for all crops on an additional 72,000 acres. It is estimated that there is room for five hundred more families on this land.

The Kittitas Valley offers one of the greatest examples of diversified farming in the nation. Nearly four million dollars' worth of agricultural products is marketed annually from this area. Poultry, live stock—including flocks of sheep and dairy herds—alfalfa, cereals, fruit and root and truck crops all add to the production wealth. Tree fruits are advised in some districts and cost of production is low on account of the limited amount of spraying necessary.



Harvesting Potatoes in the Kittitas Valley Near Ellensburg

Wheat on the best farms normally yields forty to seventy bushels to the acre; oats, sixty to one hundred bushels; hay, one and one-half to five tons; and potatoes, ten to twenty tons. Berries, head lettuce, and other truck crops thrive under proper care.

Thousands of sheep and cattle that graze during the summer on the nearby open range and forest reserves, are wintered on irrigated lands in the valley. This creates a large demand for feed. Surplus hay and grain find a ready market on the Pacific Coast only one hundred and fifteen miles distant.

In the Kittitas Valley the prospective settler will see two extreme types of farm values—improved farms producing profitably, under proper management, and raw sage brush lands comparatively low in price awaiting only water and other improvements to make them yield a rich income.

The town of Kittitas with a population of about 300, was platted by the Milwaukee Land Company soon after the completion of the railroad. 1,500 carloads of farm produce is this little community's annual contribution to the prosperity of the Milwaukee Road.

Ellensburg

Ellensburg, the county seat of Kittitas County, and the geographical center of the state of Washington, is also the center of the immense development in connection with the construction of a \$9,000,000.00 irrigation project by the government. The completion of this project is expected to double the population of the town and its immediate environs. It is fortunately located with regard to highways as it is the hub of the state highway system with all trans-state highways routed through the city. Ellensburg is a shipping outlet for a rich agricultural area with an exported crop value of over \$4,000,000.00 annually. It has a population of about 6,500 and is credited with having the highest per capita bank deposits of any city in the state. It has well improved streets, beautiful shade trees, modern churches and homes, and a decorative street lighting system that is usually found only in the larger cities. The country surrounding Ellensburg is one of the richest in Washington in its varied resources, since it not only produces agricultural wealth,

but has mineral and lumber resources in tremendous quantities as well. The nearby coal fields, the largest in the northwest, produce nearly 1,000,000 tons of the best grade bituminous coal each year. Coal products have averaged \$4,000,000.00 in value annually and the lumber has brought in \$1,000,000.00. Of particular aid to its marketing facilities is the fact that it is the closest large agricultural section to the Puget Sound country which offers a ready market for its surplus crops and products. With all of this wealth described above produced by the little already improved, it can readily be seen of what economic importance the completion of this \$9,000,000.00 project will be to the vicinity. Seventy-two thousand acres will be added to the class of wealth producing land. An amount equal to the original cost of the project will doubtless be spent on such items as clearing land, building homes, and making other improvements. All of this spells "opportunities" for ambitious and progressive settlers. The raising of potatoes is a growing industry. The yield is from 12 to 18 tons per acre and over 2,000 acres are being grown this year. The sandy well drained soil makes the finest eating potatoes imaginable.

Fishing, Hunting, Skating and Skiing

Lying as it does in the foothills of the Cascades, Ellensburg is within one or two hours' drive of a dozen mountain canyons, each with its rushing torrent of crystal water. These streams and the many mountain lakes are kept well stocked by an efficient county game commission, and the sportsman from even distant points is attracted here by the reputation of the local fishing. Each fall, Kittitas County is the Mecca of the hunter as well, for it has excellent cover and is well stocked with Hungarian partridge and Chinese pheasant. In the winter a varied program of outdoor sports is enjoyed, from skating to skiing and tobogganing on the snow-covered foothills.

One of the few unexploited beauty spots of the nation lies to the north of Ellensburg in the upper reaches of the Cascades. Here Alpine meadows blossoming in many colors lie side by side

with snow banks and miniature glaciers. Over fifty natural lakes are found at various elevations, each offering a perfect objective for camping trips. The fact that these lakes are not all reached by wagon road but must be seen by those who hike or pack in by horses has kept them unspoiled. They are stocked with practically every variety of trout and other game fish. The streams that feed these natural reservoirs attract the fisherman who does not care for lakes. Over two hundred miles of fishing streams are available.

At least twelve mountain canyons open upon the plain near Ellensburg and a short drive carries one within reach of their shade and coolness. Many of these canyons have several branches or forks. The Teanaway in particular has three forks with scores of places to camp and fish. Mount Stuart, towering 9,270 feet into the air, may be reached by driving to the end of the road and hiking or packing in on good trail.

The Rivers, Lakes and Foothills

If one follows up the Cle Elum River, past beautiful Lake Cle Elum, one comes to Salmon le Sac. This is a veritable gateway of one of the wildest and most beautiful mountain countries in America. The Cooper and Waptus Rivers join near Salmon le Sac. Following Cooper River trail one comes first to Cooper Lake, a five-mile trip. Then next is Pete's Lake, a gem-like body of blue water deep set in heavily wooded slopes. Above Pete's Lake is one of the most beautiful of all the lakes in this district, Spectacle Lake. This is reached by very few campers or fishermen, since it means a fourteen-mile pack trip, but those that view it and fish in its crystal waters are eager to return. Even higher in elevation lies Glacier Lake, a small body of pure ice water with glaciers dripping directly into it. Glacier fields lie all about.

Other lakes that attract many visitors and offer beautiful sites for camping are Waptus, Diamond, Fish and Hyas. These are all reached from Salmon le Sac.

The two other large lakes besides Cle Elum are Keechelus and Kachess. These are all accessible by good highways and have good facilities for camping. There are hotels and mountain lodges for those that desire that type of accommodation.

In the winter when heavy snows come, the hills that surround the valley tempt the lover of winter sports. Long unbroken stretches of uniform slope offer ideal courses for ski and toboggan. Hundreds enjoy the thrill of such exciting physical exertion.



A Day's "Bag"—Hungarian Partridges and Chinese Pheasants in the Kittitas Valley

In the fall, Kittitas County and especially the immediate environs of Ellensburg, teem with upland bird hunters. With wonderful natural cover for quail,

Hungarian partridge and Chinese pheasant, this valley is noted for its well-stocked fields. Quail are at present protected. Blue grouse in the foothills offer the hardy hunter who likes to hike, an opportunity for good shooting. The sage hen, now protected, is gradually coming back and may be seen in large numbers in certain sections.

In general, there is no more attractive district in the state to the lover of the outdoors than this valley set among the foothills of the snowy Cascades. Leaving Ellensburg we next arrive at Thorp, still in the valley and the center of another thriving farming community.

Following along the bank of the Yakima River we reach Cle Elum, the end of the east subdivision. Cle Elum with a population of about 4,000 is the producing center of one of the best bituminous coal fields in the west. It is an Indian word originally spelled "Kelealum" meaning "swift waters" and probably refers to the Yakima River which flows through the town.

The next town is Easton, at which point the government is building the new dam to impound the waters of the Yakima River for the new irrigation project referred to above.

The Cascade Mountains

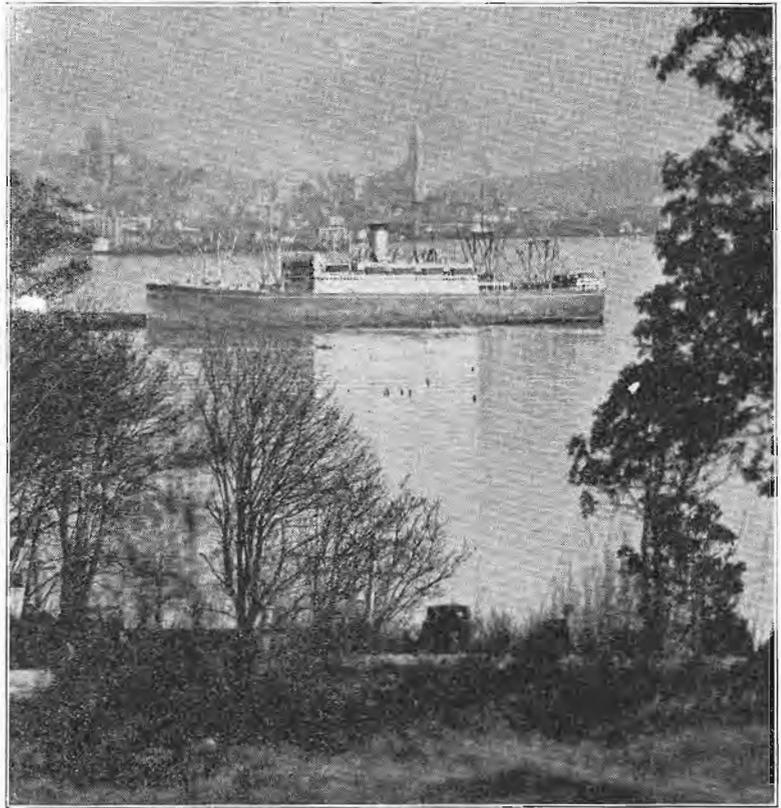
Another ten miles and we are passing Lake Keechelus, the head waters of the Yakima River. A large dam across the eastern end has created a huge reservoir which supplies water to the present Kittitas irrigation canals. This lake lies in the heart of the Cascade Mountains, and the name means "few fish" as compared to a nearby lake called "Kachess" or "many fish," by the Indians. The level of this lake changes about 90 feet during the irrigating season, and when full the water reaches almost to our roadbed in places. "Few fish" is a misnomer now, as an efficient county game commission has stocked the lake with several varieties of trout, and week-ends see the water dotted with fishermen's boats. There are two resorts on this lake which with several "Forest Service" campgrounds and private cottages, make it a well patronized location during the summer.

A number of deer are killed each year at this point by the trains and an occasional bear is sent scurrying by the sound of the locomotive whistle. The passenger trains carry an open observation car through the Cascades which enables the passengers to enjoy this part of their trip to the fullest extent.

We enter the Snoqualmie Tunnel, 11,890 feet long at Hyak. Hyak was named by Mr. H. B. Earling. It is an Indian word meaning "hurry" and had particular reference to the speed with which the tunnel was constructed.

Rockdale at the western portal of the tunnel takes its name from the surrounding country—rocky peaks and ledges meet the traveler's eyes in every direction. Kendalls Peak, Granite Mountain and McClellans Butte stand out prominently near at hand.

Leaving Rockdale we drop down the Snoqualmie Pass; wooded slopes and brawling mountain streams meet the eye; deep canyons are crossed on spidery steel bridges where the passenger draws back after one look down into the depths.



View in Seattle Harbor



Golf in Seattle

Cedar Falls

Reaching Cedar Falls we have the main range of the Cascades behind us. This is the starting point for trains on the Enumclaw and Everett branches. The town was formerly called Moncton, but was later changed to Cedar Falls because of the falls of the Cedar River at this point which are used by the city of Seattle to generate electrical power. Following down the Cedar River which is crossed several times we see numerous cottages, chicken ranches, market gardens and golf courses. The Cedar River is the hardest fished stream in the state, and finally we reach the city of Seattle—"the city of the charmed land" as it calls itself.

Seattle

Seattle takes its name from that of an Indian chief "Sealth" and is the largest city on Puget Sound. It was founded in 1853 and grew slowly until the gold rush



A Third Avenue Skyscraper, Seattle

to the Yukon and Alaska, and the stimulation of trans-Pacific trade which came as a result of the Spanish-American war. Since then it has grown to 480,000 people and is the "largest city of its age in the world." Being the nearest U. S. port to the Orient and the natural gateway to Alaska, the ocean-borne traffic that passes over its docks compares favorably in volume and value with that of much older American ports.

At the Milwaukee owned docks in Seattle the large ships of the O. S. K. Line discharge their cargoes of goods from the Orient. Raw silk in bales is one of the most valuable items handled and the arrival of one of these boats is the signal for a period of feverish activity. The railroad receives the silk at the ships' slings and is responsible for its safety until delivered to consignee or connecting line. When one realizes that the value of one of these cargoes will run as high as two million dollars, we understand why it is given special handling and is rushed across the continent at better than passenger train speed. Peanuts and bamboo poles are two other commodities handled, with case after case of porcelain from Japan. One cannot help but wonder who eats all the peanuts and how many ball games we will have to attend to eat our share.

Seattle is noted not only for its salt water harbor but also for a fresh water harbor formed by Lakes Union and Washington, connected to the Sound by a canal whose locks are exceeded in size only by those of the Panama Canal. The value of this fresh water harbor is only understandable when one sees the immense growth of barnacles and other sea life that fastens itself to the bottom of ships after a time in salt water. They are enough to reduce the speed of a ship by one-third but are easily detached when the ship can lie in fresh water for a short time.

The Milwaukee Dock

The Milwaukee Dock is the Puget Sound terminal for all the O. S. K. boats. O. S. K. stands for Osaka Shosen Kaisha,—their manager in the U. S. is Mr. S. Uchida. Their local manager is Mr. Kaharu. The work around the docks is of such interest that we hope later to give you a short article dealing exclusively with this activity. This Japanese shipping corporation which has favored the Milwaukee with so much business was founded in 1884 and is capitalized at \$50,000,000.00. They have a fleet of four 10,000-ton and two 8,000-ton liners in regular service between the Orient and Puget Sound.

Adjacent to our "Ocean Dock" in Seattle the Milwaukee has established an oil handling plant. The present storage tanks are capable of storing 300,000 gallons of oil received from ships and later pumped into tank cars. China wood oil is used for mixing paints, while bean or other vegetable oils are used for salad and cooking oil preparations. This business has grown until we are preparing to add three more large storage tanks at this point which will enable us to handle over half a million gallons.

If one is fortunate enough to have the time it is a liberal education to spend a day in Seattle with our local agent, Mr. W. H. Campbell, or the assistant agent, Mr. W. J. McMahon. Both of these gentlemen are walking encyclopedias and can hold the interest of anyone as they

describe the local activities of the Milwaukee.

The recreational facilities of Seattle are unexcelled. Eighteen hundred acres of parks, six first rate golf courses, drives that top the summits of her many hills, lakes and salt water literally at the threshold. At times salmon can be caught by casting right off the docks and if you want a real thrill just hook one weighing from 10 to 20 pounds and try to land him.

Washington University, perhaps the wealthiest in the country, has a campus of 600 acres on Lake Washington.

Probably that which most interests the visitor to Seattle is its wonderful setting. The snowy Olympics against the western sky,—the regal Mt. Rainier (Tacoma) on its southeastern horizon, and from the higher points the white peaks of Baker, St. Helens and Adams, all these inclosing an aggregation of lakes, salt water beaches, bays and headlands, park areas of virgin forest . . . but you will have to see it to understand.

The White River Valley

Leaving Seattle we pass the Boeing Aircraft Company and Municipal Landing Field. This is a busy point with planes landing and taking off at frequent intervals. The first town passed through is Kent,—a modern city of 4,000 people in the heart of the White River Valley. Here is located the Red Rock Creamery, makers of the famous Red Rock cheese. The year round green herbage and mild equable climate, with the absence of flies and mosquitoes to worry cattle, makes this an ideal spot for the production of milk products.

There is a ready market for the strawberries, raspberries, loganberries and blackberries grown in the vicinity. Lettuce growing is one of the profitable industries,—1,500 acres are used for this alone in the White River Valley,—six packing companies working overtime during the season. This lettuce receives the highest market price in the East because of its super quality. The Milwaukee handled about 1,000 cars of lettuce from the valley in 1928. Chicken farms of 200 to 8,000 hens are located near Kent. One farm, managed by a woman, received orders for \$22,000.00 worth of baby chicks within sixty days. It is estimated that there are 200,000 chickens in this vicinity.

Auburn with a population of 3,500 is located five miles from Kent and the same general description applies. A large condensed milk plant is located here.

The Puyallup Valley

Summer with a population of 2,500 is located at the mouth of the Stuck and Puyallup rivers, in the famous Puyallup Valley. The land is divided into five and ten-acre tracts, each acre having an earning value of \$300.00 per year. There are two canneries to take care of the fruits and vegetables raised by the intensive farming of these small tracts. A large yeast factory is located here and the yeast shipped is an important item in our express business.

Puyallup, a city of 6,500 people, is situated in the midst of the berry and fruit district. Over a quarter of a million dollars is the berry season's yield at this point. These berries are shipped in refrigerator cars all over the country and several canneries take care of the surplus

that are not shipped fresh. The Western Washington State Fair is an annual event that brings many visitors to Puyallup.

Tacoma

We now approach Tacoma through market gardens laid out on each side of the road like a giant checkerboard. Perhaps nowhere in the country is the intensive cultivation of land so well shown as on these tracts. Tacoma, the western terminal of the Milwaukee, with a population of 125,000 is the sixth city on the Pacific Coast,—it was founded in 1852. It is situated on the heights above Commencement Bay at the head of Puget Sound.



Tacoma—The Mountain in the Background

Here are located the main shops of the mechanical and car departments and the main stores department for lines west. The Milwaukee also owns three large docks—one of them equipped with a grain elevator. This is leased to the Washington Co-operative Egg & Poultry Association. This association gives us about 350 cars of eggs a year, and there are 181,440 eggs per car or 63,504,000 eggs—and as this is only one point where eggs are handled you can have your eggs any style as often as you want them. Shipping containers have been so perfected and the cars are loaded so carefully that the damage is less than a dozen eggs per car. Besides the eggs we handle about 100 cars of Iowa corn per year for this firm, with a large amount of wheat and other local grain. Tacoma is called the lumber capital of America, and the

(Continued on Page 11)



A Woodland Road, Point Defiance Park, Tacoma

THE MILWAUKEE MAGAZINE

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W. M. Harvey

President of the Old St. Paul Company

HIS many friends on the MILWAUKEE will recognize the above as an excellent likeness of W. M. Harvey, who has thirty-seven years of faithful service to his credit.

Mr. Harvey was recently honored by being elected to president of the old St. Paul Company, which it is necessary to keep alive until the securities now outstanding are disposed of.

Mr. Harvey entered the service in January, 1892, as chief clerk to the district master mechanic at Milwaukee. From 1896 to 1907 he was in the Fuel Record Department, with headquarters at Milwaukee.

From 1907 to 1918 Mr. Harvey was auditor of material accounts and when that position was abolished he was made chief traveling accountant. At the present time Mr. Harvey is on the staff of the vice-president in charge of finance and accounting.

Representatives of the stockholders of the old C. M. & St. P. Railway held their annual meeting in Milwaukee, as required by the law. Directors and officers are to be elected annually until all securities now outstanding are disposed of.

The Milwaukee Employes' Pension Association

The following members of the Milwaukee Employes' Pension Association have established eligibility to old age pension payments and have been placed on the pension roll during the month of June, 1929:

Name	Occupation	Division or Department
William Cox	Section laborer	Kansas City Division
John Brooks	Carman	Iowa Division
Albert Kindler	Carman helper	Iowa Division
Joseph Muhlum	Carman	Western Avenue Shops
Chas. H. Freidag	Pumper	I. & D. Division
William Briggs	Crossing flagman	Police Department
Frank Cornwell	Brakeman	Illinois Division
Wm. F. Smith	Rate Clerk	Iowa Division
Charles N. Dow	Conductor	Iowa Division
Patrick Hynes	Engine watchman	Iowa Division
Chas. Loose	Engineer	Milwaukee Terminals
Herman Rausch	Section foreman	Northern Division
Julius Grothman	Coal shed man	La Crosse Division
William Anderson	Engineer	Wisconsin Valley Division
John Elias	Janitor	Milwaukee Shops
Ernst Nordhaus	Carpenter	Milwaukee Shops
Charles Gaulke	Laborer	Dubuque Shops
Frank Lanka	Wiper	Dubuque Shops
Albert Bursch	Wiper	Minneapolis Shops
William Trapp	Main painter	Western Avenue Shops

C. W. MITCHELL,
Secretary-Treasurer.

The following directors were elected: W. M. Harvey, R. M. Trump, C. A. Peterson, Thomas T. Torphy and C. E. Oliphant. The officers are: W. M. Har-

vey, president and treasurer; C. E. Oliphant and R. M. Caulkins, vice-presidents; T. W. Burtness, secretary, and C. A. Peterson, comptroller.

13th Engineers' Reunion

THE Tenth Annual Reunion of the 13th Engineers, "The regiment that won the war," was held on the evening of July 13th, at the French Restaurant, 2837 South Michigan Boulevard, Chicago.

Roll was called at 6:30 p. m. and was responded to by about 150 men and officers.

At once the scene changed from Chicago to far off Bar-le-Duc, with no "M. P.'s" present to mar the occasion.

The Madame was equal to the occasion both in the kitchen and dining room, where she assisted "Submarine" who was master of ceremonies in leading the singing and carrying out the program, which was second to none in France.

During the evening messages were interchanged between our first French commander, General Gouraud, who was in Baltimore as guest of the Rainbow Division, as follows:

"General Gouraud,
"c/o Rainbow Division,
"Baltimore, Md.

"The members of the 13th American Engineers, First American Regiment under your orders, gathered today for their Annual Reunion, present to their First French Commander, an honorary member, their respectful greetings.

(Signed) "COL. CHAS. L. WHITING."
The General answered:
"Colonel C. L. Whiting,
"Chicago, Ill.

"Very touched by your telegram and thought of your good 13th Engineers during the grand parade this afternoon and give to your members my best wishes to my old soldiers.

(Signed) "GENL. GOURAUD."
The reunion broke up in the early hours and one and all agreed that they had a wonderful time and hope to meet one year hence.
C. L. WHITING,
Col., 13th Engineers.



Flathead Indian Chiefs Smoking the Calumet. Left to Right: Chief Crawler, Chief Octum Silka Holqua (H. A. Scandrett), Chief Asmequta (Hon. H. M. Albright), Chief Gallagater (W. B. Dixon).

The Coast Division

(Continued from page 9)

long trains of logs come in from every direction to be put through the various mills.

In 1928 the Milwaukee handled 26,742 cars of logs into Tacoma alone with a minimum load of 6,000 board feet of lumber per car and it is estimated that the 1929 business will run 20 per cent higher. The Tacoma Smelter refines one-twelfth of the copper used in the United States and her flour mills grind more flour than any other city west of Minneapolis and Kansas City.

This city has twenty-three beautiful parks and playgrounds. Point Defiance Park covers an area of 640 acres and is recognized as one of the greatest scenic attractions on the Pacific Coast. Tacoma is the center of a rich agricultural district. The annual berry crop alone is about \$5,000,000.00.



Golf at Tacoma

Cheapest Electric Power

Tacoma enjoys the cheapest electric power of any city in the United States, which is attracting manufacturing concerns of all kinds and is responsible for a rapidly growing industrial district.

The Everett Line

The Cedar Falls-Everett subdivision extends north from Cedar Falls for fifty-five miles.

At Snoqualmie Falls is located the Snoqualmie Falls Lumber Company, our million-a-year shipper, whose mill employs about 1,200 men with an annual payroll of \$2,000,000.00. They have timber available to run their huge plant to capacity for the next forty years.

Here we see electricity in use in the woods in place of the steam donkeys generally used. At this point we can also see the famous "Snoqualmie Falls" named for the Indian chief Snoqualmie, who with his tribe lived on this river. The falls are used as a source of power by the Puget Sound Power & Light Company, and the local plant is the most unusual in existence. The engineers dug a shaft down into the solid rock forming the bed of the river at this point, then they hollowed out at the bottom a space large enough to set up the water wheels and generators. No attempt was made to dress off the face of the walls and overhead the jagged rocks still remain as left by the drills and powder of the workmen.

At various small towns located on this line are shingle mills, canneries and logging operations of different sizes. At Carnation is a famous milk farm of 1,650 acres. They have 700 head of purebred Holstein cattle and every modern device for use on a dairy farm.

The Snoqualmie is another of the fertile valleys of the Puget Sound coun-



Mouth of Hoquiam River and Part of Industrial District, Hoquiam, Wash.

try, fruit and berries of all kinds growing in abundance. At Lettuceton the country is laid out in numerous plats and the name is taken from the growing lettuce raising and shipping industry.

Everett

Everett, the terminus of this branch, with a population of 38,000 is the fourth city in size in the state of Washington. It is situated on Port Gardner Bay, an arm of Puget Sound, and one of the best land locked harbors on the Pacific Coast. Beyond the harbor and back of Whidby Island stand the Olympic Mountains; to the east rise the Cascades, a mighty mountain chain marking the boundary of Snohomish county. The Monte Cristo district within a few miles of Everett offers scenery of such nature that world travelers are not only surprised and delighted but make it a point to direct their friends to this bit of Switzerland so near at hand. Everett has eleven sawmills whose output amounts to 900,000,000 board feet of lumber. More red cedar shingles are manufactured than in any other city in the world. The output last year was nearly 1,000,000,000 shingles. One of their local slogans is, "Everett shingles roof the world." There are three canneries packing fish, fruit and vegetables.

Surrounding Everett in Snohomish and Island counties are 75,000 acres of developed farm land and 250,000 acres of undeveloped farm lands, adapted to raising dairy and farm products of all descriptions. Island county holds the record for the greatest yield of wheat per acre in the United States. Here at Everett we find another branch of the Washington Co-operative Egg & Poultry Association, which handled approximately 4,500,000 dozen eggs in 1928.

The Hanford Branch

The Hanford Branch extends from Beverly to Hanford, a distance of 45 miles. Following down the west bank of the Columbia River we find the ranches irrigated by pumping. Protected as it is by the hills on each side and

with the mighty Columbia near to draw the frost from the air, this district is able to ship seasonal products two to three weeks ahead of the rest of the state. Apples, cherries, melons and berries from White Bluffs and Hanford are noted for their fine quality and taste and usually command a premium on the market. When the power development at Priest Rapids is made it will afford a source of cheap power for the farms and will put thousands of acres of sage brush land under cultivation.

The Enumclaw Line

South for 18 miles out of Cedar Falls we have the Enumclaw Line. Into Cedar Falls off this line come trains of huge fir logs and lumber; cars of coal are increasing as the coal mines open up. The town of Enumclaw at the end of the line is a busy little city typical of the modern West, every convenience known to modern civilization being available, and you can still kill deer and bear and cougar within an easy walk of the city limits.

The Morton Line

We start south out of Tacoma over the Morton subdivision, formerly the Tacoma Eastern Railway, built by John Bagley, to handle the immense logging and lumbering industry of this district. It was taken over by the Milwaukee in 1909.

One of our present engineers is "Bert" Bagley, son of the builder of the road. "Bert" at one time owned the engine he ran as his father had made him a birthday present of the No. 11 and when the Milwaukee purchased the T. & E. the transfer did not include this engine.

After we reach the top of the hill out of the Tacoma depot we run through a rolling prairie section for some distance, but shortly we are into the foothills of the Cascades again.

Kapowsin, 23 miles from Tacoma, is named for the lake on which it is situated. The city of Tacoma has recently bought part of the town which it will



The City of Aberdeen, Wash.

Photograph by Anderson.

flood upon the completion of a dam which will raise the level of the lake. Kapowsin is an Indian word meaning "shallow lake." This lake is famous for its bass fishing, big mouths up to 11 pounds having been caught in it.

Eatonville with a population of 1,500 is noted for having a high school where an "esprit de corps" has been developed which enables the athletic teams to go out and take championships all over the country. Lumber has been the principal industry but poultry raising and bee culture are now thriving industries. The road winds its way up through the picturesque Nisqually River Canyon past La Grande, where the City of Tacoma has built one of its largest hydro-electric plants.

Elbe on the Nisqually River is the only town of that name in the United States. It was established as a trading point before the railroad came and it was a mill at this point that cut most of the ties and timbers used in the construction of the Tacoma Eastern Railway.

Minerals on the shores of Mineral Lake, with coal and arsenic mines in the vicinity, give it the name, but lumber is the principal industry. There are four coal mines at Mineral and two quick-silver mines, the latter being the largest on the Pacific Coast.

Morton is the end of the line at present. It is a busy little city and the principal trading center for eastern Lewis county. It is the entrance to the "Big Bottom" country, which is coming into prominence because of the exceptional quality of the fruit and vegetables grown in the volcanic ash soil of this section, which stretches away for miles along the banks of the Cispus and Cowlitz rivers.

The Rainier Park Line

About 50 miles from Tacoma at Park Junction the line branches to Ashford, the nearest station to Rainier National Park. This is the point which you will want most to visit when you come to the Coast. It is deserving of a special article, so will give you only a short description here. The Park is not only a summer playground but is being used more each year as a gathering place for those who enjoy winter sports.

Rainier has the largest single glacial system in the world, 45 square miles of living ice. Contrasting with this splendor of ice and snow are natural wild flower gardens of brilliant coloring, green meadows dotted with blue lakes, magnifi-

cent forest corridors where the sunlight filters through the branches of giant firs. The clean, pure air of the mountain is so exhilarating that every visitor wants to get outdoors and take part in the activities directed by government guides and rangers.

You may take leisurely walks to "Indian Henry's" or to Van Trump Park, or don your mountaineer outfit and follow a Swiss guide to one of the glaciers for snowsledding, or visit the ice caves, or climb to the commanding heights of the Tatoosh Range, or ride the Skyline Trail on sure-footed horses. If you do not care for such strenuous pleasure you can just sit and enjoy the air and scenery and rest to your heart's content.

Willapa Harbor

At Frederickson on the Morton subdivision the line branches to reach into the Willapa Harbor district. Again we pass through a logging country, but where the timber has been cleared farms are being cultivated, and around Chehalis and Centralia, two of the West's growing cities, dairying and poultry raising are thriving.

Raymond, the end of the line, is the center of the lumber industry on Willapa Harbor. Here ships load for all ports of the world with finished lumber and saw logs.

At Maytown on the Raymond line we again branch out to reach Grays Harbor and the twin cities of Hoquiam and Aberdeen. Fifty miles off the beaten path of auto travel, its narrow front opening to the tidal sway of the mighty Pacific, bordered to the north, the south, and to the east by gigantic stands of virgin timber, and blessed by what it boasts as the best climate in the West, lies the last frontier of the Pacific Northwest, Grays Harbor. It is the gateway to the Olympic Peninsula, the last real wilderness of the United States, and an area comparable to the Alps, with giant glaciers, wild, tumbling waterfalls and streams, beautiful mountain flowers, primeval forest, roaming deer and elk, and abounding with fish of all kinds.

The Grays Harbor Country

In Grays Harbor ends the line of the Milwaukee railroad, near the shore of the Pacific at the farthest west city in the United States and 6,000 miles across open water from China. An interesting background of history, a first marker to the development of the West, is blended into the seeming newness of this vast pioneering area, through its discovery by Captain

Robert Gray, who sailed into the mouth of that body of water which has been named in honor of him, in the year 1792 while on a trading voyage that was to carry him around the world. It was not until 75 years later that white men settled its shores.

In the palm of this great area, twelve miles from the open ocean, are located twin cities, Aberdeen and Hoquiam, having a present population of about 45,000 people. Their back door playground is the 2,000,000-acre vacationland of the Olympics.

More than 100,000,000 feet of standing timber is within the reach of these cities. Seventy-one sawmills, shingle plants, pulp mills and other wood-working plants are located on Grays Harbor. The city of Aberdeen offers for other industries 80,000,000 gallons of industrial water daily of clear, pure mountain water. Combined these cities have the distinction of being the largest lumber shipping center in the world, there having been over 1,000,000,000 board feet left by rail and water during 1928.



A Hoquiam Girl Dressed in a Gown and Hat Made of Hoquiam Spruce



A Cedar Dugout Made from a Cedar Log on Lake Quinalt, Washington



Pacific Breakers and Beauties, Point Grenville, Gray's Harbor

The Indians called it "Hoquiumpts" but the civilized name is "Hoquiam." The original meaning was "hungry for wood" or words to that effect, and the community is literally "hungry for wood" for the great mills and woodworking industries in this city consume over 500,000,000 feet of forest products annually.

The first settler in the district was Tom O'Leary, who settled on Grays Harbor in 1849. The first settler in what is now Hoquiam proper was James Karr, who came here with his family in 1859, and the original homestead is now the principal part of the city of Hoquiam.

George Emerson, representing the Simpson Lumber Company of San Fran-

cisco, built the first commercial sawmill and started the city of Hoquiam. Sawmills and wood-working industries were drawn to Hoquiam and the population steadily increased and is now approximately 16,000.

Besides the basic industries represented by lumbering, agriculture and fisheries, there is a tremendous amount of hydroelectric power available in the Olympic Peninsula, of which Hoquiam is the southern gateway. This power, when developed, will be a big factor in the city's development. There is another basic industry, and it is really an industry, and has been recognized as such in the Northwest. It has to do with the tourist group.

Increased Speed of Freight Trains

"THE increased speed with which freight is now moving by rail, as compared with eight or nine years ago, has contributed hundreds of millions of dollars annually to industry," Dr. J. H. Parmelee, Director of the Bureau of Railway Economics, Washington, D. C., told the Horological Institute of America.

"Just how much," Dr. Parmelee said, addressing the annual meeting of that organization, held in Washington, "can not be computed, but it is generally recognized that the benefit to our economic activity has been almost beyond mention. Industrial processes have been speeded up, delays due to irregular transportation service have been cut to a minimum, car shortages have disappeared, car congestion is a thing of the past, and the necessity for carrying large industrial stocks by manufacturers, wholesalers and retailers, has been much reduced.

"Taking the average distance moved by a freight car in a day, for example, it has been estimated that every mile added to that daily average is equivalent to adding 100,000 freight cars to the total of railway freight equipment. The increase of more than five miles per day since 1920 is thus equivalent to 500,000 freight cars. In other words, we are handling more freight traffic with fewer

cars today than nine years ago, principally because car movement has been speeded up. Trains are moving faster, and delays—that is, wastes of time—have been reduced. The virtual addition of 500,000 cars to the railway plant through this speeding up means a saving of perhaps \$750,000,000 in new capital, \$45,000,000 in the annual cost of such capital, another \$30,000,000 for annual depreciation charges, and \$75,000,000 for repair charges per year.

"The average turn-around time of a freight car today is probably one-third less than eight or nine years ago, and the interest charges alone so saved to shippers must be at least \$50,000,000 per year. In addition, they are saving the excess cost of carrying unnecessarily large stocks, which would doubtless aggregate hundreds of millions in capital tied up and in annual interest charges.

"Few persons realize the magnitude of our railway industry, or the far-flung scope of its activities. When I say that the railways last year handled more than a billion tons of freight, and that 477,000,000,000 ton miles were produced in that operation, we find it hard to grasp the immensity of the service thus rendered. To bring these and other railway statistics within the range of our mental vision, we may reduce the annual totals to an average per day, per hour, per minute or even per second.

"During each second of each hour of each day last year, the railways of the

The scenic beauties of the Olympics mean much to the future of this community, for the great glacial peaks at the headwaters of the Quinault, Hoh, Elwha, Dosewallips, Skokomish, and Hump-tulips combine with the alpine meadows and beautiful parks in creating a vacation land that is second to none on the American continent.

