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The old theory that hemorrhoids (piles) could not be successfully treated except by surgery has been wholly disproved. If taken in time this treacherous affliction can be successfully treated without surgery, or the use of ether or chloroform.

If you or any of your friends suffer from hemorrhoids (piles) let us send you our Free Book "Piles Treated Without Surgery". Our reference list contains the names of over 20,000 business men and women, Bankers, Lawyers, Farmers, Ministers, Railroad Officials and employees, from every state, Canada and many foreign countries. If you desire, we will be pleased to include a list of our former patients who live near you.

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The vertical yoke type of attachment, with cast steel yoke, offers the advantages of less parts, less weight, and less cost.

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Frogs, Switches, Guard Rails, Crossings
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The Milwaukee
has found it necessary to use a locomotive anti-foaming compound on several of its intensively operated divisions.

This Company has been privileged to furnish the required material and service attention necessary to its successful use. A large part of this service is directed toward the prevention of "overcharging" with this material.

When engine crews find, under normal conditions, that one pint of compound for 5,000 gallons of water is insufficient to satisfactorily control foaming tendencies, it is suggested that a request be made through the supervising officers for the attention of a service engineer.

THE BIRD-ARCHER COMPANY
NEW YORK :: CHICAGO :: MONTREAL

Page Two
DUBUQUE, located on the Iowa side of the Mississippi river directly opposite the Illinois-Wisconsin boundary, is a city noted for many things. As an industrial center, a center of learning and culture, a scenic summer vacation playground, and a model city, Dubuque is a center of commercial activity, and a feature of the Tri-State area.

The comparative antiquity among middle western cities, of Dubuque as a center of industry and commerce is a feature which has led to the city being termed the “trading post of the Upper Mississippi Valley.” The region was first visited by white men in 1658, when the intrepid explorers and adventurers, Radisson and Groseilliers, were attracted to explore the rocky bluffs lining the western bank of the Mississippi River. Later, in 1663, Father Marquette and Louis Joliet visited this and other points in Iowa. The region about Dubuque was known to possess considerable mineral wealth as early as 1657, when a map was published marking the mines which had been worked by the Indians in this vicinity; and the year 1690 marked the coming of the first captain of industry to Iowa, when Nicholas Perrot, while establishing a fort in Illinois opposite the present site of Dubuque, extracted lead from the hills on the Iowa side of the river. Julien Dubuque, from whom the city takes its name, set up the first permanent white settlement in Iowa in the year 1785, working the lead mines, trading with the Indians and tilling the soil.

In recent years the city has achieved fame, industrially, as one of the largest and most important centers of the woodworking industry in the country. The woodworking industry in Dubuque in recent months has been the purchase of a large plant here by one of the leaders in motion picture production in the United States, which has selected this Dubuque plant, with a floor space of half a million square feet, as one of the points at which it will enter a new field—the manufacture of radios, phonographs and kindred products. As an evidence of the continuance of growth of this industry in Dubuque, the new owners of the factory have announced a policy of carrying on the manufacturing end of the business on a larger scale than ever undertaken by the previous owners.

But the woodworking industry is but one of Dubuque’s many industries, latest among which is the commercial utilization of corn stalks in the manufacture of wallboard and insulation board from corn stalks on a commercial basis, and distributing its products throughout the country. The plant engaged in making finished products are distributed throughout the United States, Canada and Central and South American countries.

The great majority of Dubuque industries have grown up in Dubuque from small beginnings. The location of the city, aided by advantageous railroad connections and services, has made possible the growth and expansion of these industries, and the distribution of its products throughout a wide territory.

From a merchandising standpoint, Dubuque occupies a position of importance in the Tri-State area, comprising sections of Iowa, Illinois and Wisconsin, and the trading area of Dubuque merchants is extending outwards each year. Thus the phrase, describing Dubuque as a “trading post,” is as truly descriptive of the city’s position today as it was a century or more ago, when the city was an outpost of civilization, and much of its business was trade with the Indians.

From the standpoint of the vacationist or visitor, Dubuque is a spot of unusual interest. Surrounded as it is by rugged bluffs, it is richly endowed with natural beauty. The business section of the city is located on the comparatively low and level area extending from the river west to the foot of the bluffs. The residence section extends into the hills, and abounds with beautiful homes.

Dubuque now has more than 125 miles of paved streets within the city limits. A street railway system of 21 miles and bus lines of 24 miles furnish adequate transportation facilities to all sections of the city.

It has been said of Dubuque that every hilltop is crowned with an institution of learning, religion or charity, and this statement is scarcely an exaggeration. There are a total of 33 colleges, academies and schools in Dubuque, and not less than 31 churches. Perhaps the most beautifully located Dubuque institutions is the mother house of the Sisters of Charity, Mount Carmel, which occupies a commanding position on a bluff at the southern extremity of the city, looking down upon the mighty Mississippi, and over the city of Dubuque. A wide ravine separates this institution from the bluff, at the top of which is erected a stone
A View of the Mississippi River from Eagle Point Rock

Scene on one of the Fishing Streams Near Dubuque

tower, marking the last resting place of the ashes of the city's founder, Julien Dubuque.

One of the attractions which each year hundreds of travelers journey miles to see is the Trappist Monastery at New Melleray, a half hour's drive from the business section of the city. This extremely interesting institution has been in existence for over thirty years. Within the confines of the monastery building pious monks follow the extremely simple and rigorous routine of life laid down by the founder of the order many centuries ago.

Nature did much to make the task of the park designer a simple, and at the same time a difficult, one in Dubuque. There are a total of 15 parks, the largest of which is Eagle Point, comprising 158 acres. This park is located on the summit of rocky promontories which line the Mississippi river north of the city proper, and directly opposite the Wisconsin shore. Each week during the summer season, thousands of visitors from near and far visit this scenic spot. Some of the finest views of the Mississippi river along its entire stretch are to be seen from promenades in this park.

Dubuque's climate is healthful and invigorating. Its altitude above sea level varies from 600 feet at the lower downtown levels to 900 feet at its higher points. Recreational facilities have been provided in abundance. These include swimming, boating, golfing, tennis, dancing, camping, and other forms of sport. In addition to the Country Club course, Dubuque has an exceptionally fine 18-hole public golf course for the lovers of this sport. Tennis courts have been built in all of the larger parks, and in the tourist camp in Grandview Park opened a year ago. Opposite Dubuque, on the Wisconsin and Illinois shore of the Mississippi river there have grown up many colonies of summer cottages where Dubuque families spend all or a part of the summer months.

The development of Dubuque from a "River Town" engaged principally in marketing and distributing merchandise to the interior, into an important industrial center is interwoven largely with the interests of The Milwaukee Railroad at this point. The Milwaukee arrived in Dubuque under variously named smaller railroad projects—the first one being in 1871, when the Chicago, Dubuque & Minnesota engaged to build a railroad from Dubuque to La Crescent, Minn. This line connected with various smaller similar projects giving it access to the growing agricultural territory of Iowa—again the name was changed to the Chicago, Clinton, Dubuque & Minnesota when a line to Sabula, Iowa, was acquired. Thus by "trading around" with the great number of small railroad projects that were in process in those days, The Milwaukee finally in 1878 came into control of what is now the Dubuque Division, with its numerous "feeder" lines and thus established itself in the economic life of the city.

The early C. C. D. & M. R. R., which was purchased by The Milwaukee R. R. had established its shops at Dubuque, and this property also becoming the property of The Milwaukee was the nucleus around which the important "Dubuque Shops" of that company have grown. These shops, employing always a large number of men, have meant much in the growth and prosperity of the city. Many prominent railroad and mechanical men of that branch of railroad service have served their apprenticeship and have started on their careers from "Dubuque Shops" of The Milwaukee Road.
In 1926 the Darrah birds began to show "real class," for now Joe Darrah knew just what the judges were looking for and he had it right in his own flock; and when the Iowa Poultry Show opened that fall he took first and third money on his adult toms, fifth on hens and fiftieth on yearling toms as well as the sweepstakes championship on his adult tom. At the All American at Grand Forks again he showed them what Montana climate did for these birds under proper care and selection of birds, with the best feather markings, uniform quality and heavy in weight, he exhibited three birds at the Montana State Poultry Show at Billings, winning third place on toms and second and third on hens.

In 1924 ten ribbons together with the silver cup for the best display show was his reward at the Montana State Show. Again at the same show in 1925 eight ribbons were awarded the Darrah turkeys as well as the coveted cup again for the best display. That year his birds were also entered in the All-American Turkey Show at Grand Forks, North Dakota, and showing there against experienced exhibitors from every portion of the United States, he broke into the big show with sixth and tenth places on his turkey toms and second place on his prize pullet. Here he learned something more about what the judges were looking for in the feather markings of bronze, the gold bars on the coverts, wing tips and tail. He had the uniform size and the weight! At this show he was also awarded a special prize for his pullet, and a special award of merit on the quality of birds exhibited.

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Commander's Trophy

PICTURED here is the Commander's Trophy which is being presented by The Milwaukee Road Post of the American Legion, Milwaukee, Wisconsin, to the division or department which has the best safety record for the year 1930. The members of The Milwaukee Road Post are taking this means of carrying out one of the objectives of the American Legion, which is that of sponsoring a Safety First drive over the entire country, it being felt that the efforts put forth by the Legion members will undoubtedly come to the attention of other citizens so that to the aggregate, their communities will eventually be safer places in which to live and our industrial plants, etc., safer places in which to work. There is no question but what there is a considerable number of American Legion members employed by The Milwaukee Road in all branches of the service, and they are accustomed to follow the noteworthy example set by the Legion in adopting a safety program as part of their work. In order to stimulate late an interest in the safety work of our railroad, it is felt that the employees who are members of the Legion working in the various departments will put forth an especially effort to accomplish the best safety record in their department so as to earn the trophy.

The details of this contest will be announced at a later date. The casualty rate will be established in the same manner as used in the regular contest, rating a fatality 15 points, a reportable injury 5 points and a lost time injury 1 point. It will be necessary for the division or department to win the trophy two consecutive years in order to make the award permanent. The attention of the employees in general is directed to this contest and their co-operation is sincerely solicited in an effort to create a keen competition between the various divisions and departments so that it will be many years before any one of them will be able to keep the trophy as their permanent possession.

The Safety Department appreciates the interest The Milwaukee Road Post has displayed in the accident prevention program by contributing this trophy.

Accidents

F. J. McGowrand W

HILE we were sitting here discussing Safety First at the last monthly meeting, a most tragic train wreck occurred on the previous day, on an electric line about thirty miles out of Milwaukee. People who were in the best of health boarded this train, only to be taken out of it and killed within an hour. Accidents on this line were few and far between that it was a surprise to us that it would happen. Indeed, for several successive years this road had won safety awards and this fact was one of the reasons it enjoyed such large popularity. With the traveling public.

I need not repeat the details of this collision except to say that an automobile driver was the cause.

Within a few hours after our meeting, a very serious accident occurred at Roundup, which will cause sorrow in several families for some time to come.

I mention these two incidents only because most of us here this morning are too liable to drop the Safety First idea off with our overalls at four o'clock. We are constantly being reminded of safe tools, safe methods of working around the shop and safe working and associate the idea out with every move we make during our life, but only our work, from 7:00 A. M. to 4:00 P. M. Whenever we cross the tracks or street we are in danger of being hit. You automobile driver, be careful of those poor can openers, knives, or the knife slipping causing a nasty cut with blood poisoning setting in later. A light not properly placed in a hallway or unlighted, switches not conveniently placed, rubbish scattered on the stairs or in the hallways or on the sidewalks or in the shop practices, and his loss through an accident, whether temporary or permanent, means that he must be replaced by a new man. Slippery or icy sidewalks have been the cause of many a person taking a fall and suffering a broken leg or ankle. Loose carpeting connections have caused injury to many a housewife. Slippery or icy sidewalks have been the cause of many a person taking a fall and suffering a broken leg or ankle. Slippery or icy sidewalks have been the cause of many a person taking a fall and suffering a broken leg or ankle. The details of this contest will be announced at a later date. The casualty rate will be established in the same manner as used in the regular contest, rating a fatality 15 points, a reportable injury 5 points and a lost time injury 1 point. It will be necessary for the division or department to win the trophy two consecutive years in order to make the award permanent. The attention of the employees in general is directed to this contest and their co-operation is sincerely solicited in an effort to create a keen competition between the various divisions and departments so that it will be many years before any one of them will be able to keep the trophy as their permanent possession.

The Safety Department appreciates the interest The Milwaukee Road Post has displayed in the accident prevention program by contributing this trophy.

Page Six
makes it for himself and the other fellow passengers on board. I try to give in the short period of five years just mentioned proves that. Some of you older men will remember seeing the old type of coupling on cars, I never have, but I have seen one-armed switch tenders and crossing watchmen who are living examples of what a dangerous machine like this of careless fellow-workmen will do.

Medical science is told to have bestowed man's span of life by several years. It is without a doubt that with the intensive Safety First campaign being carried on today, it will only be a few years before a part of this longevity will be attributed to Safety First, for no matter how much medicine does to prevent life from being cut short by disease, a healthy man in motion can stand a lot like a blade of grass by an unsafe machine or a careless workman.

A Safety Booster

*WE present here Miss Laurnetta Huberty, stenographer in the agent's office at Lakeville, Minn., and the daughter of veteran Section Foreman Huberty. One of her duties is that of keeping the daily Safety First bulletin at this point, and she has learned a great deal about safety through this medium. She is delivering the copies of the bulletin to the employees, she adds a few words of her own, such as, "Please remember to be careful and don't get hurt today," or makes similar remarks in the interests of safety her heart.

We hope that this young lady will have a great deal of influence upon the employees and that they will heed her warning.

Teaches His Children Safety First

William Pohl, Boilermaker, Dubuque

As an employee at my work or as a member of Section Foreman John Bork's Section, I have been impressing upon the employees the necessity of Safety First to the best of my ability. I have also made a practice of teaching my children to practice Safety First, as we all know it is our children of today that make the men and women of tomorrow.

So by teaching them we will have this slogan, "SAFETY FIRST," impressed on them, so that we may have this country of ours a safer place to live and work in future generations.

In order to show you how Safety First impresses the younger ones, I want to read a paper written by my oldest son, Glenn, age seven.

Safety First

"The Safety Movement is universal in its application to each and every one of us. It is dedicated to the task of making everyone enjoy the life that they are now living and also for the future. It brings before every man, woman and child the better understanding of how to enjoy our wonderful civilization on this old world.

"Human life is of too great a value to let accidents snuff it out entirely. Upon this is built the foundation of Safety, the most important thing to life is to live. The accidental ending of life is not only an individual loss but also a loss to society. The movement of Safety is an effort of humanity to civilize itself so as to live in the world of its own genius and skill. Improvements of this kind do not spring up at once or all accidents stop at once. It has to be made to happen.

"How does Safety apply to every day life? It does not urge us to sit at home all the time, so, it certainly does not. It urges us to get out and conquer those evils of needless and all kinds of accidents. Men might say Safety First is opposing American spirit and advancement. Safety First is not opposing Safety First is a very essential part of American progress.

"Its complete object is to preserve for everyone the big and real things in life. Safety is simply—Think of the dangers one has to face before you leave your home, have you started it? Know the dangers or go out and face them. So the negro took his dinky box cars and coaches about half the size of present day equipment, and when the wood burners were converted to coal burners and automatic couplers were installed to replace the link and pin couplings, it was thought that the old-time fires had reached a state of perfection. He, "Railroading in the old days was dangerous work and accidents and injuries were many, but with the good days with their limited facilities and equipment, the methods of work and the long hours, with railroading today and the multitude of safety devices, improved methods of operation and safety education, I wonder why we have the large number of injuries that we do. In the old days we knew our lives and well being depended upon our alertness and it appears that today too much dependence is placed on the multitude of safety devices, with the result that the old-time alertness is missing. The old-time chance taker suffered because of his actions the same as they do today. I have always advocated following out the safe course, being alert and never taking chances and I am proud to say that I have never been injured because I adhered to this doctrine."

Mr. John Bock is proud of his safety record suffered because of his actions the same as they do today. I have always advocated following out the safe course, being alert and never taking chances and I am proud to say that I have never been injured because I adhered to this doctrine."

The Best Record

*This family group pictured here is that of Section Foreman John Bock of Green Bay, Wis., on the I. & S. G. near Green Bay. Mrs. Bock and their sixteen children. Mr. Bock has been in service fifteen years, fifteen as a laborer and thirty as a foreman, and during that period he has never had an injury to himself or any employee under his supervision. Edward Bock, one of his sons, is section foreman at Carpenter, Iowa, and has worked for seventeen years with a clear personal injury record. There are also two other sons, Walter and Clarence, who are working for their father on this section.

Mr. John Bock is proud of his safety record suffered because of his actions the same as they do today. I have always advocated following out the safe course, being alert and never taking chances and I am proud to say that I have never been injured because I adhered to this doctrine."

Safety First Conference Held at Green Bay, Wis., June 4, 1930

The Fox River Valley and Lake Shore Safety Conference for 1930 took place at Green Bay on Wednesday, June 4th, and was attended by 1,300 delegates from the various cities in the Fox River Valley.

Sectional meetings were held in the various auditoriums in Green Bay, which covered metal, woodwork, electrical, and public safety; all of them being well attended by the delegates and officers in the various industries and railroads.

Through the efforts of the Association of Commerce at Green Bay, a Safety Conference for 1930 took place at Green Bay on Wednesday, June 4th, and was attended by 1,300 delegates from the various cities in the Fox River Valley.

