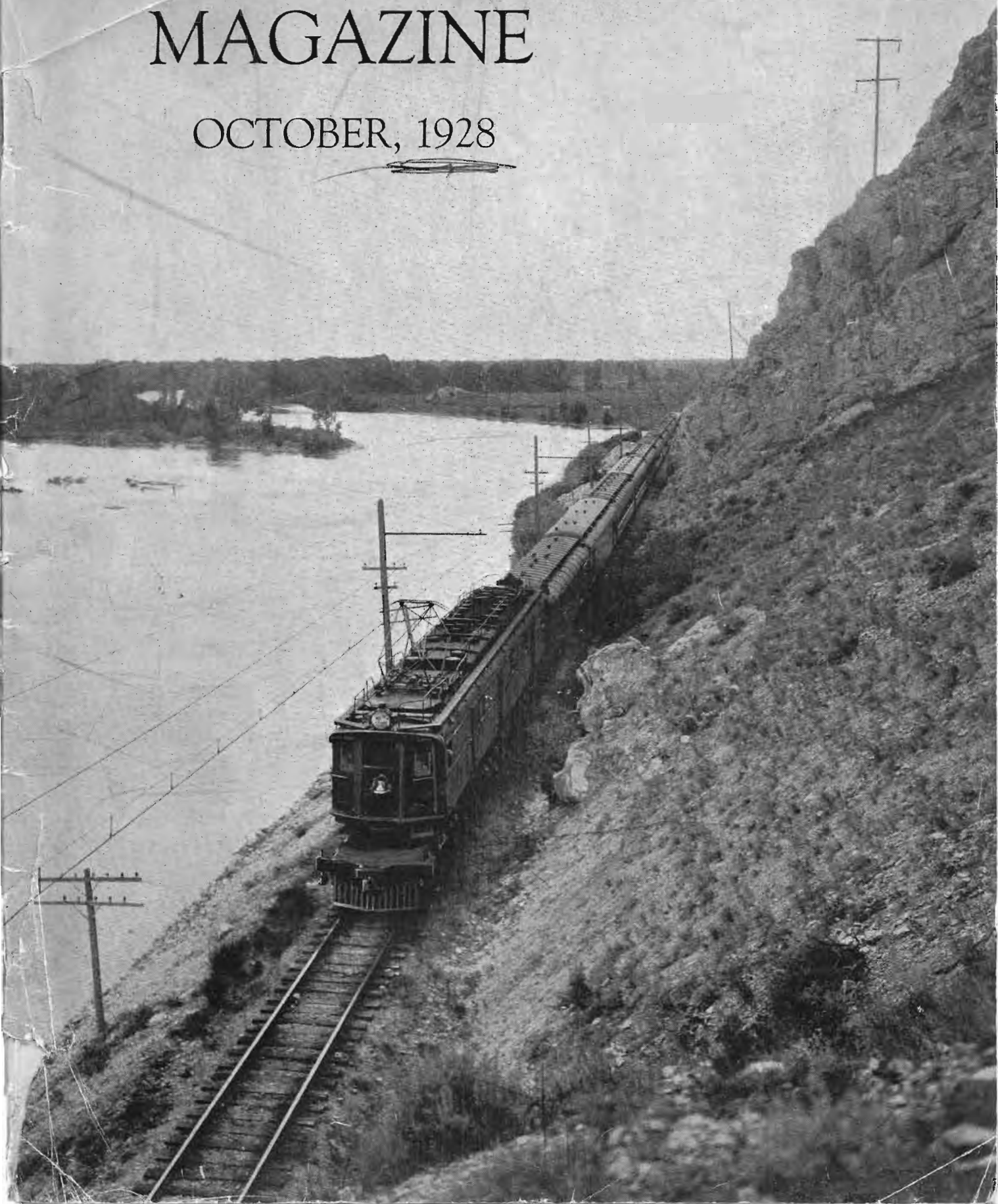


The

MILWAUKEE MAGAZINE

OCTOBER, 1928





ILLINOIS
23-JEWEL
BUNN SPECIAL
60 hours
6 positions
Motor Barrel
Standard
for railroad
service

The last word in timing the trains

The new 23-jewel Bunn Special is the watch that will always be standard for railroad time service. The 17-jewel and 19-jewel watches have passed into the discard in favor of better timepieces. But the new 23-jewel Bunn Special so far exceeds railroad requirements that it will meet any demands this service can ever impose.

Its Superior Motor Barrel permits the use of a longer, thinner mainspring which drives the watch 60 hours from one winding—a tremendous factor of safety, since the watch will maintain its even, accurate rate for more than 48 hours. But its most important function

is to create through regular 24-hour winding a reserve tension which is the most fundamental kind of compensation yet devised for the variation in tension of the usual mainspring. The adjustment to six positions, instead of the usual five, insures the highest accuracy and uniformity of time in all positions.