The Olympic Chalet Company of Hoquiam in recognizing the great tourist possibilities, has provided a trip into the Olympics via Lake Quinault, where is situated a modern resort hotel, reached by Milwaukee lines, from Hoquiam via the Blue Line stages. At Quinault pack and saddle horses are available, and the Chalet Company will arrange a trip to suit the convenience of the traveler, who can hike and fish, gather fruit and flowers, and ramble to his heart's content in the great high country, enjoying beautiful sunny days and cool nights where restful slumber is always assured.

The clear, pure water of mountain streams is on every hand, for the Olympics and the Olympic Peninsula have more streams to its area than any other like section in the United States.

To those of you who read this let me say that, though the Coast Division is a mere child in the "Milwaukee Family" we are a lusty infant, in fact an infant prodigy.

Come out and see; partake of our hospitality and send your friends. The latch string is always out and the west will welcome you.

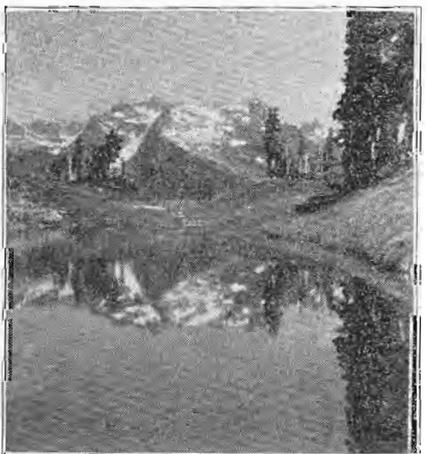
(The acknowledgment and thanks of the author are due to Coast Division agents and representatives who so kindly furnished data and other assistance in the preparation of the foregoing.)

United States—
"Handled 15,125 ton-miles and 1,000 passenger miles.

"Earned \$1,936 in operating revenues. "Expended \$1,402 in operating expenses, including that paid as wages to employes.

"Paid \$12.34 in taxes to the federal, state and local governments.

"So does the value of a second of time in railway operation, when multiplied by the millions of daily movements, mount up into tremendous amounts of economic gain to the country."



Above the Low Divide, Olympic Mountains

Our Off Line Agencies

The Southern and Southwestern Group

The Interesting Territories Which Milwaukee Road Agencies Serve Through Headquarters at Atlanta, Ga., New Orleans, La., Dallas, Texas and Tulsa, Oklahoma



Front Row: G. C. Hiltel; E. G. Hayden, T. P. A.; Back: H. R. West, T. F. A.; J. W. Wagner, Chief Clerk.

The Atlanta Agency

G. C. Hiltel

AFTER having been closed for several years, the Atlanta, Georgia, Agency was re-established December 1, 1926, under the personal supervision of Mr. J. H. Skillen, assistant freight traffic manager, and myself. There are, in addition to myself, three Milwaukee Road employes at this agency: Traveling Freight Agent H. R. West, Traveling Passenger Agent E. G. Hayden, and Chief Clerk J. W. Wagner. The Atlanta, Ga. Agency covers the states of North Carolina, South Carolina, Georgia, and Florida east of the Apalachicola River. To give an idea of the extent of our territory, would call your attention to the fact that the distance from Key West, Fla. to the Virginia-North Carolina line is approximately eleven hundred miles, and the distance from the northwest corner of Georgia to the Atlantic Ocean is approximately five hundred miles. In addition to numerous comparatively unimportant lines, there are twenty-three railroads operating in this territory. Georgia, with slightly over seven thousand miles, leads all states in the south except Texas in railroad mileage. Practically every railroad in the country of any importance operating outside of this territory maintains off-line agencies at Atlanta, Georgia.

North Carolina

The state of North Carolina furnishes us with an all-year movement of furniture, cotton factory products and tobacco, as well as shipments of granite and pecans. This state produces a large percentage of the furniture manufactured in the United States, High Point, N. C. being rated as the second largest furniture manufacturing center in this country. The largest towel manufacturing plant in the United States is located at Kannapolis, North Carolina. The R. J. Reynolds Tobacco Co., Winston-Salem, North Carolina, manufacturers of Camel cigarettes, etc., is the largest individual shipper in this territory. Incidentally, this firm as well as the cigar manufacturers of Florida use Wisconsin tobacco.

South Carolina

The state of South Carolina, while it consumes products originating in territory served by the "Milwaukee Road," does not produce outbound tonnage to any great extent destined to points of interest to our road, with the exception of cotton factory products. Like North Carolina and Georgia this state is gradually attracting to itself the cotton mills formerly operated in the New England States. The reason for this is obvious, as it is considered more practical to have the manufacturing centers close to the cotton producing areas. Charleston, S. C. is one of the old type southern cities. Charleston Harbor, formed by the confluence of the Ashley and Cooper Rivers, is one of the best harbors on the Atlantic Coast, although not developed industrially to compare with the north Atlantic ports. This underdevelopment is due largely to lack of industrial background.

Georgia

The state of Georgia, known as the "Empire State of the South," is one of the largest states in the Union, producing peaches, watermelons, lumber, clay, pecans, peanuts, granite, marble and cotton factory products. Georgia has approximately 12,000,000 peach trees and grows about one-third of all the peaches sold in the United States each year. The early varieties ripen in May and after they are shipped, the heavy season comes in June and July. The Elbertas are among the last to ripen and this grade of peach is considered to be among the best. Georgia leads all other states in the Union in the growing of watermelons. Beginning in June and continuing through the summer, these melons are shipped to many points in the United States. Georgia's raw ceramic products for making brick, tile, building blocks, terra cotta, roofing, floor and wall tile and fine pottery, vases, table and other white ware, are unequalled in America. Georgia is exceeded only by Florida in the production of fuller's earth, a clay-like material used largely in decolorizing and clarifying oils and fats and in the preparation of medicines, also in the manufacture of soap. There are approximately 100,000 acres in Georgia set in pecans. Albany, Ga. is known as the "Pecan Center of the World." The nuts are gathered in the fall, graded and shipped to all parts of the United States. This state leads all states in the acreage planted in peanuts. This crop is planted in March and April and harvested in the fall. This variety of peanut is used largely by confectioners, and while not as large as the North Carolina peanut, moves in greater volume. Granite is found in almost inexhaustible supply in parts of Georgia. One of the most interesting and the largest barren masses in the United States is Stone Mountain, which is within sight of Atlanta, and on which the Confederate Memorial is being

carved. In addition to the granite used in building and construction work, such as paving material and curbing, very fine monumental granite is found in the state. The use of Georgia marble as building and ornamental stone has made great gains during the past forty years, and the output of the quarries exceeds that of any other state, Vermont excepted. Georgia marble usually has a coarse texture, but admits of a very fine polish. In color the stone varies from white to almost black, a flesh color also being found. There is also found a crystalline marble, this stone being used in the erection of memorials to three former presidents of the United States, Lincoln, McKinley and Harding. The statue of Abraham Lincoln in the Lincoln Memorial at Washington is made of twenty-eight large blocks of Georgia marble. Some of the noted buildings and memorials in which Georgia marble was used include the state capitols of Minnesota and Utah, Field Museum of Natural History, Chicago, and Buckingham Fountain, Chicago. Atlanta, Ga. is known as the "Gateway of the South" and representatives of a large number of outside industries maintain their offices here.

Florida

With its delightful climate, it is but natural that Florida should become one of the nation's foremost playgrounds. During the season 1927-1928 Florida produced approximately 81 per cent of the nation's grapefruits, 28 per cent of the nation's oranges, 22 per cent of the nation's watermelons, 32 per cent of the nation's celery. Some fifty different kinds of field and truck crops are produced by this state. During the past several seasons Florida has shipped approximately an average of 40,000 carloads of citrus fruit each season. Other products of Florida which, in view of their volume, are entitled to major rank are manufactured tobacco, lumber, naval stores, fullers earth.

(Since writing the foregoing, Mr. Hiltel has been promoted to the position of division freight and passenger agent at Green Bay, Wisconsin, and Mr. E. K. Garrison has succeeded to the general agency at Atlanta.—Ed.)



F. P. Rogers

The New Orleans Agency

W. H. Rogers, General Agent

NEW ORLEANS AGENCY was established about the year 1898, H. B. Byrne, Commercial Agent. In 1890 he was given jurisdiction over the states of Louisiana, Alabama, Mississippi, Georgia, Florida and the Carolinas, and authorized to

appoint a Traveling Freight and Passenger Agent. V. M. Cluis was given the position and afterwards became General Agent of the Rock Island, Atlanta, Ga. When Mr. Cluis resigned the writer was appointed as his successor. This was about the year 1903. The writer succeeded Mr. Byrne as Commercial Agent about the year 1905. Mr. Byrne is still alive, being about 75 years of age. The title of General Agent, was given the writer after the war when the roads returned to private ownership.

Our present force here is as follows:
 W. H. Rogers, General Agent.
 C. T. Carter, Traveling Freight and Passenger Agent.
 P. R. Bein, City Freight and Passenger Agent.
 Louis Schindler, Chief Clerk.
 Gertrude Reynolds, Stenographer.

Traffic produced by this agency is diversified to a great extent, principal movement consisting of bananas, imported through New Orleans and Mobile, and lumber (hardwoods, yellow pine and cypress) originating principally in the states of Louisiana, Mississippi and Alabama. Other business produced consists of cast iron and soil pipe from the northern section of Alabama; fuel and gas oil from northern Louisiana; sugar, rice, molasses, salt and miscellaneous freights such as alcohol, celotex, crushed shells, canned goods and cotton oil products, originating in Louisiana and Alabama. There is also considerable tonnage imported through New Orleans such as coffee, sisal, marble and cork, moving into our territory.

New Orleans Agency now covers the states of Louisiana, Mississippi, Alabama and Florida west of the Chattahoochee River.



J. M. Allen

The Dallas Agency

J. M. Allen, General Agent

In relation to the Dallas Agency, will state that it was originally opened a number of years ago, the exact date not being known to me, and with other off-line agencies was closed early in 1918. It was re-opened in March, 1920, with Mr. M. F. Smith as General Agent, he, however, resigned a few months later and the undersigned was appointed August 1, 1920. The personnel at the present time is as follows:

J. H. Becker, Traveling Freight and Passenger Agent.
 J. G. Hatcher, Traveling Freight and Passenger Agent.
 L. W. Keane, Chief Clerk.
 W. P. Longcope, Clerk.

The territory covered is confined to the State of Texas, but does not include the City of El Paso, which is under the jurisdiction of the Los Angeles office. Our heaviest outbound tonnage is, and for some years has been, petroleum oil and its prospects. There are some exceptionally large oil fields in Texas, and when the market will allow it, they ship hundreds of cars North each month. There is also a heavy movement of cotton from this territory. The portion of this business which interests us chiefly is that exported to Japan, a share of which moves through Pacific Coast ports.

There is also an increasingly heavy movement of fruits and vegetables from this territory, beginning in December, when the Lower Rio Grande Valley begins to produce, and extending northward through the more temperate areas in the state, as late as July or August, when the last of the watermelon crop is shipped. The Rio Grande Valley this year will produce 2,000 or more cars of citrus fruits, especially grapefruit, and the growers in that section are confidently looking forward to the time when they will be able to actively compete with California and Florida in the markets of the world. There is also an immense quantity of wheat raised in this territory. Much of this is exported through the port of Galveston, but at times, there is a heavy movement northward. Up to a few years ago, this state was also a heavy shipper of lumber, but the vast pine forests of east Texas are now being rapidly cut out and exhausted, and the volume of tonnage available to us is decreasing, accordingly.

Texas manufactures but little of the finished products it requires, and is a heavy buyer in the markets of the North and East. Machinery, automobiles, clothing, dry goods, and manufactured articles of all kinds are brought into this territory in vast quantities, and there appears at the present time, no prospect that the manufacturers of this state will ever be able to supply the needs of the fast growing population.

There are other commodities produced in this territory which, while not as great in volume as those mentioned, are perhaps equally as interesting. We have several large sugar refineries, which were originally built to operate on sugar cane grown in the state, but now operate almost entirely on raw sugar brought from Cuba. We have, also, extensive sulphur deposits, and this valuable commercial material is shipped to many parts of the country, being used principally by manufacturers of paper. A large amount of rice is also grown in south Texas. Large crops of oats and sorghums are raised, and heavy as they are, frequently are not sufficient to meet the requirements of the farmer for stock food. Canneries located at points on the Gulf, principally in the vicinity of Corpus Christi, can and ship quantities of shrimp to Northern markets. On the semi-arid plains of west and northwest Texas there are still many thousand head of cattle raised for market each year, although this industry has greatly declined from the mammoth proportions of a generation ago.

Texas is one of the natural gateways to the Republic of Mexico, and the border ports of Brownsville, Laredo, and El Paso handle thousands of cars of American products into Mexico each

year, and if conditions in that country were favorable, doubtless there would be an equal amount of raw materials from Mexico, brought into this country.



H. S. Zane

The Tulsa Agency

H. S. Zane, General Agent

THIS Agency was established January 1, 1926. The force at the present time consists of Harry C. Preston, Traveling Freight and Passenger Agent; Harry A. Washburn, Chief Clerk and City Freight Agent, and Joe. A. Brown, Stenographer.

Our territory includes the entire state of Oklahoma and our principal tonnage is oil, although we have a very nice movement of glass and cotton seed products outbound and a various assortment of inbound commodities.

Quoting from The Tulsa Interchange, a local publication, "Tulsa sits at the strategic point for the command of industry in oil in the world's greatest producing field, the Mid-Continent. The field consists of Kansas, Oklahoma, Louisiana, Arkansas and Texas. The Tulsa tank wagon price regulates the gasoline market, and the Tulsa pipe line price regulates the crude market. One thousand and five hundred individuals and firms are engaged in active oil operations in Tulsa and here are the headquarters of every major firm with the exception of one operating in the Mid-Continent field."

Milwaukee Puget Sound Pioneers' Club

Attention, Pioneers

AGAIN calling to your attention the Annual Meeting of the Pioneers' Club to be held at Tacoma, August 19th and 20th.

The Alaskan Trip

The Steamship "Queen" leaves Seattle, August 22nd. Write Mr. J. E. Brady, Tacoma, for full particulars; and if interested, members and all employes will find it necessary to act quickly as reservations cannot now be guaranteed, but "late arrivals" will be taken care of, if possible.

L. S. CUNNINGHAM,
Secretary-Treasurer.

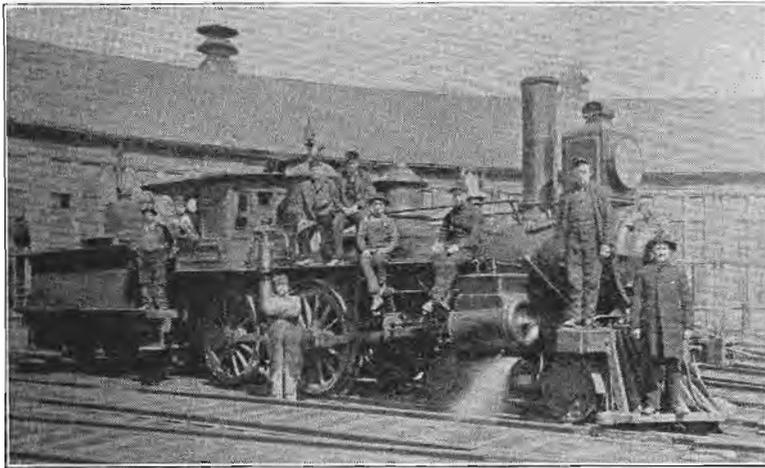
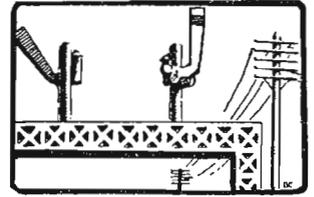
Poor Fellow

Wife (with newspaper): "Just think of it! A couple got married a few days ago after a courtship which lasted fifty years."

Husband: "I suppose the poor old man was too feeble to hold out any longer."



BUREAU OF SAFETY



ABOVE is a picture of engine No. 9, taken at Aberdeen, S. D., about the year 1885, sent to the Magazine by Engineer John Heinzleman, Perry, Iowa.

Engineer Al Perry and Fireman William Heinzleman in cab. Roundhouse employes on engine, reading from left to right: (1), unknown; (2), Thomas Devine, roundhouse laborer; (3), Charles Mittles, engine wiper; (4), Ole Olson, boiler washer; (5), Jerry Cully, stationary engineer; (6), John Devine, engine wiper; and Machinist Frank Snyder on the ground. These employes constituted

the entire roundhouse force at Aberdeen, South Dakota, with the exception of the foreman and a boiler washer, who were not present. Engine No. 9 was at one time the pride of the "Milwaukee" and when new was used to pull the fast mail between La Crosse and Milwaukee. However, at the time this picture was taken it was being used in switch service at Aberdeen, South Dakota, yard. Iowa Division Engineer John Heinzleman fired this engine at Aberdeen, S. D., yard, about the year 1886.

Safety Records

THE Mechanical Department on the Iowa Division under Master Mechanic W. N. Foster with an average force of 430 employes went through the entire months of April, May and June without a reportable or lost time accident.

The Sioux Falls Car Department force on the S. C. & D. Division in District Master Car Builder Snell's territory has not had an injury of any kind for eight months.

The Car and Locomotive Department forces at Great Falls, Mont., have gone through a period of more than 500 days without an injury of any kind. This represents in excess of 48,000 safe man hours.

The Mechanical Department on the H. & D. Division under Division Master Mechanic Earl W. Hopp, employing about 160 men, has not had a personal injury since August 1, 1928, covering a period of 52,800 man days.

The La Crosse roundhouse, employing approximately 157 men, coming under Roundhouse Foreman R. H. Brabant, has gone through a period in excess of 45 days without an injury of any kind.

The Store Department forces at La Crosse under Storekeeper Wood has gone for more than 987 days without a reportable or lost time injury. He has seven men under him, but this is a mighty fine record.

The yardmen at Marquette, Iowa, under Yardmaster L. B. Beckwith have

gone since April, 1928, without a reportable accident.

The Car Department force of 20 men at Marquette, Iowa, under Foreman J. H. Fisher has not had an injury of any kind since November 20, 1927.

The Dubuque Division Track Department force under Roadmasters T. F. Hysson and G. Swanson has not had a reportable injury since November, 1928.

The Car Department forces at Nahant and Davenport have not had an injury since March 13, 1928. The forces at these two points consist of approximately 30 men.

The Green Bay Car Department forces under General Car Foreman M. L. Hynes added the month of June to their enviable record, which now shows that they have not had a reportable or lost time injury so far this year. There are approximately 115 men employed at this point.

The Terre Haute Division track forces under Roadmaster Ed. Schoech have not had a reportable injury since March 25th nor a lost time case since April 6th. There are about 125 laborers and 26 foremen coming under Roadmaster Schoech, and within the last three months they have unloaded 21 miles of rail and most of the fastenings, and applied ballast to 10 miles of track in addition to the regular maintenance work.

At Coburg, Mo., the Car Department force, numbering approximately 34 men, has gone through a total of more than

400 days without an accident of any kind. The last injury occurred on June 11, 1928.

The I. & M. Division track force under Roadmaster A. W. Bahr, consisting of from 50 to 60 men during the winter months and 100 men during the summer months, has not had a reportable or lost time injury since November 3, 1928.

The Car Department forces in the entire Northern District under District Master Car Builder F. J. Swanson, numbering approximately 742 men, have gone through a total of 77 working days without a reportable injury and more than 38 days without a lost time injury.

The Track Department forces on the Iowa Division under Roadmaster Cherkwinker, numbering approximately 85 men, have gone more than 200 days without a reportable or lost time injury.

Iowa Division Chief Carpenter McGuire, with about 45 men working for him, has not had a personal injury for more than 135 days.

Iowa Division track forces under Roadmaster Barnoske, averaging 117 men, has not had an injury for more than 140 days.

The Track Department force under Roadmaster Kovaleski on the Iowa Division, numbering approximately 45 men, have gone through 121 days without an injury.

The Mason City, Iowa, freight house under Agent P. A. Gallagher, with about 40 men, has not had a lost time or reportable injury since December 16, 1928.

The I. & D. Division B. & B. force of 42, under Chief Carpenter W. E. Tritchler, has not had a reportable or lost time injury since December 27, 1928.

The Mason City, Iowa, roundhouse, with about 104 employes coming under Foreman Casey, has not had a reportable or lost time injury for more than 150 days.



Safety Record, Terre Haute Car Department

THE above picture shows Car Foreman C. R. Patton standing beside the Car Department Safety First Bulletin Board, at Terre Haute, Indiana. The picture was taken July 2nd, and the board shows that they have not had a lost time or reportable injury this year, to the date above. Mr. Nystrom, superintendent, Car Department and District Master Car

Builder, M. M. Dick feel mighty proud of this record. Every effort is being made to keep the board entirely clear for the entire year.

This is a mark to shoot at, and The Magazine will be glad to accept pictures from other points showing the same clear record.

“Freedom from Danger Before Anything Else”

Paper by Dwight Rittenhouse, Millman, Deer Lodge Shops. Read at Deer Lodge Safety Meeting, June, 1929.

SAFETY FIRST is a motto that has been used a very great deal during recent years and it originated as an industrial term and was used as a short and convenient way to remind employer and employe to take every precaution against accident.

The meaning of the word Safety covers more than we realize. The word First is also a very simple word, but I am going to give the meaning of these words as the dictionary gives it: “Freedom from danger; before anything else.”

I find in acting as a Safety First committeeman that we have many unconcerned men in the Safety First movement, and they will not give their full support to Safety First. It is a very hard matter to convert these men, even though it is all for their benefit.

The Safety First Department of our railroad has given all the shop crafts and road men a rule book to govern them in the method in which they do their work and by observing these rules, I am sure that there will be fewer injuries and accidents. In time there will be more rules added to these that we already have, I am sure, as it doesn't cover all of them as yet. I want to give you some of the reasons and causes for injuries and accidents that are very common:

New men that haven't received the proper instruction from their supervisors and do not know the hazards of this work.

Men that will willfully violate the instructions of their supervisors.

Men that have not had the proper rest, are worried, or whose minds are on something other than their work.

We also have an offender to our Safety First rules who should show more co-operation in observing and enforcing them, that is, some of our supervisors. The employe will say that his supervisor has no right to reprimand him when he does not observe them himself.

I am sure that this company has made no exceptions of any of their employes in regard to violating Safety Rules. In my estimation the supervisors should not be open to any criticism by their employes. However, I am sure that the men would work more in harmony with their foremen if they saw that they had Safety First uppermost in their minds. There is no reason why a man should violate any rules, even though his foreman did, as every person should be thankful who has a sound body and limbs. The man who has lost a limb or an eye knows what it is to go through life in this condition, and money can never bring it back, and a serious accident can cause the loss of some useful part of our being, besides handicapping us for the balance of our lives. We should all take the right attitude toward Safety First, and when someone calls our attention to the use of

an unsafe tool or to the improper method of doing our work, don't be on the offensive. We must develop an attitude that will build up respect for our own lives and the lives of others. It means consideration, it means control. No one likes to be crippled or to see anyone who is crippled; even to think of it is an unpleasant thought. So why should anyone of us want to treat the Safety First movement as a humbug, when same is for the health, happiness and benefit of us all? We should practice Safety First every moment of our lives, not just because we are forced to, but get the habit and keep it. The Safety organization can not prevent a man from being injured if he does not help himself. He needs the co-operation of himself, the organization and everyone that is concerned for his protection.

Now I am sure that the Safety First organization of this railroad is expecting your earnest co-operation in this Safety First work, as no organization can be a success unless every member pulls the right way. So let us all do our bit, however small it may be, and put our percentage at the top.

The Psychology of Safety

Paper by W. E. Dyer, T. M. Division Conductor. Read at T. M. Division Safety Meeting.

THERE are two classes of safety practice—safety for the general public and safety for those who work with or handle any kind of equipment. While you men are necessarily interested in protecting the public, as a humane proposition,

you are especially, or you should be, interested in methods of safety which pertain to your life work. You owe this much to yourselves, to your families, and to the property which is in your charge. Hence, your interest bears an economic as well as a humanitarian significance. I often wonder how many people, besides your officials, realize and are grateful for the fact that you men handle efficiently millions of dollars' worth of property for the public each year. True enough, losses occur; yet the amount of loss as compared with the amount handled aggregates a very small percentage.

Our problem is now—what per cent of these losses are preventable by reasonable safety precautions, and how are we to cut those losses to a minimum? There is little doubt this can be done, if we can just get the right viewpoint, for no man who is interested in his job and his fellow-man wants to be classed as a wrecker. We can assume then that most accidents occur because some man has unintentionally pulled a “boner.” Let us see if we can find why an experienced and ordinarily competent man makes a particular move at the wrong time, which may bring about disaster. We are assuming that this man has had no special training in safety practice.

Safety habits are largely a matter of psychology—the mere exercising of mental control over our actions while at work and knowledge of that power of control. And here we are about to stumble onto the difference between the

(Continued on page 19)



Trainload of Dodge Trucks Enroute via the Milwaukee, to China

China Buys Dodge Trucks

Shipped, Milwaukee Road, Chicago to Seattle

THE above shows a record shipment of Dodge trucks, being a trainload of one hundred and seventy-five trucks destined to Shanghai and the Chinese Government. This is the largest single shipment of trucks ever to leave a Pacific Coast port for China. The trucks were specially crated for overseas transport at the factory, and moved westward by rail over The Milwaukee Road. The trucks are to be used for movement of troops and supplies.

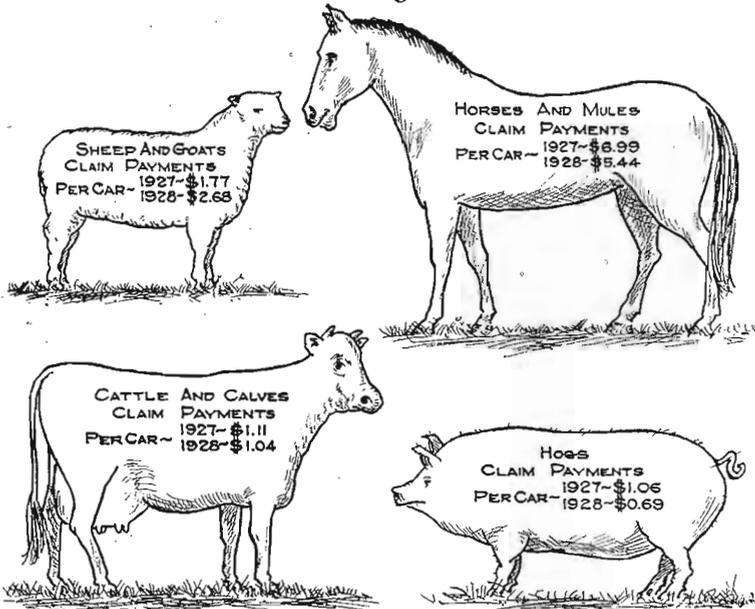
Those standing in the foreground of upper picture are: Messrs. F. O. Finn, our export and import agent; C. L. Crosby, traveling freight agent, Detroit; Goon Dip, Chinese Consul, Seattle; George Sheffield, district representative of the truck department, Chrysler Corporation, Seattle and N. F. Rea, truck manager of W. L. Eaton, local dealer for Dodge trucks at Seattle.

CLAIM PREVENTION

FRIGHT UP THIS HANDLE WITH CARE

Help Reduce Live Stock Losses

Total Live Stock Claim Payments 1928~\$158,189.67



The Remedy

1. Make Inspection of Live Stock at Time of Loading.
2. Place Complete Record of Exceptions on Live Stock Contracts and Waybills.
3. Clean Cars.
4. On Time--Careful Handling in Transit.
5. Use of Partitions in Mixed Loads.
6. Avoid Overcrowding.
7. Frequent Showering in Hot Weather.

THE PERSONAL INTEREST OF ALL EMPLOYEES WILL
RESULT IN CUTTING OUR LOSS AND DAMAGE CLAIMS IN HALF

March, 1929

H.A. Wicker
Superintendent, Claim Prevention Bureau

Everlastingly on the Watch

Edgar Talkington, Agent, Bradshaw, Ind.

I HEARD a good old minister say one time that if you wanted to live a Christian life you must "watch and pray, watch and pray." To prevent claims it is necessary to be everlastingly on the watch.

I worked a while in a town as an operator. When I came to work there were often express trucks standing on the platform close to the track, sometimes with tongues down. This always looked dangerous to me. Tongues should be raised and trucks moved to a safe distance. This rather comes under the head of Safety First but in preventing an accident to some person a claim is prevented.

"Keep a strict record of car seals" should be a motto. In making record of seals on passing cars be particularly careful to see that they have not been broken and replaced in such a manner that they would look to be in good condition.

Agents as a rule know whom to trust and whom not to trust. If you know of

anyone who is always looking out for a chance to beat the railroad company—and there is usually at least one in every neighborhood—look out that every transaction you have with such party is well guarded by a complete check of L.C.L. freight on delivery and any bad order or shortage correctly noted at time of delivery.

If a train crew is reckless in handling way freight ask them in a nice manner to be a little careful. Jump in and help them on a heavy lift. If they are willfully reckless appeal to the conductor; if anyone refuses at any time to handle freight right report same to your local official.

If a carton of lamp chimneys is rattling or a case of fluid leaking, open and make a joint examination with consignee noting the true character of damage on the freight bill.

I watched a switch crew switching in the yard of another company and the way these cars were thrown against each other caused me to wonder that they were not wrecked. The contents of such cars

loaded with stoves, for instance, would be almost sure to be damaged.

Keep posted on all instructions pertaining to prevention of claims and use your own head. Answer claim correspondence promptly and just claims are thereby more promptly settled. A just claim promptly settled wins a friend, more friends mean more revenue.

"An Ounce of Prevention"

John J. Wall, Chief Bill Clerk,
Spokane, Wash.

REGARDING claim prevention, it is my belief that "an ounce of prevention is worth a pound of cure," and therefore suggest the following as an aid in preventing claims.

That the person or persons receiving freight be fully aware of the packing regulations.

They will then be much more careful to see that containers are strong enough to safely transport contents and that nothing is short, over, or in a rattly or leaky condition. Make them sign for everything received.

Those who stow freight should also know these rules and regulations so that a check can be maintained on the person or persons who receive.

In addition to the diligence of clerks and foreman, believe that each warehouse should have one man whose duty would be to supervise both receiving and loading, and who would O. K. each car before it is closed and sealed. A written record should be kept of cars O. K'd for movement.

The O. S. & D. Department should in all cases check the billing the next morning so that errors in billing, overs and shorts can be caught before an over or short has originated. By wiring ahead to make the necessary changes the errors can be adjusted before any damage has been done.

In unloading cars a written record should be kept of who was responsible for removal of contents and exceptions noted at that time. The foregoing to emphasize the importance of claims and urgent necessity of preventing same.

By written records the party at fault can be readily traced and steps taken to prevent a repetition of such errors. The party who signs such records will necessarily be cautious to see that everything is O. K. because he knows it can and will be traced back to him.

Train crews and others more or less responsible for a number of claims should be reached with printed matter urging them to use every care in the movement of cars.

Believe the Milwaukee Magazine should be used to inform all employees of claim prevention work being done as we are all, or should be, interested in preventing claims as this slogan would state "NO CLAIMS—MORE DIVIDENDS."

HELP WANTED!



What Have You Done for Your Employer Today?

THIS subject has been very much discussed in recent years, mostly under the heading of co-operation. It really does not matter whether you call it co-operation or some other pet name, the message you get home is what actually counts.

In the special column "THOSE WHO DO" appearing in this Magazine, we find listed each month names of employes who have solicited freight or passenger business or through personal effort have created a favorable impression for our railroad, and to each of these employes commendation is due.

However, these expressions are not the only outlets for recognition on a railroad, and with the majority of employes where many of such opportunities are not in evidence, it suggests other means of expressing activities on the part of employes in the interest of employer.

Space does not permit recording names of the many employes located at such points, who in the daily routine of their work find many opportunities to detect irregularities outside of their line of duties.

The yardmaster or yard clerk at some train yard who detects a freight car improperly billed and starts it in its proper channel has contributed his mite that day in the interest of economy.

The Car Department employe in his daily rounds of the yard, who notices equipment which he knows from past experience is needed in other localities and calls it to the attention of proper authority has probably secured a shipment for our railroad which in the absence of that equipment might have moved via some other line.

The freight house employe who through additional physical effort transfers L.C.L. freight from a through car into System equipment, releasing a privately owned refrigerator car has relieved the Company of paying two cents per mile for every mile in both directions through the release of the car short of final destination. If the car so released happens to be a foreign car the saving is on the basis of one dollar per day.

The coal shed man who devised a plan of re-arranging his chutes with result that gondola cars are released one day earlier has saved the Company the equivalent of one dollar per car for each car thereafter unloaded.

The stockyard forces who through special effort have unloaded or reloaded delayed stock faster than regular handling contemplates, have been instrumental in avoiding a probable claim payment on account stock missing advertised market.

Other employes, regardless of position, who find and report unsafe conditions, have no doubt prevented loss of time to a fellow employe as well as a possible injury claim.

There are many other cases where employes have interested themselves in matters outside of their duties, and such action has been reflected in reducing in some way an item of expense to this Company. It is to these employes that special commendation due, is not always forthcoming because of facts not generally being available and probably taken as a matter of course in the daily routine of railroad operation.

To these employes, however, at the close of their day's work comes the gratifying thought that they have a more than satisfactory answer to the question "WHAT HAVE YOU DONE FOR YOUR EMPLOYER TODAY?"

Prior to Midnight Deliveries

ALL employes are interested in the delivery of cars to connections prior to midnight to save per diem. At Chicago the record has been very good. During the month of June in the interchange from Bensenville Yard to the I. H. B., Conductor Lueke, Engineer John Kirchens, Fireman Jona Freeman, Brakemen Fred Lang and Wilbur Remington accomplished prior to midnight delivery twenty-three times out of twenty-four, handling an average of about 70 cars.

The next best showing was in the interchange from Galewood to the C. R. & I., Conductor B. Miller, Engineer Roy Visgar, Brakemen Wm. Dohm and J. W. DeVries, who made the interchange with the C. R. & I. prior to midnight on twenty-one trips, a 100 per cent performance, handling an average of 40 cars each trip.

Honorable mention is also due Conductor Geo. Beltman, Engineer W. T. Olson, Brakemen E. Sanders and F. E. Daly, handling the per diem runs from Division Street to the Belt, out of twenty-two trips accomplished prior to midnight delivery twenty times, handling an average of 60 cars per trip.

These records while not all representing 100 per cent performance, do indicate the effort that is being made to save the per diem which amounts to \$1.00 on each car delivered prior to midnight.

Perhaps we will hear from other points whose record excels that of Chicago.