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First parade was held the afternoon after the meeting, in which a majority of the Milwaukee family, statements contain just enough proof to accidents are bound to happen, and this The Milwaukee passenger colors, ye'llow man to err we do not go on making the meeting, in which a majority of the mental development. The child is what one that "to err is human"; and both ing our work, the more we imply to our is suggested to it through suggestion, prevents them. Education is the safe­COURAGE and real mental effort are verse conditions than it is to give time for the last time, that firm, fine figure sion plays a great part in our required to break away from the pronounced the theme of the presentation. is it not more important to show your Suggestion plays a great part in our perfect safety meeting. This is a partic­first work of all kinds. every experience in a person's life is the result of his ury effort to show your opinion. We must say, "I saluted yesterday life worth so much?" The Milwaukee Road float, as illus­sure that memory is so strong we cannot break it". Safety First is a catchy phrase, popu­his own, and in that way secure the ed in picture, was constructed to represent an assembly room, with the actors presenting in pantomime the prog­sure that memory is so strong we cannot break it". Safety First is a catchy phrase, popu­sure that memory is so strong we cannot break it". Safety First is a catchy phrase, popu­sure that memory is so strong we cannot break it". Safety First is a catchy phrase, popu­sure that memory is so strong we cannot break it". Safety First is a catchy phrase, popu­sure that memory is so strong we cannot break it". Safety First is a catchy phrase, popu­sure that memory is so strong we cannot break it". Safety First is a catchy phrase, popu­sure that memory is so strong we cannot break it". Safety First is a catchy phrase, popu­sure that memory is so strong we cannot break it". 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SAFETY RECORDS

The following section contains in Roadmaster A. L. Bohr's territory, L. M. Division, have made some nice records on Territories I, W. L. Ford, the employes at Portage, Wisconsin, under Assistant Engineer J. G. Wester­

Engineer Bill

Useful tips:

1. Keep your car clean and safe for yourself and others.
2. Always check your mirrors and blind spots before changing lanes.
3. Maintain a safe following distance and speed limit.
4. Use appropriate lights in emergencies or slow situations.
5. Avoid using your phone while driving to ensure focus on the road.

Engineer Bill

Onward flew the fleeting mail,
Bounding over the polished rail,
Clattering belt, white whistles echoced from the distant hill.

Nightly, drivers hit the steel
Side roads did the Dev'ty bend;
Sloping wheels under that train
Bore their load, but not in vain.
The mail must go, through sleet and rain.

Letters for all in that striped sack,
In which to serve the needs of man,
Side roads did the Devil's Reel;
Singing wheels under that train

There are twenty Car Department em­
ployes at Avery, Idaho, under Mr. Shook's jurisdiction, and he has told me that he had not
had a reportable or lost time injury dur­
ing the last four and one-half years. A nice record and one which he intends to keep up.

A Nice Record

This is a picture of Car Foreman E. H. Shook of Avery, Idaho, with Mrs. Shook.

[Image of Car Foreman E. H. Shook and Mrs. Shook]

[61x357]have
[70x463]in
[86x1039]Page Nine
[93x357]Di
[105x357]lion, M.
[115x357]&
[124x357]1.
[154x708]is making some nice records on
[157x553]Territories I, W. L. Ford, the employes at Portage, Wisconsin, under Assistant Engineer J. G. Wester­

The grade separation forces at Milwaukee, Wisconsin, under Assistant Engineer J. G. Wester­

Safety-conscious.

The employes at Deer Lodge, Montana, in all departments have learned the value of being

The Car Department forces at Deer Lodge, Montana, numbering approximately 140 men under

The Locomotive Shops at Deer Lodge, working approximately 125 men under Foreman Carl

The Ontario Department forces under Engineer H. Shook of Avery, Idaho, with Mrs.

The employes at Portage, Wisconsin, under Assistant Engineer J. G. Wether­

The Car Department forces at Deer Lodge, Montana, have completed one year without a reportable injury:

The electrical forces under General Foreman M. Mason, are proud of the record of the 14 sub­

that he intends to keep up.

The Locomotive Department forces numbering about 165 employes, went through the months of April and May without an injury of any kind. Master Mechanic W. C. Kenney states that he is going to make every effort to complete the year without a reportable or lost time injury.

These maintenance crews are also engaged in construction work where there

Mr. Walters have not had an injury of any kind since September 18, 1928, when

their various

1. Division

W. J. Lieb • Trainmaster Iowa and Minnesota

B. F. Hoehn • Superintendent

G. A. Larson Roadmaster

Tohn Turney Master Mechanic

H. Walters, have not had a reportable injury since August, 1927. This is a fine

The Locomotive Department forces at Avery, 1926, numbering approximately 160 men under Foreman E. R. Walters, have not had a reportable injury since August, 1927. This is a fine record and one which Mr. Walters intends to continue indefinitely.

Section Foreman John Lombardi at St. Regis, Montana, on the Rocky Mountain Division has not had an injury of any kind during the past 19 years. A nice record.

The employes at Deer Lodge, Montana, have completed a seven-month period without any reportable or lost time injuries. These maintenance crews are also engaged in construction work where there is a high voltage involved and they are to be congratulated on such a safety-conscious job.

The content records for the three-month period ended March 31, 1930, shows the following offices on the top of the list in their various groups:

Name

D. W. Kelly

D. W. Kelly

W. L. Ford

W. L. Ford

R. F. photo

R. F. photo

B. C. Blaue

B. C. Blaue

J. K. Welch

J. K. Welch

M. M. Smith

M. M. Smith

Title

General Superintendent

General Superintendent

Superintendent

Superintendent

Engiman (Materials)

Engiman (Materials)

Chief Carpenter

Chief Carpenter

Yardmaster

Yardmaster

Division

Middle District

Wisconsin Valley

Twist City Terminal

B. C. Blaue

W. L. Ford

W. L. Ford

W. L. Ford

W. L. Ford

(Continued on page 15)
THE MILWAUKEE MAGAZINE
Union Station Building
Chicago

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ALBERT G. DUPUIS, Assistant Editor

790 Union Station, Chicago, Illinois

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R-K-O Assists at Women's Club Benefit

The Milwaukee Employees Pension Association have Members Entered on Pension Roll, May, 1930

The weather was most favorable and everything passed off without a single thing to mar the pleasure of the day, and the meeting adjourned in time to allow all our home-bound trains to make their home-bound trains.

A. E. Campbell

The travel season is as in earnest, now: Milwaukee Road trains are the finest in the land, service the best, performers, and places to go the choicest in the country. So now it is up to each and every one of us to keep "plugging" for the business. Let no traveler get away, and if we are able to persuade tourists to abandon the automobile idea and take to the railroad comfort and luxury, "More Power to Us."

Keep "Plugging"

The M. C. and I. & M. Veterans

The 20th annual meeting of the Minnesota Central, I. & M. and McGregor Western Veteran Railroad Men's Association held at the West Hotel in Minneapolis, was well attended, members coming from as far west as the coast; Frank F. Spaulding of Portland, Oregon, being in attendance for the first time and meeting his only brother, Clarence F. Spaulding. They had been separated over twenty years and this reunion of the old family was a heart-warming experience for the two brothers.

The dining room was profusely decorated with beautiful cut flowers from the Minnesota gardens of Miss Helen Wood, under her personal supervision, and all members knew that Miss Wood never does anything half way when it comes to making things most pleasant for the old boys.

Mr. D. C. Shepard, Jr., grandson of our beloved old superintendent, presented the association with a life-sized picture of his grandfather, and cigars for the ladies.

A large audience was present for the presentation of the Welfare Fund of the Veterans Association held at the West Hotel in Minneapolis.

A complete new set of officers were elected outside of the secretary, representing all of the different divisions, and the meeting adjourned in time to allow all the members to make their home-bound trains.

A. E. Campbell

The weather was most favorable and everything passed off without a single thing to mar the pleasure of the day, and the meeting adjourned in time to allow all our home-bound trains to make their home-bound trains.

A. E. Campbell

Milwaukee Employees Pension Association

The following members of the Milwaukee Employees Pension Association have established eligibility to old age pension payments and have been placed on the pension roll during the month of May, 1930:

Name Occupation Division or Department

Albert M. Foreman Hostler and Machinist's Helper Line

Michael Hughes Section Foreman Line

Samuel L. Lapham Section Foreman Line

Albert E. C. Campbell section foreman Line

John McAllister Switch Tender Line

Mike Polashek Labor Line

Jeb K. Randall Section Laborer Line

E. Campbell

Milwaukee Road trains are the finest in the land, service the best, performers, and places to go the choicest in the country. So now it is up to each and every one of us to keep "plugging" for the business. Let no traveler get away, and if we are able to persuade tourists to abandon the automobile idea and take to the railroad comfort and luxury, "More Power to Us."

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Fire Prevention Bureau

Fire losses on this railroad have reached such an appalling figure that it leaves this bureau somewhat dubious as to whether or not its work has been worthwhile.

In spite of concentrated effort to reduce last year's losses, figures indicate that in the first six months of the current year 151 fires cost $71,056.15 as compared to 82 fires and $33,999.95 for the corresponding period in 1929.

Fire must be fought beforehand. Things that start must be ferreted out and controlled. The policy of waiting for an inspector to complain about hazards apparent to anyone is wrong. There should be no need to remind anybody that cigarette butts, trash cans, grass fires, electricity, rubbish, explosives, charred wood, carelessness and poor housekeeping will be expensive, if not respected or avoided. Every employee will be alert to these dangers and realize an obligation to correct them if he is told that it is part of his duty to do so.

There is no one excepted from the duty to protect his employer's revenue. The Police Department and Fire Prevention Bureau do not pass by an opportunity to do it. It does not make any difference who likes or dislikes that practice. It is part of the loyalty being paid for and when you believe that there, will not be any occasion for driving.

Why not shake off this bagagio and come under the protective wing of the Fire Prevention Bureau?—They are Costly.

An International Competition

A national competition to find the best example of the telegraph operator's personal style will be announced to the biggest issue of Railroad Man's Magazine, according to word received from the Frank A. Munsey Co. publishers.

The competition will award three prizes, first of which will be a silver plate, on which will be inscribed the name of the first place winner and perhaps the year he received the award. A bronze plaque and the name and the date of the award will represent second prize, and a copper plaque will be awarded as third prize.

The competition will be opened to all telegraph operators, or former operators, regardless of that present capacity or employment. A board of judges to be appointed by Railroad Man's Magazine will select the winners and make the awards. The competition will close on October 15, at 12:01 a.m., and the winners will be announced in the January, 1931, issue of the publication.

There are any number of old-timers still in the employ of the Milwaukee Road who, undoubtedly, can make the competition hot for some of the operators on the other roads.

C. W. MICHELL

Secretary-Treasurer.
Travel Talking Points

In the following story of the now famous Travel Guild house parties, readers of this Magazine may find an additional "Talking Point" to give to their friends who may be contemplating a summer vacation tour of the wonders and splendors of our mighty Northwest. Personally conducted parties, especially when the premiered as well as the arrangements and details of the trip are most carefully selected, are for many people a real solution of vexed problems. Particularly this is true for women traveling alone or with young people accompanying them, and for those reasons Travel Guild House Parties afford the utmost service; while in the matter of comfortable and delightful journeys and making of many pleasant and desirable friends, they are incomparable, because of the care and attention bestowed upon these and all other details.

A Travel Guild House Party Via the Milwaukee Road

The Travel Guild House Party tours to the Wonderland of the West, over The Milwaukee Road, are fast becoming the favorite vacation of the travel-minded American.

Established in 1928 by The Travel Guild, 180 North Michigan Avenue, Chicago, in cooperation with the Passenger Department of The Milwaukee Road, this innovation in conducted domestic travel was an instant success. Over a thousand passengers traveled to the west the first season, 1929 saw a substantial increase in bookings and the advance reservations for every house party train this summer indicate that 1930 will set a record.

Some parties leave Chicago on special trains each Sunday evening during the summer season, from June 22 to August 31. Points of interest on the itinerary of the standard "A" House Party tour include Milwaukee, The Wisconsin Dells, the Indian Ceremonials at Wakpala, Springs, Rainier National Park, Portland and Seattle. Here, the traveler will go by steamer to Victoria and Vancouver and then travel via Canadian Pacific through the Canadian Rockies.

Extensions from the regular House Party train are available to Yellowstone Park and Alaska. Other House Party tours visit Salt Lake and Denver, Colorado and the Southwest, California, and the Pacific Coast, and the Indian Detour country.


A feature of House Party trains is the "recreation car," developed by the California Avenue Yards Construction Department of The Milwaukee Road at Chicago. This is an all-steel 60-foot coach which has been completely stripped of its ordinary equipment and re-equipped for the comfort of people with the purpose of keeping the Super- vice officer at the head of the list in case he is there already, and where he is not on top, they must do everything they can for him as soon as possible. This competition will be most acute as time goes on, and the officers will need all of your support.

The personnel injury figure for the month of April and the four-month period, 1930, are as follows:

<table>
<thead>
<tr>
<th>Month</th>
<th>Apr. 1930</th>
<th>Percent Decrease</th>
<th>April, 1929</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fatal</td>
<td>12</td>
<td>16</td>
<td>10</td>
</tr>
<tr>
<td>Lost</td>
<td>24</td>
<td>26</td>
<td>22</td>
</tr>
</tbody>
</table>

A decrease of 78 per cent in reportable cases.

The following division completed the month of May, 1930, without a reportable injury:

- Dubuque
- Sioux City & Dakota
- Topeka
- Des Moines
- Quincy & Southwestern
- La Crosse
- Northern

These divisions are to be complimented on such a very fine performance. There were also several Car, Locomotive and Department offices that had clear records which is greatly appreciated.

All employes are requested to bear in mind that when a passenger is injured he is not the only one who suffers because of his misfortune, but the entire family depending upon him for support—also suffers. Don't scare your family unhappy because you failed to keep safety in mind at all times. ACCIDENTS BRING SUFFERING.

Travel Guild House Party Tours are available to黄石 Park, Portland and Seattle. Here, the traveler will go by steamer to Victoria and Vancouver and then travel via Canadian Pacific through the Canadian Rockies.

Veterans of 13th Railway Engineering, Attention!

VETERANS of the 13th Railway Engineering will hold convention in Kansas City on September 13 and 14th, at Hotel Park, members of B-30 of Calumet and the gallant 13th are asked to make note of the date and arrange their trips in as large a body as possible. They are asked to get in touch with H. J. Bauler, secretary and treasurer, Blue Island, Ill., as soon as possible.
The New Muskego Yard

T. M. Thome

FOR a great many years there has been a realization on the part of the management that yard tracks located between Burnham Bridge and the 27th Street viaduct, Milwaukee, should be rearranged to fit modern operating requirements. Muskego grain, receiving, stock and elevator yards within this territory consisted of short tracks entirely sufficient at one time but inadequate in this day and age of heavy power and long trains.

Work on the project was started April 3, 1930, and will be completed early in this year. Last winter Special Engineer C. T. Jackson was given the task of preparing a general plan for a rearrangement of this trackage, cooperating with the local officers to determine the best possible layout to meet present-day needs.

Formal authority for the work was granted on March 22, 1930, calling for an estimated expenditure of $451,334. Full cooperation of the local officers is 75 per cent completed and everyone familiar with the amount of work and conditions under which the work had to be done realizes that excellent progress has been made.

Briefly described, the work involves the taking up of approximately 75,000 linear feet of track, including 153turnouts, and in its place constructing approximately 80,000 linear feet of track with 148 turnouts. Two 42-ft. 100-ton track scales, one water tank, one pile bridge over the Menomonee River, and numerous miscellaneous yard buildings are being retired. In their place there will be one modern 54-ft. 150-ton track scale, one water column requiring 2,400 linear feet of 6-in. water main, and the one double track bridge of 1 beam on piles across the Menomonee River.

The new tracks are of 90-pound material, fully flanked on treated ties and gravel ballast. The turnouts are No. 10 replacing old Nos. 7 1/2 and 8 1/2.

A great deal of thought has been given to drainage. A system of perforated Armco iron pipe with adequate catch basins is being installed. A transmission line from Milwaukee Shops is being built to furnish power requirements for the motors of a modern ice crusher and hoist, for an air compressor and for flood lighting.

With the new arrangement of tracks an entire train can be made up on one track or received on one track, eliminating the delays incident to doubling over under the old arrangement. It is assured that the cost of the project is amply justified in the operating savings that will be made. There will be only a slight increase in car capacity, but the free movement and non-interference provided in the new layout on switching leads and running tracks is equivalent to a very large increased capacity.

The work necessarily had to be carried on without seriously disrupting traffic. This has been accomplished to a degree not thought possible at the start of the work. The credit for this must very largely go to Superintendent Ryan and his assistants, Messrs. Miller, Bush, Crowley, Schub. In fact there has been a spirit of co-operation throughout the entire operating department that has been of the utmost assistance to the construction forces.

Roadmaster C. A. Drawheim has been in charge of the track forces, assisted by General Foremen Alberts and Lacoz; Division Engineer Walter Lakoski and Assistant Engineer F. W. Partzke, devoting his entire time to the work, have had direct charge of the engineering work. Chief Carpenter Henry Eggert, efficient as usual, has, with his forces, handled the bridge and building work involved in the project.

The track forces on the work have been housed on the job in a bunk-car camp, and the Health Department of the city of Milwaukee has complimented the Milwaukee Road on the sanitary conditions in and surrounding the camp. The cars were sent through the new car repair shop and were uniformly overhauled, painted and equipped with electric lights and running water.

All supervisors on the work have strained for a 100 per cent Safety First record, but up to date the record is marred by two reportable and one lost time accident. Two of these were caused by defective tools. Safety Inspector Each has devoted a great deal of his time to this phase of the work.

Modern labor-saving equipment has been used on the work. An interesting machine, a pneumatic spike puller, has been installed. A transmission motor of a modern ice crusher and hoist, for an air compressor and for flood lighting.

A crane placed Steel 14 1/8 Beams on New Double Track Bridge Over Menomonee River.

Looking East—Part of New West Lead of Muskego Yards

Looking West from Sixteenth Street Viaduct—New Layout In Space Formerly Occupied by the Grain, Receiving and Stock Stub Yards

School for Railroad and Business Executives

THERE Y. M. C. A. summer school at Estes Park, Colorado, announces as one of its activities a school for railroad and business executives. The director of the school is Mr. Harry Newton Clarke. Mr. Clarke is well equipped to carry on this work with success. He is a trained machinist and has worked through various departments in the manufacturing business as foreman, factory manager, personnel director, sales manager, etc., and has had more than twenty-five years' experience.

These courses will be given at Estes Park during the period July 19-27. Railroad men from many of the transportation systems of this country have attended these schools in the past and have derived much benefit therefrom, as well as enjoying a pleasant and profitable vacation.
Current News of the Railroad

The Freight Power of the Idaho Division

IT MAY be of interest to the readers of the "Milwaukee Magazine" to learn something of the freight power operating on the Idaho Division. It has, in the past, been a problem to handle tonnage properly, due to the location of the division by the Coast Division, the latter being electrically equipped. The use of the new divided sections in that territory handled more tonnage at less cost than was anticipated. The Western Division, the eastern terminus of the Idaho Division, than our steam power could handle out of there over the Idaho Division and deliver to Avery, the eastern terminus of the division, intact with any degree of consistency or efficiency.