The new 23-jewel Bunn Special is for the railroad man who takes real pride in his equipment. Its case is just about the handsomest and most serviceable ever designed for railroad use. Ask your watch inspector to show you one. Talk a trade with him and be a leader in watch equipment.

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

In 14k white or green gold-filled case..\$75



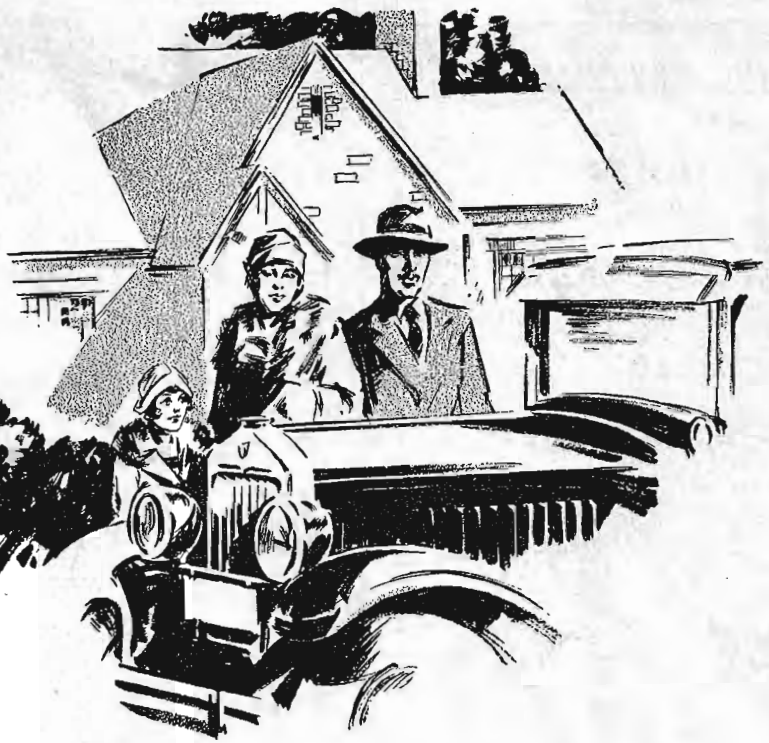
The ILLINOIS WATCH



Established 1870
SPRINGFIELD, ILLINOIS

ILLINOIS WATCHES ARE BETTER THAN THEY HAVE TO BE

**"The Greatest Buy
a Railroad Man
Can Make"**



**"For EVERYTHING he has
depends on holding the old Job"**

So writes one of our policy holders renewing his policy and taking out additional protection.

"I was scared to get married, scared to buy furniture or put a down payment on a home, a radio or a car—scared of everything because I didn't know about holding the job.

"My company is a good outfit, and shoots square with its men. We get promoted when we're worth it. I got promoted and was still scared. I liked my job and worked hard, but I didn't give my best because I lacked confidence.

"Then a C. P. A. Policyholder told me about C. P. A. job insurance. I took out a policy and, because I knew I was protected, I got more confidence and more promotion. I am married now, and am paying for my home. I got a radio and a car. Nothing's going to happen to me—but if it does I won't lose any of these

things I worked and sacrificed to get. You'll take care of that—as you have for thousands of others.

"That policy made a new man out of me. Every eligible man should get one—and they can easily afford it."

**21 Years in Business
\$2,000,000 Benefits Paid**

Twenty-one years ago, W. J. Ross, himself a conductor, formed the C. P. A. Company. He is still the active head known and confided in by thousands of railwaymen.

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

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



W. J. ROSS
President

Mr. W. J. ROSS, Pres.
C. P. A.
C.P.A. Building, Detroit, Mich.

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

Signature _____

Street _____

City _____ State _____

Occupation _____

THE SERVICE SUPREME

A

"CONTINENTAL"

Policy Means

PEACE OF MIND AND A PAY CHECK
WHEN EARNINGS FROM YOUR OC-
CUPATION IS STOPPED.

Continental representatives may be
found on every railroad division in
the United States and Canada.

Continental Casualty

Company

(The Railroad Man's Company)

H. G. B. ALEXANDER, President

Chicago

CUT OUT AND MAIL TODAY

Continental Casualty Company
910 Michigan Ave., Chicago, Ill.

I am employed by the MILWAUKEE
SYSTEM _____ Division.

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 _____

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This stamp on Every Airco Oxygen Cylinder used
on the Milwaukee is guarantee of High Purity
Oxygen 99.5% pure in the Cylinder.