Storage of Grain Cars for Year 1929 Grain Movement

WE have started the storage of grain cars for movement of the 1929 grain

crop. Our storage this year will be approximately the same as that last year as it is expected that the crop while smaller in some localities, will be offset by corresponding increases in other localities, so that the grand total will be somewhat along the same lines as last year, the objective being to get about 6,000 cars in storage.

It is the intention to so far as possible utilize cars in our 700,000 series for grain loading in preference to cars in other series, and to this end we are endeavoring to utilize to the greatest extent cars in other series that are suitable for flour, other mill stuffs, cement, paper, cans and other high class loading because there are a great many cars in the other series that are entirely suitable for this class of loading but which are not as well adapted to the grain service as cars in the 700,000 series. A number of circulars have been issued on the subject and all employes can be of very great help in moving the 1929 crop if they will see to it that a 700,000 series car is not used for anything but grain loading when other suitable cars are available.

The Psychology of Safety

(Continued from page 17)

untrained man and the specially trained man. The untrained man may do his work perfectly when he is "hitting" on all four," but he can give you no reason why he produced a certain result. The specially trained man can do fairly well on two cylinders until he gets the others working, and he knows where he is "at" all the time. Accidents are due not so much to the fact that we do not know the proper course as to the fact that our minds are not on our work, or that our minds are not functioning properly. SAFETY HABIT No. 1: *I must keep my mind on my job!*

I know of no occupation which requires greater mental self-discipline than railroading—especially for the man in the operating department. For the moment he allows his vigilance to abate may be the moment when the other fellow makes a mistake.

I am sure if you are interested that your mind has traveled ahead of me far enough to see the importance of safety habits. When the untrained man has a lapse of memory he has nothing to fall back on. When you have disciplined yourself to play safe as a habit, you may overlook some vital point for a moment, which is inevitable at times, and still have the force of vigilant safety habit to carry you through. The SAFETY HABIT is the best protection against forgetfulness.

Current News of the Railroad

Kansas City Boys Scouts En Route to World Jamboree

A PARTY of eighteen Boy Scouts en route from Kansas City, Mo., to Birkenhead, England, to attend a "World Jamboree" arrived in Chicago, July 17, on the Southwest Limited.

Sixty thousand Scouts from far and wide the world over, are to attend this meet, which will be held at Arrowe Park, a four-hundred-acre estate in one of the most interesting parts of England. The Prince of Wales is to be a "fellow-camper" with the Scouts, and his presence will add much to the interest of the occasion, as H. R. H. has always been a supporter of the Boy Scout movement and a patron of their activities.

An interesting fact in connection with the Kansas City delegation is that the entire personnel hold the rank of Eagle Scout, the highest rank in Scout work. These eighteen lads were picked from 5,800 Scouts of the Kansas City Council. It will be the only all-Eagle Troop from America.

The party was in charge of Scoutmaster Spencer A. Gard, and the day in Chicago was spent sight-seeing. They sailed from Montreal on the S. S. "Duchess of York," July 19th. Returning, they will arrive in Kansas City, September 6th.

Illinois National Guard to Camp McCoy

124th Field Artillery, Illinois National Guard, 450 officers and men, left Chicago, July 13, in a special train over The Milwaukee, for Camp McCoy, Wisconsin. The advance detachment, fifty officers and men left for the camp on the eleventh. The entire party returned July 27th.

Mayor of Tulsa, Okla., and Party on Good-Will Tour

Mayor Dan Patton, of Tulsa, with a party of 150 prominent citizens and their families, arrived in Chicago July 1st and spent the day sight-seeing. The party is traveling in a chartered train called the "Tulsa International Special" and has been touring the eastern states and Canada. The special left over The Milwaukee for Davenport, Iowa, where a stop of three hours was made before continuing on to Kansas City.

In the party were twenty-five residents of Seminole, Oklahoma, many of these millionaire oil men of that vicinity.

Gallatin Gateway Travel Continues to Increase

Tourist travel to Yellowstone Park through Gallatin Gateway continues to increase, says General Passenger Agent W. B. Dixon. For the first three weeks of this season the number of passengers using The Milwaukee's route to Yellowstone increased 23 per cent over last year.

The Girl Scouts

A group of 110 Girl Scouts left Chicago June 12th over the Milwaukee for Elkhorn, Wis., to attend Scout camp.

"Key Notes"

"Key Notes" is the title of a recent booklet issued by our company for pub-

lic distribution. It is a thirty-two page pamphlet, and in it is contained a brief history of the railroad since its first train operation in 1851, and an outline of its achievements in the development and advancement of transportation, including the 656 miles of electrification in Montana, Idaho and Washington; and other important features such as the installation of roller bearings on its passenger trains. It is profusely illustrated with scenes in the twelve states through which we operate.

The Pennsylvania Elks

A special train carrying a party of Pennsylvania Elks left Seattle, July 16th for Chicago, and was delivered on July 24th to the Pennsylvania Railroad. This party stopped over at Gallatin Gateway for a trip through Yellowstone. The special consisted of one Milwaukee dynamo baggage car, one Milwaukee tourist car, two Milwaukee diners, one Pennsylvania baggage car, five Pullman standard sleepers and one Pullman observation car.

We have recently had a rail testing machine over the R. & S. W. Division, which was a very intricate piece of machinery and is described in the Literary Digest of June 1.

This machine is so arranged that it can detect flaws in rails in passing over them, and also will detect transverse fissures, which hitherto no one has been able to discover. The machine will detect any imperfect rail that might be in the railroad so that it can be removed to avoid giving away under traffic.

It is really a very wonderful machine, says Superintendent Thurber.

New Freight Car Repair Building, Milwaukee Shops

Large, Light, Convenient and Modern

CONTRACTS have been let by the management for the construction of a large, modern car repair shop with an adjoining building for use as the employees' lunch, locker and wash rooms on the ground floor and office space on the second floor. This project represents an approximate expenditure of \$1,000,000.00.

The repair building will be of daylight design, one story high, 1,000 feet in length and 195 feet in width, and is to be constructed of brick and steel.

This building will be divided into three bays; the north 700 feet of the two side bays will be equipped with five repair tracks for the progressive system of repairs; the south 300 feet of these bays will be utilized for painting and drying repaired cars. The north 700 feet of the center bay will be used for the fabrication and repairing of steel car parts and the south 300 feet for wood mill and lumber storage. Each bay will be equipped with a 15-ton overhead crane, traveling the entire length of the building.

The center bay will be completely equipped with modern machinery for the most efficient handling of car work. The entire shop will be equipped for the use of high-frequency tools and electric rivet heaters. Oxygen pipe lines with mani-

folds, paint storage tanks and pipe lines for supplying paint to spray guns, removable scaffolds, electric traveling jib wall cranes, car straightening frame and many other labor-saving machines and devices will be installed.

In this new building, the employees will not only be protected from the rain and snow, but will also be protected from the cold by a modern unit heating system. It will also be possible to carry on all operations efficiently at any hour of the day with the new lighting system of this building, because it is of such a nature that there are no shadows cast and uniform illumination will be obtained throughout the building.

The management is putting forth every effort possible to make this building as modern and efficient as possible, so that it will be of equal benefit to the employees as well as the company.

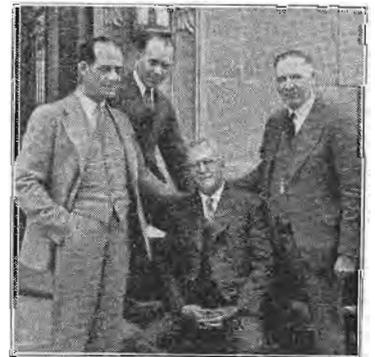
Arrow Train

For Chicago-Omaha Service

NEW Arrow trains for service between Chicago, Omaha and Sioux City consist of cars that have the very latest features in car design, construction and decoration. The sleeping cars were built new by Pullman Company and the club cars, diners and coaches were rebuilt at our Milwaukee Shops. All the cars are of steel construction and equipped with roller bearings, clasp brakes and universal control air brake equipment, which makes them ride very smoothly. The cars are straight electric lighted, having axle generators to furnish the current.

Of particular interest are the club cars, which have been rejuvenated to include the up-to-the-minute features in decorations, furnishings and comfort. The cars have a solarium or sun parlor in rear end, and then come lounge rooms, smoking room, buffet and a library section. There is also a lounge for the privacy of ladies who desire to converse quietly or to smoke. In the main lounge there is a Queen Anne section for those desiring to play cards.

The club cars are finished in light colors. The walls of the lounge rooms are a medium shade of walnut and the ceiling is buckskin color. The solarium is colored in pee-wee green, pigskin brown, buckskin and beaver brown. The lighting fixtures and trimmings, which are of an individual design, are a shaded gold color.



One Hundred Twenty-two Years of Service for the Campbell Family. Seated: F. D. Campbell, Assistant Superintendent, Car Department, Tacoma, 50 years; His Three Sons: F. H. Campbell, G. C. F., Tacoma, 24 years; H. R. Campbell, G. C. I., Milwaukee, 18 years; W. E. Campbell, G. C. F., Milwaukee, 30 years.

The furniture is of an individual design and covered with tapestry or plum-colored plush. The wooden furniture, which is of the Adam style, has hand-carved decorations and inlaid work. Such woods as figured French walnut, figured American walnut, ebony, birch and mahogany are used. In the solarium is rich-colored reed furniture. The smoking room has deep, heavy, upholstered red leather chairs, and the lounge has tapestry and plum-colored chairs and davenport. In the ladies' private lounge a hand-woven tapestry hangs on the wall. The floor of the car in general is covered by a specially woven carpet of individual pattern; in the solarium there is a mosaic design tiled floor.

The windows of the cars are higher than ordinary, thus affording a greater vision for passengers. The solarium windows are of shatter-proof glass and are made to raise and lower the same as automobile windows, these cars being the first railroad cars in the United States to have this window-lifting feature.

The cars are extremely well heated and ventilated. Thermostatic heat control enables the temperature to be properly regulated. Fin type steam pipes, while occupying less room, give a greater radiation. Exhaust fans in smoking rooms, and other fans, together with ventilators, afford proper ventilation. The solarium windows have window screens that roll upward and downward, the same as window shades.

Other features of the cars are: anti-pinch shields on the doors to protect fingers; curtain boxes concealed in car walls instead of projecting into rooms; porcelain washstands; electric rear marker lamps; alcohol broiler in buffet room, using "canned heat"; combination phonograph and radio with loud speakers throughout car so all passengers can enjoy the entertainments; bookcases and writing desk for use of passengers.

A Fine House for a Corner Lot

THIS house has obviously been designed for a corner lot, but it would be almost as attractive on an inside lot, provided it is wide enough to give the house a proper setting. Genuine hospitality is expressed by this design and much of this atmosphere would be lost in cramped surroundings.

It is also important that the house be kept close to the ground to make it most effective. The lot should be so graded that the first floor is only one or two steps above grade, and then, in order to get good basement light, the grade should be dropped toward the rear.

As shown in the illustration, the house is designed to be built of face brick. The chimneys, the porch piers, the entrance and the windows offer opportunities for decorative brickwork that will add interest to the design. The house itself is pleasing in mass and proportion, and while it is irregular in plan, has been worked out so that it will build economically.

The entrance in the angle of the house is unusually charming in effect, and the vestibule will be doubly appreciated in cold climates. The door at grade on the side of the house may serve also as a driveway entrance.

The grouping of the living room, dining room, porch, and hall is the attractive feature of this house. The living room and the porch have the view toward the street as well as the garden, and consequently give maximum of light and air.

The bedrooms have fine cross ventilation, and are convenient to the bath room. The kitchen could not be better placed. It is equipped with cabinets in place of a pantry as some housewives prefer, for the sake of convenience. There is plenty of closet room throughout.

The well-lighted basement includes laundry and drying room, heating plant, fuel bins, storage space, and vegetable cellar. A garbage incinerator is connected with the heating plant.

The second story contains two bedrooms with closets, a second bath and a large storage attic.

TWELVE POUNDS

Paper by Superintendent of Transportation N. A. Meyer. Read at a Meeting of the North Pacific Coast Regional Advisory Board in Seattle

THE savage could fasten only a dozen pounds on his back and swim the river. When he made an ax, felled a tree, and built a raft, he carried many times a dozen pounds. As civilization progressed man learned to hew logs into boards—built a boat, and multiplied his transportation power a hundred-fold; and later when he added modern science to his previous efforts, he produced the monster giants that defy wind, storm and distance,

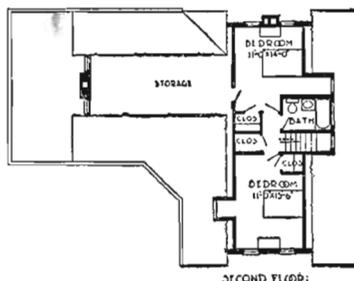
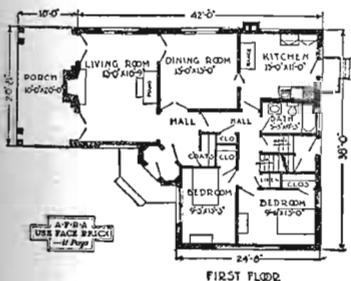
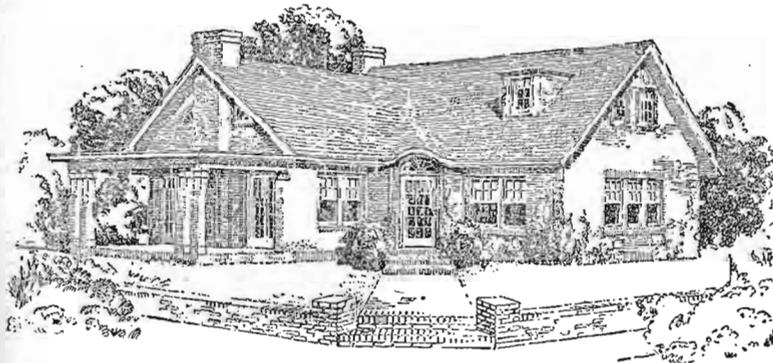
and permit carrying to the uttermost parts of the country burdens a million-fold greater than those transported by his predecessors.

In the earlier days transportation was a very serious problem; now it has been converted into a science, but there remains the same desire to add still further improvements to the transportation machinery. Railroads have ever been identified with such progress; steel cars supplanted the wooden, nature's road-bed was fortified with rock ballast, heavier rails made their appearance, double track, automatic safety devices, and then the final touch—GIANT ELECTRIC LOCOMOTIVES, which scale the mountain sides with tons and tons of northwest products, and transport them safely and quickly for distribution to the scattered consuming districts of the United States.

It seems to be particularly fitting that the Pacific Northwest lumber supply should have been the incentive for the vision of one of our great railroad presidents, Mr. A. J. Earling, not only in extending the railroad beyond the Missouri River to the coast to tap this supply of timber, but to also pioneer the idea that to successfully market this lumber in competition with the southern territory it required more science to offset the handicap of crossing five mountain ranges; and it is surprising to find that only a few people realize that to accomplish this feat most efficiently it required on the Milwaukee the construction of 656 miles of mainline electrified railroad, the longest stretch in the world.

Many Difficulties of Mountain Eliminated

It also reflects the genius of modern science when you stop to consider that much of the difficulties of mountain op-



Designed for the American Face Brick Association

erations have been eliminated with the aid of power supplied by water flowing down the slopes of these same mountains. Not only has the Pacific Northwest been favored with an unlimited supply of forests produced on the sides of these mountains, but the streams originating at the very top have been turned into energy that supplies the power for the Giant Electric Locomotives. In fact, it seems rather uncanny that the mountains not only have produced the lumber for the Milwaukee to transport, but in addition, had to be first called upon to furnish power to manufacture the lumber, and still later, help move it over the same mountains where it originally grew.

Few people appreciate the magnitude of electrical rail operation, and some confuse it with interurban service, but when you stop to consider that the average freight train being moved over these mountains today through electrical effort, carries sufficient lumber to build a city housing approximately 1,200 people, it indicates what modern science has accomplished in bringing the mountain grades down to a near sea level operation. Just visualize, if you will, please, that each freight train of lumber being moved over the mountains on the Milwaukee today will build a city of homes comparable in size with Cashmere, Washington.

The 61 electric locomotives now in operation have permitted the release for service elsewhere of 162 mountain type steam locomotives, and in addition, effected an annual saving of 265,000 tons of coal and 35,000,000 gallons of fuel oil.

The electric freight locomotive weighs 288 tons, has 12 axles of which 8 are driving axles and 4 guiding axles, 78 per cent or 225 tons of the entire weight of the locomotive is distributed among the 8 driving axles and places a weight of only 28 tons on each axle. The electric freight locomotive is designed to handle with 2 electric helper locomotives of the same size, a train of approximately 100 loaded cars up a 1.7 per cent grade, while a single passenger locomotive will handle at sustained speed a fourteen-car passenger train weighing 1,000 tons up a grade involving a rise of 116 feet to the mile.

Comparing this performance with that of former days, it is interesting to know that during steam operation a freight train of 35 loaded cars with two helper engines, and passenger trains of 10 cars with one helper engine reflected the maximum possibilities in the same territory.

The Energy for Electrical Operation

The energy for the electrical operation is generated at some of the 20 plants of several water power companies, and is carried along high tension wires to railroad substations distributed about 30 miles apart through the Belt, Rocky, Bitter Root, Saddle, and Cascade ranges. In these substations the voltage is reduced from 100,000 to 2,300, and power is converted from alternating to direct current at 3,000 volts. It then passes out to the feeder and trolley wires suspended from the poles you see flashing by at frequent intervals as you traverse the electrified district. From this trolley the power is taken down to the driving motors of the electric locomotive through that claw-like arrangement called the pantograph that you see atop the locomotive.

Instead of a trolley wheel, the pantograph is equipped with a lubricated copper shoe, and it may be interesting to you to know that while it is necessary to renew these shoes about every five to seven thousand miles, yet the wear on the copper trolley wire is so trivial that it would require a matter of a hundred years or so of operation to wear it out.

The unique part of this electrical operation comes not from the fact that it has permitted the movement of 100 cars of lumber in one train over the top of the mountain, but centers around the downward trip. Instead of attempting to hold the momentum of the train on the downward grade by application of air brakes, modern science has devised the electric locomotive so that air brakes are not used, but instead it utilizes the force of the descending train to generate power by reversing the action of the engine, so that from 40 to 60 per cent of the electrical power which has been used on the upward trip is again returned to the substations or to other locomotives on the downward trip and through the same trolley, justifying the saying "Electricity keeps its own books." In the aggregate approximately 12 per cent of the total energy used in the entire electrified territory is produced by the motors on the down grade movement. In connection with the down grade movement, it may be interesting to you also to know that during steam operation it required on our passenger trains the renewal of all brake shoes every trip, and under the present electrical operation a brake shoe continues in service for about a year. Considering the fact that on a 14-car passenger train 168 brake shoes are involved which weigh approximately 22 pounds each, it will indicate not only the saving in material but the effort of application. The same holds true, only on a larger scale, so far as the saving in brake shoes on freight trains is concerned.

Aids the Dispatcher

Additional refinements add to the electrical operation features that were not possible with the former steam operation. For example—in the dispatcher's office are located meters which register currently the voltage being used on the line for every minute of the day and night permitting the train dispatcher to determine definitely just when trains are ascending, descending, or standing still. In fact it has been made possible for him with this modern machinery, to locate trains without the aid of telegraph operators recording at way stations the passing of trains; but instead by merely looking at the dial before him he watches the progress of the various train movements under his guiding hand.

In the olden days when any dangerous conditions arose with the trains between stations, the dispatcher hoped for the best but called the wrecker. Now he can reach up to a little button, the size of an ordinary house switch, and without getting out of his seat, cut off power from all of the trains on his division. It is done instantly and cannot be put back on until he releases the button. When the power goes off in this manner and is not promptly returned, the train crew puts up a portable telephone and gets in touch with the dispatcher who informs them of the situation and issues the necessary instructions.

Aids Forest Conservation

The electrical operation, it should be remembered also, is very much identified with your conservation of forest campaign, in that there is not the remotest possibility of connecting up this type of railroad engine with the responsibility of starting forest fires, and the Milwaukee is glad to be associated with you in your efforts to guard our forests against such destructive hazards.

With an even rarer wonder and quieter enjoyment than any earlier traveler could know, the passenger of today may dwell through observing eyes on the newest marvel of railway travel across the western reaches of our land. The colorful masses of mountain and sky, jade green valley and crystal stream swing into view and pass in a procession most majestic, while evenly, smoothly, silently, the modern train of a thousand tons moves onward through the scene. Drawn by some invisible power it sustains its steady flight, mile after mile, now threading the crags among those rocky sentinels that give back no echo of its passing, now holding to canyon walls, securely, safely, and as effortless as it is sure. The moving panorama of the peaks bulks large, o'erhangs, recedes, with never a swirl of train-roused dust to obscure its grandeur. The sunlight touching the rain-washed mountain sides with the glory of ochre and chrome, vermilion and sapphire, is no longer cut off by the sable plumes of smoke from laboring engines.

Truly it can be said much progress has been made in transportation since the savage swam the river with only a dozen pounds on his back.



The Gallatin Gateway Tepee Where the Pipe of Peace Was Smoked in June

Lights

By Floyd Hug

Lights.

Red, yellow, green, blue.

Lights, scattered through the inky blackness of the yards.

Lights, winking, blinking

Blotted out now and then

By the huge black bulk of a locomotive

With its headlight shining, pointing out the way

As it goes, clanking and rumbling through the yards,

Followed by a string of empties

Rattling over switches till they are lost in the blackness,

Punctured by the myriads

Of red, yellow, green, blue,

Lights.

—Union Pacific Magazine.

The Milwaukee R. R. Women's Club

Portage Chapter

G. Bloomfield, Historian

WITH the coming of warm weather we discontinued our regular club meetings until September.

At a Board meeting held at the home of our President, Mrs. F. P. Miller, we voted that each head of committee was to devise some way of making a little money during the summer so as to keep up our interest in club work, and also to add to our bank account.

Mrs. R. Falck immediately got busy and at our annual picnic had a guessing game for a \$2.50 gold piece, which netted almost four times that amount.

During the past year a number of donations were given by members for use in the club rooms. A large floor lamp, the gift of Mrs. A. Killian, is very useful and pretty.

At the close of last year's term of office our Past-President, Mrs. O. H. Frick, presented to the club a beautiful large American flag with standard.

Mrs. Chapman, head of the house purchasing committee, was instrumental in having made a large screen, very useful and good-looking.

At the close of school many of our members have taken their families and gone on vacations.



Mrs. A. B. Main, President, Sioux Falls Chapter



Mrs. Frank Sutherland, President, Bensenville Chapter



Mrs. F. P. Miller, President, Portage Chapter



Mrs. Charles B. Cheaney, President, Green Bay Chapter

Bensenville Chapter

Louise Suter, Historian

THE annual Milwaukee Women's Club picnic was held on July 11th at Elgin. The outing was to have been at Wing Park, but because of inclement weather the band of merry-makers, about forty-five in all, remained in the car thoughtfully provided through the courtesy of Assistant Superintendent of Terminals C. E. Elliott. Conductor Fleckinger had the coach side-tracked in Elgin where a unique indoor picnic was held until the early evening train home. Contests, games and "eats" were the order of the day.

Mr. and Mrs. Robert Di Vall and children made a trip to Cassville, Wisconsin, recently, where they visited Mr. Di Vall's sister. Mrs. Di Vall is a past-president and present social chairman of the chapter.

Although there are no club meetings in July or August, the library is opened every Tuesday evening by Mrs. Hugdahl, our faithful librarian. Several late books have been added since the last meeting and the members are urged to take advantage of the facilities of our ever-growing library.

Mason City Chapter

Mrs. M. M. Woolverton, Historian

YE old-time song which starts, "What's more fun than a picnic party, victuals on the ground, flies in the milk, bugs on the butter and 'skeeters buzzin' 'round," might have been changed some for the Mason City Chapter picnic, held at East Park, June 25. The flies and the bugs and the 'skeeters were all absent and the food, instead of being served on the ground, was arranged on a long table in a most appetizing manner, by the committee in charge. True, what is more fun than a picnic party.

About one hundred and fifty attended, and such an abundance of food, one can only

imagine if he knew it was a Milwaukee Railroad affair, proving that working for the C. M. St. P. & P. R. R. is a mighty good place to earn one's bread and butter and some cake.

Each one brought his own sandwiches and a covered dish. The ice cream and coffee were furnished by the club.

On this gala day the winners of the membership contest were announced by Mrs. W. F. Ingraham. The first prize, we are happy to announce, went to Mr. W. Woodhouse; the second, to Mr. Charles Montgomery. Both of these men worked equally hard, and the club appreciates their efforts immensely. Our local membership, up to July 1, was 359, 125 of whom are voting and 234 contributing members.

Games and races brought the picnic to a close and the club wishes to thank all the committees and everyone who helped so earnestly to make this affair such a splendid success.

A food sale was held June 22 in the lobby of the Merkel & Company store. Mrs. F. Ulrich and Mrs. Wm. Johnston were in charge. Mrs. Givens, of Ottumwa, was a guest.

The chapter sponsored a picnic for all employes and their families in Riverside Park June 22. Coffee and ice cream were furnished by the club. There was a splendid attendance and everyone enjoyed a program of games for children and grown-ups.

To date we have 470 voting and contributing members. After we have had a rest for the summer, we shall all be ready for all activities beginning in September.

Black Hills Chapter

ON behalf of Black Hills Chapter, the president, Mrs. Stanley L. Core, extends sincerest thanks to all members for their hearty co-operation and assistance while building and decorating the club float for the Fourth of July parade at Rapid City. Especially, thanks are due Mr. and Mrs. Hannaford of Clear Lake Iowa; G. B. Lawrence of Mitchell; Julius Hiel of Belvidere; Charles Brautigan, Thomas Hickson, Carl Zickrick, Frank Grace, Abe Barrett, Dan Kemmerling and Harry Morris of Rapid City.

Deer Lodge Chapter

Mrs. E. O. Waldron, Historian

THE regular meeting of the Deer Lodge Chapter was held on the evening of June 7, at the club house, president Mrs. J. E. Pears, presiding. The meeting was opened with singing, followed by recitation of the club motto.

Reports were made by the officers and committees. There was a good attendance. A wonderful program was put on by Mrs. Bryant Canter and Mrs. Bagley for the members. It consisted of a reading by Rogene Wykoff, and two piano solos by Julia Phelps. The pieces were the "Flatterer" and the "Country Garden," and some fancy toe dancing by little Laura Jean Brautigan.

There will be a party at the club house the last of June, given by the Ways and Means committee.

There will be a picnic in July for the members and their families. Arrangements are in the hands of a committee of which Mrs. W. Brautigan is the chairman.

Motion was made and carried that our president, Mrs. J. E. Pears represent this chapter at the annual dinner in Chicago.

The meeting nights have been changed again to the first Monday of each month.

This was our last meeting for the season, the next meeting will be held in September.

Arrangements are being made by the Ways and Means committee for the annual Gallatin Gateway dance.

The meeting was closed by a very delicious lunch served by the hostesses.

Sioux Falls Chapter

Mrs. H. B. Olsen, Historian

VACATION days are here—several of the members, including our president, Mrs. A. B. Main, Mrs. J. R. Bankson and Mrs. Harry Jory, are now visiting in southern California, having gone there with their husbands, where the Shriners assemble in convention this year.

We are very grateful to the Road Department for placing crushed rock between the club house and the street. This not only serves as a good walk, but gives a neat appearance.

Everyone is taking advantage of the nice weather we are having and the country is most beautiful, therefore it has been very quiet around the club house the past month.

Union Station Chapter

Mabel M. Costello, Historian

DURING the months of June, July, August and September, 1929, the Union Station Chapter will hold no meetings.

June 17, 1929, Mrs. Dynes called a board meeting in the club room, at which she served a luncheon to 24 board members. The table was decorated with pansies and sweet peas from the Hinsdale garden. Arrangements were made for the fall meetings, the first one of which will be held about October 1, 1929.

Mrs. O. W. Dynes has invited the board members, consisting of the officers of the chapter, chairmen and their committees to her home at Hinsdale, Ill., on the afternoon of Saturday, September 28, 1929. The beautiful gardens will be in all their glory at that time and everyone will be back from vacations and a "full board" meeting is expected. Further details, such as trains, etc., will be announced later.

Dubuque Chapter

Historian Pro Tem

DUBUQUE CHAPTER held its regular meeting Thursday evening, June 6, in Eagles Hall.

Old Glory was presented and pledge of allegiance given, also our club motto.

At the conclusion of the meeting Mrs. F. E. Leonard announced that no meetings would be held during the months of July and August.

After the close of the meeting numbers were sold on a pair of pillow slips, the proceeds to be given to a worthy family who has had sickness in their family. We realized five dollars which was very much appreciated by this family.

A social hour followed playing bingo, for which prizes were awarded.

Refreshments were served.

Mrs. M. D. Hall and Mrs. Al Bensch entertained the board members at Eagle Point Park June 4. Ice cream pies and everything.

Our annual picnic and division safety meeting was held at Eagle Point Park, Saturday, June 29.

The club furnished the meat, rolls, coffee and cream. Games and athletic sports were the diversion of the afternoon and evening.

Prizes donated by the Dubuque merchants were given to the winners.

After partaking of a sumptuous supper, the meeting was turned over to the representatives of Safety First, Mr. H. G. Smith and Mr. Schabarker.

Two hundred members and friends listened to wonderful talks on this subject by the above-named gentlemen. All voted as having had



Mrs. George Carey, President, Channing Chapter



Mrs. Thomas MacFarlane, President, Austin Chapter

a wonderful time. We are looking forward to a dance to be given in the near future at Union Park.

Thursday, May 16, moonlight excursion on the J. S. Excursion Palace, proved a huge success.

Tuesday, July 2, Mrs. W. O. Wright entertained the board members at her home. A wonderful time was enjoyed by all present.

The board members are looking forward to their annual picnic. Hostesses: Mrs. Geo. Wiegand, Mrs. Jos. Chaloupka and Mrs. Henry Kaiser.

As we are fully aware of the fact they are all wonderful cooks, we know we will not be disappointed.

The Dubuque Chapter would like to know just how to gain the Milwaukee button.

Our club was greatly saddened by the death of two of our worthy members: Mr. James O'Brien and Mrs. John Reed. The sympathy of the club goes out to these bereaved families.

Ottumwa Chapter

Mrs. James B. Davis, Historian

THE regular business meeting of Ottumwa Chapter was held June 14, in charge of Mrs. Reynolds. It was decided to hold our annual picnic on August 4. Sunday was chosen as a good day, so that the office employes and others who cannot get away during the week can enjoy the picnic with us. Light refreshments consisting of ice cream, waffles and coffee were served.

Mrs. Givens and little sons Billie and Norman, have just returned home from a vacation spent in Sioux City.

Mrs. J. V. Toumey and daughters Maybelle and Nancy, have returned home from a trip to Harrington, Kansas, where they, with Mr. Toumey, spent their vacation.

Our club house is certainly very lovely this summer, the grounds are beautiful with shrubs and flowers and the new lawn furniture is quite inviting; and then, we are boasting several new pieces of handsome furniture within our club house.

Sioux City Chapter

Mrs. Robert L. Robson, Historian

EVERYONE is enjoying a vacation from the general activities of the club during the summer months. June was a particularly lively one, preceding our recess. June 4 the Gallatin Gateway ball was given in the roof garden, and this being an annual affair, it was well attended. The winning ticket went to John Warnke of Tripp, South Dakota.

The board met on June 11 in Riverside Park, for a picnic lunch, after which Mrs. Buechler called the business meeting. Mrs. W. Givens solicited the ladies for cakes and other baked goods. We understand over \$20 was realized, all of which goes toward carrying on the good work.

Now that vacations are in line and some of our members going here—others there, we can look forward to a pleasant meeting in the fall when we shall all be together again with lots of new ideas and plans for effective work. Hope everyone has a very happy summer.

Mitchell Chapter

Mrs. T. McComish, Historian

A BUSINESS MEETING of Mitchell Chapter was called by the president, Mrs. S. H. Bruyn, June 17, at which it was voted that the chapter would take a recess until fall. The evening was spent visiting, and a luncheon was served with Mrs. Guy Lawrence in charge.

A card party was held at the home of Mrs. H. G. Kearney on June 20, with a large number present, and a goodly sum was taken in. At the close of the evening a two-course luncheon was served by Mrs. Kearney and Miss Emma Reyner.

Mrs. A. Peterson, our Welfare chairman, and her committee have been busy. They made twelve sick calls and twelve flower and fruit donations; six phone calls, four benefit calls and spent \$35.00. Mrs. C. E. Sloan, chairman of Ways and Means, took in several more dollars of late on her "Sock Social," from members who were not present at the meeting.

The chapter gave a picnic on Sunday, June 30 at Hitchcock Park, for all Milwaukee employes and their families. A large crowd was present and all had a very good time. Picnic dinner and supper were served.

Tacoma Chapter

Ethel Jennings, Historian

THE June meeting of Tacoma Chapter was held at Lincoln Park on the 24th. Each member brought a picnic lunch, and at noon all assembled at one of the long tables in the park for luncheon. We were glad to see so many members at the meeting, and from all reports, everyone enjoyed themselves immensely. The thanks of the chapter are extended to Mrs. Beechwood and Mrs. Rassmussen, who had charge of the program and games which followed luncheon. Prizes were awarded to the lucky ones in the games.

We regret to report the death of one of our most active members, Mrs. William Dulmage, who was killed in the East in an automobile accident. Tacoma Chapter wishes to extend its sincere sympathy to the family of Mrs. Dulmage in their loss.

Our next meeting will be held on July 29th, in the form of a picnic, at the home of Mrs. Valentine, on Steilacoom Lake.

Kansas City Chapter

Mrs. W. B. Jackson, Historian

ON Saturday eve, June 15, the members of the chapter met with our president, Mrs. E. R. Morrison, presiding. Reports from the chairmen of the different committees were as follows:



Mrs. Nic Weber, President, LaCrosse Chapter

Ways and Means chairman, Mrs. E. R. Jones, reported \$19.60 proceeds from a quilted taffeta pillow, which was raffled. The pillow was made and donated by Mrs. Price Cary, who is assistant to Mrs. Jones. The lucky number was held by Miss Ollie Meater. Mrs. Jones distributed the "dime helper," which holds twenty dimes each, to many of our members, and when filled will be turned into the treasury at our meeting in September.

Membership chairman, Mrs. Frank Biesecker, reported 66 new members and renewals for the month of June.

Sunshine chairman, Mrs. Milton Leaton, reported calls made and flowers sent to members who were in the hospitals.

After the club adjourned, social chairman, Mrs. Watson, with assistants, served ice cream and cake in the dining hall.