In 1928 the Mechanical Department took this problem under advisement and Mr. Anderson, superintendent of motive power, decided to rebuild the Class N-1 and compound mallet engines using saturated steam, and convert them into a simple mallet engine using superheated steam at 500 and increase the tractive effect from 20,790 to 82,720. The Class N-1 engines had low pressure cylinders of 37 in. in diameter and 30-in. stroke, high pressure of 212 in. in diameter and 30-in. stroke, whereas the converted N-3 engines have cylinders on both No. 1 and 2 engines of 21½ in. in diameter and 30-in. stroke, all using high pressure superheat steam.

In converting these engines, the No. 1 engine is practically a complete new unit, the No. 2 engine being the same as on the old power except the change in the diameter of the cylinders. This was brought about by inverting a building into the old cylinders. The engines are equipped with all modern appliances so necessary to efficient locomotive operation, and they are real, up-to-date machines. Some of the latest and most modern special equipment is listed here, with such as the Nicholson Synphon Circulating System, Type E Superheater, Coffin Feed Water Heater, Detroit Force Feed Lubricating System, Cut-off Recording Gauges, etc.

These engines are to be equipped with tenders having a capacity of 18,000 gallons of water and 6,500 gallons of oil, arrived on a Milwaukee Road special train, en route from western Canada to Chicago over The Milwaukee Road to take part in the Shriners' annual convention. The party consisted of five hundred students and teachers and made a splendid appearance as they stopped off on parade.

Students' Special En Route to Washington

A SPECIAL train carrying more than five hundred students from Wisconsin Rapids, Wisconsin, arrived at the station in Washington, D. C., last Wednesday, June 10th. The party was en route to Washington, D. C., for the Shriners' annual convention. The line handled the party from Minneapolis.

Shriners' Special from Calgary, Alta.

TWO HUNDRED Calgary Shriners

A COACH took a special train from Calgary to see the Shriners' annual convention. The party consisted of five hundred students and teachers and made a splendid appearance as they stopped off on parade.

Page Thirteen
The Agricultural and Colonization Department

*Historical Text Extracted from Document*
THE WISCONSIN MILWAUKEE Line runs north through Brown County, South Dakota, to Edgeley, in the southern portion of LaMoure County, traverses an area of high-class productive farm lands. Generally the land is somewhat rolling, with a dark brown to black loam soil, underlaid with a clay subsoil. The average rainfall is about 18 inches, of which about twelve inches falls during the growing season. Hard and disgust wheat, corn, oats, barley, flax, rye, alfalfa, sweet clover, garden crops and the small fruits are successfully grown. The general and most successful type of agriculture is diversified, being grain production in combination with either beef, cattle or dairying and hogs. In many parts of this territory, growing wheat are obtainable at from 1.20 to 1.50 feet, and very generally excellent water is obtainable for domestic and livestock uses at depths of from 12 to 120 feet.

The Milwaukee Road presents an unusual sight of a cement plant operated by the Three Milwaukee boys. Located on the Chicago, Milwaukee, St. Paul and Pacific and Great Northern Railroads, the cement and gypsum plants, markets and excellently served by the Milwaukee Road, offers new settlers for an old country.

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This is a proven developed territory dotted by many fine successful farms. A land seeker has every opportunity for learning what has been and can be accomplished. There is no guess-work about either the ability of these lands to produce abundantly, or the types of agriculture best suited to different localities. The Milwaukee Road will help them to secure the kind of land they desire and should have, at attractive prices and in terms of payment which they can meet.

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The Hanover Gypsum Company obtained title to about 1,000 acres of land on the Hanover dome and began the construction of a gypsum plant in 1915. This plant was completed at a cost of $150,000 in July, 1916, but after operating for a short while was sold to The Three Forks Portland Cement Company, who discovered after all the bottom layer had been unloaded that the hides were discolored, and upon making an investigation of the car we developed that at some time previous it had been loaded with scrap copper which became imbedded in the floor; and as a result of coming in contact with the salt brine from the hand with such shipment we found the shipment was scrap, and that they were lost, so we received for them accordingly.

W. E. WENDLAND, Check Clerk, Union Street Station, Chicago, Ill.

Short Freight

It has come to my notice that we are frequently short a part or the whole of a shipment, something that the consignee waits for impatiently. He calls for two or three deliveries in quick succession and finds that his shipment is not there. We have a claim in the amount of $142.45, representing deterioration in shipment of wheat moving on pier 29 River, N. Y., with a value of $1,000,000 and went into operation in 1918. The house is erected to the mill by a tunnel trackway that is 12,465 feet in length with a fall of 1,560 feet. The kiln has a capacity of 1,050 barrels a day. The finished cement storage has a capacity of 100,000 barrels. All the machinery is operated by electricity, which is furnished by The Montana Electric Company. The coal used for kiln fuel is

Defective Equipment

Under date of May 11th, C. N. 92648, moving on pier 29 River, N. Y., W. 162 of May 3rd, arrived containing hides for the Elwood Packing Co., who discovered after all the bottom layer had been unloaded that the hides were discolored, and upon making an investigation of the car we developed that at some time previous it had been loaded with scrap copper which became imbedded in the floor; and as a result of coming in contact with the salt brine from the hand, with such shipment we found the shipment was scrap, and that they were lost, so we received for them accordingly.

H. C. STRAYER, Asst. Agent, Racine, Wisconsin.

Stowing of Paper, Etc.

I have some papers covering damage to shipment of printed wrappers consigned to the National Biscuit Co. at Keokuk, Iowa, which indicate that the difficulty was that the hides were not properly stowed with proper division of curtained goods, in such a way that the hides were not properly divided between sides or ends of car.

W. C. BUSSE, Agent, Galewood, Illinois.

Checking Merchandise

I happened to look out in the yard this morning about 9:30, just in time to see a truck pass underneath the Diviplanes, Sweet victuals. He had an exceptionally high load, and I noticed that the top pieces rubbed against the bridge, was able to see where the wagon went and he backed up to Johnson's door. I told Johnson about it, and on inspection we found the shipment was scrap, and that they were lost, so we received for them accordingly.

F. WENDLAND, Check Clerk, Union Street Station, Chicago, Ill.

Error in Billing

Claim in the amount of $161.59 was recently paid to cover less account market discount in shipment of wheat moving from a point in South Dakota to Minneapolis, car being billed under date of July 30th to the order of the Blank Grain Company, notify Blank Grain Company that we are short in the car herein billed, and we believe that the claim should be paid out of the proceeds.

R. AMBLI, Cashier, Montevideo, Minn.

Dividing Curtains

We are approaching a time when we are going to receive a number of 1,000 cases of chocolate, four cases of cocoa and five cases of coconut. Due to error on the part of the car bill clerk, the five cases of cocoa were omitted from the billing, and destination carrier informed consignee furnished order reading, "Blank will order." Instead of holding the car subject to orders from this firm, the grain clerk carried it to an entirely different mill, the result being the car checked heating on delivery, and we anticipate it will be necessary to pay out approximately $100.00 in order to compromise the claim.

B. L. BLANK, Blank, Ill., December 31, 1929, covers a shipment of wheat moving on pier 29 River, N. Y., W. 1021, cattle. Due to failure of our people to deliver this car to the proper consignee, there was a delay of one day in effecting delivery, during which time the shrinkage and decline in market caused a loss of $8.00, for which claim has been paid to cover.

Error in Delivery

Union Street Station, Chicago, Ill., to Danville, Ill., W. B. 91361 of September 12, 1929, covers a shipment of wheat, 91381 of September 12, 1929, covers a shipment of wheat, giving 96-hour delay in delivery at destination, market in the meantime declining ten cents per bushel.

Minn. West, R. R. Church, Minn., W. B. 7991 of December 19, 1929, covers a shipment of wheat, 91029, cattle. Due to failure of our people to deliver this car to the proper consignee, there was a delay of about two days in effecting delivery, during which time the shrinkage and decline in market caused a loss of $10.00, for which claim has been paid to cover.

B. L. BLANK, Blank, Ill., December 18, 1929, covers a shipment of wheat, 7991 of December 19, 1929, covers a shipment of wheat, giving 96-hour delay in delivery at destination, market in the meantime declining ten cents per bushel.

Gentry, Ill., of December 19, 1929, covers a shipment of wheat, giving 96-hour delay in delivery at destination, market in the meantime declining ten cents per bushel.

B. L. BLANK, Blank, Ill., December 18, 1929, covers a shipment of wheat, giving 96-hour delay in delivery at destination, market in the meantime declining ten cents per bushel.
The Morning Session of the first day, May 8, was devoted to a discussion of the following subjects, presented by the Committee on Demurrage, Storage, Reconsignment and Diversion:

1. Computing time from 8:00 A. M. instead of 7:00 A. M.
2. Discrimination incident to allowing 24 hours' time for surrender of bill of lading or payment of lawful freight charges on cars deemed for delivery by connecting lines.

The Afternoon Session on the first day was devoted to a discussion of three subjects, presented by the Committee on Car Service:

1. Car Service Rule 12—Should any change be made toward liberalizing the application of this rule and interpretation thereof? Car Service Rule 12 and the interpretation in question read:

   "The placing of advertisements or banners of any kind at any time upon passenger or freight cars or locomotives is prohibited."

**Interpretation**

"Question.—Is it permissible to attach banners, placards, etc., to the lading or stakes on open cars?"

"Answer.—Advertisements or banners may be applied to the lading or to temporary stakes necessary to secure lading; it is not permissible to attach such banners or advertisements to permanent stakes which are a part of the car or on temporary stakes supplied by shippers solely for the purpose of carrying advertisements or banners. (Nov. 15, 1916, amended Feb. 15, 1925.)"

2. Car Service Rule 4.—Does the present application of this rule indicate the advisability or necessity of a change in the rule?

Car Service Rule 4 reads:

"Empty cars may be short routed at a reciprocal rate of 6c per mile, plus bridge and terminal rebates, with a minimum of 100 miles for each road handling the car, the road requesting the service to pay the charges.

3. Car Service Rule 3 (d).

Car Service Rule 3 reads:

"Foreign cars at home on other than direct connections must be forwarded to the home road loaded or empty. Under this rule cars may be:

(1) Loaded via any route so that the home road will participate in the freight rate,

(2) Loaded in the direction of the home road, or

(3) Moved locally in an opposite direction from the home road, or delivered to a short line or a switching road if to be loaded for delivery on or movement via the home road, or to a point in the direction of the home road beyond the road on which the cars are located, or

(4) Delivered empty to road from which originally received at the junction where received, if impracticable to dispose of in (1) under paragraphs (a), (b) or (c) of this rule.

Question 1. Has the operation under Section (d) of this rule indicated the advisability or necessity of eliminating the word 'original' as now embodied therein?

Question 2. Should this rule be changed to provide that the empty handling of a car contrary to the direction of home be prohibited?

The Morning Session of May 8 was devoted to a discussion of three subjects presented by the Committee on Records:

1. Revision of Per Diem Rules 14 and 15. (See report of Committee on Records, Pages 52 to 61.)

2. Per Diem Interpretation 3 (m):

"Question.—A car moving into a junction point over Road 'A' is delivered to Road 'B' for handling in terminal switching service in connection with stop or milling in transit tariff authority, Road 'B' not participating in the (freight rate), and the shipment is subsequently delivered to Road 'B' to Road 'C' for outbound road movement. Should Road 'A' pay to the terminal switching road the unloading reclaim and Road 'C' pay to the terminal switching road the loading reclaim?

"Answer.—Yes. However, unless otherwise agreed adjustments should be made whereby the carrier road for which the service was performed as indicated by its tariff will assume the terminal switching reclaim paid by the other carrier road; the method of settlement to be determined by local agreement."

3. Per Diem Interpretation 11 (j):

"Question.—Should the reporting road be required to require the overpayment made on another car of the same ownership, which fact is developed in the investigation of a claim for short per diem, to be continued as a claim for deduction of an overpayment on an other car of the same ownership actually handled by the reporting road actually handled both cars?

"Answer.—No. The words 'under incorrect initial or number' in the last part of Paragraph (d) refer to per diem reported on a car not handled by the reporting road. Adjustments of overpayments on cars actually handled must be made in accordance with Interpretation 11 (f) or 11 (ii)."

"Question.—Should Per Diem Rule 11 be revised to require the payment of short per diem for the applicable increased per diem rate, but permit the claim for short per diem to be continued as a claim for deduction of an overpayment on another car of the same ownership actually handled by the reporting road until such over-payment has been properly adjusted?

At the Afternoon Session, May 8, there was a discussion of the following subject, presented by the Committee on Freight Handling Service:

1. Standard methods of loading various commodities in both closed and open top cars.

The program for the final day of the session, May 9, was as follows:

**Morning Session**

10:00 A. M. to 12:30 P. M.
Address of chairman.
Address of President R. H. Ashton (A. R. A., Resolutions).
Address by Mr. G. E. Patterson, vice-president, Illinois Central System, on the subject "Heavier Loading of Cars."
Report of Committee on Car Service.
Resolution by Mr. J. M. Gormley, executive vice-president (A. R. A.).
Report of Committee on Records.
Resolution.

**Afternoon Session**

2:00 P. M. to 4:00 P. M.
Report of Committee on Demurrage, Storage, Reconsignment and Diversion.
Report of Committee on Freight Handling Service.
(Continued on page 48)
THE MILWAUKEE RAILROAD WOMEN'S CLUB

Fullerton Avenue Chapter

Marie Nixon, Historian

THE regular monthly meeting of the Fullerton Avenue Chapter was held in the club rooms Saturday, April 12, and luncheon was served at 1 o'clock.

The business meeting was called to order by our president, Mrs. Luderer. Mary Lawler, our Ways and Means chairman, gave our report on the sale of our Wash-Day and Bible tickets. We are very happy to hear how well our members are selling these tickets. Mrs. A. M. Williams, our Membership chairman, reported by Mrs. A. R. Eggleston, and piano was played by Mr. W. E. Bagley.

The next order of business was the report of the Welfare chairman, Mrs. Cline, who reported the welfare cases taken care of and 14 sick calls made. We are grateful to the President, Mrs. C. B. Cleamyer and Mrs. Hastings for giving on the evening program, playing the piano and singing.

A May dance sponsored by the "Lady Bakers" of the chapter, was given at the Clear Lake Country Club. Music was furnished by Ray Keyes and his band of Albert Lea, Minn.

The welfare work is being carried on, and in order to increase funds for this work several plans are under way, one of them being a cedar chest to be filled with articles made and donated by club members and sold to the highest bidder.

The regular monthly meeting of the Fullerton Chapter was held in the club rooms Saturday, May 10th, and luncheon was served at 1 o'clock.

There was a short business meeting after which we entertained by our Glen Club with a number of songs. Miss Edith Marquis and our director, Mr. George Unger, each sang a solo and everyone enjoyed them immensely.

Plans have not yet been completed about the club serving luncheon at the noon hour in the new rest rooms. It will take a little time to install equipment etc., and expect everything will be completed in the early fall.

Green Bay Chapter

Mrs. Charles Allen, Historian

OUR social and business meetings during April and May brought several of our members to the table.

We are very happy to hear how well our membership drive is going on and are anxious to go over the top.

We are also doing our bit to help our more unfortunate employes. At the business and social meeting program meeting May 1st, Welfare Chairman Mrs. M. P. Hromin made a report of welfare cases taken care of and 14 sick calls made. We are grateful to President Mrs. C. B. Cleamyer and Mrs. Hastings for giving on the evening program, playing the piano and singing.

We also wish to thank other active and contributing members for their loyalty and support so we can carry on the good work.

The third of our series of pay-to-play card parties was given at the club rooms Saturday evening, May 17th.

Plans are being made for the annual club picnic which will probably be held the latter part of June.

Sioux City Chapter

Mrs. Robert E. Robinson, Historian

THEIR board met for luncheon and business meeting April 15, in the home of Mrs. Hagar Snow, Mass., during the Social season, and voted to hold the club meetings in the new rest rooms.

The final arrangements were made for the Galvara Gateway Ball. Mrs. T. C. Oderer reported 122 calls, 4 sympathy cards and 28 telephone calls for the month.

The welfare chairman, Mrs. Clites, reports $125.00 spent for her work.

The regular meeting was preceded by a pot-luck dinner April 25th. Mrs. F. R. Doud called a short business meeting—concluding with bridge for entertainment.

The Catsby Ball was given in the Root Garden May 1st. The dance was a success financially as well as socially.

The east of "Miss Sweet and Family" went to Yakton Tuesday evening, April 29th, and staged their one-act play for the Safety First meeting.

Mason City Chapter

THE regular meeting of Mason City Chapter was held in the club room April 22nd, with about 75 in attendance. Splendid reports were given by the chairmen of the different committees—being the Welfare, Scholarship, Sunshine, Membership and Ways and Means.

A bake sale was reported by the Ways and Means committee, the proceeds amounting to approximately $110.00.

One hundred and sixty paid-up members were reported by the chairman of the Membership committee.

After the business meeting an enjoyable program was presented. Vocal solo was given by Mrs. A. B. Buntzen and piano solo by Mrs. R. Patton. A play, entitled "The Anti-Gum Club," was given by members of the chapter under the direction of Mrs. R. E. Koenberg, Misses. N. Heinz, Smith, F. J. McDonald, Misses Grace Moran, Mae Quinn, Irena Wilkin, Nena Sten, Stella Harding and S. V. German taking the parts.

A May dance sponsored by the "Lady Bakers" of the chapter, was given at the Clear Lake Country Club. Music was furnished by Ray Keyes and his band of Albert Lea, Minn. The ball was beautifully decorated, and one of the features of the evening was the sale of Mrs. baskets filled with candy. A number was placed in each basket and the person holding the lucky number at the close of the evening was awarded a large May basket filled with fruit flowers. The lucky winner was Mrs. T. A. Herbst.

Deer Lodge Chapter

Mrs. C. A. Olson, Historian

DEER LODGE CHAPTER met on Monday, May 5th, the president, Mrs. S. B. Wams, presiding.

After the regular routine business, a short program was enjoyed. Greta Gertrude Boul, singing several songs in the glee club, Miss Anna Louise Brasso sang, accompanied on the violin by her sister, Vendie, and Mrs. Erna Bagley at the piano.

The reports show an increase in membership which is very gratifying to the club. The welfare work is being carried on, and in order to increase funds for this work several plans are under way, one of them being a cedar chest to be filled with articles made and donated by club members and sold to the highest bidder.