AIRCO OXYGEN
AIRCO ACETYLENE
AIRCO NATIONAL CARBIDE
AND
AIRCO-DAVIS-BOURNONVILLE
WELDING AND CUTTING
APPARATUS



All manufactured and distributed by

AIR REDUCTION SALES COMPANY

from 56 Plants and 110 Distributing Stations with
District Sales Offices in 21 Principal Cities

Are you taking
a "local" or
an "express"
to success?

A weekly deposit in a Sav-
ings Account at Central
Trust Company is a quick,
sure way to success.

3% Interest compounded
semi-annually.

CENTRAL TRUST
COMPANY OF ILLINOIS

125 W. Monroe Street at LaSalle
CHICAGO



The Annual Convention of the Veterans

YEAR by year the meeting of the Veteran Employees Association of this railroad grows in interest, in size, and in the importance that attaches to an annual gathering of men and women whose association with one industry covers at the least a quarter of a century, and at the most runs close to three-quarters of that century. These are employees with a background of loyal, faithful service, else they would not have remained in the service and would not have become "veterans." Their long association with The Milwaukee Railroad bespeaks them well, telling in its own way, the years of toil and of care for the interests of their employers, and stamps them all as builders, each in his own particular field of endeavor, of the great structure that functions as our railroad. More power to them, and may their annual meetings each year be the "biggest and best yet."

"Biggest and best yet" is always the verdict after each one of the yearly get-togethers, and fair and just enough it is, because the interest grows from year to year and, by that token, the attendance increases. This year of 1928, the meeting in Milwaukee on August 27th and 28th was the largest one which the Veteran Association has ever held, when nearly fourteen hundred, 1,377 to be exact, men and women of The Milwaukee Railroad sat at the banquet table in the Schroeder Hotel the evening of August 27th, and earlier in the day, when over seven hundred "Vets" attended the annual meeting, also held at the Schroeder Hotel at one-fifteen P. M.

The meeting took up the entire part of two days, the morning of the 27th being occupied with the usual registration and back-slapping and "hellos" and "how are ye's."

At one-fifteen P. M., the assembly room at the hotel was filled to the doors with a good-sized overflow in the corridors outside, when the President's gavel fell in the call to order. The Secretary, Mrs. Williams, read the minutes of the previous meeting, the Secretary's report and the Treasurer's report. During her reading she was interrupted by the vociferous greeting that is always accorded to Vice President Gillick. The audience rose and stood cheering while he made his way down the aisle to the place assigned to him beside President Mitchell. "J. T. G." not only loses none of his popularity with the passing of the years, but gains, apparently immeasurably, in the love and confidence of every member of the Milwaukee's organization; and that

love and confidence is fully reciprocated by Mr. Gillick, who enjoys nothing more than the contact these meetings afford him with the men of the railroad who have worked beside him, with him and for him during the many long years of their employment with The Milwaukee. Mrs. Williams gracefully acknowledged the interruption and waited smilingly until the cheering was over. Her reports are printed on another page of this issue.

A letter of greeting from the Manager of the Milwaukee Association of Commerce was presented and read, conveying their cordial welcome and the wish that this might be one of the most successful meetings in the history of the Veteran Association; also offering any assistance possible toward making it so.

The matter of changing the name of the Association to conform to the changed name of the railroad was discussed and it was voted to place the additional letter on the Veterans' badge at the time when an order should be placed for a new supply. Necessary change in the Constitution in reference to the name of the Association was referred to Mr. H. H. Field. The Secretary was directed to order a supply of fifty-year buttons. A Committee consisting of Messrs. J. T. Gillick, W. D. Carrick and John Prien was named to arrange for a suitable place wherein to place interesting relics of the early days of this railroad; the place selected to be where such mementoes may be seen by all who may be interested in the history of the railroad.

The former officers and Board were re-elected, and Mrs. Grant Williams was re-appointed Secretary-Treasurer. Mrs. Williams' salary was increased to \$75.00 per month, because of the great amount of additional work incident to the growth of the Association. The membership as of August 15th, 1928, is 5,572. New members are being enrolled constantly.

At the close of the annual business meeting the members and their families were invited to take an auto ride through the city and environs, an entertainment that was greatly enjoyed. Milwaukee is one of the loveliest cities of the middle west and even those who are familiar by close association there, are always interested to see the growth in size and beauty of the Cream City.

The Annual Banquet

Interest in the Veterans' Meeting

of course centers around the annual dinner, because it is there that the great throng get together and the size and enthusiasm of the crowd is fully evident. The important feature of this year's great evening was the first appearance in a gathering of the rank and file of the organization, of our new President, Mr. H. A. Scandrett. He entered the banquet hall in company with the two old-time friends of the Association, Mr. H. E. Byram and Mr. J. T. Gillick; and their appearance was the occasion of a real "Veterans' Welcome," and as there were, by actual count, 1,367 men and women of The Milwaukee in the great ballroom of the Hotel Schroeder, where the dinner was served, the extent and warmth of the greeting may be conceived.