The ladies of the club held a covered dish luncheon at the home of Mrs. W. B. Jackson on Thursday, June 20. The colors of the club, yellow and black were used in the decorations of the home. Large bouquets of yellow lilies, yellow coreopsis and roses were used on tables, mantel and other places. The day was delightful and 38 ladies met and enjoyed the last social event of the season. Bridge prizes were given to the highest scores. First to Mrs. John Baumer; second to Mrs. F. F. Louthan; third to Mrs. E. R. Morrison; fourth to Mrs. S. Shoop; fifth to Mrs. Bernerd Le Bow; sixth to Mrs. Harry McKinlay; seventh to Mrs. Henry Riskin; booby prize to Mrs. Davis; pinochle prizes to Mrs. S. J. Davis, Mrs. Preece Cary, Mrs. George Ferris, and booby prize, Mrs. M. Donoho. Mrs. Grace Stipp was our out-of-town guest.

Mr. and Mrs. W. F. Fesler, who have sojourned in California for many months on account of Mr. Fesler's health, have returned to Kansas City and the club extends a hearty welcome to them.

Our president, Mrs. E. R. Morrison, will spend the summer months at their cottage on Miltona Lake near Alexandria, Minnesota.

Idaho Division

R. C. P.

VACATION TIME! And news has been scarce.

Dispatcher R. E. Joyner from Deer Lodge and Butte, is doing the relief work at Spokane, while dispatchers have been taking their vacations.

General Superintendent D. E. Rossiter spent several days on the Idaho Division last week.

Slat's Whalen is still Yardmaster at Othello but we never hear from him in these columns any more. Guess he thinks he's not appreciated, but some of the boys running into Othello should tell him how we miss the news from "The Heart of the Columbia Basin."

Conductor Chas. Donovan and son, Chas., Jr., were in the office today, and on inquiring about "Slats," Mr. Donovan said he was too busy playing horse with Tim Linehan to do anything else.

Trainmaster E. E. Johnson has been working day and night, riding special and freight trains, and examining new men on O. W. R. & N. rules, and company rules. Last Sunday, while picking up a derailment at Cherry Creek, the temperature at 122 degrees, he must have had a terrible longing for that little old boat he likes to tuck his family into on Newman Lake on a quiet normal Sunday.

Chief Operator F. J. Washburn, senior operator of the Idaho Division, who had been ill for a year past with heart trouble, died at his home at Plummer Junction, June 12th. He was eating breakfast and joking with his two small nieces when he collapsed.

Every employe on the Idaho Division regrets his passing.

Claim Agent P. B. Strickland died May 31st of double pneumonia.

Mrs. L. W. Patterson, wife of former Engineer L. W. Patterson, died at Sacred Heart Hospital, June 1st, after undergoing a serious operation.

Conductor C. M. Briggs underwent an operation at the St. Maries Hospital and is now back to work feeling fit.

Conductor J. H. McCarthy has been released from the hospital, St. Maries, where he had been confined for three months after injuries sustained while switching at Malden.

Conductor J. P. Downey gave up his run on St. Maries-Elk River passenger to take the branch log run between St. Maries and Clarkia.

Conductor Vandercook has bid in the vacancy on the passenger run but Bob Elliott is holding it until Vandercook appears.

Mrs. A. A. Mueller, wife of night clerk at Warden, died June 1st, after a long illness with internal cancer. She is survived by her husband, seven sons and three daughters. Mr. Mueller and family have the sincere sympathy of all Idaho Division employes.

Kansas City Division

C. M. G.

NEWS items this month will consist mostly of the whereabouts of vacationists who have been, who are going and who are away. Everybody too busy to take time to write contributions, even our old reliable news gatherer, Traveling Engineer Howard, has failed us this month.

Mr. and Mrs. H. F. Gibson are to leave this week for the lakes in Northern Minnesota. Mr. Gibson will return next week, while Mrs. Gibson will remain for a month or longer.

Roadmaster R. R. Lowe, Mrs. Lowe and daughter, Joyce Mae, made the trip over the electrified railroad to Spokane and other points on the Milwaukee in the Northwest.

Margaret Evans, daughter of Chief Carpenter John Evans, is spending the summer with relatives in California. En route home she will stop off at Amarillo, Texas, to visit with her brothers, Raymond and Hugh. Mr. Evans will journey to Amarillo sometime the latter part of the summer.

Dispatcher T. H. Tuomey, Mrs. Tuomey and children were in Herington, Kansas, also in Parsons, Kansas, during Mr. Tuomey's vacation period, guests at the home of Mrs. Tuomey's mother while in Parsons.

Dispatcher F. R. Moore and Mrs. Moore traveled to the mountains of Colorado for a vacation and rest.

Attending the Grotto Convention at Davenport was the main feature of Chief Timekeeper C. H. Baker's vacation. C. H. B. never misses a parade, especially a circus parade. He tells us he saw the convention parade through rose-

colored glasses. During the latter part of his vacation he and Mrs. Baker went to Fargo, N. D., and Aberdeen, S. D.

Our single and eligible Equipment Maintainer, Carl Hanson traveled all the way to Salt Lake City, Utah, during his two weeks' vacation. He claims to have had a real time, but that is all the information that he is handing out.

C. T. Nolan and family of Los Angeles, Calif., were recent visitors in Ottumwa. Mr. Nolan is the son of Agent Nolan at Cedar Rapids and brother of Agent Nolan of Conroy.

The convention of the Western Union B. of L. E., at Denver, Colo., on June 24, 25 and 26, was attended by Engineer C. Overturf and Clyde Dornsife. Mrs. Overturf and two daughters and Mrs. Dornsife composed the entire party to Denver and after the convention they continued to Colorado Springs, where they spent ten days.

Mrs. Bob Dove has gone to Sioux City, Iowa, for a visit of several weeks with her mother.

Mrs. J. A. Mooney is in Mercer, Mo., visiting with relatives and friends.

Seeing the Northwest, with a stop-over at Seattle, and several days at Salt Lake City, Utah and Denver, consumed the six weeks' leave of absence granted to Agent L. W. Knight of Sigourney. During his absence E. C. Koetting acted as agent.

Distribution Clerk John Herzog had his yearly leave of two weeks during the early part of June, all of which time he spent in Ottumwa.

It is reported that C. O. Johnson, Agent at Osgood, is recovering from operation for appendicitis and it is thought will soon resume his duties as agent.

Agent J. R. Endicott, Lucerne, was granted a thirty days' leave of absence, during which time he visited in St. Paul and Nevis, Minn.

Our second trick operator, W. D. Wright, at West Yard recently returned from a two weeks' vacation. While away his trick was worked by Durward Wright, extra operator.

Roundhouse Foreman H. L. MacCaughey is taking a real rest while on his vacation this year. We are told that he is spending it in Ottumwa, which is certainly a restful place. Upon his return to work Night Roundhouse Foreman A. L. Love will be off duty for two weeks, several days of which he will spend in Des Moines and the remainder in Detroit, Mich. He will be accompanied by Mrs. Love.

Leona Wittenmyer, formerly employed in the office of the superintendent as file clerk and stenographer, has a new daughter, Marilyn June, born on June 18. Mr. Wittenmyer is a brakeman on the Kansas City Division.

Time Inspectors Ray P. McGovern and Geoffrey Stickler were on the Kansas City Division for several days during the latter part of June checking up extra gang at Gault.

Operator Lloyd Callaway's sister or someone else's sister, made a visit here from Green, Iowa. Returned to her home via airplane with the Good Will Tour.

Mrs. Mathilda Mann, mother of Conductor Albert Mann, died suddenly at her home on Friday evening, July 5. Funeral services were conducted at the home, 733 W. Fourth Street, Ottumwa, on Sunday, July 7 and interment at Ottumwa City Cemetery. She is survived by one son Albert, and daughter Dora, who have the sympathy of their many friends in the loss of their mother.

Frank Mick, blacksmith helper, returned recently from Detroit, Mich., where he spent several weeks with friends; also stopped at Chicago en route home to see his brother.

Mrs. V. C. Lawson, wife of Fireman V. C. Lawson, was recently called to San Jose, California, account of the serious illness of her mother who resides in San Jose.

Engineer Wm. Wilson has a new granddaughter, Mary Ann, who arrived at the home of Mr. and Mrs. James Davis on June 24. Mrs. Davis is the daughter of Engineer Wilson.

Engineer Guy Parks, operated on at City Hospital, Chillicothe and off duty for six months account illness, returned to the service on June 17.

Jerry Long of the dispatchers' office spent several days during June in Chicago and in northern Indiana. She now has a friend visiting in the city; it isn't Big Bill Thompson of Chicago, and it's not Bill Hart of the movies, but it's MY BILL.

Twin City Mechanical Department Happenings

N. A. H.

SAFETY FIRST is a real live issue at St. Paul roundhouse and everyone is watching for an opportunity to prevent an injury. At this point, they have gone so far as to watch the clothing of the men, seeing there is nothing about their wearing apparel that will catch in machinery or otherwise, and it was noted that the boilermaker foreman, no need mentioning his name, as we only have one, was wearing a necktie with ragged edges and the forces at that point took up a collection and presented him with a very nice Safety First tie, the presentation speech being made by River Division Engineer Oscar Ranning in the presence of a number of the foreman's friends.

Traveling Engineer W. C. Blase is now up in the neck of the woods enjoying a real vacation, fishing, etc. Previous to going on his vacation, he was very busy making out a 605 on his Buick as he wanted it in first class condition. He said it only needed a few minor repairs but from the looks of the report it must have had to have Class 3 repairs.

The old saying, "Not a cough in a carload," was modified a little by a Duluth Division engineer who had a tank of poor coal and when asked what was the trouble, he said, "Not a lump in a carload."

Mr. J. E. Bjorkholm was a caller at Minneapolis July 9 as well as Mr. Elder from Milwaukee. Also Mr. Earl McMinn, who is a rare caller since train control was extended over the La Crosse Division.

Roundhouse Foreman John Fleming was a caller at Minneapolis recently and says he is feeling fine and glad to be back at the roundhouse.

Mr. and Mrs. Henry Wandberg spent their vacation in the east and report a very enjoyable time.

Mr. A. A. Edlund's father passed away June 10, and we extend to Mr. Edlund our deepest sympathy.

Miss Florence McCurdy from the shop superintendent's office, is spending her vacation traveling around seeing the various cities and presume she will report an elegant time.

Mr. Walter Johnson of the Car Department is also on his vacation, his place being filled by Tal Hughes.

A very appropriate and patriotic demonstration was held at the St. Paul roundhouse Friday, June 14. The employes had donated their funds saved through their prevention of personal injuries, for the purchase of an American flag. A flag pole was furnished and erected on the west end of the shop and the dedication took place during the noon hour.

District Safety Inspector W. W. Schabarker, who happened along for his regular monthly meeting with the men, was asked to address the employes at this dedication. In his talk he brought out very nicely the meaning of the different parts of the flag, showing that the principles for which it stood were principles of justice. Then he very nicely showed the relationship between the Safety First movement and the principles for which the flag stands. The talk was very appropriate and was handled in a manner that accomplished much good and surely does credit to the Safety First Department.

Machinist Joe Culnane told briefly the method used in obtaining this flag and gave credit to all concerned.

It is the intention of the employes at St. Paul to use the pole for a double purpose. A Safety First flag is to be furnished and will be displayed at all times on this same pole.

SPECIAL COMMENDATION



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

Switchman Harry Cross, West Yard, Ottumwa, Iowa, discovered car of oil leaking in train No. 78 and took the necessary action to have repairs made and prevent further leakage.

Agent C. K. Todd, Keldron, S. D., while extra east 8671 and 8696 were passing station, noticed broken stakes on car of poles billed to Minneapolis. He notified the dispatcher and train crew was instructed to stop train at Morristown, where car was set out.

K. C. Division brakeman, C. W. Cole, called for an extra east out of Laredo at 9 P. M., May 15, discovered about eighteen inches of ball rail broken out on the roundhouse track, as he went after the engine. He arranged to call section men and the rail was changed out immediately.

Switchman Grover Ballering, Milwaukee, on May 15, while Menominee Belt transfer was pulling over the cut-off where he was working as helper on transfer engine, noticed cars had parted on the Belt Transfer. By prompt action he was able to get a signal to the pusher engineer and get him stopped, which no doubt prevented serious damage to equipment.

I. & D. Division brakeman, E. F. Miller saved the life of a small child who had walked off the station platform at Canton just as the train was backing up to pick up the Sioux Falls section of No. 22. Mr. Miller, seeing the child, jumped off the train and ran ahead, pulling the child off the tracks and placing it on the platform.

Mr. Flanigan writing to Mr. Miller about the incident said: "I, for one, appreciate the action you took in this case in saving the child's life at the risk of your own; and while I do not like to encourage our employes to take chances by running in front of moving cars, I feel, in

this case, that you used very commendable judgment."

Superior Division conductor, E. Peterson, on May 22 found a wheel with about four inches broken out of flange. Car was loaded with ore out of Crystal Falls.

Terre Haute Division conductor, M. F. Earnhart, while pulling loads from Bogle Mine, May 22 found a broken rail at the first public road crossing south of the bridge on the Bogle lead.

Dubuque Division conductor, H. J. Smith, on extra west May 31, found a broken rail about one and one-quarter miles west of Norma and took prompt action to notify the chief dispatcher and section foreman.

Iowa Division brakeman, Robert Peterson, train No. 70, while dropping down Newhall Hill, June 10, saw sparks flying, stopped his train and found a broken arch bar on car of lumber.

Iowa Division conductor, A. E. Peterson, on May 20, discovered badly bent arch bar on car in train while passing Bayard, Iowa. He immediately applied the air, stopped the train, backed up and set out the car.

Illinois Division conductor, T. H. Carroll, recently in making delivery to the stock yards, noticed two hogs drop off the platform while being unloaded and immediately notified the stock yards company, which permitted the hogs being applied against the proper shipment.

Chicago Terminals switchman, Ben Webb, on June 22, while working with one of the crews at Bensenville, through quick action prevented damage to cars in switching and possibly averted a bad accident.

Section Foreman John L. Randolph, Tallmadge, Illinois, on June 22 discovered a brake beam dragging on car in first 72. Train was stopped and beam removed.

Agent C. Otto, Kittitas, Washington, as train 263 was pulling out of Kittitas, July 4, discovered flat spots on wheels of one of the cars and signalled the conductor who stopped the train and inspection disclosed four-inch flat spots on one pair of wheels and three-inch flat spots on another pair.

J. D. McCarthy, agent, Sturges, Missouri, discovered a brake beam down on car in extra east, June 26, signalled the conductor who stopped the train and the defective piece was removed.

Car Inspector Albert Doyle did good work assisting the Store Department employes with loading cement sacks for the washout near Ludlow, Mo.

This "Unknown Soldier"

FOLLOWING is a letter transmitted to the Magazine by Vice-President Gillick, who received it from Mr. J. S. Loftus, in charge of road work near Scotland, South Dakota. Of this occurrence, Mr. Gillick wrote to Mr. Loftus, "I do not know of anything that has occurred on our railroad in a long time which has shown more clearly the feelings of men for each other, than the men in your gang displayed in making a contribution that was sufficient to buy this homeless boy a decent grave and provide him with a Christian burial." The letter explaining the circumstance follows:

"Scotland, S. D., July 5, 1929.

"Mr. J. T. Gillick,

"Chicago, Illinois.

"Dear Sir:

"As you know, I have a mixed gang, hobo and Mexican labor, working on the S. C. and D. Division at Scotland, South Dakota. Last Monday evening after supper several of the men of both classes went out to a small lake outside of Scotland, bathing. Unfortunately one of the Mexican boys was

taken with cramps or became excited while swimming across lake, which is about 300 feet wide, and was drowned. Men of our gang and the Engineering Department got body out of water in about 45 minutes. Every effort was made to restore life but in vain. Unfortunately he did not have any identification on him of any description and was unknown by anyone of gang. Only name he went under was Francis Lopez. Body was turned over to county authorities and as we all know how a pauper is buried, John Hernandies, one of my foremen, whom you know well, and my other foremen, Daniel Loftus, John Brown, William Thompson and Pat Brown, took it upon themselves to go through the gang and ask for donations to give this boy a respectable burial. \$206.00 was raised in less than one hour, in fact every man gave. Some did not have any money to give but bought commissary in camp store and turned it into cash and gave. Hoboes, like Mexicans, contributed. Some gave \$1.00, others 50c, and others 25c. One old hobo gave 6c, all he had in this world. With the local W. F. Liesch, the Catholic pastor to officiate, it was really a sad affair. This one man was about 19 years of age and was dear to some old mother and father unknown to us. I know you would feel sad to hear of an accident like this, but would also be glad to hear that you have a gang of men working on our railroad who feel as we are our brothers' keepers. This man was laid away very respectably and grave marked so that at any time if relatives find out about his death can claim remains. What impressed me most was the spirit which was shown by all men in contributing to the funds which were raised for his burial and the comments of local people of Scotland, who were of the opinion that gangs of this kind were nothing more or less than yeggs, bums and gunmen. Work was suspended at 4 P. M., Wednesday and all attended funeral.

"Very truly yours,

(Signed) J. S. LOFTUS."

Our Business Getters

G. B. F.

AGENT McPHERSON, Union Street, reports the following business secured by his employes during the month of June:

Receiving Clerk L. Murphy	4 shipments
Receiving Clerk R. Norcross	20 shipments
Receiving Clerk R. Detuno	2 shipments
Receiving Clerk R. Reiner	2 shipments
Receiving Clerk J. Harvatt	4 shipments
Receiving Clerk C. Johnson	1 shipment
Reconsigning Clerk T. McGrath	10 carloads
Reconsigning Clerk J. Latkowski	3 carloads
Reconsigning Clerk A. Magnus	1 carload
Reconsigning Clerk J. Polenzani	1 carload
General Clerk W. Seiler	1 carload

Secured Passenger Business

The following employes have interested themselves in securing passenger business for our line, and we wish to commend them for their interest and assistance:

Mr. J. C. Eacker	Dynamo Baggage man	Chicago, Ill.
Mr. J. Talbott	Cashier, Local Freight Office	Kansas City, Mo.
Mr. C. McGrath	Engineering Department	Chicago, Ill.
Mr. H. W. Mueller	Review Clerk, Freight Auditor's Office	Chicago, Ill.
Mr. D. V. Cameron	Train Desk Clerk	Galewood, Ill.
Mr. Frank Jackulka	Janitor-Messenger, City Ticket Office	St. Paul, Minn.
Mr. S. D. Gilliland	Agent	Melbourne, Iowa
Mr. G. L. Toison	Agent	Bangor, Wis.
Mr. G. A. Semmlow	Chief Clerk, Advertising Department	Chicago, Ill.
Lieutenant Wolf	Police Department	Chicago, Ill.
Mr. H. E. Smith	Engineer, Superintendent of Transportation	Chicago, Ill.
Mr. E. H. Strate	Engineer of Track Elevation	Chicago, Ill.
Mr. C. F. Loweth	Chief Engineer	Chicago, Ill.
Mr. Howard Florus	Secretary to President	Chicago, Ill.
Mr. J. L. Brown	General Superintendent, Transportation	Chicago, Ill.
Mr. A. F. Steven	Freight Auditor's Office	Chicago, Ill.
Mr. C. T. Bickel	Freight Auditor's Office	Chicago, Ill.
Mr. Wesley Neff	Freight Auditor's Office	Chicago, Ill.
Mr. C. E. Mills	Passenger Engineer	Wauwatosa, Wis.

W. B. DIXON, G. P. A.

Because of his activities and friendship with the Traffic Department of a large concern, Carman William Blindauer at Green Bay, prevailed upon them to route over the Milwaukee Road six carloads of freight, with a total revenue of approximately \$800.00. This is very nice, Mr. Blindauer.

Rate Clerk J. P. Dickey at Galewood, continues his activities; in the month of May Mr. Dickey secured diversions on thirteen large L.C.L. shipments, plus two carload shipments.

Disposition Clerk Alex McCool at St. Paul, was recently requested to furnish two 100,000-capacity gondolas by a firm located on our rails and learned that the business was routed out of St. Paul via competing line. Mr. McCool passed this information on to the Traffic Department, with the result they secured diversion to the Milwaukee Road.

We again hear from Yard Clerk Frank Wallace at Milwaukee; a carload of hides from Winona via our line to Milwaukee.

"Hub" Smith, in Mr. Brown's office at Chicago, induced two of his friends to use our line to Seattle, stopping en route at Yellowstone Park, via the Gallatin Gateway.

Conductor Charles Alexander, on the S. C. & D. Division, turned in five passengers, Sioux Falls to Chicago, even though four of them had been lined up to travel over a competing road. Superintendent Buechler has some nice things to say about Mr. Alexander, and further states: "We are getting all employes in this territory just as interested as Mr. Alexander is in the securing of business, both passenger and freight."

Mr. O. K. Welty, stenographer in the office of Agent Hill at Davenport, secured routing on three shipments from a point in Illinois to the Twin Cities.

Mr. Micheal Kurth, Check Clerk at Milwaukee, is securing a lot of L.C.L. business from Milwaukee to Iowa and Illinois points.

Miss Helen Franklin, who is employed in the office of Dr. Westcott, company oculist, was instrumental in securing two tickets to Yellowstone Park via Gallatin Gateway.

Mr. H. O. Wheelock, W. V. Division, secured one passenger, Wausau to Omaha and return.

Geo. Ruder, freight house foreman, Merrill, noticed when accepting some shipments of machinery for Minneapolis, it was routed via Wausau, and C. & N. W. He explained our service to the shipper and had the shipment routed our line as well as securing a promise for future shipments.

Through the efforts of Train Dispatcher H. L. Vachreau, the Wisconsin Auto Supply Company will have a carload of batteries from Chicago shipped via our line early in June.

Mr. J. M. Bauperlant discovered a broken arch bar on a carload of coal and the car was set out immediately upon notifying the crew. This no doubt averted a serious accident and service of this kind is very much appreciated.

W. R. Billington has secured a passenger from Wausau to California to travel MILWAUKEE ROAD.

Mr. Frank Voeltzke solicited a car of household goods to move Wausau to California. Car will go forward tomorrow by way of Kansas City.

We notice a letter written by Superintendent Van Dyke at Austin, to Mr. Ulwelling, car inspector:

"I was indeed very glad to hear you were responsible in securing a passenger from Austin to Seattle via our line and want you to know the railroad company as well as myself very much appreciate your action, and it is solicitation of this nature that serves to increase the revenue of the company and places us in a favorable light before the traveling public."

Mr. F. J. Love, ticket clerk at Minocqua, is active in securing freight business in that territory. He secured several carloads of fruit and a promise of future business.

We have advice from City Freight and Passenger Agent Sherwood at Cedar Rapids, that Mr. V. F. Zobl, switching clerk, secured four round trip tickets for San Francisco.

Mr. Sherwood also advises that Mr. Raymond Burke, yard clerk, secured two round trip tickets for Rapid City.

Mr. Walter J. Zahradka, stenographer in the River Division, superintendent's office, induced a passenger who had already decided to use a competing line to a point in North Dakota, to change to our line.



An Old-Time Picture. Seated: Traveling Engineer W. T. Emerson, Jr.; Engineer George (Roxy) Smith; Standing: Trainmen Edward Reed and Edward Keith. Picture Taken 42 Years Ago.

Stop!

Daughter: "Yes, I've graduated, but now I must inform myself in psychology, philosophy, bibli—"

Practical Mother: "Stop! I have arranged for you a thorough course in roastology, boilology, stitchology, darnology, patchology, and general domestic hustleology. Now, get on your working clothes."



AT HOME



Some Coast Division Juniors. Top Row: Joe, Son of Chief Dispatcher T. E. Corbett; Shirley Irene and Marjorie Lorraine, Daughters of Assistant Engineer H. W. Guenther; Betty Lee, Daughter of Relief Agent L. G. Pravitz; May, Daughter of Yard Conductor C. Hillgloss, Tacoma; Jean and Felicia, Daughters of Agent H. J. Johnson, Mineral, Wash.; Allyn, Son of City Ticket Agent E. A. Schumacher, Tacoma; Patsy, Daughter of Dispatcher Jim Corbett; Eugene Maine, Son of Substation Operator Valleroy, Hyak, Washington.

A Few Suggestions

Elinor Corcoran

A Home-Made Makeup Box

THE woman who makes a practice of saving things—candy boxes, scraps of cloth, ribbons, pictures and what not, is frequently on the lookout for something she can make out of these odds and ends. And being one of that particular sort myself, here is a way that I found to use up some of these bits and as a result, have a makeup box both pretty and useful.

I had been saving a silhouette that had been the cover of a current magazine, having no other thought but to keep the picture because it was attractive to me. But one thing suggests another, so—"Why not use it as a cover for a makeup box?" Of course. I, therefore, I lost no time in rummaging around for materials. For the box itself, I chose a five-pound "Sampler" box because it had its cover on hinges. I covered the box with a piece of "natural" linen (rep or silk could be used), and lined the inside with pink silk, dividing it into three compartments by means of cardboard partitions. Then I glued the picture on the top and made a frame around it of pink and tan braid; and put the same braid around the edge of the cover, and there was my makeup box, dear to me because it was made of things attractive and intimately associated with my daily life; useful, because it was made to suit my own dresser. Something of this sort is suggested as a warm weather pastime with a look into the future for the Christmas giving.

A Gift

Several seasons ago, Edwin Arlington Robinson's "Tristan" was published. It is a well written and beautiful version of the old story of "Tristram and Isolde."

This year his "Cavender's House" has been published. "Cavender's House" does not contain the attractive romance of Tristram, but it has a certain beauty and a penetration into human life that is interesting. Either one of these books, bound in leather would make a delightful gift; but the two together, because of their genuine worth and of their attractive bindings and their contemporary value, would be a prize for anyone's library.

How to Keep Your Snap Shots

Each one of us young folk undoubtedly has some snap shot photos that are favorite and that we like to have around our rooms. Here is a way to keep them from curling up: Take a picture frame large enough to hold your favorites, fill it with snap shots, making it a frame solidly filled with small pictures. There are variations on this, also. I saw, not long ago, a menu frame, a foot long and six inches wide, made of leather woven in criss-cross, and having isinglass instead of glass. This was filled with snap shots and set upon the dresser. It was unique, but such attractive menu frames are usually hard to get hold of and the more common picture frame answers the purpose quite as well.

Silhouettes

A girl's bedroom needs some pictures to make it more livable and at the present time when silhouettes are in great favor, why not have them to decorate the walls? They are easily made, the pictures can be found in almost any of the women's magazines.

These should be pasted on squares of white cardboard or mounted on board about four inches square, covered with a glass the same size and finished around the edge with black "passepartout."

Lined Stationery

One who is particular about her stationery, and yet likes the lined envelope, may often be better pleased if she buys the plain envelopes and lines them herself, than if she tries to buy just what her fancy dictates in the already lined stationery. The art stores always carry quantities of pretty figured papers and among the display "just the thing" can surely be found. Cut the figured paper the shape and size of the face of the envelope, excluding the flap. Put paste on the bottom edge and slip the lining into the envelope with great care. Then put a little paste on the upper edge and fit it just below the glue on the envelope; and you have both envelope and lining of your own choosing.

The old saying is, "Necessity is the Mother of Invention," and so it is. Novelties that are in the foreground today and in the background tomorrow need not have too much time or money spent on them, and yet we all like to have a sprinkling of novelty about us, and so we put our originality to work and often invent some means by which we can save expense and yet possess the novelties of the day, and when their day is done, we can discard them because they have not cost us much outlay of cash or a great deal of time in their making.

Good Things to Eat

Stuffed Tomato Salad. From medium sized tomatoes, peeled, remove slice from top and take out seeds and part of the pulp. Sprinkle the inside with salt and let stand one-half hour. Then fill with chopped cucumber mixed with mayonnaise. Arrange on lettuce leaves and garnish with mayonnaise. Sprinkle top with paprika.



The **new**
ARROW
Chicago - Omaha
Sioux City

CHICAGO
MILWAUKEE
ST. PAUL
AND PACIFIC

**Introducing the
Limousine Observation Car**

New—not only in its physical equipment, but also in the ideas it brings to railroading.

Limousine observation car! Imagine the satisfaction of railroad car windows that are raised and lowered as in your limousine. By merely turning the window handles, the roomy observation end is glass enclosed or open—a sun room or a moving veranda. Screens roll like ordinary window shades. Extra large windows of ray glass—another innovation. Temperature thermostatically controlled.

The limousine car also has commodious lounge room for ladies, club section for men, nooks for card tables, comfortable upholstered chairs and divans for lounging, radio with loud speaker extensions, buffet, library, valet service.

Luxurious, spacious sleeping cars—coil spring mattresses. Delightful dining cars—cuisine by Rector of Broadway fame. And the marvelous riding ease that the silent roller bearings alone can produce. The new Arrow travels the short route between Chicago and Omaha. Leaves Union Station Chicago daily 6:20 p. m.; Union Station Omaha 8:00 p. m.



Westbound the new Arrow also carries through sleeping cars from Chicago to Des Moines—and from Milwaukee to Omaha (leaving on the Southwest Limited).

GEO. B. HAYNES
Passenger Traffic Manager

W. B. DIXON
General Passenger Agent
Chicago, Ill.

The **MILWAUKEE**
ELECTRIFIED OVER THE ROCKIES TO THE SEA **ROAD**

Chiffonade Salad. Cook a green pepper in boiling water to which one-fourth teaspoon soda has been added, one minute. Cool and shred. Shred one head of romaine, remove pulp from one grapefruit and cut three small tomatoes in quarters. Arrange in salad bowl and serve with French dressing.

Tomato and Cheese Salad. Six medium-sized tomatoes, peeled and chilled. Scoop out a part of the pulp and fill cavities with Roquefort and Neufchatel cheese, using equal parts. Work cheese together and moisten with French dressing. Arrange on lettuce leaf and serve with mayonnaise.

Fruit Salad Dressing. Mix one-third cup orange juice, one and one-half tablespoons lemon juice with one egg, slightly beaten. Add one cup sugar and cook in double boiler ten minutes. Cool and fold in one-half pint heavy cream beaten stiff. Add a pinch of salt. Serve with any combination of fruit arranged on lettuce leaf.

Raspberry and Currant Ice. Four cups of water, one and one-third cups sugar, two-thirds cup raspberry juice, one and one-third cups currant juice. Make a syrup of the sugar and water, boiling five minutes. Add

the fruit juices which have been strained through cheesecloth. Freeze.

Spiced Currants. Pick over and wash seven pounds of currants. Drain and remove stems. Place in preserving kettle, add five pounds of sugar and one pint vinegar. Tie three tablespoons of cinnamon and cloves, each in a muslin bag, add to the mixture and heat to the boiling point. Cook slowly one and one-half hours. This will "keep" if stored in a stone jar and put in a cool place.

The Patterns

Send 15c in silver or stamps for our UP-TO-DATE FALL AND WINTER 1929-1930 BOOK OF FASHIONS.

Address The Milwaukee Magazine, care The Beauty Pattern Company, 11-13 Sterling Place, Brooklyn, N. Y.

6541. Ladies' Dress. Cut in 6 sizes: 34, 36, 38, 40, 42 and 44 inches bust measure. A 38-inch size requires $4\frac{3}{4}$ yards of 39-inch material. For waist and drapery of contrasting material 2 yards will be required 27 inches wide. The width of the foundation skirt, at the lower edge is $1\frac{1}{2}$ yards. Price 12c.

6544. Ladies' Apron. Cut in 4 sizes: Small, 34-36; Medium, 38-40; Large, 42-44; Extra Large, 46-48 inches bust measure. A Medium size requires $2\frac{1}{2}$ yards of material 32 inches wide or wider. To finish with bias binding will require 8 yards $1\frac{1}{2}$ inches wide. Price 12c.

6559. Girls' Dress. Cut in 4 sizes: 6, 8, 10 and 12 years. An 8-year size with long sleeves requires $2\frac{1}{4}$ yards of 36-inch material. With short sleeves the material is $2\frac{1}{4}$ yards. For vestee and collar of contrasting material $\frac{3}{8}$ yard 39 inches wide is required, cut crosswise. For sash of ribbon or velvet $2\frac{1}{2}$ yards is required. To finish with bias binding as illustrated will require $5\frac{3}{4}$ yards $1\frac{1}{2}$ inches wide. Price 12c.

6554. Dress for Junior and Miss. Cut in 4 sizes: 14, 16, 18 and 20 years. A 16-year size requires $4\frac{1}{2}$ yards of 36-inch material. For the girdle and bow of wide ribbon $2\frac{1}{2}$ yards are required. To finish neck and armscye edges with bias binding will require $1\frac{1}{8}$ yards $1\frac{1}{2}$ inches wide. Price 12c.

6562. Girls' Dress. Cut in 4 sizes: 2, 4, 6 and 8 years. A 6-year size with sleeve puffs will require $2\frac{1}{4}$ yards of 39-inch material. Without the puffs $2\frac{1}{8}$ yards will be required. For collar and tie of contrasting material $\frac{3}{8}$ yard 32 inches wide is required, cut crosswise. Price 12c.

6565. Boys' Suit. Cut in 4 sizes: 2, 3, 4 and 5 years. A 3-year size with long sleeves requires $2\frac{1}{8}$ yards of 32-inch material. With short sleeves 2 yards will be required. Pockets and inside bands of coarse muslin require $\frac{3}{8}$ yard, cut crosswise. Price, 12c.

6549. Ladies' Dress. Cut in 6 sizes: 34, 36, 38, 40, 42 and 44 inches bust measure. A 38-inch size requires $3\frac{3}{4}$ yards of 39-inch material. For collar and tie of contrasting material $\frac{3}{4}$ yard 39 inches wide is required, cut crosswise. To finish with bias binding will require $3\frac{3}{8}$ yards $1\frac{1}{2}$ inches wide. The width of the frock at the lower edge with fullness extended is $2\frac{1}{4}$ yards. Price 12c.

6367. Ladies' House Frock. Cut in 9 sizes: 38, 40, 42, 44, 46, 48, 50, 52 and 54 inches bust measure. A 46-inch size requires $5\frac{1}{2}$ yards of 36-inch material. To face belt and plastron with contrasting material requires $\frac{3}{4}$ yard 27 inches wide. The width of the dress at the lower edge with plait fullness extended is $2\frac{1}{4}$ yards. Price 12c.

6147. Girls' Dress. Cut in 4 sizes: 6, 8, 10 and 12 years. A 10-year size requires $3\frac{3}{8}$ yards of 27-inch material, together with $\frac{3}{8}$ yard of contrasting material. Price 12c.

Mobridge Chapter

Dora Anderson, Historian

OUR last regular meeting was held on Monday evening, June 24th, with a fairly good attendance, considering that that so many people are away on their vacations at this time of the year.

We had with us at this meeting the third Vice-President-General Mrs. H. M. Gillick, of Miles City, who gave a short talk.

The president of the Sioux Falls, S. D., Chapter, was a passenger on train No. 18 that night going through Mobridge, so stopped at our club room for just a few moments and although we did not learn her name, we were all glad to see her and we hope to have the pleasure of meeting her again and becoming better acquainted.