Refreshments were served at the close of the meeting.

La Crosse Chapter

Mrs. E. C. Higbee, Historian

A CROSS CHAPTER started the New Year with a firm determination to increase its membership. Our president, Mrs. Nita Webber, who is a most unselfish worker, has her committee has instituted the membership and we now have 210 members, 115 of whom are voting and 115 contributing.

The sewing circle has been busy sewing for the needy and for the overseas. Our May basket netted us $125.00.

Our card parties and social gatherings have been well attended. Our birthday parties for the members are very popular and we are all looking forward to the next birthday party in June.

There will be very little active work done during the summer months, but we are all trying to start with sweetened sugar in the fall, and keep La Crosse Chapter in the front rank.

Twin City Chapter

Mrs. P. P. Rogers, Historian

TWIN CITY CHAPTER held the evening meeting April 22nd, in the absence of the president, Mrs. Harrison. The committee is to be appointed to make plans for a picnic to be held in June. Our chairman, Mrs. Harrison, was not able to be present at the meeting, but we are all here to report the progress of the chapter which is very gratifying to the club. The welfare work is being carried on, and in order to increase funds for this work several plans are under way.

A fine program was enjoyed at this meeting; those participating were: Mrs. Callahan in song numbers; Mrs. Goodrich and Leslie Swan- son, readings; the two little Misses Fisher, readings; and one not play, "The Man Under the Bed." After the program the Social chairman and her committee served coffee and cake.

Mrs. C. R. Langan, our former Sunshine chairman, has the sympathy of the railroad family in the loss of her husband.

Business meetings and activities in general have ceased for three months; but the Sunshine and Welfare committees will "carry on" through the summer. Mrs. Hask and her com-
of the past winter and she has spent $470.65 in the relief of suffering. Our Sunshine chair­
woman, Mrs. Smith, Minneapolis, and Mrs. Dave­
non, St. Paul, have spent about $20.45 in the "Ten Cents" barns of the various clubs to bring cheer to the sick and help
the war effort. The checks for $50.00 were sent to the Mil­
waukee home in hospitals and homes, and cards of sympathy to those bereaved. We have, at this writing, an infant in the hospital in very poor condition.

The board met at luncheon in the club room in the Station, April 15th. Hostesses, Misses.
Brown, Goodwin, Thompson, and Mrs. Broughton. We had as our guest for the evening, Misses.

Mrs. Kenneth Stoll, President of the Chicago Chapter's first president; Mrs. J. V. Ooster,"
Mrs. M. J. Dehn, Mrs. E. J. T. McEwen, Mrs. H. M. Stiege of Wausau and Mrs. Harry Noreng of Toma­
hauk. Members in "600" were: Mrs. L. Panhans and Mrs. A. E. Urban of Tomahawk. Guests in out­of-town were as follows: Chicago, J. Merrill, Y. Tomahawk, F. Cassida; 1: Minneapolis; 1: Wisconsin.

We can't fail to express our appreciation to the committee of the day for the great success of the luncheon. Mrs. Leo Ziebell acted as chairman, ably assisted by Mrs. John Schultz, Mrs. August Kugel, Mrs. Nell McCleary, Mrs. A. L. Ludorf, Mrs. E. L. Va–
chorin, Mrs. D. Powers. The table decorations were secured and arranged by Mrs. M. M.
Huntington, Mrs. J. E. Duerk and Mrs. M. E.
Dickinson. The latter says she came out of the swamp with a large basket of honeys­
cups but misses some of her footwear. The gentlemen of the party showed her a basket of beautiful wildflowers, so she should feel herself repaid for her efforts.

The Minneapolis members have invited the mem­
ers to a picnic luncheon on Tuesday, June 11th, and we are anticipating with great
pleasure.

On Tuesday, May 13th, a 1 o'clock luncheon was served in the Wausau home north and south of the May Pole Dance which was so successfully conducted. It was a beautiful and entertaining program.

The spirit of this event will go forward furnish­
ing a room in the beautiful new Sioux Valley
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Madison Chapter

A VERY entertaining program by children of employees made the last meeting of the season very enjoyable.

A piano solo by Miss Mildred Zieg was much enjoyed by all.

Though we will not be holding our regular meeting during the summer months, as far as the work is concerned, the club will still be on the job ready to help wherever it can be of assistance.

Thank you to the members new and old, who did whatever they could, by giving what is better than gold —

The means for living good.

M. S. D.

Union Station Chapter

Mrs. O. P. Barry, Historian

This is the month of June and the Union Station Chapter has not held its regular meeting, nor will it hold any meetings during the months of July and August.

Mrs. Allgeier, our Welfare and Sunshine chairman, reports that a good many cases have received our attention in the Washington Boulevard Hospital. On these visits the club members have given assistance through telephone calls and personal visits as well. Mrs. Allgeier visited the Speedway Hospital this month and made preceding visits to twelve of our members at different hospitals.

On Saturday, June 14, the Fullerton Avenue and Union Station Chapters were invited to a meeting held at the home of Mrs. Grant Williams at Edgebrook. A luncheon was served between 1:30 and 2:00 o'clock, after which the guests participated in various outdoor games.

Mrs. Josephine McKenzie also kindly offered her home at Tracy's for the club members for a garden party. The party was held on Saturday, June 21, and there were prizes as well as refreshments. The grounds derived from this card party will enable the club to offer assistance to those who are in need.

Mrs. Ruth Barrington, our Librarian, reports that during the months of July and August the library will be open on Thursdays afternoons.

One very pleasant number was a violin solo by Miss Francis Jacinthis.

A quartet was planned for the 28th of June, in Ollinger Park. Mrs. Henry Carter was appointed chairman of entertainment, and Mrs. Chas. Zieg chairman of refreshments.

WINNING THE PRIZE

A chair may be a problem.

Went forth one day in spring.

They were upon collection bent,

To bring the skunks in.

With gracious smile and winsome air,

Who made their presence felt;

A picnic was planned for the 28th of June, in Ollinger Park. Mrs. Henry Carter was appointed chairman of entertainment and Mrs. Chas. Zieg chairman of refreshments.

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WINN
railroad yards at Thirty-fourth and Vliet Street, Milwaukee, were re- 

The ruffiings, especially if the shir­ 

short dress, their long sleeves were in the back­ 

ground always, and so a recent excursion into the features of fashion was made in their interest.

This is the season of the summer sales of women's apparel and there are very real bargains in all the shops. The shops carrying the more exclusive type of women's wear are putting on phenomenal sales because it is their policy always not to carry anything over, and the spring season has not been so good, rated on the dollar sign. Therefore the advice is here given to look over some of the Boulevard showings, for here you find suits and gowns and their accessories which are not only the latest word in fashion right now, but they will continue "good" for another year. That is always the great argument in favor of buying something which may on the first cost seem a bit expensive, but if you figure two seasons' wear, the cost comes down below that which at first seems a cheaper buy.

The vogues of the suit will continue, and nothing more becomes is green in the chic silk ensembles which you see everywhere. In my recent tour among the shops, I saw several most alluring little ensembles suitable for daily and semi-formal wear. A matron's ensemble coat should properly be the three-quarter length, and I want to tell you about one of these which particularly caught my eye. It was black heavy coton crêpe, the skirt was pleated all around, in side pleats about one-inch wide and attached at the top to a deep yoke which sat snugly around the hips. The ensemble was of printed pink-silk, black background, sprinkled all over with little rose-colored, pale yellow and green flowers. The three-quarter coat fitted closely around the hips, and just below the lower hip line the material was reversed, satin-side out. There were six squared buttons caught the coat together in front. The notched collar was of self material and of course the coat was lined with the same material as the ensemble. A small-brimmed black bow hat with bands of narrow rose and green velvet overlapping circled the crown and finished off a little bow whose ends extended to the edge of the brim. Black hose, white satin hand gloves finished this very stylish outfit.

Other ensembles, following in general the style described above, were shown in green, various shades of blue, a few gay gingham shades in white and pink shantung. For any afternoon occasion, nothing could be smarter than the white shantung ensemble, the coat lining and blouse in pale yellow or some one of the beautiful pink shades that are so popular this summer. Likewise a pink shantung with white lace and coat lining would go far toward taking the toll of years away from a middle-aged figure and face; and the general style of this model also con­ ceals any tendency toward a "tummy." There are the pretty summer mater­ ials for the distinctive afternoon gowns. Porch parties and little "beau" afford opportunity to step out in pretty feminine frocks made of printed chiffon, and right here I want to ask what would we do these sweltering afternoons if it were not for lovely printed chiffons and the dainty voiles that look almost like chiffon? The colors and shades are countless and the printed figurations grow more delightful every season. These ma­terials lend themselves to the near type of dress—the uplifted waistline, the cir­ cular effects and the shirred rufflings; and so soft and tender are these fabrics that even madame of the generous hip

line may venture something of the sort, for they fall so soft and so closely and fall so softly that they are universally becoming; even while a shirred waistline is not perfectly desirable. A pretty design for a frock of this kind is seen on the pattern page of this issue, and the summer materials are now being sold at bargain prices.

A Tiny Trespasser

The railroad yards at Thirty-fourth and Vliet Street, Milwaukee, were re­cently visited in the small hours of the night by a diminutive little track-walker who seemed to be on his way, although he did not "know where." Little Danny Faber, two and one-half years old, was­ing in the night from deep dreams of peace, and finding himself alone in his brand new big folks' bed, decided he was who seemed to be on his way, although little Danny off he toddled, pajama-clad, pushed a

interesting family; unlocked the back door and

kitchen without waking any of the sleep­ing family; unlocked the back door and

Danny was not able to

furnish any information as to who he was'

or where he lived, but volunteered the

the railroad tracks back of the

Danny's home. So he knocked loudly

the police station and a policeman set out

flying into Thirty-fourth Street, he saw

lights on in one of the homes, and with

or where he lived, but volunteered the

the wanderer. When he was restored to

the mother's arms and his mother asked

his mother said she did not have the heart

prosecuted Danny for trespassing, and his

policeman asked her if she

"Why, in bed, of course, where he ought

to be at this time of night." "Better look

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The Patterns

Send 15c in silver or stamps for our UP-TO-DATE SPRING AND SUMMER 1830 BOOK OF FASHIONS.

Address Tts Milwaukee Magazine, care The Bemis Pattern Company, 11-15 Sterling Place, Brooklyn, N. Y.

6656. Misses' Dress. Cut in 3 sizes: 16, 18 and 20 years. A 16-year size requires 376 yards of material 39 inches wide. For collar and each of contrasting material 34 yards will be required cut crosswise. Price 15c.

6657. Misses' Morning Frock. Cut in 6 sizes: 34, 36, 38, 40, 42 and 44 inches bust measure. A 36-inch size requires 156 yards of 35-inch material. For belt of contrasting material 34 yard 31 inches wide is required, cut crosswise. To finish with bias binding requires 44% yards 15% inches wide. Price 15c.

6658. Girls' Dress. Cut in 3 sizes: 5, 4 and 3 years. A 4-year size requires 144 yards of 33-inch material. For contrasting material 34 yard 35 inches wide, cut crosswise, is required. Price 12c.


Good Things to Eat

Strawberry Mousse—Two cups strawberries, washed and hulled. Sprinkle with one-half cup sugar and let stand one hour, then mash fine. Add one tablespoon of granulated gelatine that has been soaked in two tablespoons of cold water and then dissolved in three tablespoons of 30% water. Set in pan of cold water and heat until it begins to thicken; then add in one cup of cream beaten stiff. Put in mould or on the pans of an electric refrigerator. If packed in ice, let stand for two hours or more. If in refrigerator, it will be ready to serve in about one hour if the cold control is set into "high." Raspberries and fresh peaches may be used in place.

Frozen Plum Pudding—Three egg whites; one cup sugar; one pint cream; one-half cup maraschino cherries; one-half cup currants. Cook sugar and water until it boils, then pour over the stiffly beaten egg whites and beat until cold. Whip the cream very stiff and beat all together. Add the nuts, chopped; pineapple cut fine, currents, rhubarb and cherries. Pack in freezer or electric refrigerator for three hours or longer.

Orange Ice—One cup sugar; two cups boiling water; one teaspoon gelatine; two tablespoons cold water. Boil the sugar and boil five minutes, stirring only until dissolved. Add gelatine and strained fruit juices. Freeze.

Chantilly Mousse—Beat one pint of light cream until stiff and add one-half cup powdered sugar, pinch of salt, ten drops of Maison's Essence of Violet and one cup of strawberries broken in pieces. Turn into mould, filling to overflowing, pack in refrigerator trays and let stand until frozen. If in refrigerator, it will be ready to eat in four hours. If in refrigerator, it will be ready to eat in four hours.

Lavender Ice—Four cups of water; one and one-half cups sugar; two cups raspberry juice; one-pound cup lemon juice; one teaspoon gelatine; two tablespoons cold water. Boil the sugar and boil five minutes, stirring only until dissolved. Add gelatine and strained fruit juices. Freeze.

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SPECIAL COMMENDATION

THE following named have received special commendation for meritorious acts performed in the course of their employment:

Conductor E. Marquard, Chicago Terminal, while working with engine 9651, June 12th, passing Say Tower, discovered a piece of iron about three feet long lying over No. 2 Main, and immediately took action to remove the iron. This averted a serious accident.

Dubuque Division Conductor H. J. Smith, on train No. 191, May 17th, while inspecting his train, discovered about two feet of frame and point of track broken out of a weld under one of the cars. The car was set out before further damage occurred.

Operator George Mitchell, Racine, Wis., on 65, flagged No. 65 out of Milwaukee May 4th, when he noticed a low brake beam striking the railway crossing at his station. This undoubtedly averted a more or less serious derailment.

Mrs. J. F. Keoh of San Francisco, Calif., extends commendation and thanks to one of our train crews in the following letter to Superintendcnt Elmer:

"As I have just returned from a trip east and traveled over the E. M. St. P. & F. from Chicago to Chicago, I wish to commend to you the splendid way in which your conductor and brakemen treated me. I heard many comments from others on the train. The conductor was a real tall Irishman about sixty years of age; I believe his name was Kent. The brakeman was also a tall man and wore glasses. I wish to say they were the most obliging trainmen I have met. I have made this trip many times but never have met trainmen more kind and courteous to everyone, than they were."

I. D. Division Division Conductor H. B. Larson, on train No. 65, April 21st reported that he had a refrigerator car in the train which was leaking at the doorway. Investigation showed that the drains were stopped. Car was unloaded with loose green hams moving from Mason City to Chicago. This watchfulness without doubt prevented damage to the shipments and a claim for loss.

Great Northern Division Conductor J. S. Johnson, train 624, May 15th reported a bad spot in track near Mile Post 228, and thought it might be a broken rail or a bad joint. Investigation developed a broken rail, which was immediately repaired.

X. S. Division Switchman James Quick June 7th discovered a gas engine loaded on No. 36, while working with engine 128, and immediately stopped the car and he called on a couple of cabooses standing near to help him to replacce the load, which they did. This no doubt prevented a further considerable damage, but the gas engine fell off the car.

I. D. Division Brakeman E. R. Lambert, on May 6th discovered an engine causing a slight noise while working with engine 228, and immediately reported the same to the engineer on No. 4 and it was found the grate collar was lost from engine 228. If this had not been found it would have caused considerable damage.

H. & D. Division Brakeman J. B. Thornton, train No. 97, March 31st, while inspecting his train at Cavens observed a top brake hanger bolt one-half out and holding only on one side of the car. The conditions was corrected and further damage averted.

Valiant Service Saved Ripon Station

In the closing scene of its annual tour on May 24th, when a great part of the business section of that city was destroyed, and while the fire department was engaged in fighting the flames, the local from Ripon, Agriculture, and Apple 8oard Carrier of the Chicago, Rock Island, and Pacific agencies, did valiant service in protecting the office from the burning buildings that threatened our station.

They explained to him that they had been referred to them by a young man by the name of Mrs. Finnigan, and unless I tell you about Mr. Finnigan, and the buildings threatened our station.

Robert Sutton and Curry Thomas Become Fixtures as Long Train Leaves Arrive on Time

When the long yellow train pulled out of the Chicago, Milwaukee, St. Paul and Pacific yards Wednesday night, bearing half a hundred sleeping, laughing college boys, no one grumbled, no hurry and no one was half so happy as two white-coated, dack.

Robert Sutton and Curry Thomas, members of the Sleeping Car Department consider it well deserved. The Magazine is happy to pass it on to you.

Chosen for the Haresfoot Special Four Consecutive Years

The following from the Wisconsin State Journal gives two Milwaukee porters a special four consecutive years.

Four years ago, Milwaukee Road officials assigned Sutton and Thomas, who had earned themselves somewhat of a reputation for quick and snappy service, to the Haresfoot special. The next year Wisconsin officials asked for the same porters and the same porters asked for the Haresfoot special. It's been going on that way ever since. The Haresfootters could no more get along without Sutton and Thomas than Sutton and Thomas could get along without the Haresfootters.

There's a lot more to keeping a gang like this happy and contented than "being there" or "talking" about things and shining their shoes. Carl Dahlke, Madison passenger agent, will tell you that Sutton and Thomas have, ever since there were Haresfootters and Haresfoot specials, sold "haresfoot" to the Chicago expressmen.

There could be no greater get along with Sutton and Thomas than Sutton and Thomas could get along with the Haresfootters, no greater get along with Sutton and Thomas than Sutton and Thomas have, ever since there were Haresfootters and Haresfoot specials, sold "haresfoot" to the Chicago expressmen.

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Robert Sutton and Curry Thomas, members of the Sleeping Car Department consider it well deserved. The Magazine is happy to pass it on to you.
They feel as though they had received some attention from Mr. Filippin; they had to visit the country where they had to stay for some time before they arrived at the train and were surprised to find the train waiting for them at the station. The train had been moving for some little time before it realized that it was moving.

The conductors were always in the train, and they were always ready to give the passengers whatever they needed. They were always polite and helpful.

The train was running smoothly, and the passengers were enjoying the ride. The scenery was beautiful, and the passengers were impressed with the scenery.

The train was on time, and the passengers were pleased with the service. They were grateful for the good service they had received.

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Hot Shots from the West T M

Helen Kirwan

"Go Ahead—Shoot!"

A handful of thrills orders the producer to make 1937's runaway hit, "The Range War," directed by Hot Soars, and released by R-K-O in 1939.

Thus the Wolfe brothers of R-K-O, well-known for their hit films "The Range War" and "The Range War Rodeo," were engaged in filming this picture. Eight is the usual number used, but with the new type of sound film (and the standard film being made at the same time), double the number was required.

A number of local people were used in the scenes, Barry O'Neal in a tower house scene, Arnold Riding as a clerk; J. J. Foley as assistant general manager, and C. A. Nonnermacher as a dispatcher. A number of different engines and steam were used, among them J. J. and A. J. Flavell, Schmickrath, Harry Schulte, and C. J. Rudroff, Brahams. Harry Schulte was born on a lucky turn and was later taken to Chicago to finish the picture. C. J. Rudroff accompanied the party.

A mob scene was filmed the night of the tug-of-war between two locomotives, and while the crew was working closely on the engines with grease wheels and rails, painted and painted, the cameras were turned on them.

Superintendent H. M. Gillick, Trainmaster, Assistant General Manager (our D. F. and P. A. Mr. Foley) are on the train and the girl appears to a charm to allow Armstrong to make the run to Chicago, taking Dan to hospital in hope of saving his life. General Manager has Armstrong reinstated at Dan's request. General Manager thinks the run cannot be made in time, and the Assistant General Manager thinks it should be tried; Armstrong says it must be done and he calls it "it. General Manager O. K. it and the record run is made, breaking all speed records in the history of railroad running. Dan's life is saved. He later returns to the division to recuperate and the young people remain happily ever after.

If you can imagine the thrill of a wrecked train, an earthquake, rockslides, washed-out roads, wind and rain storms, fire, fog of war between two locomotives; a race with death and an elopement all wrapped up in one, you will have some idea of the pleasure awaiting you when you go to see "The Range War" in your home town theater.

During the first week R-K-O was in Miles City the time was spent in the roundhouse yards, where Louis Wolheim as Dan Horn, assistant general manager, and C. A. Nonnermacher, as dispatcher. A number of different engines and steam were used, among them J. J. and A. J. Flavell, Schmickrath, Harry Schulte, and C. J. Rudroff, Brahams. Harry Schulte was born on a lucky turn and was later taken to Chicago to finish the picture. C. J. Rudroff accompanied the party.

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his fishing trip but that he didn't get a fish—fishermen—He admits candidly that he enjoyed coming. him back. He formerly worked on the team.

MARTIN and Mrs. Walsh are here from More Hot Shots

MADISON and Mrs. Walsh are here from Moberidge and will make their home in Milesvillo, as Martin is in the new roundhouse here. Friends of Mr. Walsh are well­ coming him back. He formerly worked on the Marshall Division in the days of single blissfulness on promotions and matrimony overtook him.

Mr. Joe Wolfe, bricklayer, was called east on account of the death of one of his uncles in Wisconsin.

Jack Price has been around here for a few days singing "Cooking Breakfast for My Own Sweet Self," while Mrs. Jack is away for a few days.

Barney Hubbard is "gracing" the time­keeping position formerly held by Mrs. Wolfe; the latter is still in the department at Harold Fuller's desk, while Harold is "lord of all he surveys" out in the dispatcher's office, and how that surveyors are over his scope.

M. M. Ball of the Car Department, Mrs. Ball and three children spent one week in Milesvillo recently visiting Mrs. Ball's parents who reside there.

John Shidla spent a few days with his father here after school closed in New England and then returned to South Dakota for a vacation trip.

Bumping is the new game. Lloyd Heisler is one of the few honest living fishermen—he admits candidly that he enjoyed his fishing trip but that he didn't get a fish. Can you tie that?

The club realized a nice sum for the charity committee.

We shall miss the excitement and the novelty being the "Temporary Motion Picture Capitol of Montana." Besides furnishing a pleasant dis­ version for several weeks, the R. K. O. gave us a new insight into the magnitude and im­ portance of the motion picture industry in our everyday lives.

Page Twenty-six

R-K-O vs. Milwaukee Club

Attendance, nearly 2,000 people.

Sox—Milwaukee, 12; R-K-O, 5.


Score—Milwaukee, 12; R-K-O, 5.


Can you relax now and yawn a couple of times at least, for I don't believe they had more than a couple of winks all the time R. K. O. was on the division.

A Miles City flapper was seen in the arms of Bob Armstrong, right out in front of the office, all on a bright and sunny Sunday after­ noon, and he hugged her as if he meant it, too. She was the cutest little thing you ever saw and we didn't blame him—his father was standing right there watching him; though. The lucky little girl (yes, yes, sir) was none other than the tiny daughter of Harold Oliver.

The little boy was dressed in a pair of blue overalls with a Milwaukee emblem and a little pink sunbonnet atop his small head, and no wonder the movie folk made such a fuss over her when she appeared on the office lawn with her mother and daddy. -

Robert Armstrong, Frank Staden, Hugh Herbert, James Farley, George B. Seitz, with Al Rouns as master of ceremonies, appeared at the Lib­ bery Theater here, while Miss Arthur's picture, "Half Way to Heaven," was showing, in which she featured with Buddy Rogers. The audience heartily applauded their clever spots. The club realized a nice sum for the charity committee.

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The R-K-O special train, which spent some time in McGregor, was the best man and later as a switchman, while taking his four-year electrical engineering course at Iowa State College at Ames, with the college chap. some people believe it. The games and said he never saw anything like it. "The Record Run" when it comes to Perry. "The Record Run" when it comes to Perry. The local kittenball team is in an early sea­ son. Mr. S. A. Kelier, special coal

Mr. R. J. O'Conner, roadmaster, and last but not least, Mr. C. C. Smith, each gave excellent talks.

Mr. H. H. Kiddings: "I'll say I was. I didn't know about it. Can you imagine any­ thing aloof in the world?" A lot of sympathy. Can you imagine any·

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Hospiced in Chicago, following injuries he sustained at Oakdale Junction. At the time of his death, Engineer Shipston was the youngest civil war veteran, having enlisted at the age of 11 years. His railroad career with the Milwaukee started in 1882, when he began as an engineer apprentice.

A draftsmen table made by Gilbert Neis, son of Machinist Harry Neis, the PRR roundhouse force, won second prize in the Industrial Arts display at Iowa State College recently. In July Mr. Neis made the table and he is now in training work in the Perry school.

For the second time since he has been a student at Iowa State College at Ames, William Neal, son of Conductor H. B. Beeson, has been privileged to attend the Honor’s Day convocation and banquet. The affair is to honor graduates in the college having the three highest grades. William is a student in chemistry.

Conductor Fred Tummar’s wife and son, Donald, left in the latter part of June for a six-weeks’ trip through the West. They went to Los Angeles by the southern route and returned home by the northern route.

Engineer William Leaf’s wife and daughter, Maxine, of Marmarth, N. D., were in Perry in June, to attend the wedding of Mrs. Leaf’s cousin, Lawrence Hinde.

G. B. Nissen, of the Perry State Department, had a nice trip for his summer vacation. He and Mrs. Reddin went to California to see the sights.

The news of the death of Charles D. Roy, late chief draftsman’s chief draftsman, was heard with regret by his many friends at Perry. A graduate of the Illinois Institute of Technology, F. P. Foster, who held in the Maxwell agency position for many years, was checked in June 10, for a number of weeks, went to Fayette to take charge of his new job.

Mathmen Thomas Connell took a six-weeks’ vacation in June and with his family and his soda and son, made a trip to Toronto. John Curley had an operation on the yard work at Manilla during his absence.

Ball drivers Ralph Wightman, of the Perry office force, has been doing his own cooking and housekeeping for a while, as his wife and his sons have been taking care of his job.

James Rose and wife came down from Minneapolis the fore part of June to visit old time friends. Jim used to be the blacksmith at Perry years ago.

Chief Dispatcher J. J. Kindig was off duty on account of the death of his mother, which occurred at Melbourne, L. A., a few weeks ago, was checked in June 10, for a number of weeks, went to Fayette to take charge of his new job.

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Island
Mr. Snodgrass
He wrote, "People over & M. Division and Milwaukee
Congratulations
you
Berdella stepped right up in John Hennessy's
Miss Fern Wilcox, only daughter of Fire.
A Safety First meeting was held at Janes.
frank, and tell us.
Dittmar is sporting a brand new Chev. Also
wishes for a long and happy life to this young
May, called there by the serious illness of Mr.
using the word "diadem.

sooner than others."
mechanic of
pappy John Falter (engineer) and Uncle Butch
ranged for topical discussions on auxiliaries
in Butte, May 16, due to the death of a nephew
of Mrs. Rodda. The young man, Mr. E. B.
exploded, causing death, instantly. He was
only 23 years of age and leaves a wife and
mother in Butte, and

"The renowned Professor Wellnitz has re-
turned from a Magician Convention at Fort
Wayne, Indiana. We understand he has learned
a lot of new tricks. The boys claim he even
made a rat come to him in the blue print room
the other day and, well, that was the last of
the Professor"
Now that the bowling season is over, we have
the finished results of the Drafting Room Bow-
ling League. The first ten:
1. H. A. Borgon 166.13
2. E. Criddle 165.37
3. M. Lagier 165.9
4. E. Osterman 164.8
5. L. A. Schulte 164.1
6. H. A. Hendlin 154.1
7. L. A. MacAllister 153.10
8. H. Sig. 152.0
9. G. K. Wester 143.1
10. C. Wills 143.1

Motorizing on the Milwaukee
Up and Down Hill on the Rocky Mountain Division
Nora B. Decker
WELL one thing, Helen, I am sure you will
think me strange when you see the amazing
things that I have been doing lately.
I am thinking of you, anyway, and I am anxious
to let the next issue that the Magazine, because
I expect it will contain one large story, all
about the movies by Helen E. Anyway, I have a nice

trade last for you, but I am not going to give
you anything until you get a better one, so get busy.
Operator DeChant, of the Butte relay office,
has returned from a trip to Mexico . . .

well, that was a side trip, he went out to the O. R. T. convention at Los Angeles
and just happened to stroll down that way, I
guess. Anyway he says he learned a lot of
things about operators and their habits in va-
rious parts of the United States, as they had
all kinds at the convention.
Operator Sprick, who has been for some time
over on the N. M. as agent, has been assigned
in the O. R. T. convention at Los Angeles
and will return from the trip himself. He
hopes to meet you ,
Mr. and Mrs. Oregan have gone to Seattle
and Son, have gone east to Michigan for a short
visit with friends and relatives. Engi-
neer Williams has taken a side trip and
he and Mamie have gone out to Seattle for a
short visit with friends and relatives. Engi-
neer Williams has taken a trip

and Mag is so

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Dubrequin Division

ON June 5th our Division handled the Manufacturers' & Wholesale's Bureau of the Chamber of Commerce annual Sociality Tour, from Dubrequin to Chicago. That they were well pleased with the way the special was handled is expressed in the following letter to W. H. West, D. F. & P. A. who together with Superintendent E. A. Meyer and Mr. Cody, D. F. & P. A. of Mason City, accompanied them on this trip:

"We are sorry to learn that Mrs. L. A. Harkey and children have been quite ill for several weeks. It is expected that Mrs. Harkey will have to be removed to the hospital within a day or two. Dubrequin Division will have a new time card effective June 10th, which will show a great number of changes both in freight and passenger service."

Idaho Division

The elevator has been installed in the Union Station, Spokane. It is the automatic type. You approach the elevator shaft, press the button to bring it down, wait ten minutes and then walk up. Someone in getting out on the upper floor has failed to close the door tightly.

Traveling Engineer W. T. Emerson attended the Pioneer's annual picnic, returned June 3rd. He reports having a wonderful time.

Eleanor, two and a half year old daughter of Mrs. James Linn, was married to Mrs. L. C. Reilly, June 16th, at Sioux City, Iowa. Mr. and Mrs. Petersen have many railroad friends. Section Foreman and Mrs. Guy Chimenti, Conductor Lou Terrien was best man, and Miss Adele Bartling of the Engineering Department officiated at the ceremony. The entire railroad was out to see Superintendent George G. Hill, who was on the job. Your extending my thanks to all concerned.

Mr. W. A. Linn, assistant to chief purchasing, was recently elected Treasurer of the local Lions Club. Oh, just suppose! he should start something like that happening in Janesville. Wouldn't it be just too bad if Fred Kocper, A. Finley and Frank Sullivan; OR-OR.

Among our local Cub faces—Max Siefert, the agitator, C. W. Siefert, the lovable, Herb Suede, the agitator, Ed Drifve, the antisocial. If those Cub's don't keep stirring their stuff well will be declared in Janesville.

Our constant clerk, Ray Davis, at the freight office, was recently elected president of the Eagles in Janesville. What won't these youngsters strive at?

Engineer Tom Kenneagh recently left for the Jax of Jan. Please take a trip to your Tomb.

Why Wait? Get it Now!

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

Why not insure your earning power with an income, before you are sick or hurt and can't get it?

Think it over. You cannot do much with the small monthly premium while working, but you or your family can do something with $100 or a monthly income which will give you small monthly payments when you are sick or hurt and unable to work.

CONTINENTAL CASUALTY COMPANY

The Best Companies of the World

CONTINENTAL CASUALTY COMPANY

Continental Casualty Company

110 North Michigan Avenue, Chicago, Ill.

I am employed by the MILWAUKEE ROAD

Please send me information in regard to your Health and Accident Policies, such as are carried by hundreds of my fellow employees.

My age is Name

ADDRESS

CONTINENTAL CASUALTY COMPANY (The Railroad) Chicago

CUT OUT AND MAIL TODAY ———

You are welcome to extend our congratulations to G. T. California, of Mr. Payzer's office, who was married May 21st to Miss Dorothy Benson of Midland Wood, at the North Shore Hotel, Evanston, Illinois.

Another wedding was solemnized the early part of May when that of Mr. and Mrs. C. J. Converse of Mr. Payne's office was celebrated May 9th at the beautiful home of the Rev. Oliver G. Fielding, Lillian Kaitchuck, sister of the bride, was matron of honor, and Victor Peterson served her brother as best man.

Mr. and Mrs. Petersen have many railroad friends who extensioned to them their best wishes.

Mr. W. A. Linn, assistant to chief purchasing, is returning from a glee club operation which he underwent at the Ravenswood Hospital a month ago, and from all reports is doing so nicely that he will be back with us before long.

He then visited his old friends at Marion and Perry, and took a run over to Milwaukee and St. Paul, where George Collins, who was formerly timer aboard under Mr. Fuller on the Idaho Division, En route home he stopped off at Aurbidge to renew acquaintances.

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Please send me information in regard to your Health and Accident Policies, such as are carried by hundreds of my fellow employees.

My age is Name

ADDRESS

Page Thirty
Good tobacco helps on this job

WHEN a man controls the movement of hundreds of trains a day, he has to be on top of detail every minute. W. G. Waite, in charge of the tower outside the Union Depot in Chicago, knows how well a slow-going pipeful of good old Edgeworth helps him to concentrate. Edgeworth lends itself to steady smoking, for it is cool and it never bites—and the flavor stays good.

EDGEBWORTH SMOOKING TOBACCO

If YOU don't know Edgeworth, meet the empire for a genuine fine product at your drug store, where you know it is good. Ask the judge. Address Larus & Bro., Richmond, Va.

LARUS & BRO., CO., 100 S. 34th St.
Richmond, Va.

I'll try your Edgeworth. And I'll try it in a good pipe.

my name

my street address

And the town and state.

Now let the Edgeworth noise!
out of shape. He had been out golfing with C. R. Honeyk and another gentleman and he said he won as he had the highest score of the three. He made it in 59 which he figured was good.

Arnold Kamps and Roy Schramm of Marine-
ette got up at sunrise the other day to go
fishing and got a fine catch of perch, but poor
Roy must have been fishing on the bottom of
the river, as he said he figured he had a whole
on his line and when he finally succeeded in
landing it to his sorrow it was only a slab
of wood. Don't you know you can't catch such
things often. They each had one fish. Two of them
were trout, and we thought the third one was a
trout also, but we finally found out that it
was a white fish. Don't know how they were
caught or anything about it, but it sure did
make a lively tangle for a while.

Roy must have been fishing on the bottom of
the lake rushed out in night attire to learn
what it all meant. A prowling cat took refuge up a telegraph
pole and family are vacationing in Kansas
City, St. Paul and other points.

Motor train service was established on trains
35 and 34 between Des Moines and Spirit Lake
on June 9th. This change from steam to motor
power was made due to loss of business caused
by the auto. The new service is quite popular and promises to serve the patrons using these
trains well. The sight of a sputtering train,
trains, well. The sight of a sputtering train,
is extended to the bereaved family.

Mr. Wm. A. Mc Clintock, of H. W. Warren's
office, is doing fine, and one of his other work, takes care of the flower gardens
among the wilds and wets of Canada.

W. E. Brautigam has gone to Deer Lodge. 

Elmer Heath, of the Store Department, has
gone on for a few wheels, not the steering wheel though, as
he sets out to grow squash with petals on, to be used for either buttonhole bouquets, or in pie, he can do it.

Bob Hall (he is the fellow that along with
his other work, sets out to grow squash with petals on, to be used for either buttonhole bouquets, or in pie, he can do it.)

Joe Wallingfang, the woodmill dahlia expert,
has changed his line, and now he is going in for
gladiolas. Maybe he has some idea of crossing a dahlia with a gladiola to get some new variety of squatlas, who knows? That boy knows his onions, he is doing quite good.

Rosemary Sullivan, is on her vacation, and
eradically attending the wedding of her sister at Deer Lodge, at least she said it was her sister who was getting married, and then again you never can tell, Rosie might go and pull a stunt like the Big Day.

Joe Maslin has an Essex car. Well, one
Saturday night he almsot didn't say have car. He was on his way to Seattle, we don't
know why, but he is our opinion, anyway the pavement was very slippery and some bird
wanted to pass another car, and just pushed
Joe, car and all out of the way to make more
room—look nearly all the traffic running off and a few wheels, not the spinning wheel though, as
Joe had a hold of that, whether on one or
two hands, we are uncertain.

However, there were no casualties and the car is in good shape again.

E. A. Noller, our handsome electric fore-
mann, is back on the job at Tacoma, and Mr. W. E. Brautigam has gone to Deer Lodge.
Consider the poor fish!

A TRUE sportsman is as careful about his pipe tobacco as he is about his hares. Why distress the poor fish and taint the pure air with a strong and disagreeable odor? Why make curves, hooks, etc., for an insurance company?