Let us all get together and make our first meeting in September a rousing one, for at this time we also hope to have with us our President-General Mrs. H. E. Byram. We sincerely hope that each member will make a special effort to be present.



ON THE STEEL TRAIL

"Out Where the West Begins" East End of the Trans-Missouri Division

D. H. A.

ANOTHER month has rolled by and there is not much to write about this time except vacations. This is the time of the year when we feel that we want to get away from our work and our worries and go out and enjoy ourselves, therefore the writer leaves Saturday, July 6, for her vacation, and we hope to return rested and refreshed with more interesting news items for next month.

In order to make traveling conditions more comfortable for our patrons on the good old Milwaukee, a road oiler has been put on to provide a dustless roadway. This road oiler started out of Mobridge about two weeks ago, and will continue on to Harlowton, Montana. The oiler consists of a 72 H. P. gas motor car with sprays between the rails which also extend outside four feet beyond the ends of the ties. This oil is a special preparation that eliminates all dust, and about 650 gallons are used per mile. It has proven very satisfactory so far.

Mr. and Mrs. H. M. Gillick spent a few days at Mobridge. They were accompanied on their return by Miss Dolores Vachreau, who will take in the roundup at Miles City.

Mr. and Mrs. Martin Walsh are spending their vacation at Spokane and other parts of Washington. From there they will go to the Elks' Convention at Los Angeles, Calif.

Mr. and Mrs. Emil Johnson and son Dick left for Chippewa Falls, Wis., where Mrs. Johnson underwent a minor operation at a hospital there. Her many friends are glad to know that she is convalescing nicely.

Agent R. S. Lewis is visiting at the homes of his daughter, Mrs. E. E. Cook, and his son Rollo Lewis, at Bozeman, Montana.

Mr. M. H. Murtha, traveling car agent from Seattle, spent a day in Mobridge on business.

Dispatcher Harold Winship was operated on for appendicitis at the Mobridge Hospital and is getting along fine.

Miss Besse Swanton left for Miles City and Billings, Montana, where she will spend a few days.

"Red" and Tom Richardson are enjoying a visit from their mother, Mrs. Richardson of Oakland, Calif.

Fireman Martin Tasnady, accompanied by his sister of Portland, Oregon, has just returned from a three-months' trip abroad. They visited their mother at Turda, Roumania, also visited relatives and friends at Hamburg, Germany and Budapest, Hungaria.

Mrs. Clyde Caldwell and daughter Mary Ann, spent a few days visiting at the home of Mr. and Mrs. J. R. Price at Miles City. From there they went on to Manhattan, Montana, where they will spend several weeks visiting at the home of Mrs. Caldwell's parents.

Miss Bernice Steinstra was united in marriage to Mr. Lloyd Dunn on Sunday, June 16. They left on a motor trip to northern Minnesota. Their many friends extend hearty congratulations.



T. M. Division Engineer John Beaver,
Duck Hunting, Swan Lake, S. D.

We also wish to congratulate Miss Ray McCauley and Mr. Ewald Nepp who were married June 29. They are motoring through the Black Hills and will be at home in the Pfanstiehl Apartments after August 15.

Mrs. L. W. Clark and daughter Nancy Gay, spent a few days visiting at New England and Dickinson, N. D.

Mrs. J. D. Marshall and daughter Mrs. Leo Larson, motored to Aberdeen for the day.

Assistant Superintendent E. L. Cleveland and family are enjoying their vacation motoring to Green Bay, Wis., and other points.

Mr. and Mrs. Wm. P. Moran and family spent their two weeks' vacation visiting with relatives and friends at Rockford, Ill.

Miss Lorraine Collins who is taking nurse's training at the Ancker hospital at St. Paul, is visiting her parents here.

Miss Mazie Ahrens left for Sioux Falls where she will join Mr. and Mrs. J. C. Thompson on a motor trip to Chicago and points east.

Mrs. Ann Anderson spent a few days of her vacation with her parents at Miles City. On her return she and Norman motored to the Black Hills, where they took in the Firemen's Convention at Hot Springs, S. D.

Mr. and Mrs. Geo. Granger have gone to Rochester where Mrs. Granger will go through the clinic.

Mr. and Mrs. C. W. Nath and daughters are spending three weeks at Washington, D. C., New York, and Chicago. En route they visited Mr. Nath's parents at Perry, Iowa.

Rail Rumbings from St. Paul Allen

VACATION news is about all we have to offer this time.

Frank Warner's destination was Port Arthur, but he fell short several hundred miles of his destination due to lost time repairing tires.

Denny Sullivan's fresh air taxi held out until he reached Caledonia. We understand Caledonia was also the resting up place for Thos. Till and George Quinlan.

Hans Dahm is planning on reaching Clinton, Iowa.

Joe Pork tied up at Lake Alexandria. Ruth Shields, back and forth from White Bear.

Otto Bork stayed home. (Just married last June.)

Al Soler paid his respects to the fish at Cedar Lake near Faribault.

Chas. Martineau took inventory again of his future home on the old homestead in Wisconsin.

Fred Overby spent his time carrying a canoe on his back somewhere in the open spaces north of Ely, Minn.

Joe Kalaher fished daily at Lake Owasso. Marion Cashill is out on the west coast.

Gus Ross made good use of the front porch. Gladys Murphy. No report. And ditto for all the others.

Dubuque Shops "Jingles" "Oosie"

OUR sympathy is extended to Labor Foreman Harry New, Dubuque shops—his father having passed away at his home in Madison, Wis., recently.

Also heartily sympathize with Machinist John Reed in the loss of his wife, who passed away at their home in Dubuque, July 12.

And to the family of District Accountant James O'Brien, who passed away at his home in Dubuque on July 4, we can only say in the way of eulogy to the memory of this soldier husband, father, son and brother—

Taps have been sounded for "Jimmie";

He's gone from your home and our midst. Will it help to assuage your sorrow

When we say he will sorely be missed? Six years we have known him, and always

His patience, through physical pain Hovers close and will ever beseech us

The same perseverance to gain. Boiler Foreman James Smith, who was quite

ill a few months ago (and we failed to report it), is quite well and strong again, we are glad to state.

See Siegel's Snappy Safety Solgans (no kidding—they are fine)

With the SAFETY MOVEMENT he certainly is in line;

Has a snappy poster nearly every day— Read them, please, and profit by

WHAT HE HAS TO SAY!

While Timekeeper Frank Frick's son will be several weeks old before this gets into print, still it won't be supporting him for a few years, so we better make mention of the fact that Gene Tunney has one more namesake and will in all likelihood be his successor (that is, if "so-father, so-son" is carried out).

The following line-up of players should (and does) constitute our 100 per cent ball team for the season. Just a word: If any of you have any grievance in regard to your short (or long) comings, take it up with my reporter:

"Dopes" Reuter—Kinda sleepy like.

"Hans" Wagner—Third base, and "on the hike."

"Chas. Abraham"—A pitcher (that useder wuz).

L. W. Wiedner—Manager and the boy that DOES.

H. New—Catcher with a "rep."

CLASSIFIED ADVERTISING

The use of these columns is FREE TO EMPLOYEES of the MILWAUKEE, who have personal property to exchange or sell. Your copy must reach the Editor not later than the 15th of the preceding month. Your name and department for which you work must be sent in on a separate slip.

FOR SALE

For Sale—Blue Beverens and Chinchilla rabbits, from prize winning stock. Pedigrees furnished. Prices on application. M. P. Valentine, Agent, Cross Plains, Wis.

For Sale—American brown water spaniel pups; males, solid color, \$15.00; white markings, \$10.00; females, \$7.50. Papers furnished. F. Byron Frazier, Williamsburg, Iowa.

Old postage stamps—sell, buy or exchange. Stamps on approval, sold as low as one-tenth catalog price. Liberal buying and exchanging terms. Write Frank Reynolds, 1116 East Denny Way, Seattle, Wash.

For Sale—Summer resort lots in Northern Wisconsin. Near many lakes and rivers. Fine fishing, bathing, hunting. Price, \$15.00 per lot. Warranty deed given with each lot. Write A. L. Weitzenfeld, 4938 Carmen Ave., Chicago, Ill. Phone Pensacola 6427.

For Sale—Chinchillas from Stahl's Gold Certificate Registered and Pedigreed Stock. Does two to three months old, \$3.00; three to four months old, \$4.00; four to five months old, \$5.00. Bucks, \$1.00 less. Order from W. F. Van Gilder, Tomahawk, Wis.

For Sale—Crispette Machine. Original price \$350.00. Willing to sell for \$50.00. Good as new, easy way to make extra money in spare time. L. G. Atkinson, Dispatcher's Office, Wausau, Wis.

For Sale—Cocker spaniel pups, registered stock; color, buff. Also have a three-and-one-half-year-old registered female, white with buff ears. Proven breeder. Selling Chinchilla rabbits, bred does, \$10.00. Raise Silver Black Fox rabbits for your fur coat. All pedigreed stock. G. C. Meigher, Waukau, Wis.

For Sale—General Electric Compensarc, 110 A. C., steps up 20-40-60 Amps, nearly new; can be used either with one or two picture machines. One Wagoner Rotary Converter, 110 A. C. side, 60 volt, 35 Amps, D. C. side. Just the thing for any house with two machines; any reasonable offer will be considered. G. F. Rediske, Slayton, Montana.

"Bud" Booth—200 pounds, but lots of pep.
"Stretch" Blair—Center fielder—heap much high.

"Yellow" Baumhover's motto—"Get the ball or die."

Joe Dornan, center—SOBER as a judge.

"Skeets" Oswald, second base—Makes an awful spludge.

"Error" Hollnagle—You can guess his game by spelling out a lot of times first part of his name.

But with this "funny" line-up, in spite of it I say, the C. M. St. P. & P. is leading—hip hip hooray.

Mr. Bill Paisley, who seems to be the critic, knows all about the games, but tell us, brother, where do you sit?

Vacation time is on us and we are glad to see that "Dick" Rainey as well as "Jim" O'Connor and families are going back to their home town in the East (Buffalo, N. Y.) to see the grown "kids" who were babies when they left.

Carpenter Tim Flynn will spend his vacation in St. Louis, Mo.; Machinist Helper Anton Baumhover in Duncombe, Iowa; Painter Peter Olinger and family in Long Beach, Calif.

Boilermaker Helper Earl Thompson, we understand, is going to Los Angeles, Calif., and if we get it right he is not coming back alone. (We may be wrong, so if we are, please correct us.)

Foreman Chas. Danglemeier has just returned from his vacation, spent in Butte, Mont.

Assistant General Foreman F. L. King is now enjoying his vacation in Kansas City and Minneapolis.

For Sale—Dahlia Bulbs: six new Giant flowered and popular varieties \$1.00 postpaid. Each labeled with name. Others 25c up. Write for list. Harry C. Aiken, 522 S. Fourteenth St., La Crosse, Wis.

For Sale—Fishing Tackle. A full line of high-grade, hand-made split bamboo bait and fly rods. W. B. Holcomb, 6414 Nordica Ave., Norwood Park, Chicago, Ill. Phone Newcastle 1893.

For Sale—Chinchilla Rabbits. High grade, heavyweight. Pedigreed Chinchillas or standard Chinchillas. Scott S. Clark, 1902 N. Second St., Perry, Iowa.

For Sale—Mink—Ranch bred, dark northern, very prolific, domesticated and acclimated, high-grade stock. Fortunes have been made with these splendid fur-bearing animals, well deserving the name of "The aristocrats of furs." Booking orders for 1929 young, from excellent foundation stock. Suggest prompt inquiry. Write Henry Wanous, owner, Argonaut Mink and Fur Ranch, Olivia, Minnesota.

For Sale—5 acres Florida land, unimproved. Palm Beach Co., Tr. 42, Bk. 33, Plat 3. Around 14 miles from West Palm Beach and 6½ west of Lake Worth, Florida. Abstract brought to date. All taxes and drainage paid. Price, \$250.00. Geo. R. Lyons, 1615 4th St., Perry, Ia.

For Sale—Photographs of "The Snow-capped Engine" on Northern Montana Division. Price, 25 cents. Apply to G. R. Haines, Great Falls, Montana.

For Sale—Telegraph Operators attention—For sale almost new Vibroplex Single Lever, \$10.00. S. N. Belanger, 645 Henry Building, Seattle, Wash.

For Sale—Junior Chinchilla and New Zealand white bucks, pedigrees furnished, eligible to register. For information write W. J. Barth, 1915 2nd Street, Perry, Iowa.

Lakeside Kennels offer high-class puppies from the best of blood lines and females strong in Champion Parbold Picador breeding. Several good stud dogs for sale and females. Beechwood My Pal in service. Ed. E. Norman, proprietor, Box 192, Stillwater, Minn. Phone: 1095.

Roundhouse Foreman Thos. Jones and Blacksmith Foreman Geo. Graff will spend theirs at Yellowstone Park (Gallatin Way).

General Foreman Fernstrom has had an island built for himself and family, as well as Iowa Division Traveling Engineer S. Einarson and family, far from the smoke and dust—and will bring back the fish (maybe).

Foreman Howell is going up to Tomahawk to hunt Indians—Foreman Sanders will work his garden at home—and Foreman Smith and Belitz will burn up the roads with their high-powered cars, going "somewhere".

Foreman Hopp has just returned from his vacation, spent in Ottumwa, Iowa.

Olive Kenefic will spend her vacation money on repairs to "the other fellow's car" (but she was on the "right" side of the street).

Ye scribe is planning a trip to Washington, D. C.

If anyone has been overlooked, save it for next time.

Chas. Kleeman has been appointed district accountant at Dubuque Shops, succeeding the late James E. O'Brien.

Storekeeper L. R. Lange and family will tour the East—including Philadelphia, Washington and New York on their vacation.

Kansas City Terminals

S. M. C.

FROM the present indications all the old-timers will be attending the Veterans Convention at Seattle in September, and Kansas

City Terminals will be at the mercy of the "youngsters."

The sympathies of the Milwaukee family are extended to Mr. Roy Harchett and family. Mrs. Harchett died very suddenly when it was thought she was on the way to recovery from an operation for appendicitis.

We also extend sympathy to Mr. Geo. Parker and family. Mrs. Parker died July 4 after a lingering illness.

Everyone connected with Coburg Yard is indeed glad to see Bennie back on the job at the elevator.

Effective July 1 a new position was put on at Coburg Yard, that of general car supervisor. Mr. Wilbur Tigerman was appointed to fill the place and from all reports he is getting along fine. Success to you, Tige.

Congratulations are in store for the Flagler family. Mr. Lawrence Flagler of the Car Department, reports the addition of another girl to his family.

The marriage fever seems to have struck hard at Liberty Street. Albert Waters, expense clerk, and Eddie McMahon, messenger, are both recent bridegrooms and it is understood that Bob Lewis, messenger, is soon to become a benedict. Wonder how long it will take the fever to reach Bus Beem.

Mr. and Mrs. W. H. Fesler returned recently from California after having spent the winter there on account of Mr. Fesler's health. Mr. Fesler is as brown as a berry, no need of any sun-tan powder there.

Mrs. Katie Schutte and Mrs. Roselyn Draver recently resigned from their positions at the Liberty Street office. Since that time there has been much changing about. We have a few new faces there and lots of old friends on new positions (to them).

We understand there is a new labor-saving device at Liberty Street, a difference finder. Also that we have an expert operator employed there. However this knowledge is useless in getting the stock.

We haven't heard anything this year about flowers, etc. What's the matter? Did Jim Talbott's and Chas. Wright's flower gardens suffer blight, or are you girls holding out on giving us the dope?

The first part of July found us busy as beavers at Coburg Yard, start of the wheat movement. From now on until the harvesting is finished we will be swamped by a flood of wheat.

Our little park at Coburg looks better than it ever before did, thanks to hearty co-operation of Mr. Tubaugh and Mr. Alberts. Even Mr. Lollis noticed it and commented favorably on it when he last paid us a visit.

Dubuque Division

E. L. S.

THE many friends and acquaintances of J. E. O'Brien, division accountant, were very much grieved at his untimely death which occurred Thursday, July 4. His funeral was held Monday, July 8. Sympathy is extended his bereaved family by the employees from the division offices. Even though he had been ailing a long time, he always had the same nice smile when he greeted anyone. We will miss him.

John Arensdorf and bride returned from their honeymoon trip which was spent in New York City, Wednesday, July 3. He was married to Miss Lucille Schwartz June 20. Best wishes for a long and happy wedded life to this young couple. Thanks for the good candy and cigars, John.

We understand Ray is next; how about it, and when will it be?

Walter Rellihan is again working as a dis-

patcher, relieving the regular dispatchers while on their vacations. Vic was the first one to go.

Conductor W. A. Cutting is laying off for several weeks, Conductor O. E. Dana relieving.

Herman Georges and wife are the proud parents of a baby girl born in Chicago, July 5. Mr. Georges is assistant to Mr. E. H. Johnson, division engineer, Dubuque.

Mr. L. M. Farley, chief carpenter, was a bachelor for several weeks while his wife and family vacationed at Harris, Mo.

Martin Galvan, general foreman, has been reported as recovering nicely from his eye trouble which was caused by an injury received some years ago.

Ed Meyer is temporarily employed as pile driver foreman on the Madison Division under supervision of Chief Carpenter Harry Cameron, recently appointed to that position. A number of extra Dubuque B. & B. men are assisting in the pile driver crew.

Paul Schulz, Roy Cheney and John Riley are assisting Mr. Tornes, general supervisor, bridges and buildings, on the Superior Division, making inspection.

THE HEADLIGHT OF THE NEWS is Ferris Cooper, who still sits opposite Marie in the superintendent's office.

Superintendent Meyer returned from his vacation July 2, and Trainmaster Shaft departed for his weeks of rest July 7. Understand Mr. Shaft expects to spend most of his vacation meandering along ponds and lakes in search of the finny tribe. (How are the mosquitoes biting?)

Earl, where do you get your stogies?—we thought that the wedding was over.

Frank, how do you define "a cool smoke?" Agent B. C. Chesterman resumed work at LaMoote July 3 after being on vacation for about thirty days, during which time he toured the northwest and western states, and incidentally, we understand took a side trip into old Mexico.

E. C. Ferris, who handled Mr. Chesterman's station during his absence, took charge of station at Canton, Minn., July 5, relieving H. O. Cline, who expects to be absent on vacation for about thirty days.

Operator W. H. Cullen, working 2nd trick at Spechts Ferry since July 2 on account of using regular Operator G. P. Yohe at Marquette Yard office, due to Operator T. E. Marshall being absent. Mr. Cullen is an old employe of the C. B. & Q. Railway.

M. F. Sokol is working 2nd trick at Turkey River during absence of W. J. Rellihan.

Albert Felder, 3rd trick operator at Guttenberg, expects to start on a vacation of two or three weeks, about July 5. Understand he is going into Kansas, Nebraska and Missouri to visit relatives.

Agent C. Glynn at Reno, and S. Glynn at Waterville, mourn the loss of their father who died at Lansing July 10.

Walter Hogan, son of Agent Hogan at McGregor, is home on vacation and will be used as an extra operator, where needed, until school starts again.

B. H. Bothmer, agent at Brownsville, was relieved July 1, by F. W. Gassman. Bothmer is taking an extended trip through the northwest.

W. J. R.—What is the attraction at Glen Oak and West Fifth?

Agent Childe met Mrs. Childe at Kansas City. Mrs. Childe had been at the home of her parents at Los Angeles, Calif., for several weeks. Understand while in California she had quite a serious operation, but is now fully recovered.

Bob Neiman, of the Engineering Department, says "Littleport" is the best. Wonder why?

News from the Dubuque Freight Office

By the Masked Baritone

Has anyone noticed the way Ed Doran is reducing? We understand he has a secret all his own and is willing to put out information to the fair sex on a payment of a reasonable fee. Address all inquiries to Mr. Doran at the Dubuque freight office. We understand from a reliable source that the reduction comes via the vibrator route.

Our greatest worry at the present time is that Pop McNeil will flood the market with garden stuffs, as I understand he has a very good crop this year and contemplates shipping. Pop lives in East Dubuque, but we believe we shall have to have rates via the Illinois Central to Dubuque and thence Milwaukee, to handle this traffic.

Louis Jaeger, the boy with the John Gilbert hair cut, has resumed work after a ninety-day leave of absence.

Vacations have started. Harold Sylvester Shea was the first to go. Nobody has seen or heard from this distinguished young man and we are unable to give the readers the dope as to where he is spending his time, but we don't believe a certain young lady would permit him to leave the city. Oh, yes; Harold's in love. (Young ladies, please note—Yes, Harold's good-looking.)

It might not be known to the outside world, but we have in our midst a very diligent missionary worker, namely, Martin Nickolas Jaeger, who is now trying to convert the black race. All donations gratefully received.

The Old Red Faber of the Milwaukee Freighters known in civil life as Frank M. Duffy, is still trying to play baseball. We thought that after a fellow got past a certain age he would realize that he was all through and caught up, and relinquish his hold on the national pastime in favor of the younger generation.

West I. & D. Division Items

F. D. S.

GEORGE THOMING, machinist helper, has returned from the hospital at Kansas City where he underwent an operation for the removal of one of his kidneys. George is looking fine and everyone is hoping to see him on the job as soon as possible.

Merle Fisk, yard clerk, has left the I. & D. Division, and transferred to the S. C. & D. Division in the same capacity. Here's luck to Merle.

How Not to Live Long

By Dad Bunting

Always drive out of alleys fast.
Never look behind lacking up, there is never anything behind you.

Never look or listen at railroad crossings, it takes up time.

Always put the brakes on when skidding, it looks more artistic.

Always take half the road, the middle half, stick up for your rights.

Always pass the other fellow on a hill, it shows that you have more power.

Don't blow your horn, it makes him nervous, he might turn out too far.

Always try and beat the train at road crossings, the engineer likes it, it gives him a thrill.

When you take your girl for a drive never use one hand, use both, love is blind.

When driving at night without lights don't worry, the other fellow will find you.

A. R. Calvin, traveling auditor, was a visitor in Mitchell the first part of July.

H. L. Wiltrout, E. H. Platt, John West, were in Minneapolis the first part of July attending a Prevention Meeting.

Superintendent Ingraham and Traveling Engineer Johnson held a coal prevention meeting at Mitchell the latter part of June.

Paul Hasslinger is acting as first shift yard clerk at Mitchell, taking the place of Merle Fisk, transferred.

F. E. Schneff, claim agent, was in Mitchell the first part of July, attending to company business.

J. W. Shelby, wife and granddaughter, returned from a month's visit in Los Angeles with their son, Donald, who is in charge of the Children's Hospital of that city.

Adam Herbner, night roundhouse foreman of Mitchell, is getting to be quite a salesman. He has sold quite a few books for the American Legion to help the local post in raising money to send their band to the convention at Louisville next October.

W. D. Griffith, agent at Soo Falls, was in Mitchell the first part of July to meet Superintendent Buechler to accompany him to Madison on business.

Conductor Buck Jenkins and wife passed through Mitchell on their way to the Black Hills on a few weeks' vacation. Mr. Jenkins looks quite well in spite of the severe siege of sickness which has kept him from working for the past year or so.

Yardmaster Ed. Stanton and wife were called to Madison on account of their son being in a car accident. From all reports he is getting along nicely.

Mrs. Laura Vessell, day ticket clerk, with some friends, went fishing at Lake Andes and from all reports a big fish dinner was in vogue the following day.

Louis Illiff, chief clerk, freight house, was in Mason City to attend a transportation meeting.

Sweet Pea Blossoms from The Gallatin Valley Branch

By George

DEAR EDITOR:

Don't fall out of the apple tree because you hear from us once in a W H I L E.

Conductor (Jiggs) J. C. Null has been on the sick list for the past two weeks, John C. Driscoll taking his run on Nos. 192-193. Null says he wasn't sick, but I'm in bed.



SUNNYFIELD KENNELS

offer a select list of thoroughbred German Shepherd (Police Dog) puppies for sale. Blue ribbon stock. Also offering at stud to qualified bitches: Cedric of Openaka, son of International Grand Champion, Erich von Grafenwerth.

Inquire **D. E. FOULKES**

Care of Adv. Dept., 809 Union Station Bldg., Chicago

Conductor B. B. Ferris on the Gallatin Gateway run is also on the sick list with a bad case of Tony-Silutus. Bert says, "tain't no fun; ya cain't eat, sleep, nor drink nuthin'."

Private Middleton just returned from the N. G. encampment at Helena the last of the month. Says the gang was so big there wasn't room to walk on the streets. Must have been some powerful stuff they had to drink over there.

Operator Beall (Lettuce King), says he planted two ounces head lettuce seed last week and has now 2,682 standing heads, sounds fishy, but we believe it just the same.

Assistant Superintendent A. J. Busch took a few days' leave and went to visit his daughter, Mrs. Dale Hodson, at Arlee, Mont.

The steady rain we had all day Sunday relieved the drouth area in this vicinity, but did not reach the north end of the valley where it was needed badly, farmers in that section expect only about a half crop. Grain in irrigated sections has not suffered and will have a normal yield.

Car Clerk Davey, of late, has been studying the folders, looking up train connections, etc.; I wonder what's so interesting, Al? All even numbers go east or south and the odd numbers north and west.

Conductor W. Campbell was called to Kansas on account of the sudden death of his sister. We extend our sympathies, Walt.

Cashier McCulloch (Scotch), dropped a nickel in a crack in the floor the other day, but said he would make a Grand Canyon trying to find it. Watch your chance, Mc., and if the right crowd is present, take up a collection.

The boys in the Bozeman freight office had quite a scare a few weeks ago, when a heavy wind accompanying a thunderstorm blew down the big C. M. St. P. & P. R. R. sign. The sign struck the chimney and knocked half of it down on the roof, the brick came rolling down on the platform and made some noise. Of course the supposition was, its another earthquake, but it wasn't, and our minds are relieved.

Agent Buerkle says he is not going fishing until the wood ticks hibernate, that will not be long now, soon after the Fourth they disappear. Otto usually catches the ones you hear them talk about, but are never brought home. Yes, he's a member of the Bozeman Rod and Gun Club too, but can't quite qualify for the Anna Nias league.

Des Moines Division *Frenchy*

IT is with great regret that we announce the death on July 1 of Billie Corbett, four-year-old son of M. C. Corbett, train dispatcher. Little Billie was sick but a short time. Mr. and Mrs. Corbett have the sympathy of all their many friends in this great bereavement.

Mrs. C. H. Embick and children are visiting friends and relatives in Savanna. Mr. Embick joined his family there, where he will spend a week's vacation.

Mr. and Mrs. Clyde E. Kinney, of Dubuque, formerly of Des Moines, are the proud parents of a daughter born about seven weeks ago. The news just reached us, hence the delay in reporting.

Miss Dorothy Krisinger, stenographer in D. F. & P. A. Warren's office, was married on July 6, to Mr. Carl Taubert, of Rochester, New York. The wedding was attended by relatives and intimate friends of the bride and groom. After the wedding the happy couple left for an extended motor trip through Canada and the east, after which they will be at home at Rochester. Mrs. Taubert will be greatly missed by her friends and co-workers in the Milwaukee offices at Des Moines.

Mr. L. L. McGovern has returned from his vacation, a part of which was spent visiting friends and relatives in Dubuque. Mrs. McGovern and daughters also spent a few days in Dubuque.

Miss Jean Dallas of the superintendent's office is very much interested in housekeeping these days, having taken a small apartment, and is experimenting in cooking on some of her friends. Understand the experiments are very much of a success, however, and her friends are perfectly willing to be subjects for her experiments. A certain young man seems to be surviving the meals very nicely.

Florence Ibsen is taking one week of her vacation beginning July 8. She spent the week-end of July 6th visiting her parents in Rockwell City.

The Misses Florence and Pearl Van Vliet of Milwaukee are spending the summer with their parents, Superintendent and Mrs. Van Vliet of the Lowell Apartments.

Miss Bernice Russell spent the Fourth of July attending the Russell family annual reunion at Stuart, Iowa.

All employees on this division were very much shocked to hear of the death on July 4th of "Jimmie" O'Brien, division accountant at Dubuque, formerly accountant at Des Moines. Mr. O'Brien has been in very poor health for some time past but has been working intermittently until the past week or two. We wish to extend our heartfelt sympathy to Mrs. O'Brien in her great bereavement.

Miss Marian Corcoran has been appointed to the position of stenographer in the office of H. W. Warren, D. F. & P. A., succeeding Miss Dorothy Krisinger.

S. C. D. Notes *"F. B. H."*

WORK has been started on the new million dollar freight car repair shop. It is to be of the latest design and will be equipped with entirely new machinery. Mr. Reichart will have jurisdiction over this part of the plant.

Helen Horan couldn't resist, when hot weather set in, so she gathered up her nerve and went down to Sage and had her hair cut off. It's very becoming, too.

Bernice surprised us with a pair of new glasses and we all think they are very good-looking.

Bill Tschantz has returned from his vacation and judging from the happy smile he wears—he had a mighty good time.

John Kozlowski has taken a two weeks' vacation and following that, he will take a six weeks' leave of absence. We're all jealous, Johnnie.

Martin Billier and Frank Skola are taking a vacation right now. Didn't hear what they plan on doing but we wish them a pleasant time.

John Trojan didn't show up for work on a certain Saturday and it was pay day at that, so we felt something very important had happened. It had! Johnnie was married that day. The entire office force joins in wishing the young couple much happiness.

Julia has a real good looking permanent, which I'm sure she enjoys these hot days.

Harriette celebrated the Fourth too vigorously. Can't get the whole truth, but anyhow, she came to work the fifth with a badly swollen and bandaged ankle. Tough luck, Harriette. Even though we kidded you, we were really sorry.

We have missed Harold so much the past two weeks while he has been in California. He accompanied Messrs. Nystrom, Hennessey, Deppe, Mehan, and Lacourt to the A. R. A. Convention in Los Angeles.

The S. C. D. office offers best wishes to Myrtle Brandenburg Zunker of Mr. Reichart's

office on her recent marriage, and to Laura Umgelter of the same office, on her engagement.

Vacation time, so that's that!



Arthur Grant, Little Son of Assistant Engineer A. G. Holt, Chicago

General Office—Chicago *Vila*

SUPERVISING motor cars has been the occupation of C. H. Ordas for a number of years, but he certainly surprised us all when we learned that he is now supervising a home—yes, his own home—Mr. Ordas was united in marriage on July 6th to Mrs. Frances Laura Gerard and our congratulations are offered herein to Mr. and Mrs. Ordas.

A very pretty farewell was given for Miss Anna C. Olson on Monday evening, July 15th, in the main dining room in the Union Station. Miss Olson has left the service of the "Milwaukee" to continue as secretary to Mr. J. H. Howard, who is now general manager of the Western Weighing and Inspection Bureau, with offices in the Transportation Building.

It is rumored that "Our Mary," of bowling fame, has named the day. Perhaps we can get some details and tell you more about it in the next issue.

Miss Adele Bartling is just too lucky for words. She has a faculty of picking winners one after the other. Well you know the old saying, Dell—"Three times and out." So beware!

We are happy to tell you that Miss Martha Karch, of Mr. Lodge's office, who underwent an operation at the Augustana Hospital a few weeks ago is now at home and is feeling fine.

Miss Amanda Wandersee is at present writing en route to Alaska, which vacation she has been planning and looking forward to for a number of months.

Miss Catherine Maney, of the General Freight Department, armed with a book of traveler's checks has left for the Adirondacks and New York City, both fine places to spend your money and have a good time.

Here is some news from the comptroller's office: We want to congratulate Mr. and Mrs. Eugene S. Campbell on the arrival of a son, born July 6, 1929. "The Original Campbell Kid."

Vacations are flying fast and furious. Folks in the office are departing for all parts of the states. Mr. C. Salle left for the great north woods, Mr. W. Dunlap for a tour of the Mohawk Valley, Mr. B. A. Dousman returned from Seattle and all points west.

Mr. Harold Youngs, of the Purchasing Department, who has been ill with jaundice for the past few weeks is much improved and expected back soon.

From the general manager's office comes the information that Mr. Richard Robbe is now serving Mr. Gillick as secretary and Mr. Konrad Hagen, formerly of J. L. Brown's office has taken Mr. Robbe's place as amanuensis to Mr. Harstad.

Illinois Division

M. J. S.

Let SAFETY FIRST be your motto
'Cause Life's a "Game of Lotto"!

IT is regretted that the Magazine items forwarded for publication last month were "lost, strayed or stolen." In this case "lost" and in consequence, no items appeared in our column last issue. Our carbon copy of items will give you some of the news this month that we intended for you to see in print last month. They are as follows:

Fireman Wm. E. Alton and Miss Evelyn Koepke, of Chicago, were married at Chicago, May 25th. They enjoyed a delightful honeymoon to Seattle and a boat trip to Vancouver, B. C. On their return home they visited at Sabula, Iowa, at the home of Mr. Alton's parents, Mr. and Mrs. Wm. Alton. Also visited at Rail Mill Accountant H. D. Jess and wife's home at Savanna, and returned June 8th to their newly furnished apartment at Chicago to take up their residence. Heartiest congratulations are extended to "Billie and Evelyn," and best wishes for a happy and prosperous wedded life.

Retired Machinist Harry Hoffman and wife, of Savanna, plan to attend the Pioneer Club meeting to be held at Tacoma this year and take the trip to Skagway, Alaska. A delightful vacation trip is anticipated.

Deepest sympathy is extended to the families of Engineer Harry Casselberry and wife and Car Man Roy Zigler and wife on account of the death of Joseph Ziegler at Savanna, May 22nd. The deceased was the father of Mrs. Casselberry and Mr. Zigler.

Miss Irma Speck, daughter of Conductor David Speck, a graduate of this year's graduating class of the Savanna Township High School, has an unusual record of punctuality for the four high school years, having been neither tardy nor absent during that length of time.

Martin Thomson, of Sabula, who had his left leg broken several months ago while on duty with the bridge gang, visited with relatives at Sabula recently and returned to the Washington Boulevard Hospital for further treatments.

A package was recently received by Mrs. Emma Isgrig, widow of deceased Engineer Chas. Isgrig, from the C. M. St. P. & P. Chicago office, containing the gold watch which had been taken from Engineer Isgrig who was dying from injuries received in a wreck at Riggs Station, Iowa, April 27, 1927. E. R. Banks, Chicago, a colored porter of the Milwaukee Road pawned the watch in a shop in Chicago and his arrest followed late. He was held on the charge of theft. Banks is now serving a six months' jail sentence in the Clinton County jail. Mrs. Isgrig and sons are very grateful for the return of the watch, which was a Hamilton make and wish to express their appreciation and thanks to everyone who assisted in any way to locate the lost property.

Miss Alice Fisher (daughter of Mr. and Mrs. C. J. Fisher, mill foreman at the Savanna car repair yards at Savanna), and Mr. Jerry Hoback, of Chicago, were secretly married at Chicago some time ago and the event has just been announced to Savanna friends and relatives. The ceremony took place at the First Presbyterian Manse at Chicago. The bridegroom is a traveling representative for the Chicken Dinner Candy Company of Chicago. Mr. and Mrs. Hoback are residing in the Wilson Apartments on Jackson Blvd., Chicago.