Mrs. Marie Tobin, of the ticket auditor's office, was married May 12. A young man by the name of Keilis was the lucky boy.

James A. Wright and Al Pentreout, have returned right side up from the staff meeting, and there won't be another trip before Saturday.

The甓erman's jamaicas at Victoria are over and J. V. Brady is back on the job, all to gather, and reports having a swell time.

Well, that's the matrimonial list. Best wishes to all of them for a prosperous and happy married life.

Frank Zimmerau, of the auditor of station accounts office, slipped on a banana and ended downsantiing, spraining his ankle. Moreover, at the time this is being written he has fully recovered and is hopping around as usual. Many things these hapiness. We suppose the next thing that will happen is, we'll hear about the key men who are allowing their hair to grow, will be a broken leg through falling over a barretto or half-case.

Ralph Draper, of the Statistical Bureau, is courting Europe with his sister. He sailed June 2.

Gail Kinnally, of the ticket auditor's office, was married May 31st. The new name is Marie Tobin, of the ticket auditor's office, was married May 31st. The new name is Marie Tobin.

Herman Maltuck, of the auditor of expendi­ture, was married May 26. Betty Werner on June 7 and Paula Klein, June 15. Let the wedding bells ring.

Mrs. Marie Tobin, of the ticket auditor's office, was married April 26. Betty Werner on June 7 and Paula Klein, June 15. Let the wedding bells ring.

Evelyn Marsh, ticket auditor's office and Gertrude Leiter, car accountant's office, have been transferred to the assistant comptroller's office, in audit coupon payments on bonds.

It has been reported that O. W. Reinert, Atlas Payne and E. C. Heinle are contemplating opening a canner in Norwood Park on or about August 1, to take care of the enormous crop of tomatoes they are raising. Shane in this enterprise may be purchased from O. W. Reinert.

Avery Pruett, Central Typing Bureau, has left our office to tend Ralph's socks, cook his meals and other home tasks. Mrs. Dudle.

Catherine McCausland, of the Typing Bureau, gave a shower in honor of Linda Ship, of the same department. Linda received most pretty and useful gifts for her little home in the west, which will be Denver.

Jack Grammack, freight auditor's office, has a new Clarice. Jule Proctor, of the Computing Bureau, is recovering from an appendectomy operation. Barbara Novack was married April 26. Betty Werner on June 7 and Paula Klein, June 15. Let the wedding bells ring.

TUNE IN on "The Raleigh News" every Friday, 10:00 to 11:00 a.m. (New York Time), over the WNAV coast-to-coast network of N.B.C.

Fullerton Avenue Building

A. M. D.

A GAIN we wish to call your attention to this issue, published in the June issue of the Milwaukee Magazine under the caption "Work for Prosperity." Prosperity means lots of business and plenty of happiness means more salesmen, therefore, every em­ployee should lend their energies toward ob­taining more business. Perhaps your friends are tired of fighting traffic in the old machine and would enjoy a tour through the mountains without worrying about gas, oil and toll. Tell them that Olympic or our special recrea­tion train ride can be combined with special touring by The Traffic Department has plenty of literature covering points of interest along our line and will be glad to furnish it to those contemplating a trip. Let's keep our eyes and ears open and perhaps we can "nail" some business for the company.

A specially interesting article in the June issue which we believe you will enjoy reading and stay on page 8 headed "Memorial on the Milwaukee," written by Nora B. Descro. It is an article describing a moving picture which ran our Firty Million Division. Be sure and read it.

June is here and this year Cuday is busy, as will be noted by the following:

Evaluating the Typing Bureau has a beautiful diamond ring.

Belt Ketchup, also of the Typing Bureau will promise to honor and stay (7) on June 20.

Herman Malick, of the auditor of expendi­ture's office, was married May 31st.

F. M. Stahl, of the freight auditor's office, left the company June 14, and is to be married the latter part of June.

Marie Pederson, of the freight auditor's office, will hereafter be known as Mrs. Schultze.

Mrs. J. T. Kelly may have surprised her fellow-secretaries of the freight auditor's office with a beautiful diamond solitaire on the approved finger. Let's wish her and J. T. Kelly success, right here, as secretary to the Foreman of the central office.

Lesa Augez, private secretary to Mr. W. F. Miller, freight auditor, hopped into the sea as a result of an accident, in which she seriously injured her ankle. However, at the time this is being written she has fully recovered and is hopping around as usual.

Catherine McCausland, of the Typing Bureau, gave a shower in honor of Linda Ship, of the same department. Linda received most pretty and useful gifts for her little home in the west, which will be Denver.

Mrs. Ruth Stenzo, of the Computing Bureau, has left our office to tend Ralph's socks, cook his meals and other home tasks. Mrs. Dudle.

Mrs. Marie Tobin, of the ticket auditor's office, was married April 26. Betty Werner on June 7 and Paula Klein, June 15. Let the wedding bells ring.

Mrs. Ruth Stenzo, of the Computing Bureau, has left our office to tend Ralph's socks, cook his meals and other home tasks. Mrs. Dudle.

Well, that's the matrimonial list. Best wishes to all of them for a prosperous and happy married life.

Victor DeLoff (Secretary of the ticket auditor's office, was the proud papa of a baby girl. We understand her name will be Hildie.

Mrs. Marie Tobin, of the freight auditor's office was married May 31st.

Frank Zimmerau, of the auditor of station accounts office, slipped on a banana and ended downsantiing, spraining his ankle. Moreover, at the time this is being written he has fully recovered and is hopping around as usual. Many things these hapiness. We suppose the next thing that will happen is, we'll hear about the key men who are allowing their hair to grow, will be a broken leg through falling over a barretto or half-case.

Ralph Draper, of the Statistical Bureau, is courting Europe with his sister. He sailed June 2.

J. G. Green, of the auditor of expenditure's office, will represent the Accounting Departments at Galatine Gateway Inn.

It's 15c— and milder
We recently started on the construction of 700 new refrigerator cars, all of which will be in service by fall.

These, added to the large number already in service, assure patrons of C. M. St. P. & P. Railway an adequate supply of modern type refrigerator cars.

Union Refrigerator Transit Company MILWAUKEE, WISCONSIN

Page Thirty-four

Monday of each month. I am calling this to everyone's attention for the reason that many of men have not as yet taken advantage of the fact that the ladies serve a very fine lunch- 

We have a right smart lot of business without worrying about the empties. In the passenger 
near the end of the day that they meet and the 

Mr. P. S. Dunn, who for some time was on 

Fighting at but will watch developments and 

Doll "Evans and "Don't Shoot" Snyder tried 

I'll still have to pound the 

The open air observation cars can 

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Mr. and Mrs. Ray Lease and family spent a few days at Webster, S. D., visiting friends.

Our most heartfelt sympathy is extended to the family and relatives of Conductor Isaac Webster, S. D., visiting friends. Did we see tears in Howard’s eyes as No. 15 pulled out that night? It is with sorrow we write of the passing of James W. Traynor, who died at the Missouri Bridge Hospital on June 2nd, from cancer of the throat. He had been ill since last October, and although he suffered intensely, his patience and cheerfulness were outstanding. He was 72 years old and had no known relatives, but devoted friends and the Milwaukee Women’s Club did everything for him that could be done during his long siege of illness. He had been a faithful employee of the Milwaukee railway since 1915.

Mr. and Mrs. J. S. Griffin of Tacoma spent a few days here visiting old friends, and while here Mr. Griffin attended the funeral services.

Superintendent Newman H. Fuller, of Spokane, visited Edward Amos, and other Marion friends early in June. Mr. Fuller began his railway career on the Iowa Division and always receives a warm reception by the old-timers when he comes back to visit.

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

Mr. and Mrs. Martin Welsh left May 29 for Roundhouse Foreman of Minneola, and a fine well-wishing of his career on the Milwaukee Road. Mr. Temple, ten wears a fifty-year button, the rare certification of more than fifty years’ constant railroad service.

Miss Alice McGee of Marion has returned after a two-weeks’ vacation. This went to New York, thence to Seattle by the Beringa Islander.

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his family and relatives, and reports having a
most wonderful time. He did not say as to
whether he had signed a contract to go in the
movies or not, but we can expect to see his
picture on the silver screen one of these days.
Brakeman Glenn Thomas is spending an
extended visit with relatives over in Michigan.
In fact, he misses all the boys and that will be
like another vacation to get back amongst
them.

Mrs. Ray Formella, wife of Conductor "Cur·
ley," has the deepest sympathy of all of the
"Heritage Boys." She said in a letter to one of her
parents, who passed away recently.

When it comes to good work, Brakeman Frank
Blaine is one of the outstanding char·
acters. On June 4, while on a Roundout turn··
around, he discovered a broken arched bar on
our car while inspecting track at Sturgeon. Car
was set out without mishap, and this no doubt
averted what might have caused a bad wreck.
Alas, boys, keep up the good work.

Don't forget, boys and girls, this is va·
cation time. So be sure and remember that
Safety First must be kept in mind or you may be
taking a vacation without the joy that goes
with one. Don't let your carelessness take
the joy out of someone else's vacation either,
so they may be having fun while you are
bored.

C. & M. Division
C. G. Allen

CONTRACTOR GERESKE has finished the
1930 bridge painting program on the C. &
M. Division. The Fox Lake drawbridge was planted a
second time, the Chicago and Hobart line was
reopened for traffic in both directions. M. Division foremen are
conducted an active campaign of improvement in tool houses on
their district and the Chicago Foreman Kelsey has been
appointed to conduct this work.

Roadmaster Long has been appointed to the
position of Superintendent of the Illinois Division.
He will be located in Chicago.

Signal Department Foreman Long has com-
pleted installation of Griswold signals at West
 és. M. East

V. J. W.

W e are going to open our notes this month with
a brand new photo of our popular agent, J. E. Ober.
Mr. Ober is 71 years of age and a veteran of 42 years service.
His first assignment with the Milwaukee was as a
brakeman and transfer man at Austin, which
position he accepted in December, 1896. After
various promotions that included baggage man
and cashier at Austin, he was appointed agent
in 1908. He has worked in that capacity for
13 years and returned to Austin
as agent in 1914.

After an auspicious start of three wins out of
the first four games, our Diamond ball team has
suffered several reverses. However, the boys
are not taking their losses to heart and assure us
that the next outing will find them well
near the top in the standings.

S. M. East

Miss Steffes has entered the service as clerk
in Signal Superintendent McComb's office in the
place of Miss Lucille Rider, resigned.

The depot at Edgarbrok was destroyed by
fire of unknown origin May 19th.

Clerk Joe Janks, who has been employed in
Chief Carpenter Simon's office for several years,
is out of service on account of illness. His place
is being filled by Frederick Bush, a new employee.

Roadmaster L. J. Berg of the Jansville
Line, is the proud father of another son.

W. B. McDuff has entered the service as
clerk in the office of Trainmasters Berg and
Kilexell.

There were no crossing accidents on the
C. & M. Division during the month of April.
This is quite a remarkable showing consider·
ing the heavy traffic crossing on this
division. The whistling which is being done
by engineers in approaching crossings has un·
doubtedly helped to prevent accidents.

The new railway between Stowell and Lake
has been put in service to replace the grade
crossing at Oklahoma Avenue. The Nord·
berg Mfg. Company has plans for extending its
plant across the portion of Oklahoma Avenue
that has been vacated, construction of buildings
and additional trackage to be started this
summer.

R. M. Birke has been appointed main-tainer
at Roundout in the place of C. H. Oppeinan, who
has been transferred to Foreman Ander·
son's crew.

Signal Department Foreman Long has com-
pleted installation of Griswold signals at West

T-Z Railway Equipment Co.
14 East Jackson Blvd.
Chicago, Illinois

Page Thirty-six
he is enjoying the trip and included a picture taken on a trip to London. Ticket Agent John Schultz is busy these days booking entrants for the inter-county golf tournament.

Mme Norma Emerson, stenographer in Mr. Cameron's office, suffered a sprained ankle while walking from the office to a waiting auto in which she was going home after work. She was absent from work for several days but is back now.

Born to Mr. and Mrs. Jas. McNulty, June 2, an eight and one-half pound son. Mother and baby are very healthy, and Daddy prouder than ever. One, but those were candy cigars he passed around.

A mystery, a secret, something for sleuths to figure out if you did Pat Cary shoulder a big moving mystery and go over to the property that James George had recently acquired, and passed around. We shall see what we shall see. Now Jimmy has just moved into Pat's neighborhood and who knows if Pat does intend to move out to the "sticks" which Jimmy will come, too.

The announcer, says so often, "We shall see the light is of the same wright and where you need it. When and where you need it."

LIGHT

Hony Light

Hony Light of the safety and economic nomidal carbide-to-water type. The feed carbide automatically drops the carbide into the water when the light is in use and shuts the carbide off instantly when the light is turned out.

Greater Candle Power

Stronger and better diffused light "Hony Light" Construction. Drops right on house with only one filling of water. Fits any ordinary for any ordinary lamp. "Great Light" and Shut is patent number 16,634. Slight and Shut is patent number 16,634.


Mr. John Wolf, a foreman at the Bensenville roundhouse, has his new home at Bensenville completed, and his family moved into it.

The sympathy of all employees is extended to John, Christ and Wm. Wolf, all employees of the Milwaukee Road, whose father passed away the other day.

A number of La Crosse Division friends of the G. E. Sampson family came to the terminal for the funeral of their son, Gerald.

Chicago Terminals Car Department Notes

When you folks read this column and the everything runs to schedule, the writer and the only girl, who will then be Mrs. Wolf, will be well started on their tour of the Pacific Coast, including a stop-over at the Grand Canyon of the Colorado and visiting Los Angeles, San Diego, Catalina, Phoenix, Smiths and Vancouver, coming back with a stop-over at Minneapolis, to say hello to F. E. Ross.

Writing this column on short time today, business not bad at this end of the terminal with the short hour week in effect and as this is the point covered over our department activities of the short hour week in effect and as this is the point covered over our department activities.

You will recognize the central figure in the above picture as none other than Chris Hageman, "The Musical Majic" of the Austin brick house force. Chris with his treaty accord not only featured in the musical part of the Norwegian Fourth of July celebration held at Lutsen, Aug. 18, but also led the opening gun with his inspired rendition of "Shannon of Norge." For good measure Chris entertained the passengers of Train No 111 on the return trip with many well rendered selections.

Sympathy is extended to Yard Clerk William Holm in the loss at his father, whose death occurred at St. Paul, Minn., June 12th, after an illness of several weeks. Holm was 84 years of age, and was a pioneer of Murray County. William and family left June 14th to attend the funeral to be held at St. Paul.

Chicago Terminals Car Department Notes

WHILE we have a few items already written for this month's columns, we must ask our readers to forgive us for only having a short column this month. As we mail these few items our heart is heavy and we cannot concentrate enough to think of more. Your correspondent and family are in extremis again, as on the 12th their 15-year-old son, Gerald Sampson, was accidentally killed when an auto in which he and five other classmates were going to their annual school pic-nic skidded on a slippery pavement, causing the car to become a ditch. The unfortunate boy being caught in the same seat, was instantly killed, while all the rest fortunately escaped with only a few minor scratches. Gerald, who, was well known to the younger set, was so well loved by all who knew him that a shower of sorrow covered the entire community and every heart ached over the loss of one who had been so active in social, school and church activities. His parents, while bent with grief, greatly appreciate the sentiments expressed by those who have received from the entire community as well as the many employees of this great railroad, of which the father of the unfortunate boy has been an employee for the past 30 years.

-The Editor.

Mail this coupon today

National Carbide Sales Corporation
Lincoln Building, New York. (Opposite Grand Central.)

Please send me complete information about your light.

Your name...

Address...

Page Thirty-seven
Edward Schmidt, clerk at the post office in Bensenville, will take his vacation the last two weeks in June packing the goods with some at Pensacola, New Orleans and Nashville, Tenn.

Car Foreman Ike Thompson, of Manheim, is on his vacation at this time, visiting points east.

Very sorry to hear of the illness at this time of Assistant Car Foremen J. Sellep at Oakwood Yard No. 1. John is one of the best in the business, is liked by all and we wish him a speedy recovery.

Yesterlog C. Friend, of Bensenville Train Yard, with forty years of active service to his credit, took a week's vacation in the latter part of May. If we can all hold up like Charlie we can be thankful.

We are receiving at this time, new 60-ton Milwaukee box cars from the American Car and Foundry. These cars are in the 71300 series and are the latest thing in freight car construction. The Milwaukee is amply prepared and equipped to satisfactorily handle all transportation needs, and a trial will convince any shipper of the real safe and speedy transportation the Milwaukee offers.

Safety Section

Chicago Terminal Car Department maintain their good "No Injury Record" and all employees are becoming real safety conscious observers. It is one thing about a good safety record and that it is required, as it goes better, increasing carefulness and increasing interest on the part of all employees to hold that record. Chicago Terminal Car Department requires and earnestly solicits the full co-operation of all its employees to obtain a real record which can only be obtained through everyone's cooperation, which is twelve straight months without a lost time or reportable injury. Let's show them that the Terminal can do it.

Very nice attendance at the Car Department Safety First meeting at Galewood, May 28, 1930.

There was also a very good attendance at the night meeting of the Bensenville-Manheim Safety Committee, held from 9:30 p.m. to 11:10 p.m. at Bensenville, May 30, 1930.

From the Cross Roads of the World

Sylvia Bair

Howard Stewart, the popular and jovial boss of the Res Building, has not been seen for several weeks. After having several examinations made the doctors have declared it impossible to see him again, and he is despondent. We expect Operator Doc Johnson to return to his desk within the next few weeks. Mr. J. H. McCormick is claiming prevention.

West Clinois

Operator Paul D. Scott has taken up his abode at St. Bernice and intends to put out a garden sometime this summer. He thinks he might go back to the farm as he is relieving Operator A. M. Johnson.

As a result of the recent primary, understudy Yardmaster Guy Kelly won a harvest hand. Having just found out there will be no hay, as it now looks as if he did not really win on the election.

Yardmaster G. F. Lundwall has returned from a parental two weeks' vacation and is back in his element. He brought a new yardmaster here, but we found the job discovered it was boisterous. But George, just out of the destitute chair. The ship owner is working hard to furnish him with liquid food.

Conductor Zack Elliott, a veteran of the west side, is now switching on the east side west side, and seems to be enjoying the work very much.