Lineman Ed. Flint and wife, of Savanna, attended the funeral of Aloy Lehman, brother-in-law of Mrs. Flint, at Dubuque, May 23rd. Sympathy is extended.

Miss Marie Holy and Mr. Hudson Caston of Dancy, Wis., were married at Savanna, May 20th. Miss Holy is the daughter of Machinist Cleveland Holy of Savanna roundhouse. Congratulations are extended.

"Today, tomorrow and every day—SAFETY FIRST!"

Joe Skelton, of engineer's office, is really sporting an imported straw hat he says. Lillian thinks he got it at the fire sale. Anyhow, Joe wore it all day long June 11th, the first day for the new lid.

Lloyd and his speed-typing May 21 sounded like Clyde Van Dusen at the Derby!

Engineer Walter Madill called at the superintendent's office, May 22nd, with grievance No. 3, namely: E. & G. Timekeeper Lillian Crowley did not serve him with a second piece of cake when he asked for it at the Safety First meeting recently. How are you going to square yourself, Lillian?

A check of the weights on the C. M. & G. Division office force the other day developed the fact that the same were very uneven considering the lightweights and heavyweights. However, it was decided that Lloyd carried the tonnage!

Chief Timekeeper W. A. Wires of the superintendent's office, was in Milwaukee June 4 and came home with the title of representative of the Evenrude Outboard Motor Company assigned to Savanna and Sabula and vicinity. Now get your motors for an outboard motor ride!

The careful, skillful attention to their duties by engineers of long experience made it possible for this railroad to go through another year without a fatal injury to a passenger, chargeable to a train accident. In the last nine years there has been only one fatality of this kind, although in that period more than 100,000,000 passengers have traveled on trains of the Milwaukee Road.

Deepest sympathy is extended to Mrs. R. E. Aldrich and children Jack and Dolores, in their recent loss account the death of Agent R. E. Aldrich of Forreston, Ill., the husband and father.

On May 23 a sand turtle was picked up near the Savanna ice house. The turtle had the date of May 1, 1918 on its shell and the initials, L. A. W. and E. P. The turtle was picked up by Ice House Foreman Frank Smith. It was learned that the turtle was found 11 years ago by Switchman Lewis Winston and Ed Phillips of Savanna, who carved their initials and date on its shell and cast the turtle into some water.

Did everybody take note of page 28 of the June Magazine of the "Fight to the Finish" to be staged at the dog track at Elgin, Ill., for the lightweight championship of the Illinois Division, July 4, 1929? The contenders are: Willie Abts, alias "Hot Dynamite," versus Billie Christensen, alias "The Rabbit." By the way, "Peanuts" Eberling referred to, is Illinois Division Conductor A. F. Eberling, now at Santa Monica, California. For a further postscript: Brakeman W. H. Christensen we understand, has a real "fight" he has entered (since his recent marriage) the particulars of which we have not learned as yet!

Ticket Clerk Arthur Cush and Miss Fannie Hammen were married Wednesday, June 12. The attendants were Miss Anna Cush, sister of the bridegroom, and Chas. Hammen, brother of the bride. Mrs. Cush graduated from Mercy Hospital at Dubuque, and for the past two years has been a registered nurse on the Sa-

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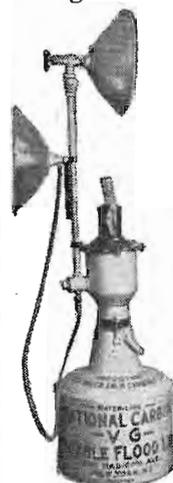
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roads, etc., or work on
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noons, this "portable
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efficiency of the job.

A reflector of new de-
sign spreads a full
even beam of over
5,000 candle power
right where you need
it. It is always ready
for instant use and
will run either inter-
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vanna Hospital staff. Mr. Cush graduated from the Savanna Township High School in 1920 and afterwards entered the employ of the company as baggageman and now holds position as night ticket clerk at the Savanna passenger station. The young couple left on a wedding trip to Dubuque, Seattle and other points of interest on the western coast. They will be at home to friends in their Savanna home at 13 Walnut Street. Congratulations and best wishes are extended to "Art and Fannie" for many years of happiness together.

Electric Flashes from Deer Lodge and the West Rocky Mountain Division

By Willie

SECTION FOREMAN GEO. WILCOX has moved to Jefferson Island, having bid in that section. Section Foreman Johnson bid in Clinton vacancy caused by the death of Bert Algar.

Mr. and Mrs. W. B. Hollenbeck enjoyed a visit from Fred Hollenbeck and wife of Los Angeles. While here W. B. took them through the park to show them some of the wild scenery.

Mrs. P. O. Zulke and Mrs. Ed. McClain attended the G. A. R. Auxiliary in Billings, Mont.

Mrs. H. E. Arnold and two daughters are spending a couple months in Boston, Mass.

Mrs. E. P. Brink, of Alberton, attended a family reunion in Bird Island, Minn. Good time reported.

Who said that H. H. Brown couldn't and didn't look cute all dressed up in a passenger conductor's uniform. Now a lot more of them are getting the fever and are going over to take the O. W. Exam. Slatts has been practicing that "ALL BOAD" stuff for a long time now, to get up his courage.

Word has been received that Mother Brown passed away in Portland and will be brought to Missoula to be buried in the family plot. Mother Brown was well known to all that ever worked in and out of Alberton and all feel deeply grieved to hear of her death. She was the mother of Geo. Brown, conductor on the Missoula Division. The sympathy of the division is extended to the family in their bereavement.

Mrs. W. E. Douglass, wife of R. M. Division engineer, is slowly recovering from a major operation performed in a Missoula hospital. We hope she will soon be her old self.

Roundhouse Foreman Brautigam and Mrs. Brautigam and little daughter have returned from a vacation spent on the coast.

Miss Dorothy Moe has returned from her vacation which she spent in California.

Friends of Bennie Nesbit, a former switchman in Deer Lodge yards were shocked to hear of his death in Spokane on July 8. The body was brought to Deer Lodge for burial. Our sympathy is extended to his bereaved parents.

Mrs. and Mrs. S. C. Vanderwarker have returned from a few weeks' visit at Bozeman, where Mr. Vanderwarker relieved Roundhouse Foreman Hawkesworth, while on his vacation.

Guess who's back? Skinny Leveque, back from a three years' stay in South America, to work on the East Rocky Mountain Division.

Understand General Car Foreman Strand has returned from his vacation spent in Canada, but he won't give us any details.

Mrs. J. J. Flynn and daughter, Martha, have just returned from a vacation trip to California and the West Coast.

Eric Peterson, a Deer Lodge machinist, who is now representing the machinists, visited us on July 9 for a short time.

Everyone around Deer Lodge surely missed

our genial clerk, Hugh Evans, while he was on his vacation visiting Puck MacMahon in Tacoma, but now that he is back and has his Ford running again, all the girls are for him.

Hostler W. B. Jones with Mrs. Jones and little son have returned from a vacation spent visiting relatives in New York and Michigan.

Tacoma District Accounting Bureau

K. M. O. Broadcasting

LOUIS AND CAL spent Saturday afternoon fishing and came back with the usual fish story, that they had several bites and almost landed a big one, but they all got away, the same old "Fisherman's Line."

Guy Bell is going in for the "sun-tan complexion." While playing his favorite game of golf on Sunday, June 23, he claims he was "sua-kist" and from the result we think that Old Sol used a lot of rouge. We won't discourage Guy though, it may turn to tan.

Mr. Trout and wife spent part of their vacation at Lake Crescent the latter part of June. F. B. reported many "trout" in the lake.

June 29, Ann Johnson, Daisy Webb and Millie Anderson gave a luncheon at the Walker in honor of Mrs. A. N. Wyllys of Long Beach, Cal. Included in the party were Mesdames A. E. Long, George Landry, the Misses Florence Hall and Rose Lindquist. Honors at bridge were taken by Miss Lindquist and Miss Webb.

Mrs. Hannah Kelley is relieving Helen Amidon who is vacationing in California.

We are glad to see Mr. Tom Hughes back on the job again fully recovered from a recent illness. Mr. Hughes had been confined to his apartment the past week with a severe cold.

Ann and Millie are taking a trip through Yellowstone the end of July. Think there should be a chaperone for these young ladies, but they say not. We all hope they enjoy the trip and get there in due time for "Old Faithful's" performance.

July 8, twenty of the "old gang" motored out to the home of Mrs. Wyllys' people at Kapowsin, for a picnic dinner, which was greatly enjoyed. Rose Lindquist was in charge of the dinner and received many compliments.

Madison Division Notes

W. E. F.

PLAY BALL—Thought our big picnic was to be called off on account of rain—but the weather man, "Bless his old heart," changed the weather as if with a magic wand and by one o'clock it was just an ideal picnic day.

AND WAS IT SOME PICNIC? I'll tell the world it was—Everyone declared it a "HOWLING SUCCESS." As much howling as anyone could imagine.

The picnic was held at Olin Park, the afternoon was devoted to all kinds of games for men, women and kiddies.

Mrs. John Hennessy was just a little dilapidated after the clothes-pin race, but stuck to her pins and won the prize. She worked with her hands, feet, 'n' everything. When it was over we couldn't say whether the knees were dimpled, but they sure were muddy. Better wear socks next time, Gladys.

And the nose contest—we all went around with "hooch noses" the rest of the afternoon after getting our nose squeezed into one of those little match boxes.

But the **BIG SCREAM** was the "Women's sack race"—Henry Carter and John Vanderhie had their fun getting the women into the sacks.

They put them in upside down, backwards and every old way they could twist and turn

them. It was so screamingly funny that nobody really could decide who won the race, but the prize should have gone to Mrs. Irv. Buechler and Bernette Thyse Garner—for the best "expose" (pardon)—I mean reposing in the sacks.

After the games everybody sat down to a wonderful supper—I couldn't do justice to it trying to describe it . . . but the crowd did, eating it.

Then the big dance started and ended—"A GOOD TIME HAD BY ALL."

The thanks of the Women's Club are hereby extended to the different committees whose untiring efforts made the picnic such a success.

Here's looking forward to a **BIGGER AND BETTER ONE NEXT YEAR.**

River Division Gleanings

Margaret Maher

DO hope that everyone missed the notes in the Magazine last month and suppose you all will expect to hear the reason, but the cause was unknown. Just glad you missed them.

A very successful and interesting Safety First meeting was held at Wabasha during the month of June. From the large attendance that was present it was very evident that employees are not only interested in this most worthwhile project, but enthused, for there were many helpful suggestions offered, and which no doubt will produce the desired and hoped-for results. The meeting was conducted by Assistant Superintendent Mr. M. T. Skewes and was so arranged that two meetings were held so that all employees possible on the division would be able to attend. The various departments at Wabasha and all points on the division are contributing their share of endeavor to avoid all accidents and carry out the program of Safety First that has been so well outlined by the respective departments.

Mr. Tony Baker, brakeman on Menomonie Line, spent a week or so at Rochester, on account of ill health. It is hoped that Mr. Baker has completely recovered and able to be back at work again.

Trainmaster D. T. Bagnell has returned to his duties on the division after enjoying his vacation. It was well that he enjoyed his vacation, for he has surely been kept busy since returning.

There have been a number of specials on the division the past month. With the soldiers' encampment at Lake City and a number of excursions and, of course, a circus now and then, the specials have been numerous.

Roadmaster W. T. McNamara has been thinking seriously of moving his office to some convenient point on the Wabasha Division, but after completing the work that was made necessary by the heavy rains, he has abandoned the idea. The heavy rain caused considerable damage to the Wabasha Division, but Mac has it all fixed up and is waiting now for another shower.

On account of the heavy business at Eau Claire a patrol run has been on between Eau Claire and Chippewa Falls, with a G5 engine. Engineer Koch gave up the switch engine at Eau Claire and took charge of this run and Engineer Reed has charge of the switch engine. Fireman F. McGraw is on the patrol run. Conductor Kalkbranner is in charge of the yards.

Conductor W. W. Conley has always sort of clung to the idea that, "Variety is the spice of life," so he concluded that to mix some of this with his work would be enjoyable. Consequently he decided to take charge of the work train at Hastings and give up the work as passenger conductor for a short time. No doubt Mr. Conley will speed up the work.

Federal Inspector Mr. Ernst called at

Wabasha, July 8th, making an inspection of engines. Mr. Ernst is a welcome caller, for his general knowledge is appreciable.

No doubt Mr. H. J. Wandberg, district boiler inspector, is aware of the fact that he surely is in line for apologies when he comes to the River Division.

Assistant Superintendent M. T. Skewes made a trip of inspection over the Chippewa Valley and Wabasha Divisions, July 10th. Mr. Skewes was accompanied by Roadmaster W. T. McNamara.

Engineer G. Wilde returned from a trip east, where he went to attend the graduation exercises of his son, who finished from West Point. Mr. Wilde's son graduated with honors from this school which was indeed creditable. After his graduation he left for a trip to Europe.

Miss Nelle Hiddelston of the master mechanic's office, returned from the east, where she spent a short vacation. She met her nephew at West Point and they visited several places of interest in the east before returning.

Engineer M. M. Wheeler has been taking a day's vacation now and then. Don't really know why Mr. Wheeler enjoys his vacation, because he is one of the many fellows who just loves to work. Anyway Maurice didn't go fishing and we were all disappointed.

Engineer John Hilger has been baving a wonderful time but he has to settle down now for his wife returned from an extensive trip through the west. But regardless of all, he was busy, as his flower garden and yard did not show any signs of neglect, so after all, guess he was practising the culinary arts and keeping himself out of mischief.

Judging from the excellent crop condition the prospects for heavy business were never so good, as they are this fall. The harvest will be an abundant one.

District Master Mechanic John Turney, of Minneapolis, called at Wabasha during the past month. Mr. Turney comes with so many helpful suggestions that he is a most welcome caller.

Northern Montana Division

Max

SUPERINTENDENT BOWEN entertained some twenty enginemen and other employes who happened to be in town, at a noon-day luncheon, when the subject of fuel conservation was taken up. Mr. Bowen complimented the enginemen of the Northern Montana Division upon the good showing that they had made in the direction of fuel conservation in the past year. The meeting was addressed by District Master Mechanic H. E. Riccius and General Foreman of Engines, James Griffith. The subject was well covered, the enginemen entered into the discussion very earnestly. Mr. Riccius was very much pleased with the suggestions made and assured those present that they would receive earnest co-operation from the officials in seeing that the power would be kept in good condition so that the enginemen of the Northern Montana Division would be in a position to maintain the fine record they have made in connection with the fuel conservation program.

The wool season is on. The car loading is somewhat slow account of the growers holding off for better prices. The Lewistown wool warehouse has been taking in between five and ten thousand pounds daily for storage.

While the grain crop condition is serious throughout the western territory and in Canada, the situation is not alarming on the Northern Montana Division. The winter wheat is about made and the grain that was put in early this spring is coming on fine. With a few timely rains our crop will be about the same as it was last year.

The citizens of Lewistown are all pleased with the selection of their fellow townsman, Mr. R. W. Reynolds, as head of the Immigration and Agricultural Department of the Milwaukee Road. Mr. Reynolds has been a considerable part of the life of the community for the past twenty-one years that he has been a resident of Lewistown. Editor Tom Stout, speaking at a dinner given in honor of Mr. Reynolds, said that Mr. Reynolds had impressed his personality on a large number of lives and had been a genuine leader in the finest sense of the word. He said the community would feel a loss at his departure and that he was oppressed by a feeling of personal loss because of his worth as a man. It was a comfort, however, to know that Mr. Reynolds was going into a pleasant environment and that his business might bring him into this community often.

Other prominent citizens who spoke of the high regard in which Mr. Reynolds is held were W. D. Symms, president of the Power Mercantile Co.; Rev. George Hirst, Rector of St. James Church, and the chairman of the meeting, Oliver W. Belden.

Three new grain loading spurs are being put in on the division west of Highwood and one just a mile west of Hanover station, to accommodate the increasing grain loading that the division is enjoying.

Mr. and Mrs. Tyler Hanson and family have returned from the coast where they have been enjoying their vacation.

A. J. Haskell, who has been our efficient day operator at Lewistown Yard, has gone to Highwood as relief agent for ten days while H. W. Barnard takes his vacation. Understand that H. W. will start out with a Ford but we are of the opinion that he will use our rails before he returns.

Mr. and Mrs. J. G. Campbell have returned to Lewistown after an absence of a month in Wisconsin. "Jimmy" could not resist the lure of the West Gallatin before returning to his duties at Lewistown Yard.

Mr. and Mrs. J. A. Rawls and family vacationed at Melita Island, Mont., which is used for a summer camp by the members of the Masonic order.

Mrs. C. H. Koch visited with her brother Robert Randall at Great Falls.

Mr. and Mrs. A. M. Peterson, with friends from the east, took in the Yellowstone National Park.

W. J. Thompson, president of the Eagles, piloted the Lewistown Eagle Drum Corps to Butte for the state convention. Other employes who were in attendance were: C. K. Hatton, J. A. Wilson, R. W. Chambers and C. W. Sandidge.

Lou Wandell, who is a prominent cornet player in the Elks' Band, was the conductor of the Elks' special on the Fourth to Great Falls.

Mr. and Mrs. Fred Nagle are spending six weeks in Florida.

Mrs. A. M. Maxeiner left for Dillon, Mont., where she will visit with her father and brothers.

Miss Hazel Fritzen, who is employed in Minneapolis, is visiting with her parents in Lewistown.

Mrs. B. J. Foshag and children are visiting relatives in Butte.

Mr. and Mrs. W. R. Goldbrand left for Tacoma where they will spend their vacation.

H. McCarthy, wife and daughter of Great Falls departed for Madison, Wis.

Miss Frances Riddell is visiting with school girl friends in Chicago.

Mrs. D. V. Phare and daughter of Danvers, left for Madison, Wis., where they will visit with relatives.

DELICACIES FOR THE TABLE

Specialties

Butter, Eggs, Cheese, Poultry,
Game, Fruits and Vegetables

E. A. AARON & BROS.
CHICAGO, ILLINOIS

S. M. East

By V. J. W.

THE Milwaukee entry in the city diamond ball league has had a very successful month, losing only one game out of six. Two of the games won were taken from the league leaders which places the boys as strong contenders for the city championship. The team should get the support of all employes inasmuch as they have never finished worse than in second place since entering a team in the league. Last year the team was in the post-season playoff and stand a chance to make it again this year.

Conductor Henry Heslip while attempting to board the rear end of Ex. 2424 at Spring Valley, June 23, missed hold of the grab iron and fell to the station platform, breaking his collar bone. He also received a bad cut over the left eye and a bruised hip. After given first aid at Spring Valley he was brought to Austin and placed in St. Olaf Hospital.

Helen Holden, operator at Fairmont, enjoyed a two weeks' trip through Wisconsin during the month of June.

The latest acquisitions in Gasoline Alley are: Fred Valentine's new Essex, Thomas McFarlane's Chrysler '75 and "Billy" Anderson's Ford Town Car.

Shop Foreman Sam Smith and family returned July 1 from a two weeks' visit with Mr. Smith's father and mother in Albuquerque, New Mexico.

General Foreman H. J. Keck left July 8 on a two weeks' vacation. Harry and family will drive through the Black Hills and Yellowstone.

While the Store Department has usually been regarded as a place where one could not get even an exchange of courtesies without a requisition, we find that famous southern gentleman, Dr. O. G. Thomas, putting out electrical treatments gratis. Business has been good, in fact so much so that most of the boys around the terminal are pretty well charged. We had always associated this gentleman from the land of Barker's nativity along with southern hospitality but if the reception we received at his hands is any indication of it we prefer to cast our lot with the boys along the Canadian border. Among his other patients are F. M. V., T. McF., H. A. W., R. G. E., C. J. K., Jake Herzog and C. Probart.

Speaking of electricity, Operator Cal Gifford says his hair (singular) stood on end when lightning hit the depot recently.

Clerks Ray Hoffman, Ed Doyle, Dick Hogan and Eleanor Moran comprise the new "Reading Club" and meet each noon-hour at the East Side Drug Store. Literature is free, same being borrowed from the magazine rack.

We are much pleased to see Bridge Carpenter "Billy" Carr out again. He was in Austin recently en route to Rochester to take treatment.

Ray Hoffman, dispatcher's office, and wife spent the week of June 19 in the vicinity of Great Falls, Montana.

We are very sorry to report that Ben Evenson, father of Division Accountant Evenson,

is not showing much improvement after having suffered a stroke while at work June 27.

Little Gwendolyn, 7-year-old daughter of Checker Arnold Hoffman, who has been sick with measles since about June 1, is reported as having taken a relapse.

I. & M. Roadmaster Barr and family spent their vacation the first of July with relatives at Augusta, Minn.

Engineer Ed Draper and wife left July 2 on a trip west with Seattle as their destination.

Mrs. Harry Mathews and daughter Dorothy left July 7 for a month's trip to California.

Assistant Ticket Agent Scott and family returned July 1 from a visit with relatives at Erie, Ill.

We note our popular ticket agent, John Shultz, continues in the public eye. John has been named on the tournament committee of the Austin Country Club, arranging for the inter-city tournament.

Have you noticed the new 40-year button Lineman Charley Probart is wearing?

The best we can offer in the Store Department mystery is that Cliff in discussing his automobile made mention of "our car."

Milwaukee employes in general will be pleased to know of the heroic action of Robert Ingersol, a Milwaukee Troop Boy Scout, and a nephew of our former Blacksmith Foreman Walter Hansen, who rescued a small child from drowning in Dobbins Creek at Sutton Park, Austin.

Agent J. C. Hanson, Hayward, is taking a much needed rest and enjoying a two weeks' trip west. We understand Casper will take in the wonders of Yellowstone and points of interest along the coast. Operator A. L. Kruger is relieving at Hayward.

Reports also reach us that Section Foreman Andrew "Doc" Amunson of Hayward, went on a fishing trip up north and returned with two bullheads. Must have taken them with him.

Dispatcher Ed Laughen left July 2 for a two weeks' trip through the northern part of the state.

From the Cross Roads of the World

Roberta Bair

WE are advised that George Robson, our yardmaster at Faithorn, is organizing an orchestra for the purpose of providing a series of concerts at the Faithorn Armory during the coming winter season. George will lead the organization with his trusty violin. Those who aspire to the fame of Paul Whiteman are asked to get in touch with George so that arrangements may be made for a few practice sessions before the opening of the winter season.

We would all like to know:

How Jane Amour likes swimming back and forth from Clinton to work.

Just how long it will take Leo Huberti to recuperate from his first ride on his new Harley-Davidson motorcycle, and if Fred Mancourt won't be Leo's first passenger.

If the "Jiffy" stand on Leo's motorcycle failed to stand on his first trip.

If Ruby Currie has gone into the tadpole business and if this isn't a good business for her.

Who caught the biggest fish at Rea Park the day of the picnic, Henry Denzler or Tom Walters; and if Henry wasn't the biggest fish for not getting in line for the cats sooner.

Who enjoyed the picnic most—Marie Tuelmer or Edna Pfeiffer.

The annual picnic for office employes and families was enjoyed the afternoon and evening of July 9 at Rea Park, a few miles south of Terre Haute.

While some played baseball, others were out fishing. The dance hall, with music provided by Mr. and Mrs. F. G. Pearce and Miss Eleanor Faris, was equally enjoyed by others. Some went swimming and others boating, in fact, entertainment was not lacking for anyone; but when Russell Martin, superintendent's chef, appeared he seemed the most attractive person of all, for he brought the cats. Much credit is due Russell for the well prepared lunch and the excellent manner in which it was served.

One of the features of the Milwaukee employes' picnic was the bottle cap hunt headed by Miss Ethel Dick. Her able assistant, Fred Stockwell, came in second.

Freddie is just now regaining his appetite since Christine left for the uptown office.

Mr. C. R. Patton now knows that one is not supposed to make a left turn at Sixth and Wabash, Terre Haute, Indiana.

Mr. M. M. Dick is still in the hospital but improving.

Guy Seybold of the Car Department, is the proud father of a son, Marvin Russell. Congratulations.

Fred Stockwell's fame as an opera singer dawned over night. His voice is wonderful—he can't sing so good but he can sing awful loud. For twelve years he has been connected with the Metropolitan Laundry.

What's the attraction on Woodley Avenue, Freddie?

If you want any low-downs on catching minnows, write Henry Denzler.

Joc McMahon and Bus Hollis will not only win the city golf championship, but will win boyish figures. Joey, who was quite an outstanding person (looking at him sideways) has lost fourteen pounds this summer.

UXTRY! John Austermillers' sister is to be married! John has been going out with his sister—he doesn't care for girls, seemingly—anyway, the headlines feature a Miss Helen Marmor and our Johnnie.

Our Katie is at Lake Wawasee. No doubt she has an enrapt audience about her continually asking for the story about the two tight Scotchmen.

The Milwaukee baseball nine boasts of a good record so far in the Twilight League, having won 5 and lost 4. Only last week they defeated the Dresser team 7 to 0 without the services of Lefty Schaal and Huberti. Schaal was entered in a marathon contest and Huberti was injured by his new pony which threw him. Colwell is leading off this year and has proven to be a very valuable man. Pat Bailey is leading the team in hitting and also is a fly hawk of first caliber. Bragdon developed a sore arm the first of the season and has been on the bench and used as a pinch-hitter, but Dr. Ferguson tells us that he will be ready to go in a week or so. H. Denzler has a slow ball that is puzzling and is to get a try-out with the Three-Eye League. As a whole the team is playing good ball and expects to cop the league under Manager Stewart. We think they have the best ball club of any division and they have all our support.

Leo Huberti, our diminutive timekeeper, who for the past several years has been very well contented with a Ford coupe, has noticed that the world is moving faster every day, and has become dissatisfied with the snail-like speed of 50 miles per hour which his Ford was capable of attaining, and, inasmuch as Leo's neighborhood is pretty thickly populated and there is no suitable place for an airplane landing field, he purchased what he felt was the next best bet in producing the greatest number of thrills per minute per dollar of investment. He bought a new, shiny



The Efficiency Trio, West Clinton

twin cylinder Harley Davidson motorcycle, capable of doing 85 miles per hour, provided the operator was able to stay on the machine to keep it in an upright position and give it gas.

Although Leo has had the machine for over a week at this writing, he has really had less than one flying hour on it, due to his student trip not being what one would term 100 per cent successful. He had ridden it less than 25 miles the first night, when, in order to avoid a collision with a slow-moving automobile, he applied his brakes. Now Leo had not had much experience with motorcycle brakes, and the results obtained from making a rather severe application of the brakes were not exactly what Leo had anticipated—the motorcycle was able to come to a complete stop about 12 or 13 feet sooner than Leo was. As a consequence of Leo's inability to stop as soon as the motorcycle did, he has since been physically incapacitated for comfortable motorcycling.

But Leo is very optimistic and expects to try it again in another day or two and believes he will be able now to better co-operate with the movements of the motorcycle. The office force is with Leo 100 per cent in hoping that his second student trip is at least 50 per cent more successful than his first one, and has created a fund for the purchase of a Texas broncho for Leo to use in securing a little saddle practice, which, it is said is very essential to make a successful operator of the modern two-wheeler. For heaven's sake, Leo, hang on! hang on!

Vacation Items

Catherine Pfeiffer, payroll maker, spent her vacation at Lake Wawasee, Indiana. Before she left she expressed her intentions of catching up on sleep, however the Car Department is not expecting her to live up to this resolve.

Mr. Austin, chief clerk, is back on the job after taking one week of his vacation.

Clarence Schwartz and family are spending their vacation with relatives in Muncie, Indiana.

Mr. and Mrs. C. R. Patton and son Paul, are now vacationing in Orange, California. We are afraid he will not enjoy much of the scenery, for he seemed mostly interested in the fruits he could consume during the time he was there.

Frank G. Verdeyen and family have returned from a visit to Washington, D. C. and vicinity. Mr. Verdeyen said they got to speak to the President. The trip was most interesting, according to reports from the family.

Assistant Superintendent W. G. Bowen, wife and daughter spent a delightful vacation visiting relatives and friends in Missouri, Minnesota and Michigan.

Assistant Division Engineer A. L. Burt and family are spending their vacation motoring through the northwest.

Division Storekeeper C. W. Pearce and family enjoyed a delightful trip to Seattle and Portland.



The Yard Office, West Clinton. Office Force Too Busy to be in the Picture

West Clinton

We are glad to see the Binkley Coal Company advertisement in the Magazine from month to month. It is like news from home, as we are fortunate to have a Binkley mine—"Essanbee"—right here in West Clinton district. We call this mine the "Old Reliable," as we always depend on it working. We have some fine fellows working there too—Harley M. All, W. R. Clingerman and W. C. Roberts.

Conductor S. A. Hill is now on the "Owl." He had a nice visit with Joe Wright while here the other morning.

Trainmaster J. H. McDonall returned the first of last month from a restful vacation, the greater part of which was spent in Michigan.

Iowa (East) Division and Calmar Line

J. T. Raymond

BRAKEMAN "ANDY" CARMICHAEL, wife and son are taking a sight-seeing trip to the coast.

Conductor Phil Shoup was off duty several days on account of sickness. Conductor W. I. Farrell relieving on the afternoon service train.

Conductor C. N. Goite is off duty on account of sickness.

H. W. Orvis, passenger brakeman on the extra board at Marion, is spending a few weeks visiting his mother in Kansas City.

Brakeman E. W. Fisher has taken a leave of absence and is visiting his folks in Minnesota.

Trainmaster's Clerk H. J. Murphy and two daughters spent a few days visiting relatives in Fort Dodge, Iowa.

Passenger Brakeman E. T. Poole has taken a sixty days' leave of absence and has gone to Indiana on a visit.

Conductor Ed. Templeton is laying off for a few days while his son is visiting at his home. Conductor F. S. Craig relieving on Nos. 8 and 19 between Marion and Chicago.

Conductor J. F. Briggie is taking a couple weeks off and with his family will take an auto trip through Minnesota. Conductor Lee Tolbert relieving on Nos. 4 and 3 between Omaha and Marion.

The youngest son of C. R. Youtsey, clerk in the superintendent's office, recently submitted to an operation for the removal of his appendix, and at the present writing is getting along in nice shape.

Conductor Chas. Carrington was off duty for a while on account of having a hand injured at Martelle.

Miss Bettina Gretchen Warfield, of Mount Carroll, and Wesley Byron Simpson, of Savanna, were married last month. The bride is the daughter of Mr. and Mrs. Benjamin Warfield of Mount Carroll. The groom is a brakeman on the Iowa Division. The Magazine extends best wishes for a long and happy life.

Mrs. Pazour, wife of Peter Pazour, passed away at her home in Marion, July 6, after a lingering illness.

The funeral services were held Wednesday, July 10. Marion Post, American Legion, and

its Auxiliary, Robert Mitchell Woman's Relief Corps and the Auxiliary of the Brotherhood of Railway Trainmen attended the services.

On behalf of many friends on the division we extend deepest sympathy to the surviving members of the family in their bereavement.

Engineer and Mrs. A. B. Stickney, of Savanna, were called to Marion, Monday, July 8, on account of the sudden illness and death of Mr. Stickney's mother. Funeral services were held at Marion. Interment was made in the Jordan's Grove Cemetery near Marion. The Employes' Magazine extends deepest sympathy to Engineer and Mrs. Stickney in their bereavement.

Mr. and Mrs. Leonard G. Hewitt, of Marion, spent 10 days of their vacation at Templar Park, Spirit Lake.

General Yardmaster H. L. Shelton, of Atkins Yard, has returned from a two weeks' vacation, which he spent visiting his sister at Seattle and his mother at Los Angeles. "Cooney" Dawson relieved him during his absence.

The writer spent part of his vacation visiting in western Montana and at Wibaux, Montana.

Ira Seeger has been appointed third track leverman at Green Island.

Clarence A. Tolbert, of Marion, visited friends in Des Moines recently.

Atkins Roundhouse Foreman W. E. Cooper, who resides at Marion, is recovering slowly from an illness that kept him away from his work for some little time.

Traveling Engineer Henry T. Dersch, of Marion, has recovered fairly well from the accident that caused a broken leg and is on the job again, much to the delight of many friends.

Superintendent and Mrs. Van Vliet visited with friends in Marion while en route from Milwaukee to Des Moines by auto.

Mrs. L. A. Turner, of Marion, went to Denver, July 9, to visit with her sister.

Mrs. Ed. Fox, of Marion, passed away suddenly at her home at Marion, July 3. She was the wife of Conductor E. C. Fox. The funeral services were held Friday, July 5, at Marion. Interment was made at Maquoketa. The Magazine extends sincere sympathy to the bereaved family.

Mr. and Mrs. William Holdorf and daughters, Lois and Marian, spent a two weeks' vacation visiting in Milwaukee, Muskegon, and other Wisconsin points.

Operator A. J. Campbell, of Marion, was away on a week's vacation. He and Mrs. Campbell took several auto trips, but spent most of the time at home, just resting up.

Conductor Geo. Showalter, of Savanna, was off duty several days on account of illness.

We read with much regret the news of the death of Gustav A. Rossback, train dispatcher at Spokane, Wash., May 7.

Mr. and Mrs. Golden Milburn and family, of Marion, were away two weeks visiting relatives in South Dakota.

M. L. Peterson acted as baggageman during the absence of Golden Milburn.

Mr. and Mrs. F. W. Bowers, of Sabula, visited their daughter, who resides at Battle Creek, Mich.

A Safety First meeting was held in the rooms of the Milwaukee Women's Club, in the Cedar Rapids passenger station, 7:30 p. m., June 21. There were 61 present.

Superintendent A. J. Elder presided, giving a twenty-five minute talk on Safety First, complimenting the men on the progress being made in this district and stressing the importance of supervising officials cautioning frequently new employes, and especially men employed in the track department, complimented the Atkins

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roundhouse force on the record of three hundred and fifty days without an injury, also Council Bluffs yard and Clinton yard on their fine record.

Master Mechanic W. N. Foster gave a thirty-minute talk, among other things he pointed out the importance of supervisors talking with their men each morning before starting to work and of the necessity of each man being constantly on the alert to avoid being injured or injuring someone else.

District Safety First Inspector V. Hansen spoke on Safety First, mentioning several recent cases where employes had been injured on account of unusual conditions, emphasizing the necessity of proper flagging and the importance of engineers sounding their whistle properly. His talk was very illuminating and was well received. Numerous reports and suggestions were made by the men of the various departments present.

It was a very warm evening but the interest in the topic being discussed was unflagging. We believe there were many present silently resolving to be more ardent apostles of Safety First in their various spheres of activity on the railroad and in their auto driving.

Mr. and Mrs. George Engstrom, of Chicago, and their daughter, Helen, and son, John, were the guests of relatives at Marion and Cedar Rapids, for a week the fore part of July.