Conductor Homer McBride is thinking of getting a pair of high powered spectacles at the cost. It seems to him, the vision at the moment seems to be hindering his visions when he meets people as he thinks he knows.

Several of the boys are buying new automobiles this spring, and they make a fine appearance on the roads these days.

We are glad to report that Mrs. Matt Frost is now improving from a recent operation and has returned to her home in the city after a stay in the side walk to avoid being run over by the thorough traffic predators, and where 99.9 percent of the population are hustlers and go-getters. It is second New York's where the tallest corn and heartiest wheat and oats are grown, and where the dessert of the people, the chickens lay more eggs per bushel of cracked corn, and the hens make more honey per hour than hens raised, that is in any other section of Indiana. The hustle and bustle of Newport is undoubtedly the cause of Howard being in the shape that he is at the present time, but soon as Howard is picked up with the natural ability to not let anything bother him, and he is optimistic enough to think that by the time he has grown so much he will have thrown off the genes of this malady and will then once more be the same old iron man that we knew him to be back in Newport. We hope so.

Our chief train dispatcher, H. A. Smith, made an air survey of our fair city in a tri-rotored Ford plane Sunday afternoon, June 8th.

We would suggest that Mr. R. A. Rollett, agent at Pulaski, set his watch correctly next time he makes a trip to Hasting, so that he and his companions may enjoy an early morn­ing nap undesired.

Geo. Schull of the chief train dispatcher's office is enjoying a vacation at Niagara at this time.

Our chief telephonist, Fred Hancluse, has journeyed California way on his vacation, work first. He seems to be enjoying the vacation.

Page Thirty-eight
Electric Flashes from Deer Lodge and West R. M. Division

W. R. E. MUNDY, who has been em¬ployed in Deer Lodge Car Department for some time, has been transferred to Milwaukie City. Here's hoping you will like your new home, Mr. Mundy.

Miss Mildha Silha has returned from a two weeks' vacation spent visiting in Regina, Sask., and New Westminster, B. C.

Engineer L. J. MacCornick and Mrs. Mar¬cormick and daughter Mary have returned from a visit to relatives in Cassopolis, Mich. Misses Nadele and Joyce, in the loss of Mrs. Roberts, who passed away at St. Joseph's Hospital on May 16th. Interment was made at Bangor, Wisc., Mrs. Roberts' former home.

Traveling Engineer E. R. Stevens has re¬turned from a short visit to New York City and eastern points.

Electrician Helper Robert Brown is the proud father of a son born June 2nd. Congratulations, Bob.

The sympathy of the entire division is ex¬tended to the wife of Mr. Daup and daughters, June and Joyce, in the loss of Mrs. Roberts, who passed away at St. Joseph's Hospital on May 16th. Interment was made at Bangor, Wisc., Mrs. Roberts' former home.

Deer Lodge Car Department lost one of its most popular employees when Car Inspector Eda. Griffin passed away at his home on June 2nd. Mr. Griffin had been in poor health for some time, but his death was a shock to all who knew him. He is survived by his wife and daughter, Mary, also a brother, Pete, also of Deer Lodge. The sympathy of the entire division is extended to them.

Mrs. Ed Boyer is in visiting in Houston, Texas. H. E. Foster, former chief clerk for D. M. M., at Deer Lodge, paid us a visit during early June.

Wisconsin Valley Division

Notes

Mr. Thomas Miller of Los Angeles, California, are visiting with friends and relations at Wausau and vicinity. Mrs. Miller will remain indefinitely on account of her health. Mrs. Arnold Hoss, who is undergoing a serious operation very soon. Mrs. Miller were former among the division employees as Mr. Mangle.

Mr. and Mrs. Sona Miller of Los Angeles, California, are visiting with friends and relatives at Wausau and vicinity. Mrs. Miller will remain indefinitely on account of her health. Mrs. Arnold Hoss, who is undergoing a serious operation very soon. Mrs. Miller were former among the division employees as Mr. Mangle.

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near her window. The bird has been very busy, and Mrs. Horn equally as busy watch-
ing it and assisting in furnishing building ma-
terial.

Mrs. H. O. Wheelock is leaving this evening for Minocqua, where they are being entertained by the Minocqua Club members. As this affair included the ladies, there were a good many around the station thronged over their trip. A perfect June day will add to the pleasures and we are sure that a most enjoyable time will be reported by all who attended.

The train crews laying over at Star Lake are taking a great deal of comfort in their new home on the banks of the lake.

Ted Strate lost his luck at fishing rather poor on his last two trips, so he brought up his wife to let her try her luck at the game. Both Mr. and Mrs. Strate caught a pike weighing 14 pounds, in less than two hours. They enjoyed a delicious dinner with Conductor Frank McCulloch at their guests.

Mr. Fred Fretterman caught a pike weighing six and three-quarters pounds and one three pounds. Star Lake is an ideal place for fishing. The train crews laying over at Star Lake are taking a great deal of comfort in their new home on the banks of the lake.

Mr. and Mrs. N. P. Thruber of Beloit visited with Wausau friends during the past week.

White Coal from Harlowntown

"Madame Quack"

Q U O T I N G W i l l Boggs: "All I know is what I read in the papers." And, that's not much.

Agent Steinhauser's daughter experienced an accident on the Shawmut road on way home from Billings, last month. Louise Blume's left arm was fractured but the other occupants escaped with slight injuries.

Pet's Johnson, car inspector, is proudly ex-
hibiting a new "Chico." A member of his friends have already had the pleasure of a ride in it and pronounce it "great."

Lucille Trudnowski is now in charge of the Van Noy news stand at the depot. So, boys, be good scouts, and buy your "smokes" from her. She'll greet you all with a cheery smile.

Mrs. Erwin Fuchs spent Easter Sunday morning riding in Three Forks on No. 17. She returned Monday on No. 18.

"Good morning, Judge," says one of our worthy ashcan drivers (riding the railroad vernacular). No, don't get excited, it's only Tom Wilkerson acting on the jury.

Saturday morning, April 19th, we were startled out of a year's growth when Mrs. Patty Schuler rushed out of her home with a non-shooter in her hand. Target practice on the river probably. How about it, Pat?

Mr. and Mrs. Nagel of Win-

necook, passed away April 21st at his home here. He is survived by his wife, Ernestine Bost. Erwin Fuchs, bootmaker helper, was con-

fined in the Miles City hospital two weeks, ac-
count of sinus trouble. He's back to work at the roundhouse but about 13 pounds lighter.

You've heard of spies and aviators, but have you heard of rabid rabbits? Well, Chief Welch and Tom Wilkerson have one. Boisterously, they are unable to tell the rabbits from their keepers.

That's enough ancient. history. Let's have something a little more up-to-date.

Since the fishing season opened the majority of our fishermen have been at it and the most of them reported good luck. However, there's been so much brought in (yet). Who wants to eat a whale? We all blubber enough with-

out bothering with more blubber.

Storekeeper George Ellis has sent his family to Minneapolis for a little vacation. Just so it wasn't the Thousand Islands, George, H. E. Riccius, D. M. M., from Miles City, spent a few days of May looking the situation over at this point.

From all appearances General Farnam Street of Dun Lodge got the worst of the battle on his last visit there. Anyway, it looked that way from the "hut" there he was nursing. Whitby's to do him, Ed?

Mrs. J. P. Reafliff was confined to her bed on account of "flu." It's reported she's doing nicely now. But then, you know you can't absolutely kill a Yankee.

Miss Cassie Trudnowski has received a po-
cition with "The Leader" at Lewistown.

Mrs. E. Abker spent a day in Lewistown visiting friends, and from all appearances the Woolworths, too. I'm for you.

The date has slipped my memory, but any-
way, last month Bert Johnson, carman, and Pearl Logan of this city were married at Big Sandy. That moments with three all the luck in the world.
The question, "Who's Madam, Queen?" has been asked, and answered, many, many times. Did you keep to yourself and don't stagger when up-town. The "Madam" will find it out—then thetrue information. Topside-on.

I. & D. Items

M. G. B.

Our night dispatcher, C. B. Higgins, returned from a trip to Milwaukee in May, after an illness of several weeks, and we were permitted to see that he has recovered on nicely and is able to be back on the job. Donald Tinker, chief clerk in the master mech- anic's office, is president of the Business and Professional Women's Club at Mason City, and was recently in charge of the mysterious D. Molinez, May 12.

Masons do happen every now and then. We are advised on good authority that the chief dispatcher at Mason City is practicing a set of golf clubs. Evidently the South are not yet the only ones who spend their evening on golf clubs.

In spite of the cold and Winsterman and cheerful rheumatism, Yardmaster F. E. D. could not refrain from taking his annual fishing trip.

In fact—the fishing was surlyconsidered this year and one might even call it an epidemic. When one sees a bunch of the fellows coming home, one starts telling the long story, ten to one it's about the fish they almost caught. If they come down in the morning with their faces contorted, that will tell you how they spent their fishing. We hear all about it, but who has seen the half?

A special train was chartered for the bands from the I. & D. Division going to the music contest at Elgin, Mich. There was quite a lot of enthusiasm along the I. & D. about the musical contest, and the bands from this territory made a good showing.

W. G. Pettit, former assistant division engi- neer, was a caller at the local offices, Mason City, May 19. He left the following day for Waukesha, Wis.

Congratulations and best wishes are extended to the bride and groom, Mr. and Mrs. Ed. Norquist.

Tobias Faler is the new assistant division engineer at Mason City. We understand he has been with the men in the personnel of the Engineer Department, being about the exclusive Koffee Klatch which averages at 11:30 p.m. daily.

The I. & D. Division wish to extend their congratulations to Mr. and Mrs. Leonard And- erson on the birth of a boy, May 16. Andy was former chief clerk in the Store Depart- ment at Mason City, and is now at Western Avenue.

Sympathy is extended to the family of John Marcetti, section foreman at Bassett, who died at New Hamburg, May 27. He entered the service of the Milwaukee, March 8, 1906. He was a good man and it was considered quite a success. The girls from the offices went down early and the ladies very obligingly served them so they could be back to work on time.

Company President B. B. Gill, on a trip to Chicago over Memo- rial Day, returned to Mason City, made a trip into Chicago over Memorial Day.

Julian Bailey, trainmen's timekeeper in the superintendent's office, took a few days of his vacation the latter part of May and went on a trip to Brainerd, Minn., and really enjoyed himself. Varsha Matha, section forewoman at Glencoe, has taken time off in an effort to look into the discomforts of her position. Milton Olson, roadmaster's clerk, moved into a new cottage at Glencoe, and with the Engineer Department in with him. Art Broedel is supervising in the superinten- dent's office as comptroller, and good operator, during the inventory.

M. A. Martinson, formerly employed in the superintendent's office at Mason City, is a visiting local officer there.

Engineer C. F. Crouse, Mason City, called his attention to the fact that he could not find his son, Clarence, who was in an accident and suffered an injury to his leg. We hope he will be on the road to recovery very soon.

A. F. Wenderoth is relieving Agent A. N. Anderson at Clive Lake for two weeks, the early part of June.

Mr. A. M. Martinson, division master mech- anic, has been chosen as a delegate to the American Railway Association Convention at Atlantic City, June 15. Good luck, Mr. Mar- tinson.

A very successful Safety First meeting was held at the Chamber of Commerce building in the early part of June. Miss J. M. Flanigan was the principal speaker of the evening and gave a very interesting talk. He stressed the idea of thinking—and always having something on the job. J. Horneman, formerly of Mason City and now district safety inspector at Milwaukee, gave a short talk, also our District Safety Inspector Mr. G. R. Hanford.

A Safety First meeting was held at Mitchell in the K. C. Hall, June 10. J. Horneman, G. R. Hannaford, M. I. Flanigan and Wm. Shabacker and H. A. Wickers were the speakers. One hundred and sixty-four were in attendance at this meeting.

Life sure has its ups and downs—hasn't it, folks?

We have heard that Jettie Weidle is quite a golfer, in fact, one might say professional; that she has won many exciting contests will take place there.

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La Crosse Division Items

**Effete**

**Are Your Investments Safe?**

Our Association is an old, well-established investment and insurance Building.

Over 85 Dividends have been paid out for 20 years.

Join us today for $20.00 per month.

Interest on multiples thereof 6% per annum only in cash at maturity.

Please Write for literature

**Keystone Mutual Building & Loan Association**

504 Security Bldg.

Milwaukee, Wisconsin

In the person of the rice, Mr. and Mrs. Leonard Anderson, have announced the birth of a daughter, born June 6. Mrs. Sutton was formerly Miss Dorothy Miller, daughter of Master Norquist.

A special train was chartered for the bands from this territory to being up among them, he will have the proud of a fine eight-pound daughter, Jean Kilbourn, for the R·K-O forthcoming pro- duction, "The Record Run," or whatever it will' be called by the time it reaches the thea- ters. The ·company had completed some of the movie scenes, and is now working on the music contest, and the bands from this territory to be among them.

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Seattle General Offices

The Cab

We have been allowed to get something in this column or elsewhere we. The reporter is a little late with the news, due to a batch of samples in the house work current blowing up and wrecking the editorial rooms. The balance have been removed in a bomb-proof dugout for aging.

We salute Lou Cash banking and down and balls with his brother Frankie No. 2, but on the trail of a scoop. We're calling our name the paper quite frequently since the inauguration of the Visibility Department. A special team of delegates attending the American Railway Association, Freight Claim Division, arrived during the early June days in Seattle for their annual convention under the leadership of J. S. Shields as president.

Xenings were held at the Olympic Hotel. C. H. Diktrick, freight claim agent of our road, was present during the session.

Word reaches us that Myrtle Brown of the Auditing Department has set her heart on capturing a real cowboy cow-puncher from the wide open spaces, and is going to Montana to look 'em over.

Watson, What Do You Make of This?

M. Hannon, who was a patient in the Mercy Hospital, Chicago, Illinois, returned to Seattle after a month on leave, during which he was visited by the Reverend Father. The visit was of considerable benefit to the patient, who is expected to recover completely. The case is a typical example of the success of modern medical treatment, which is now being widely adopted in this country.

Kansas City Division

CHIEF DISPATCHER L. H. WILSON

Dawson said his son, the late Chief Dispatcher L. H. Wilson, has been kept in an Indiana hospital for six years. Despite his illness, Mr. Dawson has remained active in the Railway Brotherhood and has continued to serve his union faithfully.

The late Chief Dispatcher L. H. Wilson was a well-known and respected member of the Kansas City Division, known for his dedication to the Railway Brotherhood and his commitment to the welfare of his fellow workers. He will be greatly missed by his colleagues and friends.

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Assistant Foreman Jimmy Meloff, under General Foreman Mallas, had charge of the unloading of gravel for that gang and was very efficient. The gravel was unloaded very skillfully and none wasted. He is to be commended for the splendid manner in which he did the job.

During the third week of May Assistant Foreman Mallas spent some time at the latter part of May in Kansas City with their son Bernard and his wife. While there the four of them composed a novel length a day for a delegate to the National Convention held in Denver, Colorado, on May 25 to 26, inclusive, with headquarters at the Brown Palace, going as a delegate from the American Hotel. Mr. E. W. Sowder to the convention.

Mr. E. W. Sowder attended the P. T. A. National Convention held in Denver, Colorado, on May 25 to 26, inclusive, with headquarters at the Brown Palace, going as a delegate from the American Hotel. Mr. E. W. Sowder to the convention.

Mr. M. P. Hannon, who was a patient in the St. Joseph's Hospital for several weeks, is greatly improved and has been removed to his home in the city.

Bessie Brown Smith of St. Louis, grandniece of Mr. E. W. Sowder, spent some time at the latter part of May in Kansas City with their son Bernard and his wife. While there the four of them composed a novel. That gang.

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Assistant Maintenance Timkeeper Lynn Hannon has gone to Green Island as an assistant on extra gang in charge of General Foreman Guy.

Mr. Hannon, a traveling engineer, R. E. Jefferson and Mrs. Jefferson have moved their residence to their new home at 120 North Green Street, Ottumwa.

Chief Clerk John W. Sowder attended the E. t. convention at P. T. A. national convention held in Denver, Colorado, on May 25 to 26, inclusive, with headquarters at the Brown Palace, going as a delegate from the American Hotel. Mr. E. W. Sowder to the convention.

H. R. KELLETT LOSES

WOODS, WHO HAS BEEN

KILLED UNDER SUSPICION AS

RESULT

CHIEF MID-PACIFIC CARRYING CARGO WHEN IT IS DISCOVERED ARMY

HUNDRED MORE DEPOT'S TANK DIRECTORS.

Pilgrimage to Cullus Lake in Britain

The daughter of Mr. and Mrs. Hinson spent her vacation at Cullus Lake, which is located in the British Columbia province of Canada.

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J. McEwen, agent at Farson, resumed his duties a few days recently account illness. H. G. Barnard announced the arrival of a daughter, Patricia, born on July 1. Miss Overturf sang "I Love You Truly." Miss Overturf accompanied by Miss Louise Overturf and M. Hannon, who was a patient in the Mercy Hospital, Chicago, Illinois, returned to Seattle after a month on leave, during which he was visited by the Reverend Father. The visit was of considerable benefit to the patient, who is expected to recover completely. The case is a typical example of the success of modern medical treatment, which is now being widely adopted in this country.
of the great event and the cigars and candy were passed to the office bunch.

Leonard Johnson was on the sick list during May.

Jeanie Armstrong joined Irv in golfing for one week, and came back to work with a wonderful coat of tan, and says he had lots of fun.

Our Bernice was absent one day recently and Mr. H. E. Hatch led the Big (Shrine) Parade, Saturday, May 24th, smiling very erect on a beautiful Arabian horse, filling the capacity of his office with great splendor for the many.

Mr. and Mrs. W. H. Haase are spending a vacation at Spokane and Seattle, and report a fine time.

Helen Wheat went to Victoria with her grandparents for the Vets' Convention. No report since, but we all know that she has a fine trip and lots of good times.

Of course everyone knows that the Milwaukee Street Car Company is now having passes for all you can ride in one week for a dollar. It has caused much comment and argument — Mr. Brock never rides the street car very much and when he heard the story he doubted it, but decided to find out if it was really true, and they say he bought a pass one Sunday afternoon.

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The Web sterLumber Company

2822 Como Avenue, West
St. Paul, Minn.
and when he revoked down here Red asked him why he had such a large lunch, and on in- vestigating he discovered that he had deposited the wrong package in the garbage can. Al- though it often turns to confusion as to what he is at the goal, he proved otherwise and sent out for a box of lunch. See—he really needed a vacation.