Mr. and Mrs. Will Grassfield, of Marion, went east on a vacation, July 13, visiting in Kenosha, Wis., Milwaukee and Chicago.

There are a number of the members of The Veteran Employes Association at Marion who expect to go to Seattle to attend the reunion in September.

Mr. and Mrs. William Dahl, of Savanna, visited over the Fourth with their daughter, Mrs. A. J. Elder and family, at Marion.

La Crosse Division Items

Eileen

THE Palm Beach season is upon us, coming as it were, almost without warning. Capie opened the season with his ice cream trousse, purchased, I believe, for a dollar ninety-eight, or maybe it was four ninety-eight. Not to be outdone, we find others coming in with newly purchased "umbrella" panamas and sailor straws, mixed indiscriminately. And Palm Beach has nothing on us when it comes to hot weather.

On June 25th a fire of unknown origin destroyed one of the largest business buildings at Tomah, doing damage to the extent of about \$100,000.00. Five or six places of business were destroyed.

Some of the boys in the superintendent's office have undertaken a tremendous task. Bill is revising the calendar and was in hopes that he would be able to put Labor Day on Sunday this year, but as the time is so short I expect he will have to wait until 1930 to try it out. Ed is revising our long used spellers and will soon have a new spelling book ready to put on the market. He is making a few essential changes, such as furr lumber in place of fir. I almost forgot to mention that Marj. is assisting Billy in his revision of the calendar and is hoping to put Thanksgiving on Wednesday.

We are very sorry to chronicle the death of Hubert Maloney on June 27th, at his home in Portage. Mr. Maloney was employed as an engineer for about 46 years, but for the past few years had been retired.

Another death of which we are sorry to hear is that of Agent W. H. Sherman, of Marshall. He has been in the employ of the company for about 37 years.

It is reported that Superintendent Frick and Chief Dispatcher Kilian started out on a fishing trip recently, with the understanding that A. M. K. was to catch the fish and O. H. F. would fry them. They both lived up to their agreements.

Yardmaster T. Bloomfield has resumed his duties at Portage Yard after several weeks' absence. Mr. A. Schreiber, who was acting yardmaster during Mr. Bloomfield's absence has returned to Aberdeen.

They say Agent Cordes, of Sparta, has had

a big plaster on his upper lip. Sure would like to see the other fellow.

Miss Katherine Ryan, of the trainmaster's office at Portage, is spending her vacation in New York, and making a trip to the Bermudas.

Mrs. R. C. Falck and daughter, Betty, spent some time visiting in Miles City, where Assistant Superintendent Falck was formerly located, and are now visiting in the east.

La Crosse Division Conductor August Bischoff recently man-handled curiosity to a frazzle when he attempted to view the interior of his car battery and in the rush of events, dipped his proboscis into the acid. The scarcity of red noses in this day and age at first influenced August to throw out his chest, but the final reaction convinced him beyond doubt that it doesn't pay to get too nose, particularly with the holes in car batteries.

Won't somebody give Scoop Smith a button? Scoop's "Button, button; who's got the button?" chimes cannot go on much longer.

Freddie Krueger did some promiscuous switching with his safety razor the other day and when he finished he had nothing on a black belt election.

Brakeman Tom Hargis is in line for commendation for discovering a broken rail on the eastward main line when No. 91 was about to make a crossover movement at Fall River on June 24. He promptly reported it and it was taken care of before any damage resulted.

Conductor Merton Van Wormer is also in line for commendation. This time for his cooperation with the Police Department in locating some merchandise which someone had thrown out of cars. Noticing some packages on the tracks between New Lisbon and Camp Douglas and Camp Douglas and Oakdale, he immediately wired the conductor on the wrecking train, who was following him to be on the lookout for them, and immediately upon arrival at La Crosse, he called up Captain of Police Smith, and gave him the information which enabled the Police Department to get right out on the job.

Wm. Schneider, son of Engineer E. C. Schneider, is to be complimented on the interest he has taken in securing business for our road. It was largely through his efforts that we were able to induce three passengers

bound for California and the West to use our road.

Ernie G. was bestbound light. Stopped for an automatic on Tommy James' corner. A.M.K. with the tonnage came along and coupled into Ernie, thinking he was only on one side and could not get her off center. Figuring to assist him to keep from blocking traffic, a worthy brother came along and pulled the pin for Ernie. But Ernie's Z-1 needed no assistance from A.M.K.'s L-3, got her going after having everything tied up for 20 minutes and soon his red light was only a spot in the distance.

Engineer Otto Pfeil and Miss Fay were quietly married at Portage on June 29 and are honeymooning in New York and other eastern points.

Mr. Gilbert was up to see us the other day. Who is Mr. Gilbert? Bill says, "Why, that's Vivian's Pa."

B. & B. Foreman Gene Chapman has been following all of the extra gangs fixing platforms and making necessary repairs and improvements at stations. Believe me, when we get all through with our program this summer we are going to have a mighty fine railroad.

All the brooms have been removed from the White House. They have a Hoover there now.

Teacher: Johnny, how many days are there in each month?

Johnny:

Thirty days hath September,
All the rest I can't remember,
The calendar hangs on the wall,
Why bother me with this at all?

"Red Hot Coals" from the Racine and Southwestern Division

By Leonard J.

MISS FLORENCE BUCK is leaving Sunday, July 14, on a two weeks' tour of the West with the Art Crafts Guild Travel Bureau. She will visit Spokane, Seattle, Rainier National Park, Vancouver, B. C., and return via the Canadian Rockies.

A. C. Morrissey and family spent a happy vacation motoring through the northern section of the state. Understand he got up to Sturgeon Bay a little too early for the cherry crop.

A. J. Barbee, our genial roadmaster, is a strong advocate of the saying, "The early bird catches the worm." Understand he went to Racine on Tuesday night, and the Safety Meeting was on Wednesday night. (I wonder if he had the wrong date?)

Still a lot of the boys who have not turned in their donations for the picnic. Come on, fellows, let's go. You know you can not run a car without gasoline. So how do you figure you can run a picnic without money. . . . The slogan is, "DONATE TO THE PICNIC FUND NOW."

Conductor J. T. Regan says, "I have sowed the first seed of brotherly love on the Southwestern Division," and upon questioning him he said, "By giving up No. 21 and No. 36, allowing Mr. Kinney to be home nights."

It seems one of the main troubles with the radio today is, the static—but I do not think the radio is alone in this. While walking by one of the offices I thought I heard the chime of wedding bells. Further investigation proved it was STATIC.

Ticket Clerk Ruper Fessenden went to Birchwood, Wis., on the 28th of June and returned on the 30th. His original intention was to spend a week there but the outcome of the plan was he spent in two days what he made in a week. So it balances up anyway.

Gus says, "Well, what you think about it?" and when asked what he was talking about he said, "Schlitz."

Understand "Jim" is now playing golf at The

THE BINKLEY COAL COMPANY are Miners and Distributors of the Best Grade Coals for All Purposes

WRITE US FOR PRICES

Burnham Bldg.

CHICAGO

Blue Mound Country Club. Attention R. L. Whitney.

E. J. McCann and wife had a very serious auto accident recently, while on their way to Mendota, Ill. They turned out to pass a team of horses, and in so doing the car skidded and turned turtle; friends who were in another car behind them, helped them out of the car, which had caught fire, and they were rushed to the doctor. Mr. McCann severed an artery in his leg, beside other bruises, which kept him from work for two weeks. Mrs. McCann was injured quite badly, and it was almost ten days before she was up and around. We are all very thankful that they have come out of the accident safely.

Chris. Hanson, engineer on the Southwestern Division since August 9, 1901, died at his home in South Beloit, June 18. Funeral services were held Thursday afternoon, June 20. Mr. Hanson leaves to mourn his loss, a wife and daughter, Audrey. Mr. Hanson was well liked by all who came in contact with him, and the employes of the Southwestern Division, who worked with and knew him, will miss his companionship. The sympathy of the division goes to the sorrowing ones.

R. O. Woodward and wife have returned from a vacation spent in Mexico. We understand Mr. Woodward was quite pleased with the hospitality of the Mexicans. You should have given them a few pointers on good rail-roading, Rollie.

Marvin Brick has his new Nash in the hospital. We understand he tried to change the direction in which he was going at the rate of thirty miles an hour, but he could not make the car do the job.

Mr. Black still thinks there are trout in the streams west of Beloit. I never say any and I also believe I never shall. Fernor, look out for those pesky telephone wires when you start using your fly rod.

W. A. Robinson, our good-looking conductor, is very much displeased with the city of Beloit. Anyway he does not stay here any longer than it takes him to eat, and get into the car and to Milwaukee. See Walter Lee for information on this.

The last we heard from Larry. Hamilton, was a card from Boston. Larry is touring the east with his wife and son, and will not be home for some time.

W. J. Hughes is the possessor of some very nice pictures of his two sons. The youngest sure looks like a chip off the block, and if he keeps in his daddy's footsteps, some of us are going to be proud some day to say, "I knew his father."

Oliver Butler has been holding down first trick in the dispatcher's office while E. F. Hoye was on his vacation. He certainly kept up the good work, for the trains were right on schedule.

Well, folks, it is time to start thinking of your Christmas shopping, there are only five more months left. This was brought to my attention by F. A. Matson and I am glad to give you the tip.

Understand that the birds have a nest under the baggage car on train 330, the Senators' run. What's the matter Frank, do you stop at the South Wye that long? I'm afraid if the birds do hatch they will be deaf from Snievely's whistle.

Mel. Howe is a great booster for the Erskine automobile, he filled up the tank and drove 250 miles and when he got back the register on the gas tank showed more gas than when he started. I would suggest that the tank be equipped with a pump and money could be made selling gas to stranded motorists.

Wisconsin Valley Division Notes

Lillian

THE Passenger Department FISH TALE No. 59 for the week ending June 29 shows a lot of good fish catches being made at all of the resorts on the Boulder Junction Line, and from Star Lake down to Hazelhurst. There were so many big fish caught that we got interested to see what it would amount to and in checking up we find there were 1,750 pounds caught during this particular week. We know how many fish this represents but were we to mention some of the biggest ones we believe it would be considered just a fish story.

Train Dispatcher J. Held is off duty on account of illness. We hope to see him back in the office before very long.

General Superintendent D. W. Kelly was up north the week ending June 30, fishing, and we hear he was very successful.

Agent G. W. Hams, Gleason, is being relieved by Ed Walsh on account of illness.

A. G. Fenney is working first trick at Minocqua, A. R. Davis returning to Babcock.

The NATIONAL PLAYGROUNDS near Boulder Junction, which is the vacation place of the Dairymen's Association, is taking care of a great many people and the manager advises that they expect to increase the number of cottages and their facilities quite extensively after the close of the season this year.

Conductor J. E. Dexter has been taking a forced vacation for the past three weeks on account of illness. Last report he was improving daily. Hurry up, John, so you can join the "VETS."

Jule Manhart, roadmaster's clerk, is spending a week's vacation at a resort near Rhinelander—of course his wife is accompanying him—Jule says he isn't going to bother about catching bullheads this trip.

Miss Mildred Conklin and Katherine Gritz-macher attended the Cawley-Montgomery wedding at Milwaukee July 6.

Mr. Frank Messerschmidt, carpenter, B. B. Department at Wisconsin Rapids, passed away at his home July 3 after a lengthy illness. The division employes extend sympathy to Mrs. Messerschmidt and family.

Wm. Streeter, Sr., has moved his family from Tomahawk to Wausau and expects to make this city his home in the future.

Fred Gibson, machinist, has returned from a vacation which was spent through the east, and reports a delightful trip.

The marriage of Charles Streble, boiler washer, and Goldie Glaesel, took place on Saturday, June 1, at the home of the bride's parents; about 90 guests were present. The couple left for a short honeymoon and will reside in Wausau upon their return. Congratulations and best wishes.

Miss Gladys Johnston, roundhouse foreman's clerk, will leave Saturday for a two weeks' vacation which she expects to spend at the northern lakes.

Mr. Arthur Yates, night roundhouse foreman, is moving his family to Wausau this week. Their former home was at Perry, Iowa, and we hope they will find Wausau a pleasant place to make their future home. The Milwaukee Railroad family extends a hearty welcome to them.

Another June wedding took place on Saturday, the 15th, when Wm. (Babe) Duranseau and Bertha Beilke were married at the home of the bride's parents. They left for an extended honeymoon through Canada, and will make Wausau their home upon their return. Babe is employed as machinist helper in the roundhouse. Congratulations and best wishes.

We have received information that the Dudley Blake Granite shipments will move via Gleason and we hope it will net us a nice income.

Mrs. H. O. Wheelock and children have been visiting with relatives at Naperville, Ill.

On June 8 we handled an extra sleeper in No. 151 with 25 boys from the Armour Institute for their camp at Trout Lake. The big bus handled them from Minocqua.

On June 15 Wisconsin National Guard Special, Merrill to Camp McCoy, picked up five cars at Junction City with Stevens Point Company and three cars at Wisconsin Rapids with Wisconsin Rapids Company. They returned on June 29, special.

June 16—Joint rail and river popular excursion, Wausau to LaCrosse, river steamer Lax to Winona. 163 passengers from this division.

June 22—Western Advertising Golfers' Association with four sleepers and one extra diner. Seventy-five men, representatives of all the leading newspapers and magazines, were handled on No. 151 to Minocqua. They returned on June 24.

June 23—One sleeper with a party of physical culture girls for Heafford Junction on No. 151.

June 26—Y. M. C. A. Manitowish Camp, two extra sleepers with sixty-nine boys for Boulder Junction. Party handled on No. 151 and buses from Minocqua.

June 29—Dr. Monilaw Special, seven cars, one hundred twenty-five boys from Chicago to Plum Lake, arrived at Plum Lake at 8:10 A. M., right on time in a pouring rain. We protected the boys by letting them remain in the cars while turning the cars at Star Lake.

June 28—Camp Oshoa Girls Camp for Trout Lake, one extra sleeper with forty girls, handled on No. 151, buses from Minocqua.

June 29—A round trip coach excursion for Chicago. Fifty-six passengers handled in regular coaches on 102 and 152.

July 1—Red Arrow Boys Camp. Seventy-five boys handled from Milwaukee in three extra sleepers. Three buses handled the party from Minocqua.

July 1—Camp Pinemere, Mrs. Harry Kahn's Party of one hundred girls handled in four extra sleepers and one extra baggage car from Chicago to Minocqua.

July 2—Dr. Ehrenreich's Party of one hundred boys handled in four sleepers and one extra baggage car from Chicago. Party got off at Camp Kawaga.

July 2—Warwick Wood's Party, Helen James and party of fifty girls, two extra sleepers for Sayner from Chicago.

July 3—Mrs. Pinkus' Party of one hundred girls for Camp Agawak, handled in four extra sleepers and one extra baggage car from Chicago, party got off at Agawak.

July 10—Y. M. C. A. Manitowish Camp. Twenty-five boys handled in one extra sleeper, Chicago for Boulder Junction. Party handled in buses from Minocqua.

Every one of these parties was well pleased with the service rendered by Milwaukee employes.

I. & D. Items

M. G. B.

A. HOLMGREN, chief clerk in the Store Department at Mason City, was called to Minneapolis, June 19, on account of the serious illness of his mother. We were glad to hear on the return of Mr. Holmgren that his mother was considerably improved. He leaves July 15 for his vacation, which he will spend in and around Minneapolis.

C. E. Mutschler and family went to Du-buque June 23 for a week's vacation.

Leo Montgomery of the Superintendent's office was away on his vacation June 20 to 25,

during which time he went to Monona to attend a family reunion.

We were glad to hear that Mr. and Mrs. Joe Fiala are back from their trip to California. We want to extend our best wishes to the bride and groom.

The Milwaukee annual picnic was held at East Park, Mason City, June 25 at 5 P. M. It was pot luck plan, with coffee and ice cream furnished by the club. A large crowd was there and games were played. We were pleased to see our out-of-town visitors there.

Mr. W. P. Woodhouse was awarded the first prize in the membership contest. Mr. C. A. Montgomery won the second prize.

Mrs. Marie Randall, in the superintendent's office received word of the death of her aunt, Mrs. Brayton Campbell, June 19. Mr. Campbell is superintendent of the Southern Pacific at Oakland, Calif.

Mr. and Mrs. C. L. Swanson were called to Fargo, N. D., June 17, on account of the serious illness of their father.

Con Tomah, we hear, likes to have comfort—far be it from him to stand up while fishing. He has been known to sit down while indulging in this sport, no matter where he happens to be. It is our personal opinion, however, that it wasn't Con's own idea to be sitting in the lake, but you know these waders!

Just because Clifford is a chief carpenter's clerk is no sign that he can handle a hammer.

The Operating and Traffic Department at Mason City had a meeting at the Hanford Hotel, 12 noon, June 28.

No, Clifford, it won't be long now!

We wish to extend our sympathy to W. E. Losey on account of the death of his father.

We told one on Con, so here is one on Ralph. Ralph Joynt got rather confused as to his weapon, or seasons, or what you may—at any rate June 24 at Clear Lake he pulled in what he considered was going to be a

large fish and discovered he had caught a loon.

One Sunday morning Jay was out riding in his new green monster and on the road from Sheffield saw a figure in the distance. Upon getting closer he discovered it to be our efficient trainmaster's clerk walking to Mason City, but Jay thought maybe he was getting in shape for a cross-country run so didn't stop for Julie. He found out Monday morning when he went past the trainmaster's office. We didn't know Julie knew all those words.

Mrs. William Olson, formerly Miss Marie Fiala of the master mechanic's office, Mason City, was a visitor in the local offices July 8.

Master mechanic's office at Mason City is getting very classy. They have four new chairs and we hear there are more improvements on the way. Why all the dog?

The offices at Mason City were grieved to hear of the death of Leo Block, who was killed at the cement plant at Mason City. He was formerly a machinist at Sanborn and worked at Mason City also. He leaves a wife and little girl.

Nell Carney of the master mechanic's office, believes in loyalty. She spent her vacation in and around Mason City.

Herman Quandahl, yard clerk at Mason City, went to Mendota, Ill. on his vacation the early part of July. Art Johnson is working interchange in his place.

If anyone wants to know where their membership cards are for the Women's Club, they may ask W. H. Woodhouse.

We hear that Grace Morean is again bound for the Dudge Ranch the second half of July. Must be quite an attraction out there. This matter must be investigated at once.

The yard office's motto is "Service with a Smile!"

H. J. McLaughlin was in Chicago week-end of July 7, to see a ball game.

Claude Faber of the Store Department, Mason City, accompanied by Mrs. G. P. Hodges, made a trip to Minneapolis July 6.

Sympathy is extended to the family of Garrett Starr who died July 1. He worked for the Milwaukee 46 years and always made his home at Mason City until he moved to California several years ago.

The paint crew started over the I. & D. Division from Sheldon July 8.

Although Cliff is only a poor slave in the chief carpenter's office, understand he now knows what a carbell is.

Mae G. Quin, comptometer operator in the superintendent's office, is taking a month's vacation which she is spending in Buffalo, N. Y. Gladys Barber is taking her place.

The division is very much pleased to hear that Archie Boardman is improving and will soon be on the job again.

J. F. Kasak, former car foreman at Mason City and now located at St. Paul, made a trip to Mason City, July 11. Seemed quite natural to see Joe again.

Trainmaster O. A. Beerman went to Guttenburg early part of July for a week's visit with relatives.

Agent Lawler has been reading up on Safety First and advises he came across the following in the County Kilkenny Gleaner, showing that they had safety campaigns in Ireland back in the '60's: "Keep your eyes open today, for tomorrow they may be closed."

June 15 the Milwaukee ball team played the Pontiacs, a team in the City League, and beat them 6-2.

We are also glad to say that the Milwaukee team finished up the first part of the ball season by being the winners in the first half of the City League.

You Can't Go Wrong



if you follow this rule how to make good coffee

Proportion: 1 rounded tablespoonful of ground coffee to 1 full cup of water. (Note—1 full cup of water equals 1½ cups filled to average depth and with space allowed for adding cream.)

Place coffee in pot and add boiling water. Boil coffee and water together for 5 minutes, not longer. Pour out 1 cup to clear spout and pour back into pot. Now pour into pot a large tablespoonful of cold water and let stand for 3 minutes. This will force the grounds to the bottom.

PREVENT CLAIMS

REFRIGERATOR CARS furnished under contract to the C. M. St. P. & P. R. R. Company are all equipped with ice pans and drains easily accessible for cleaning.

Straw and other refuse can readily be removed from around the drains through the opening at the bottom of the bulkhead, and drain pipes can easily be cleaned from the outside of the car.

CLEAN PANS and OPEN DRAIN PIPES allow free passage of water to outside of car, preventing flooded floors, and reducing the hazard of spoilage with resultant claims.

UNION REFRIGERATOR TRANSIT CO.

Julius Wiele accompanied by Rev. Soholm of the Central Lutheran Church, went to Omaha, Neb. to attend a national conference of the Young People's Organization of that church, July 8 to 11. Every state in the Union was represented, as well as three representatives from South America.

If you hear of any new improvements for bumpers kindly inform Jay Bailey.

The Shell Petroleum Corporation is now located on our tracks at Mason City where they have constructed a bulk oil station. The addition seems to be quite an improvement and no doubt will mean much to the company.

I. & M. Items

E. H. K.

TRAVELING ENGINEER Harry Howard of Kansas City Division made a hurried business call at Austin a few days ago. We were all glad to see him. The country down there surely agrees with him from the amount of weight he has put on. Come again, Harry.

Austin roundhouse and shop can boast of the finest "First Aid room" on the system. General Foreman H. J. Keck has gone to extreme pains to have this immaculately clean. It would do credit to Mayo's hospital in Rochester. Well equipped and everything in place for immediate use.

Engineers Bob Lauffe and Ralph Jones have returned from a fishing trip where they caught their limit every day. Things were better this trip than last—Bob didn't find so many logs to fall over.

C. L. Kennedy of Minneapolis, T. W. Proctor of Chicago and W. F. Cody of Mason City were in Austin on business last week.

Mrs. Morris Sorum and son Francis of Minneapolis are here putting on a new coat of paint on their house.

Engineer and Mrs. Ed Draper left for Seattle, Wash., where they will visit Mr. Draper's sister and other relatives and friends. They plan to return via Canada and plan to be gone three weeks.

Mrs. P. J. Meek and daughters Doris and Betty Jane, have gone to Lansing, Mich. to visit another daughter.

Conductor and Mrs. F. R. Jeffers are in Underwood, N. D. visiting their daughter.

General Foreman H. J. Keck and family are taking their vacation at Black Hills and Yellowstone Park. Harry expects to bring back a small grizzly with him for a pet.

Conductor and Mrs. Herb. Warfield are home again from Toledo, Ohio where Mrs. Warfield underwent an operation on one of her eyes which proved perfectly satisfactory.

Engineer Gifford Tallmadge of Minneapolis, was here a few days ago shaking hands with old friends.

Engineer Owen Blabaum expects to make a trip to Rhinelander, Wis. in the near future to visit his brother.

Doctor Damon, son of Engineer and Mrs. Damon, is home from Florida for his vacation. He made the trip by auto in four days.

The Voice of Union Street, Chicago

Abrams Broadcasting

MR. PETERSEN, our chief clerk, has left us for a fishing trip to the northern woods of Wisconsin, accompanied by the Mrs. It has been reported that a 42-pound muskie has been caught by him. P. S. What kind of bait did you use?

Jake Heller (The Pretzel Kid) has also gone on his vacation to the northern woods of Wisconsin to clean fish. His buddy, Fullbright, is very anxious to see him back.

Joseph Polanzani, our R. C. clerk, has just joined the ranks of Sunday drivers. He was seen sporting a new Chevrolet. What's her name, Joe?

Walter Lapinski, our transit clerk, is giving John D. quite a bit of competition in the stock market. There must be a reason for everything. Her name, please.

Doc Cronin, our assistant cashier, has been confined to the hospital for some time. He has been reported to have been doing well. We all wish him a speedy recovery and hope to see him with us soon.

Miss Barron is the new expense clerk filling the vacancy of Lillian Nash. Lillian motored to her home town in New Hampshire.

Mr. McPherson, I understand, will be leaving us very shortly for his vacation. P. S. See Vic for details on what kind of bait to use.

Barney B., our super-sheik of the Tracing Department, left us for Milwaukee to see a certain female that happens to be an operator on our line. It won't be long now.

P. S. Don't forget to park a baseball bat to keep the opposite sex away in Milwaukee.

Fullerton Avenue Building

By A. M. D.

JEANETTE DUNN, of the freight auditor's office, was married to Carl Kolosick on June 8th. The honeymoon was spent in Milwaukee.

Victor Fernetz, of Freight Claim Department, was married to Theresa Venney on the afternoon of June 29. In the evening a group of friends arranged a rousing surprise party on the newly wedded couple.

Helen Edwards, of the freight auditor's office, was married to A. Engles on July 24.

Segrid Johnson, of the freight claim department, was married to Irving Judson on June 26.

Teresa Ewald, of the freight auditor's office, was married to Frank Braschko of the same office on June 1st. They are at home to their friends at 3319 N. Karlov Ave.

Edgar Hurless, son of Flo Hurless, of the ticket auditor's office, was married to Marian Gorton on July 10. They sure grow up fast, Flo.

Flint, what is the attraction at Crivitz?

Myrtle Freitag, of the ticket auditor's office, is recovering from a goitre operation, and we hope by the time this item is printed, she will be back with us again.

Matt Caine of the same office, who had a goitre removed, is back with us again.

Ruth Nordlei, of the central computing bureau, has resigned in order to take care of her mother, who has been ill for some time.

Edna Schueneman of the same bureau has also resigned to take up household duties, she having been married for some time.

Harry Martin, chief clerk, ticket auditor's office, and daughter, enjoyed a two weeks' Art Craft Guild Tour through the west.

Fryne Gleason, of the Freight Claim Department, had a birthday on July 8, and was the recipient of a large number of beautiful gifts. We wish her many returns of July 8th.

Miss Winifred Campbell, who is leaving the company's service, was graciously tendered a surprise farewell party on the evening of July 11, by Helyn Widman, at which the following were present: Marie Meyer, Mary Dordan, Verna Sheerin, Grace Seleski, Ann Widman, Josephine Grade, Edna Boller and Helyn Widman.

A gift for Miss Campbell and a dainty luncheon for the guests made up the items of interest for the evening, which was reported as being most enjoyable.

Jessie Nicoll, who has been connected with this office for a number of years, was married



Ticket Auditor Wm. Kruckstein, Mrs. Kruckstein and the Boys at the Entrance to the Snow Tunnel into Paradise Inn, June 27, 1929.

on June 29, and has been honeymooning at Zion and Bryce Canyons, Utah, and Grand Canyon, Arizona. After her return from such a wonderful trip, we can imagine her often soliloquizing: "Isn't nature grand?"

Barbara Hess, who was among the early June brides, and has also passed her honeymoon in Bryce and Grand Canyons, has been telling her friends of the "Wonders of nature," and we hope she feels this way forever.

Paradoxical as it appears, nevertheless it is a fact, that Laura Weitendorf spent an enjoyable vacation in California the latter part of June and returned here, in person at least, but her mind wanders in California. She has been seen lately looking intently at a photograph and we feel sure it has something to do with her "Wanderings."

Information has just reached us that Margaret Hartley was married on Saturday, July 13th. We think it is fortunate for you, Margaret, that the 13th did not fall on Friday and to offset any untoward possibilities, we wish you the best of luck.

A group of girls from the ticket auditor's office gave a supper party and shower in honor of Miss Naomi Fergesson on July 18th, in the Women's Club Rooms. Naomi will take the fatal step on August 10, 1929.

Miss A. M. Beckelman, of the Real Estate Department, took unto herself a husband by the name of James Lawrence Quirk, and had a very pleasant honeymoon while on her vacation.

Phillip A. Schloss, also of the Real Estate Department, buried his mother on July 12, 1929. Our sympathies are with you, Phillip.

Sparks from the East End of the Electrification

By Adolph Knudson

OH! BOY! But things are sure perking up at Harlowton. There are so many different gangs camped here now that to record very much about each one of the would require a volume. To come down to "brass tacks," I am late coming to bat this month and, as it is, the umpire—otherwise known as the editor of this Magazine—will perhaps call me out for delaying the game.

Lukes' gang is here raising thunder and putting a prop in under it. Dolling up the roundhouse by putting in a new concrete walk and getting on the good side of the ladies by building a 40 feet by 20 feet addition to the Harlowton Club House, Milwaukee Women's Club.

Ladies, you should seat that B. and B. gang at a special table when you hold your first party therein. These are only two of the many things they are doing. That bunch of B. and B. men have become so active that one of their number can't stop when the five o'clock whistle blows, so he works night shift at Martinsdale and Twodot.

B. L. Hillicker's rail welding gang is here—or was here—Mrs. Hillicker rejoined the camp the latter part of June, following a visit at points east.

J. F. Ellis, stubbing foreman, has a gang here setting poles for the lengthening of the yards. As we understand it, four tracks are being extended to a length of two and a quarter miles. Making this the largest yards between Aberdeen, S. D., and the Coast, and one of the largest electrified yards in the world.

A large steel gang is expected here shortly, and the new yards will be in operation within 45 days. YES, SIR! Things are sure perk-ing up at Harlowton Yards.

Business on the road, both passenger and freight, is the best the writer has seen it at this time of the year.

Mrs. Clara Schector, whose home is in Chicago, spent an enjoyable visit at the home of her son, Day Hostler, Walter Schector and family, the latter part of June.

The "King of the Cinderpit," Joe Giannone, has left us to make his home at Cumberland, Wis., and a new king reigns there now.

Mrs. Stanley Fraser, wife of Machinist, and sons, left for Milwaukee, June 9th, where they are spending the summer at the home of Mrs. Fraser's parents—who are "old timers" on the Milwaukee.

General Purchasing Agent and Mrs. D. C. Curtis; Assistant General Storekeeper and Mrs. J. V. Miller and Mr. and Mrs. George Walder, of Milwaukee, spent several hours in our city June 15th. The party, accompanied by District Storekeeper J. V. Anderson, of Miles City, arrived on number 15 and were taken to Lewistown in cars driven by Main Boilermaker H. P. Schultz and Toru Miyoshi, son of Storehelper Y. E. Miyoshi. Toru says "Miss Plymouth Chrysler" was acting her finest that day.

Marion Trudenowski and Howard McGuin, of the Car Department, Deer Lodge, spent the Fourth and a week-end, visiting their parental homes here.

Mrs. Ervin Fuch, clerk at the roundhouse, had as a guest for a week, her sister, Miss Jessie McGuire of Miles City.

Mrs. Frank Sickmiller, wife of T. M. engineer, spent a week visiting relatives at Butte.

Miss Lucille Trudenowski, daughter of Boilermaker Anton Trudenowski, left the morning of July 2nd for a three months' visit to coast points.

Mrs. Martin Eastwold, wife of T. M. engineer, and children, were early July visitors at the home of her sister, Mrs. W. C. Husband.

Our Car Foreman Ed. Huagan and family, spent the last two weeks of June at points west—mostly on the coast.

Our old friends, P. F. L., and Mrs. Bert Roberts spent several weeks at Harlow while Bert was relieving E. M. Carver, who, with his wife and daughter, spent a well-earned vacation visiting Oregon points. To the Roberts, we say come again.

Another employe of the Deer Lodge Car Department to pay us a call during the month was John Ellingson.

Speaking of callers from Deer Lodge reminds me: A certain nice, young man, whom rumor states is employed in the superintendent's office there, has formed the habit of spending his week-ends in our fair city.

Can some one at the Car Department tell us, is it the charms of our little city—of which

we are so justly proud—or other charms that interest him here?

Trans-Missouri Conductor, I. M. Caine, received the sad news of the death of his brother, D. W. Caine, veteran passenger conductor, Northern Division, at Green Bay, Wis. I. M. C. has the sympathy of his host of friends here in his loss.

Mrs. Dale Middleton, wife of warehouse foreman at Bozeman, filled her former position as clerk at the freight office, while Alvin was in camp with Company D, at Helena, the latter part of June. It seemed like old times to have Sarah back on the job.

Mrs. Vernon Seals and children, and Mrs. William Lunceford and children, returned July 11, from an enjoyable visit to coast points. Bill and Vernon, helpers at the roundhouse, though they had some difficulty meeting No. 18 in the wee, small hours of the morning, were happy that day, and none of their hair was missing. Boys, wind the old alarm clocks next time.

Iowa Division, Middle and West

Ruby Eckman

ENGINEER A. W. MORGAN, who has been off duty for several weeks on account of fracturing some ribs when he fell from the porch at his home, had a real vacation in June and July. He and Mrs. Morgan went to Minnesota and for once in his life Lon had all the fishing he wanted. He came home and told all about the big northern pike he had landed.

A wedding of interest in the railroad family occurred at Perry, July 6th, when Leo Roberts, son of Passenger Conductor J. L. Roberts, was married to Miss Gwendolyn Schullhardt, of Perry. The ceremony was performed by a brother-in-law of the groom. They took a honeymoon trip in their car to Minnesota and Canada. Mr. and Mrs. Roberts will live in Perry, as Leo is employed by the Perry Packing Company.

N. E. Westover, the perishable freight inspector at Perry, went to Seattle on his vacation for a visit with his brother.

Arthur Yates, who was transferred recently from the Perry roundhouse force to the position of night foreman at Wausau, Wis., was in Perry the first part of July to move his household goods to his new home. Friends of the family regretted to see them leave as they have been residents of Perry for many years.

Lawrence Bryant, son of Conductor Joe Bryant had a nice trip to California in July, as a graduation present from his folks. Lawrence was in the 1929 class of the Perry High School, graduating with honors.

Jake Wagner, first trick caller at the roundhouse, spent his vacation in Chicago, Miles City and Denver. Fred Ling, Jr., used on the relief job at the roundhouse.

Mrs. Wm. Bloomfield, for many years in the Milwaukee family at Perry, came back from San Francisco in July to visit among old friends. From Perry she went to Portage, where she has numerous relatives. It was her intention to return west with some of them, who are veteran employes, going to the convention at Seattle.

Claude McMahon, of Sioux Falls, South Dakota, was in Perry the fore part of July, for a visit with old friends. "Pie" used to switch box cars in Perry yard and was also yardmaster for some time, but gave up railroading and is now operating a repair shop in Sioux Falls and is making more money than he made railroad-ing. He has to come back to Perry about ever so often to renew old acquaintances.

Edward Lavelle, Jr., who worked for a number of years in train and yard service on the Iowa Division, died at El Paso, Texas, June 4th. He had been in the west for some time for the benefit of his health.

Engineer Elmer Clothier left Perry the first of July to take up his work as service engineer for the J. S. Coffin, Jr., Co. Mr. Clothier will have the territory which includes the Milwaukee lines, as some of our engines are equipped with the water pumps which he will assist in maintaining.

Weston office on the West Iowa Division was closed June 11th and A. E. Fiala, who had been working the night operator's job since the agent's job was discontinued, displaced Bruce De Voe from the trick he was holding at Council Bluffs yard. Bruce bid in the job as operator and rate clerk at Council Bluffs freight house, which was open when W. F. Smith retired on pension.

R. E. Fitzgerald and grandson, Barton Fitzgerald, left Perry, June 11th, for Minneapolis, where they were met by Mr. Fitzgerald's daughters, Nan and Emma, with a new sedan, and together the four motored to points of interest in Canada and Minnesota. They drove home by way of Hibbing and the girls spent a few days in Perry.

Mrs. E. L. Sinclair, widow of E. L. Sinclair, division engineer, closed up her affairs in Marion and has gone to California to make her home. The trip was made in the Sinclair car, Mrs. Charles Sinclair driving it through to the new home.

Switchman Thomas Cummings and Lloyd Riffle, of the B. and B. Department, attended the Elks' Convention in Los Angeles in July.

Hilary Rawlins, a switchman on the Perry yard force, qualified as a student flyer at the Yellow Cab Airways Field in Des Moines recently.

Bulletins were posted the latter part of June announcing the fact that Howard Rooney had been made assistant general yardmaster at Council Bluffs yard. Howard commenced work in the yard office at Council Bluffs a number of years ago and has made himself thoroughly familiar with all the business in that terminal, and his many friends were glad to see him get the appointment.

Conductor H. W. Lee received word the fore part of July that he had a new grandson, Robert Ingle Shaw, born at Wichita, Kansas. The baby's mother before her marriage was Miss Ethel Lee. Conductor G. T. Burnham also acquired the same title the latter part of June, as a son was born to Attorney and Mrs. Paul C. Hodge, in Chicago—Mrs. Hodge being a daughter of Conductor Burnham.

Train Dispatcher J. M. Losey was called to Plymouth, Iowa, the latter part of June on account of the death of his father, Andrew Losey, who passed away following a long sickness. Mr. Losey was about 92 years of age.

Miss Marjory Byrd, daughter of Train Dispatcher O. P. Byrd, spent her vacation in Winslow Arizona. She made the trip from Kansas City alone, and felt quite like a grown-up.

John McIntosh, of the Perry roundhouse force, was off duty in June, to take Mrs. McIntosh to Excelsior Springs for treatment.

Thomas Christensen, one of the pioneers in the Locomotive Department, died in Council Bluffs, June 24th, from injuries sustained when he fell from a ladder while doing some painting. Mr. Christensen had retired on pension only a few months prior to the accident.

Lloyd Peel, one of the younger brakemen in Middle Division train service, deserted the ranks of the bachelors and was a "June Groom." His bride was Mary Inman, of Chicago, and the wedding took place in Adel. The young people will live in Perry.

June 24th was a big night for the railroad folks in Perry, as the roundhouse employes and their families were guests of Division Master Mechanic W. N. Foster, at an ice cream party to celebrate a perfect safety record for the

Month of May. Mr. Foster promised the treat any time the roundhouse force went a full month without injuries and May saw that accomplished. The party was held at Fraternity Hall. Mr. Flanigan, of Chicago, and Mr. Elder, of Marion, were invited to the affair and attended. Mr. Flangin, Mr. Foster and Mr. Hansen, all made Safety First talks. There were about 300 at the party and following refreshments, they danced until a late hour.

Frank Murphy, son of Engineer W. T. Murphy, passed successfully the final examinations for his entrance to Annapolis Naval Academy in June. Frank is the third son in the family to enter the school.

A wedding of double interest in the railroad family occurred June 19th, when Leo Brewer, of the Perry Car Department force, and Miss Irene Cheek, daughter of Car Foreman Cheek, of Atkins, were united in marriage. The young people took a honeymoon trip to Missouri and are now at home to their friends in Perry.

West End of the Trans-Missouri R. K. B.

APOLOGIES are more than due, I realize, considering the fact that the past two issues of this Magazine were without even a line to let the world know what was doing on the West T.-M. Suffice to say that your correspondent, a full-fledged extra gang timekeeper, found himself, with infrequent trips to Miles City, very much out of the world of events.

For those who labor under the erroneous impression that all an extra gang timekeeper has to do is to put a little dot in a specified place after a man's name and walk about with a ticker in his hand counting ties and rail anchors, the present writer is a sad example of that combination of yard-bull, pill dispenser, diplomat and father confessor that a timekeeper becomes after a few sun-burnt weeks in the service.

On a recent visit to Miles City we encountered Mr. and Mrs. O. R. Betke in the dining car of No. 18 partaking of a sumptuous breakfast. They were just returning from a short trip to the coast during Mr. Betke's vacation, and intended to spend the remainder of the time in eastern localities.

Upon reaching Miles City we observed that the extension to the Milwaukee Women's Club House was nearing completion rapidly, but not fast enough to house the greatly increased membership of the local chapter.

Miss Marie Blake, of Moberidge, spent a few days in Miles City recently, on a visit to her father, Chief Carpenter O. E. Blake.

Helen Kirwan, stenographer to the chief clerk, was visited over the Fourth of July by her two young nieces from Nebraska.

And on the morning of the fifth, Art Hamre, accountant's clerk, made history by getting to work an hour early. One would like to ascribe this amazing phenomenon to his only too visible energy, but one learns that Mrs. Art made a mistake and set the alarm clock an hour early the night before.

A new recruit to the staff of the superintendent's office is George Roberts, timekeeper. There are as many stories about George as the Woolworth Building, and one sees he has risen in the world.

Howard Brown is also a recent addition. He is engaged as trucker at the freight house.

Though Mrs. Pearl Huff has been back from her leave for some time, we have not had the opportunity before to welcome her return to the position of locomotive clerk in the Mechanical Department.

And now, regretfully, I must close. As I have intimated above, my stock of news and

conjecture must necessarily be small, but will do my best, in the future, to keep tabs on you from two hundred miles away.

Sioux City and Dakota Division H. B. Olsen

THE scientist ventures that some day we will live on air. Then watch the "Free Air" signs come down.

Engineer R. V. and Mrs. Manson have gone to Alexandria, Minn., among the lakes, where they will spend ten days among the finny tribe.

Mrs. Henry Flasky and children, Ruth, Robert and William, accompanied by Grand Flasky, have gone to Bloomer, Wis., where they will visit relatives.

Third Telegrapher K. S. Lambert, at Canton, is feeling rather dignified these days over the arrival of a fine boy, who arrived at their home on June 24. Master Kenneth, Junior, if you please.

Conductor Joe Pape has just returned from a visit down around his childhood home, Missouri Valley, Iowa. Joe says there are many old familiar places visible except the "Village blacksmith shop," and that has been displaced by a filling station.

On June 26th, the Northern States Power Co., at Sioux Falls, chartered a special train of twelve cars and took all of their employes and families to Arnold's Park, Iowa's most popular summer resort, at which point they were entertained for the day in various ways. There were over four hundred people in all and every one reported a most wonderful time. Conductor Joe Pape and Engineer Hulce handled the train out of Sioux Falls.

Mr. Mike Devaney, who is in charge of the roundhouse at Wessington Springs, S. D., recently paid a visit to Sioux Falls friends and it is needless to say we were glad to see Mike.

Glenn Kasak, clerk to Roadmaster Jerry Murphy, Sioux Falls, spent a few days with home folks at Mason City, Iowa.

There are now sixty-five products of the lovely peanut, not counting the tummy-ache.

Fred Fillmer of the Sioux City ticket office is relieving Agent E. W. Farnsworth at Chatsworth, Iowa, while "E. W." is away on his annual vacation.

Engineer A. V. Johnson has gone to Sweden, where he will visit home folks, whom he has not seen for many years. "A. V." has been contemplating this trip for some time and it's needless to say he will thoroughly enjoy it in every way.

We were very glad to have Conductor "Buck" Jenkins pay us a visit in Sioux Falls recently. It will be remembered Mr. Jenkins had both feet amputated and is now getting around on artificial limbs. "Buck" is just as cheerful as ever and never fails to have a good story.

Martin Miller, of Fairview, is acting section foreman at Hudson, while regular Foreman Chas. Nelson is vacationing in North Dakota, Minnesota and Iowa.

Agent Harry E. Bram, at Fairview, is enjoying a visit from his father, W. F. Braum, of Houston, Minn.

Agent John Rollins, Dell Rapids, S. D., is on the sick list and is being relieved by Agent James H. Glow, of Egan, S. D.

Extra Crane Engineer J. B. Dickenson, who has been working at Fairview Pit, has received a call to go to Milwaukee, Wis., where he will operate a crane.

Roadmaster Jerry Murphy has surely been busy the past two weeks with weed poisoner, weed burner and the Jordan ditcher, together with other minor duties.

Earl Lane, who operates the clam shell at Fairview Pit, is being kept very busy these

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days loading gravel for the Mitchell line. Mrs. Lane and two children, from Marion, Iowa, paid "Daddy" a visit the last of the week.

Mrs. "Jack" Haffey, wife of Switchman Jack Haffey, at Sioux Falls, has gone to North Dakota, where she will visit relatives at various points.

Not content with a shovel, rake and hoe, to do his gardening, Sealer L. J. Angle, Sioux Falls, is now working on a garden tractor, which he expects to perfect before the season is over, in fact, the parts now assembled have already taken on the form of a tractor. Those wishing to make a short job of this garden stuff better place orders early for one of these tractors.

Telegrapher McClanahan, of Charter Oak, Iowa, enjoyed a visit from his son, Marshall McClanahan, who has just served four years in the U. S. Navy. Marshall will go to Chicago where he will take up electrical engineering, and his sister, Miss Gladys, will accompany him as far as Des Moines, where she will visit.

Telegrapher A. W. Sanborn is the successful applicant for the position of third trick at Mapleton, Iowa. At the same time, Telegrapher Charles Holstrom drew second trick at Hornick, Iowa. Charley says there are more mosquitoes at Hornick than water right now. It won't be long now, Charley.

Mrs. Harry Flasky and sons, Martin, Henry and Elmer, family of boiler washer, Sioux Falls roundhouse, have gone to Puyallup, Wash., where they will visit relatives for some time.

Switchman Gaylord Hunter, at Sioux Falls, is all smiles these days on account of the arrival of a fine baby girl, who arrived on June 25th. That's not all, the arrival of the little "Miss" makes Ray Hunter, engineer foreman, a "Grandad," who also has reason to wear a smile.

Henry Webster, crossing flagman, Reed Street, at Sioux Falls, has every reason to be proud of the unique gardens surrounding the flag shanty and crossing which he guards. He has many flower beds beautifully decorated with greens and flowers. In one instance he has the old oaken bucket and well, the curbing is formed with "burning bush," a pole and the bucket, which is causing no little comment by passing trains and motorists. Henry is deserving of much credit for the not only unique, but cleanly appearance of the crossing on either side of the street.

A. R. Sandall, section foreman, Parkston, made a trip to his farm near Kadoka, S. D., and reports a bumper crop.

Operator E. J. Gorman, Parkston, spent the Fourth at Sioux City, where he visited his brothers.

Agent Bert Wright, over at Armour, has taken a 30 days' leave of absence. Bert and family will spend a week or so at Excelsior Springs, where he will indulge in considerable golf. The balance of the time will be spent in the Ozark Mountains. He is being relieved by Chester Smith.

Ye scribe has taken a 90-day leave of absence, consequently has resigned as division correspondent. Mr. Glen Kasak, roadmaster's clerk at Sioux Falls, has been appointed to fill the vacancy. Glen is one of the kind who is very active at all times and the writer sincerely hopes each and every one of you will support Mr. Kasak as you have me. I wish to thank everyone who has so generously contributed notes each month; without such assistance the items would be of little or no interest.

Tacoma Shop Notes

"Andy"

ROSEMARY SULLIVAN, comptometer operator in Store Department, who hails from the bumpy state of Montana, has been complaining of the scarcity of sunshine on the coast (she specified sunshine, not moon), in fact she wrote her folks in Montana about the sun working short shift—but very recently this young lady spent a couple of days at American Lake, the major portion of the time being attired in a bathing suit—well, the result was she became very hard-boiled—swelled up to about twice her normal size—turned red and purple, was unable to walk and under a doctor's care for several days. So Rosy has changed her mind about the apparent lack of sunshine, because when it does shine, it does double duty. We will bet the next time she goes in swimming, it will be in the water with her overcoat and galoshes on.

Mr. Albert Lackey and wife, boiler foreman at Miles City, paid us a visit, while vacationing on the coast.

John Juley, machinist helper, recently won a Stetson hat for being the baldest-headed man in Tacoma. 'Ray for John; but wait, that isn't all he won—John is a regular prize winner, and an artist as well—he won a prize as a harmonica player and clog dancer at the Pantages theater also.

P. R. Horr, machine foreman, we understand is a golfer of rare ability—recently made a hole in 22 shots that were seen, after he made it however, he was not sure whether or not it was a gopher hole.

In the last issue of the magazine, we informed the world of Martin McHugh's purchase of a Chevrolet, wherein we stated he had placed a couple of bales of hay in the front of the garage to act as buffers during practice period. We have just found out that he has a 20-horsepower machine, and 10 of the horses got loose one night and ate up the hay, so in order to maintain harmony and keep the other ten in

the harness, he dumped a bunch of oats in the gas tank.

Wilbur J. Lauckhart, our steno, familiarly known as "Willie," has left us for other fields—he has joined the police department, as a member of the finger print department—we believe, however, that he would be more effective as a mounted police—any taxidermist should be able to do the job without difficulty.

To Paul Lundemo we must give credit as a real Milwaukee booster—he recently solicited and obtained three passengers over our line to the east—good work, Paul.

H. L. Snyder, just returned from his vacation, which he spent in the wilds of Montana—he reports having a very enjoyable time.



We are sending in this month a picture which might be titled "The Geoduck Hunt." It shows Machine Foreman P. R. Hoor's daughter, Ruth, and son, Jack, with their playmate, Virginia Goettling, holding a few of the "Geoducks," caught on the shores of Puget Sound.

Bill Brautigam paid us a visit. Bill and his family are vacationing on the coast and are traveling around in a new Ford.

Chicago Terminals

Guy E. Sampson

CHAPTER No. 3, Milwaukee Women's Club, went to Elgin Thursday, July 11 to enjoy their annual picnic at Wing Park. When No. 27 came along at 9:40 A. M. with a special car attached for the accommodation of the members and their families, quite a hard rain had begun to fall and many changed their minds at the last moment. However, about 40 boarded the car praying that the rain would let up. The special car had been furnished through the good graces of the railroad officials and it proved to be a wonderful blessing, for on arrival at Elgin the rain kept coming down so the special car was switched to the siding and the majority of the party enjoyed the day under its friendly roof. Cards, inside games and luncheon were enjoyed and the day passed all too quickly. A number of the boys who had brought along both bathing suits and golf clubs, could not find excitement enough at the car so they donned their bathing suits, slipped on a raincoat and out to the park golf ground they beat it. Arriving at the course they slipped out of the raincoats and enjoyed a game of golf while clothed in bathing suits, which were very appropriate in the shower of rain that were falling. While all enjoyed the day, it was too bad it had to rain and keep so many at home.

Oh boy, just listen to this one. While many employes enjoy automobiles, a few have aeroplanes, but a honeymoon in Europe, that's going them all one better. When we opened our morning's mail we found the following note for the Magazine: "Pete Caputo, chief time-keeper at Western Avenue, was quietly married at his home last week. The bride and groom left at once for an extended trip through Europe and will not return until late this fall, when they will then be at home to all their

friends. Everyone wishes Petie and the lucky girl a lot of happiness." Now isn't that just like Pete, to go and do something out of the ordinary and say nothing about it?

One night the forepart of the month, Johnny Holland, better known to his chums as "Crickets," who is switch tender at the top of Galewood Hill, discovered a fire near the Mars Candy Company's factory. A transfer crew composed of Foreman Fred Cousins, Helper Pete Smith and Engineer Dan Daily, assisted Johnny and soon had the fire put out. Another case of watchfulness on John's part.

Born June 30 to Mr. and Mrs. Wesley Youngs, an eleven-pound son. And Wes just couldn't stop passing the cigars around.

Yardmaster and Mrs. John Baker entertained more than 100 guests at their home June 19. The occasion was the marriage of their oldest daughter Mary, to Mr. William Dunn, also of Chicago. To use John's own words, "It was a rousing good time which all enjoyed, and we sent the newlyweds away on their honeymoon trip feeling that their many friends wished them every joy that a happy life could furnish." It was also the bride's parents' 22nd wedding anniversary, and that fact added a little more joy to the occasion. The bride and groom started on an auto trip which took them to Detroit, Niagara Falls and back home, where they stopped long enough to pick up some of the Baker family and then off to Kilbourn, one of the beauty spots of the Milwaukee Railroad, where they spent the remainder of their honeymoon. All employes who have known John and his family for years join in congratulating all concerned and wishing for them a long and happy life.

We are informed that a certain stenographer at Galewood roundhouse is still looking for that little circle of gold that will just fit a certain finger on a certain hand. What's the matter, Elmer? Is it a fact or are the boys just trying to kid you a bit? CUPID, WATCH CLOSE.

Clare Elsworth went and got married last month, so there's another faithful member of the Bachelors' League sidestepping that fraternity's obligation. Congratulations, old boy, and may you both enjoy a long and happy life together.

Chas. Thorncroft has recovered from his appendicitis operation. Glad to see you around again, Chas.

Last month we were informed that South Eastern Johnny Ryan had pledged to support a certain little lady at Crete but now, along a month later, or, to be exact, on the 6th of July we again get the same report. And this time it is substantial news, for the train director told us that every S. E. crew that arrived at Bensenville that day just begged for S. E. crews to be run out on their rest as they wanted to be on hand to give John a good send-off in life. Congratulations, Mr. and Mrs. Ryan.

The sympathy of every employe is extended to Marjory Kurtzer, account of the death of her father, Mr. Rejewski on June 21. Deceased had been an invalid for some time and while the end was known to be near, it came with a shock to the entire family. Marjory has been in the assistant superintendent's office for several years and has made many friends in the terminal, all of whom extend their sympathy to her and her family as well.

And now comes the report that "Honest John" Merritt, besides running a train on the South Eastern Lines into Bensenville, is also taking up other vocations. We are informed that he is an expert radio repair man, also that he is figuring very strongly on taking an active (very active) part in the next auto races at Indianapolis. That's right, John, pull several strings at once and one of them

may be your Lucky Strike or other favorite smokes.

Yardmaster J. O. Capoot spent the major part of his annual vacation at Excelsior Springs, that famous summer resort that is located right on the Milwaukee Railroad. Mrs. Capoot also spent a week-end with her husband at the resort.

"Red" Slocum, "Red" Bagley, Jimmy O'Keefe, George Shaw, Eddie Shaw and "Kickapoo" were all among those who visited Arlington Park races Saturday, July 13 and saw Blue Larkspur win the big purse and the gold cup, and from their own story Bagley was the only one to pick the winner, although the others were able to pick a few other money-paying bets. A great sport and they all seemed to enjoy talking about the races afterwards. "Kickapoo" told us he went just to place a bet on "Old Kickapoo," a horse that was to run in the first race of the day and lo and behold, that horse was scratched and did not run at all. Too bad when a fellow wanted to play his old namesake.

Trainmaster A. W. Hervin took his family to Seattle the latter part of June. He remained two weeks and returned leaving the family there for a longer vacation. Al says he sure enjoyed his visit in his old home town where his parents still reside.

Train Director Jim Kirby is able at this time to get around home on crutches. A broken leg on a man of Jim's age is slow to get back to its former condition. But Jim enjoys his pipe and paper, but of course he misses all his friends' voices on the phones at the director's office at Bensenville, where he had worked for years, and his friends all miss his voice as well.

Keran O'Keefe, son of General Yardmaster Jas. O'Keefe, is spending his vacation on his uncle's farm near Wauzeka, Wisconsin. He writes that he is sure enjoying it too.

Many of the Terminal employees are availing themselves of the wonderful trip the Vets are taking to Seattle and what a time they will have. The correspondent will be unable to attend, having promised his parents in Portland to visit them later in the year.

Employees in the Car Department and Store Department offices at Western Ave. had a very pleasant surprise recently, as Mrs. Alice Flanagan, formerly employed in Division Storekeeper E. H. Lyons' office for a number of years, paid her former co-workers a little visit. We were all happy to see her and hope she will find time to pay us another visit sometime in the very near future, as it sure seems like good old times to have our genial Alice in our midst again.

Train Director Jim Burke's family are enjoying the summer at their son's summer home in Long Lake. Jim usually takes Sundays off and spends Saturday night, Sunday and Sunday night with the family.

Relief Yardmaster W. Walthers and wife spent vacation in northern Wisconsin bathing, fishing and enjoying themselves as only they know how.

We mentioned in the last issue of the Magazine that Trainmaster Hervin's stenographer was enjoying her vacation, and it had been reported she might accept a position other than at the North Hump office, where she had been employed for several years. We were not far off in our prediction, as this month we find that that is just what she did, and we also notice Miss Helen Dulen, formerly stenographer to Trainmaster Sittler, has been chosen to take the position formerly held by Dorothy. We will surely miss Dorothy, but know that Helen will find a place in the hearts of all employed at the North Hump office.

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

Nora B. Decco

WELL, there are names on the pay checks I never did see or hear tell of before, and every other time. I look up from the telegraph table some one is looking for a pay check and has to tell me his name before I can get it. Can you beat it . . . the brakeman's extra board is right out under the shade in the pavilion east of the Union Station Building, and when the boardman wants to know how many men he has, he takes a look out there instead of checking up the tags in his glass case. He can't find his bronco he paid so much heard-earned money for last spring, anyway, so it's a short walk for the men as long as they stick around close, as they have so far.

Some of us can almost remember when we used to have rain out here, but at that, we are not just sure of it either. Hot dry summer if there ever was one and hard on the city water and the garden hose. And the wheat crops that we brag about in this part of the country are not the wheat crops that we brag about either this year. But there is hope yet.

Adolph Gorsky, who relieved our old friend Jim Beatson, as line man here, has been on the sick list, was off a week and Melvin Nelson came over from Primrose to work until he got on his feet again.

Fireman Bill Fink has gone to South Dakota to build another sheep shed, that is what he said, but this is cherry pie time, too, and his sister-in-law . . . well, she can cook anything.

John and Mamie Williams have done gone an' left us for the summer, touring the country, Denver and the southwest, like millionaires, and here I get a letter signed, "John," and sending me his love and telling me to get his pay checks and keep them (imagine such confidence), and I don't know who it is . . . but I have the checks anyway. Hope the letter was from John, all right.

Engineer Lieb is back again on the east end after all winter and spring on the Butte helper, at present they are keeping house for Engineer Crockett, while Mrs. Crockett is visiting her mother in New York state.

Warren Dixon, who has been off many months, after breaking his arm last year, is visiting in Portland, Ore.

Conductor Joe Wright, who has been on the west end local for some time, has bid in the Northern Montana-Great Falls-Harlowton passenger run. Conductor Spayde is on the west local in his place.

There are so many specials in and out of the Gallatin Gateway, so many set up passenger train and engine crews and so many hurried changes from blue uniform and brass buttons back to over-alls for a work train, soon as rest is up, that there is no use trying to remember who went here or there. It is enough to say, all the brothers are working, and then some. Conductor Fairhurst and Wilson (you should have seen the trout he said he caught last week), are on the park trains between Three Forks and Gallatin Gateway, and Conductors Saint, Hamp, Rice and Rogers, are on the main line passengers again. Have just about got so I can tell the dear public over the telephone that No. 16 is due in at five fifty without saying . . . fffffffsixteen, but it certainly took time. The worst of it is I used to be able to mark the board for fifteen, too, all by myself and now I have to climb up on top the steam radiator and from there to the counter to mark sixteen. Think I will have to have them changed back again, still I suppose we could get the board put down where I could reach it,

that comes of being only half-grown or looking like it.

Operator Plumb, who relieved at Missoula as agent, for about three weeks and is assigned to third triek at Three Forks third, is now on his assignment. Operator Marshall went over to Butte "gs" from here and is now at Sinclair on second. . . . Mr. Peacock, who had been working Sinclair for some time, is now agent at Jefferson Island.

A. H. Wilkins, who used to be our trainmaster here a number of years ago, passed through here on his way east with his daughter Jean, for a visit with his home folks in Wisconsin. He is located at Longview, Wash., now.

We are glad to announce the birth of a little daughter at the local hospital, July 11th, to Mr. and Mrs. Kilpatrick. Congratulations.

Mrs. W. E. Douglass, wife of Engineer Douglass, has just undergone a very serious operation at the Thorton Brothers Hospital in Missoula. She is improving at this writing and we all hope to soon know that she is on the high road to recovery and good health again. Her daughter, Dorothy, who was visiting in Dallas, Texas, was called home on account of the serious condition of her mother; and having missed the train out of Dallas, flew in a plane to Fort Worth to catch it. Compliments of the president of the Southern Airways Corporation. We will say she is air-minded. Looks nowadays as, if you can't get there one way, there are three or four other ways left. Miss Dorothy was a graduate this year from the University of Montana, June 10th, with degree of Bachelor of Art.

Miss Margaret Driscoll, daughter of Engineer Driscoll, also was a graduate from the University of Montana this year.

Mrs. Anna Carr, mother of Mrs. Lefever, and of Mrs. Bruce DeLong, is recovering from an operation in a Livingston hospital, where she was for several weeks, she is at present doing very well and is at the home of Mrs. Lefever at Three Forks.

Well, that man . . . been rocking the boat is what he has been doing, any one could tell that much. Now the Headwaters Navigation Company can't patrol the Jefferson river for ducks an' they can't locate any more wood and what will we do when cold weather comes? (wish it would hurry up and get here) . . . well, I think personally that when they allow Chester to go out in a boat by himself, considering the size of the boat an' all, there is something wrong with the business judgment of the entire company. I suppose down in Davy Jones' locker, some day, some one will haul up that old boat and there will be great merriment with all concerned, the weather here has been so dry 'spose he will say that was what was the matter with it, but we hear he

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VARNISH - ENAMEL - LACQUER

rocked it, and fell out and that was all there was to it. Ask McKenna, he will tell you something, anything to get by in that company. I saw the boat so I know they did have one.

Well, for goodness sake, what on earth is coming into Lombard, a Ford car, and never in the history of the town was anything ever in there but trains and the Missouri river before . . . maybe a horse or two in the old days when the Indian signal fires burned nights along the painted bluffs . . . but a Ford car, well there is another one to tell Henry, and a real road for it to come in on, too. The people who lived at Lombard and worked for the Milwaukee Railroad, just to be in style, had to buy themselves cars of one kind and another, and park them in Three Forks when they came in, now and then, on the trains and drove from here to wherever they wanted to go, but now—understand the most popular sport there is putting up garages of their own, and they are so interested in this unusual occupation they don't even want to help a freight train or copy a train order.

Operator James Campbell and wife, of Lewis-town, stopped off in our city en route home from a trip around the state in July, we had an awful time one day trying to locate Jimmy and every one wanted us to call the hospitals here and at Butte and every other place. He looked O.K. when last we saw him, so maybe we were calling the hospitals for the wrong person. Wonder who was hurt most.

We regret to write of the sudden illness and death of Hurley Plumb, the young son of C. T. Plumb, now operator at Three Forks. The family had but just recently moved here from Jefferson Island and Mr. Plumb had been relieving as agent at Missoula. Hurley was taken to the local hospital, where he was operated on for appendicitis, and had seemed on the road to recovery when the end came very suddenly. He leaves his father, mother and two small brothers to mourn his loss, and the sympathy of the entire Rocky Mountain division goes to this family.

Tad Gillingham, step-son of Leo Eroes, fell and broke his leg, July 18th, while riding on the running board of a car, returning from swimming. The car passed over his leg, breaking the bone and injuring his shoulder, but he is resting very well at our local hospital now.

The sudden death of Operator Shephard at Lombard, was just learned of this morning, he had been ill for a while but was getting along nicely and everyone thought he would soon be back to work again, when he was discovered dead, early one morning in bed, having passed away during the night. Mr. Shephard was an old and faithful employe and the division extend heart-felt sympathy to the wife and daughter who are left behind.

Twin City Terminals

Mac

THEY say Mr. Bannon is growing younger with years. He is now sporting a small boyish "straw hat."

Mr. Cyril Buckley, assistant rate clerk in Mr. Kennedy's office, has resigned to accept a position with the Paper Calmenson Company, St. Paul, effective June 16.

Mr. Elmer Lund, diversion clerk, succeeds Mr. Buckley, Mr. Raymond Kolhoff, tracing clerk, succeeds Mr. Lund, Mr. Marvin Edwards, office boy, succeeds Mr. Kolhoff and we are pleased to welcome Mr. Richard Hollingsworth as our new office boy.

Mr. Roy Burns, chief clerk in the commercial office, spent his vacation at Chicago and Round Lake.

Miss Marguarite McIntyre took a trip to Los Angeles, San Francisco and other points in the west. She reports a very enjoyable vacation.

Mr. R. B. Stackpole, conductor on the River Division, and son of Mr. Wm. Stackpole, train dispatcher in the Milwaukee Depot, was married on June 17 to Miss Edith Rommel of this city. They will make their home in Minneapolis. Best wishes for success and happiness are extended to Mr. and Mrs. Stackpole.

Mr. George Telly, train baggageman, died on July 11. Sympathy is extended to the family in their loss.

Mr. Elmer Wall was seen riding alone in his Pontiac. Elmer, have you heard the song that goes something like this—
 You can't go far in a motor car, all by yourself in the moonlight.

It ain't so gran' in a nice sedan, all by yourself in the moonlight.
 And you might get tagged if you stop too long in the moonlight.

Harry Carlson, son of Roadmaster C. Carlson, Red Wing, is now one of the sheiks in the division engineer's office.

Nancy Miller, in the telephone office, has returned from her vacation in the east.

We were shocked to hear of the fatal accident to Paul Beck of the Signal Department in a bi-plane at White Bear Lake on June 2. Paul was a student and had two more lessons to take when he would be able to do solo flying.

Mr. and Mrs. A. F. Alexandria made a trip to Winnipeg last month. Archie says he desired to purchase some woolen goods.

Miss Katherine Wright, Signal Department, and a friend motored up to the north woods and other points through Minnesota last month.

Miss Genevieve Farvar, Accounting Department, was married last month to Mr. Leonard Blomquist of the American Express Company at Mitchell, S. D. They will make their home in Minneapolis. Best wishes are extended to them by their friends.

Mr. Harvey Lobdell, assistant cashier in the local freight, and Mrs. Lobdell spent their vacation at Murray Beach, Mille-Lacs and Alexandria, Minn.

Mr. Frank Peel and family spent their vacation at their cottage at Pequot.

Miss Marion Norby, cashier's office, spent her vacation seeing points of interest around Minneapolis.

Al Wareham and Pat Flaharty, local freight, spent their vacation golfing. Harold Beringer and family spent their vacation visiting relatives at Dubuque, Ia. Mae McAndrews visited Montreal and friends in New York City. Miss Lillian Sharp visited her old home town in Iowa.

Miss Alemda Gerber, Accounting Department, took a trip to Seattle last month. She reports a very enjoyable time.

On July 7 a "Weiner Roast" was given at Glenwood Park by the girls of the local freight office. Miss Hazel McMahon was the honor guest. Hazel was a former employe in the local freight. She left last October with her parents to visit in Los Angeles. She is here on a two months' vacation and plans to motor back around the first of September. She has accepted a position with the Chevrolet Motor Company of that city.

Fred Johnson, cashier's office, has built a new home at 5024 14th Ave., South. We are looking forward to a "house warming." We would be glad to help you clean up the basement. How about it, Fred?

Coast Division

C. C. C.

EFFECTIVE July 1, Mr. F. E. Devlin was appointed superintendent of the Bellingham Division, in addition to his duties as superintendent of this division. Business is handled to and from Bellingham by barge via Seattle.

We regret to report the accidental death of Sub-station Operator Harold H. Harris, at Renton on July 8th. Mr. Harris came in contact with some high voltage wires while making repairs to the sub-station apparatus, sustaining burns which caused his death some twelve hours later.

This is the first fatality among sub-station employes on the Coast Division since electrification of the road.

Mr. W. Kruckstein, ticket auditor, Chicago, held meetings in Spokane, Seattle and Tacoma, the first week in July, with passenger conductors, in regard to the proper handling of transportation. All of our passenger conductors were glad to meet Mr. Kruckstein personally and it was the general opinion of those attending the meetings that much good was derived therefrom.

Ed Herzog, of Assistant Superintendent Hamilton's office, with Mrs. Herzog, spent a delightful two weeks in July camping in Paradise Valley, Rainier National Park.

Mrs. Ann Sherman and Mrs. Rose Shipley, telephone operators, are enjoying a vacation trip in Southern California, leaving on the S.S. "Ruth Alexander," July 13th. We wish them a pleasant voyage and visit, and a safe return.

Mr. R. H. Vandinburg, district safety inspector, has moved his family from Spokane to Tacoma to reside.

To the wife and son of Conductor Chas. E. Donnelly, is extended our sincerest sympathy in the death of Mr. Donnelly on June 15th, at Tacoma, after a long illness.

Mrs. Dena Lowenstein has joined the superintendent's force as telephone operator and stenographer. Mrs. Lowenstein formerly worked in the local freight office of the Southern Pacific at San Francisco before coming to the Northwest.

J. S. Eccles, assistant trainmaster, and T. E. Corbett, chief dispatcher, have returned to their duties after being confined to their homes on account of serious illness.

Mr. Ben Hiddleston, B. & B. extra gang foreman, who has been in St. Joseph's hospital for several months, has been removed to his home, where he is able to see his many friends.

E. J. Larson, of the telegraph office, Tacoma, is confined to his home on account of sickness. We hope for a speedy recovery and return to his former work.

H. A. Lyons, of the division engineer's office, had the misfortune to break a bone in his left foot, July 7th, while playing ball.

Mr. George Loomis, wife and son, are spending several weeks vacationing in "George's" former home in Nebraska. We wish the travelers an enjoyable trip and visit.



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BULLDOG FURNACE

3 Tons Heats 8 Rooms!

"My furnace has been in use for 3 years and our 8 room house is always warm, including floors. I used 3 tons of hard coal last winter to heat our 8 room house. You can use anything that will burn in the Bulldog. We often warm the house and remove the dampness during a stormy period in summer with waste paper that has collected." Lester F. Coons, Ellenville, N. Y.

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"This is the second winter I have used the Bulldog and the savings in my coal bills have paid for my furnace!"—Milton E. Spain, Casey, Ia.

Heats 8 Rooms Instead of One

"My 8 room house has 7 windows on the Northwest side downstairs, so it takes SOME 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 in."—Ernest H. Marzoli, 72 South St., Milford, N. H.

Cuts Coal Bill 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 the draft on 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, 1211 W. Arch St., Shamokin, Pa.

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