"Dine of Dubuque," you're all set. Because Dubuque isn't in St. Cty, at least not yet.

And before you spoke, we had arrangements made.

With his big brother Lyle, And we are told that they "both for awfull.

(May 17th, that isn't bad?)

Saturday, May 24th, was an exceptionally busy day for our chief clerk, as he moved into a flat on 3rd Street. He says he likes the new place and is mighty glad the moving job is over.

Carl Wood made a trip to the coast and bought his family back with him. One of his little girls had the minutewire to develop a case of measles on route and consequently the family has been isolated ever since their arrival in Milwaukee. We hope they will soon be out of quarantine and will be able to get settled and that they find living in Milwaukee very pleasant.

Carl Jaeger reports of a day of heavy labor on May 17th, when he moved into a larger lower flat up on 38th and Locust. But he feels repaid for the work because their new home is so pleasant.

Jerry Rose is the proud possessor of a Buick car. It's real good looking and we feel repaid for the work because their new home is so pleasant.

When Irv often tries to convince us that he is the goat, he proved otherwise and sent out for a box of lunch. See—he really needed a vacation.

With his big brother Lyle, And we are told that they "both for awfull.

(May 17th, that isn't bad?)

Northern District Car Department

HELLO, EVERYBODY!

June 3rd and 4th, Mr. Moffenbier is a member of the Purple Guard of the Aberdeen Elks No. 1046. A scenic spot on the Milwaukee Road here- tofore unadvertised is the Car Department Park at Aberdeen. At the present time it is unusually attractive with green grass, pink and white flags and a unique flower stand. Some of the very best fishermen in the state of South Dakota are employed in the Aber- deen Car Department. Our list is headed by Charles Miller and Otto Gas!l. The above named quartet recently went to Ortonville on a three days' fishing trip. As usual John Voet ventured on a fishing trip for bullheads. He never caught before. Let us in on the secret of the serious illness of his aged mother.

Mr. F. J. Swanson advises:

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Walter Moffsniher, pipefitter, returned this year from Sioux Falls where he attended the state convention of the Elks' Lodges held June 3rd and 4th. Mr. Moffenbier is a mem­ber of the Purple Guard of the Aberdeen Elks No. 1046.

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Because of the lovely day on June 3rd, Oscar Henthorn and family "Chivied" out to the Elm River and caught fish such as we never caught before. Let us on the secret and we will all go and incidentally enjoy the scenery on the way home around 11:00 P. M.

CONDUCTOR B. BRASHEAR re- cently performed an act of courtesy which was a factor in saving the life of a passenger on one of our trains, and merited for him­ self and fellow em­ ployes much appreci­ ation. The Traffic Department, Vice­President J. T. Gillis and the agency secret­ ary of the Provident Mutual Life Insurance Company of Phila­ delphia.

Mr. Peterson, general agent for the Provident Company, in Seattle, was returning from Chi­ cago, accompanied by his Sioux City friends, Messrs. J. Oliver Boelst and Elbert Brake, when he suffered an attack of acute appendi­ citis. Conductor Brashear, on learning of his plight, stopped the train and wired ahead to Charter Oak requesting a doctor to meet the train on arrival to give Mr. Peterson the neces­ sary attention to enable him to proceed to Sioux City, where a successful emergency operation was performed.

The fact that Conductor Brashear interested himself in Mr. Peterson's behalf, made an un­ scheduled stop and held the train at Charter Oak for fifteen minutes while the doctor ad­ ministered, has brought the S. C. & D. Division and The Milwaukee Road much favor­ able comment.

It is just this sort of concern for our patrons' happiness and safety while traveling "The Mil­ waukee Way" that we must depend upon to substantially increase our business. Conductor Brashear certainly is commended for his alert­ ness.

Hank Myers, of the Engineering Department, finally settled before the conductors' labor ha­ rdship. Hank was married during the first week of June to Miss Faye Nordstrom, of Sioux Falls.

"B. B." reports that he is doing well and we, of the division, offer our congratulations and hope that your life together will always be happy and successful.

Division Engineer H. C. Moomon is the proud daddy of a son and heir. The young man ar­ rived in this big world of ours at 11:00 a. m., Monday, June 3rd.

H. B. Olson, former third track operator at Sioux Falls, was a welcome caller Sunday, June 3rd. Messrs. C. Petran and J. Haas were very happy to have his welcome visitors at Minneapolis, June 3rd and 4th.

Page Forty-four

S. C. & D. Division

M. F. Kasak

...
on account of having to see so many stiles. It won't be long now.

There is a number of changes in the clerical positions on the division lately. Y. Correspondent now holds down the chair of roadmaster's clerk at Sioux Falls, Ray Wade, took over the transfer clerk from Cardwell. Fred Costello is now the secretary in charge of Joe Cate, regular postmaster.

Red Hot Goals from the Racine and Southwestern Division.

L. J. L.

We have a kickball team composed of: Fred Eisenbart, Eddie Teller, Mr. Z. White, and a few others. The team is sponsored by the merchants and wholesalers of Sioux Falls. They play against the men of the Roadmaster's Department weekly.

Red Hot Coals from the Racine and Southwestern Division.

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busy, you will know they are writing a letter to their sweethearts and are anxious to get same completed before the mail is picked up.

Rose is now riding in another open air taxi. No wonder Van thought it necessary to buy a new Ford. Look out, Harley; you don’t know Rose as well as we do.

Did you hear Rose saying to leave the office at 10:10 on May 15th to attend the suburban dance? What’s the matter, Rose? You weren’t afraid of losing out on some bargains, were you?

Rose, Clara, Jessie, Beatie, Thelma and Jerry rotated down to Hantsville on May 15th to see John Shumahan, whose mother passed away that morning. John’s many friends on the division extend their sympathy to him in his bereavement.

Otto Stainer, of Mr. Wickers’ office, dropped in on us on Thursday, May 15th. The district O. S. & D. meeting was held at Rockford on Monday of that week. Mr. Thurer of Reil; Mr. Wickle and Mr. Stainer of Chicago and Mrs. Sweyser of Freeport, head up several others who are not with the writer, and so I am unable to include their names in this item, but we intend to slight no one.

Mr. Johnson, our agent, was at Milwaukee on May 28th. He told us he was giving up after some beer. Evidently he doesn’t care for the South Rockford product.

Clara, our demure clerk, is enjoying a week of her vacation the week of June 5th. Thelma Andrews spent the week-end of May 30th, 31st and June 1st at Milwaukee, and some of the others were not in the office.

It is the general understanding at our office that one of the feminines agreed to submit our demand in an effort to force Miss Willa Lindsey, bill clerk at the local Office, Tacoma, to increase her salary.

The stone for the new Milwaukee Court House is being brought in over a radio loaned by one of the clerks. While these men were enjoying their meal in the foreman’s room and all the camp help listening to Mr. Insull, Jr., over station WENR, on Self-discipline and Safety First. Arrangements for this program were made by General Foreman Emil Foug, who has charge of the grade separation work.

Bob Esser made his appearance on the job the other morning with a shanty on his right side that some carpenter must have put there. We will have to consult Bob to find out who the carpenter was.

Since Roadmaster Armstrong raised and straightened up the track in the Fair Grounds, the Amtrak has some good team track room. Agent Paul Dure can be heard telling these facilities at any time of the day—just tune in on West Allis.

John Callan of the Car Record Office is the proud father of a nine-pound baby boy. As you probably know, John is a great fan of the Milwaukee team, and it is felt that the baby will be safety conscious at all times. Yours for Safety First.

Notes from the Local Freight Office, Tacoma

We are pleased to report the return to the yard office force of Malcolm Wool, who has been away on leave of absence and put in the winter months as yard clerk in Milwaukee. He seems rather an impatient time to leave the balmy climate of the Puget Sound region and here the rigorous of the Wisconsin behind, weather. Malcolm has so much haven spelling on his work as he tells us all about the magnificent scale on which the railroad is operated in his home town, but some of us would want to go back there to work, nevertheless.

Leonor Petersen, of Mr. Wickes’ office, was away on a vacation recently but due to the uncertainty of the weather we don’t know that the paternal residence needed reshaping, he had the men go on a trip away from home. It seems like a shame to have to put in a vacation in such menial work, but Leonor seems to have enjoyed it.

Miss Elsa Lindsey, bill clerk at the local Office, Tacoma, has been away on leave of absence and put in the winter months as yard clerk in Milwaukee.

Robert Foley

Robert Foley is a familiar likeness of David Stewart, a civil engineer, now working in connection with the Missouri River changes. The cartoon was submitted by H. Myler, son of Yardmaster August Mallinger.

The camp at North Avenue recently enjoyed the radio message delivered by Mr. Samuel Davidson, Jr., over station WENR, on Self-discipline. There were twenty-three extra gang laborers, five assistant foremen, Nick Utah, the foreman, and all the help listening in over a radio brought by one of the clerks. While these men were enjoying their meal in the dinner, they were also instructed along the lines of Safety First. Arrangements for this was made by General Foreman Emil Foug, who has charge of the grade separation work.

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include the usual trip to Vancouver. B. C. Oover to raise, however, he did not like it muy well up there and soon returned, staying that the town was too wet to suit him—meaning that it rained all the time they were there.

Kenneth Allenus is relaxing Miss Willa Londey on the official bill clerks job, after relaxing the damage desk at the yard office for twelve days. Fred Ribbons, the general yardmaster, was away for a vacation trip to Iowa and these parts, during which time he had to eat host one dinner dinner after another. During his absence Howard Montague acted as general yardmaster, while Mal King took "Mickey's" place and Aar Palmer handled the yard on the third.

The bale office force is all discontented, as to speak, lacking in enjoyable assistance, caused up in one corner of the office, while the white office is receiving a new surface on its concrete floor. It is increasing in width is fair but it will sure be nice to have a good, smooth and level floor again just as of the old one, in whose crevices members of the office force have been lost on several occasions, while the benches sticking up out of the creased planks were out the shoes and the dispositions of the office force equally fast.

Elmer Guttormson, our good natured giant of a chief road clerk, has been deposited in the use of his car for several weeks just as he needed it for entertaining visiting friends from Ontario. Some misguided track driver batted his car into a switch, into the Guttormson family limousine and reduced it to a mere shadow of its former self. The insurance company has been so slow in settling for the damage that Elmer has been barely managed to buy a new car instead, but at least accounts the car is expected to be out of the hospital pretty soon.

John Dickson, our sharpshooting telegraph operator, left the yard office, carried off still another trophy at a recent competition at Vigo counter (Wash.) Barraocks, where he carried off third in the only civilian class; a third of this kind, however, is almost as good as a first, as there was only one point difference between first, and the two, who were tied for second, of whom "Dick" was one. As the other second, however, had just a shade the better of the score at the longer distances, "Dick" had to take third. Congratulations, nevertheless.

Since writing the first of these lines Malcolm Archibald is still in the hospital recovering from appendicitis, and we are glad to know that he is doing nicely and will soon be with us again.

Everybody was anxious to hear from our membership chairman, and we did cheer when the reports was read that we had gone over the top, and was the $15.00 price to the forces working for. We knew we would win, as our chairman and her committee never give up until they have conquered what they undertake. Our Ways and Means chairman announced over 65 pails, of Garden City Cleaner sold. It's a wonderful cleaner; if you don't believe it, try a pint. Her next plan for making money is selling kitchen tongs, another handy and useful article, which she will have on hand at all times for the next few months. The Sunshine collection was then taken and the meeting turned over to Mrs. Louis Thoms, chairman of the program committee. We enjoyed the remainder of the evening by listening to a very interesting and entertaining program.

Our next meeting will be September 3, and we hope everyone will be ready to work after a two months' rest. Of course, the Relief and Sunshine work will go on same as usual, with every member on the committee so no one will be neglected.

Deer Lodge Chapter

Mrs. C. A. Olson, Historian

DEER LODGE CHAPTER held its last meeting until fall, on June 22, at the club house, with President Mrs. S. B. Winn, presiding. The program committee. We enjoyed the remainder of the evening by listening to a very interesting and entertaining program.

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Help Wanted

(Continued from page 37)

Resolutions.
Report of Committee on Railroad Business.

Resolutions.
Report of the tellers covering election of the Committee on Nominations.
Report of the election of the three selection of members of the General Committee.
Resolutions.
Adoption.

Details of the discussion of the various subjects and the result thereof will appear in subsequent issues of the Magazine.

The Des Moines Division

Charles Crawford

I STARTED to railroad in August, 1872, working for the Illinois Central as a brakeman from then until the fall of 1872—quit there and in the spring of 1876 worked as a section hand for the Rock Island Road, but in the fall of 1872 I quit and went back to Adel, Iowa, to help on the farm.

The people in and around Adel formed a railroad company to build a narrow gauge road from Waukee, Iowa, to Adel, Iowa, the officers of the road being:

Mr. Ben Green, president.
Mr. F. J. Caldwell, secretary.
Mr. Lambert, treasurer.

They named the little narrow gauge road "Des Moines, Adel & Western," and in April, 1873, they started to build the road from Waukee to Adel.

Farmers living near Adel and people at Adel donated and gave their notes for enough money to build the road. I know I gave my note for $30.00 to help build the little road and in April, 1873, we all started to work to help get a railroad to Adel. In July, 1873, we got the grade out to Otsego, and we had the company let the contract for the Des Moines Division, which now belongs to the Milwaukee Road and which we were glad to get it, too, as that beat nothing, I can tell you.

The railroad company let the contract for the bridge across Coon River to Petrolion Brothers of Redfield, Iowa.

I was in charge of the section until December 13, 1875, when I was laid off, so I got a job on the new railroad bridge and got 75 cents per day, and was awfully glad to get it, too, as that beat nothing, I can tell you.

The railroad bridge was completed that winter, and the first of April, 1879, I started to lay track on the little road, and would go over and back once in the afternoon.

I honestly think is the best road on earth and would go over and back once in the afternoon.

(Continued from page 37)

For Rent by Week or Month—Electricity furnished, from $10 to $20 per week, as to size. On a beautiful mound site at the corner of the Superior District of the Milwaukee. Safety bathing beach for the bathers in connection. On the heart of the business district. Half the time at least, with low employ. Fish, bass and pickerel abound.

For descriptive folder and reservations write E. Maguire, 740 34th St., Milwaukee, Wis. See map. 

For Sale—Palladio New Zealand white and Shell's gold certificate Chincillas at a railroad company to build a narrow gauge road from Waukee to Adel.

Wisconsin Memorial Park, Milwaukee, Wis. Ancestral's Farm, Rural Estate, on farms or woods, nothing growing, perpetual care included, for particulars see Frank F. Steiner, 64 38th St., Milwaukee, Wis.

Wanted for sale, a late model Ford or a Chevrolet. Must prove ownership of the car. Communicate with Walter Lapinski, 5116 Chicago, Ill.

For Sale—6 grave section, located at Bonner's Grove, Lake Front, Iowa. Close to Clam River, Ill. Property is situated in a new subdivision, where a number of Milwaukee Road employees reside, and where convenient and excellent living conditions prevail. A modern home can be erected at low cost and excellent living conditions prevail. A modern home can be erected at low cost and where convenient and excellent living conditions prevail. A modern home can be erected at low cost and excellent living conditions prevail. A modern home can be erected at low cost and excellent living conditions prevail.

For Sale—Choice, improved 50-foot lot, located a short walking distance from C. M. S. & P. railroad stations at Jackson. Property is situated in a new subdivision, where a number of Milwaukee Road employees reside, and where convenient and excellent living conditions prevail. A modern home can be erected at low cost and excellent living conditions prevail. A modern home can be erected at low cost and excellent living conditions prevail.

For Sale—Nearly new, modern five-room house at the corner of Adel, Iowa, with lawn and frontage on the Des Moines River, where a number of Milwaukee Road employees reside, and where convenient and excellent living conditions prevail. A modern home can be erected at low cost and excellent living conditions prevail.

For Sale—Large model Ford or a Chevrolet. Must prove ownership of the car. Communicate with Walter Lapinski, 5116 Chicago, Ill.
Start a Bank Account
These Banks are Recommended to Milwaukee Railroad Employees.
You will find willing and able counsel among their officers.
Take your problems to them and let them help you.

More than 77 years of helpful service...
THE FIRST NATIONAL BANK
of Saint Paul

First National Bank
of Everett, Washington
on the Chicago, Milwaukee, St. Paul and Pacific Railroad, at Puget Sound, has resources of $12,000,000.00. Pays liberal interest on deposits. Established Since 1892

A CLEARING HOUSE BANK
FULLERTON STATE BANK
1423-27 Fullerton Avenue
CHICAGO
(One Block West of Southport Avenue)

First National Bank
in Miles City, Montana
Capital, Surplus and Undivided Profit $300,000.00
H. H. Bright, Chairman
T. O. Hammond, Vice-President
Oscar Ball, Vice-President
W. C. Henderson, Cashier

One hundred twenty-one banks, trust companies and security companies located throughout the middlewest and northwest, are affiliated with the Northwest Bancorporation. This great banking group serves the same territory as the Milwaukee Road... Look for the emblem of the covered wagon.

Profit by Saving
Ready money in a savings bank smooths away worry. It gives security and a sense of independence; it opens opportunities in times of prosperity; it pays living expenses in adversity; it finances worthwhile vacations; it aids development in business; it is available for advantageous buying.

You are invited to save at the First where the background of stability extends to the founding of the First National Bank of Chicago in 1863. Three per cent compound interest is a real aid in building cash reserves.
ELECTRICITY IMPROVES SERVICE AND INCREASES REVENUE

THE NEW YORK CENTRAL
electrified to improve
terminal facilities

The electrification of the New York Central terminal, which enters the very heart of New York City, created millions of dollars in real-estate values and made possible the handling of immensely increased passenger and freight traffic.

It enabled the reconstruction of the Grand Central station for operation on two levels, the building of a new street above the depressed tracks, and the average daily handling of 475 trains, 4,000 cars, and 134,000 passengers.

The electrified zone includes 360 miles of single track on which are operated 83 main-line passenger locomotives, 346 motor cars for suburban service, 2 freight locomotives, and 7 switching locomotives. Two complete power plants, with a total of 110,000 kw., are in use, together with the necessary substations.

During twenty years of operation, constant additions have been made to the electric equipment in order to meet the ever-growing demands on this terminal, which serves a territory embracing half the population of the United States.