As in all the previous meetings, Mr. H. H. Field was toastmaster. He was introduced by President Mitchell, but Mr. Field needs no introduction to the Veterans. He is their faithful ally and friend; and he was greeted with real Veteran cordiality. Mr. Field says he is serious-minded, not intentionally humorous, and if that is true one wonders just what would happen if he really set out to be as funny as he could be. He never lacks in the quantity and quality of his wit, and his humor is as spontaneous as it is charming.

After congratulating the company on the great turnout which, he said, was the largest in the history of the Association, he bade the members stand to sing a greeting to the new President and the General Officials who were present in gratifying number. Then Mr. Field paid his cordial tribute to General Committee Chairman, W. D. Carrick, and his corps of able assistants. He then introduced Mr. Caldwell of the Milwaukee Association of Commerce, who greeted the Veterans in the name of the Mayor of Milwaukee, who was unavoidably absent. He spoke to them as "dear friends," and said no gathering in Milwaukee could possibly be more worthy of being its dear friends than the representatives of The Milwaukee Road. He touched upon the progress of the City in the years since this railroad was established—a progress due in large measure to the presence and support of the railroad.

The next speaker was Mr. H. A. Scandrett, for whom Mr. Field bespoke the "Veterans' Greeting," which was given heartily with everyone on his feet. Mr. Field said he hoped the President might remain with us and, in time, become a real member of the Association, entitled



to wear the Veterans' button—even a forty-five-year button, as Mr. Field himself pridefully wears.

Acknowledging the hearty welcome with real feeling, Mr. Scandrett smilingly prefaced his talk by saying that he was perfectly willing to stay with us twenty-five years, and even longer, and hoped, if he did, Mr. Field would make good his promise of presenting him with a Veterans' button; and if he ever were entitled to wear that button, he would wear it always on his coat; and if he did not wear a coat, he would put it on his shirt. This created much applause.

Turning then toward the company, Mr. Scandrett thanked them for the cordial greeting, and assured them that he felt it was a great privilege to be allowed to be there. He said: "It is a great thing to be a Veteran of The Milwaukee Railroad, but a greater thing for The Milwaukee Railroad to have such a splendid, loyal body of men in its service, each one there because he had served the company faithfully for twenty-five and more years, some for double that number and then, more."

He said he knew he was going to like The Milwaukee Railroad, but it was yet to be determined whether or not The Milwaukee Railroad were going to like him. He continued: "I can say in all sincerity that no one ever could have been more courteously received, more cordially welcomed than I have been; and whether here for a short or a long time, I want you, as typical of this great Milwaukee organization, to know that I am grateful."

Mr. Scandrett said he had been a Veteran in an organization similar to this, for his entire business career had been spent with the Union Pacific System, and when he left the service of that company, the hardest thing he had been called upon to do was to take

off his service button. He said it was a pride and satisfaction to him to have been chosen to lead The Milwaukee Railroad, and that he was not, after all, a stranger to the organization. He said: "I was born in Fari-bault, Minnesota, and my first connection with The Milwaukee was when I was about eight or ten years old. A new railroad had been built in there which crossed The Milwaukee Line about half a mile beyond its station; and we boys had a swimming pool not one hundred yards from the crossing. We boys could time our swimming so that we could 'hop' The Milwaukee train for a ride to the station. We did this regularly if the train crew did not chase us off.

"The Milwaukee was the pioneer railroad in that territory. It had a glamour and attraction not only for us boy train hoppers, but for all the folks in our community. It did, with the other stalwarts of those early days, a great work. No single factor has contributed more to the upbuilding and growth of this great West of ours than the pioneer western railroads, and among them The Milwaukee was ever in the front rank. You and I have a heavy responsibility to carry on and forward the work of the founders and builders of this property. We must not fail, and since I have come to know the mettle and spirit of the men and women of The Milwaukee Road, I know we shall not. The people whom we serve are friendly and want us to succeed, and to take and keep our place in the front rank of the great railroads of the world. Show me a railroad with a virile, loyal personnel enjoying the confidence and respect of the people in the communities it serves, and I'll show you one that has in it the seeds of success—and that, Veterans of The Milwaukee Road, is our railroad. My association, thus far, has been a pleasant one, and the greatest pleasure and satisfaction from that asso-

ciation has been the opportunity of meeting here with you Veterans who constitute the backlog of our strength and the foundation on which a greater Milwaukee Railroad is to be built. The contact here has brought new inspiration and I shall go back to my job tomorrow with new faith and new confidence that we are going to put it over."

Before introducing the next speaker, Mr. Field remarked that one of the privileges of the Veterans was to tell any inquiring person how to run the railroad, they were always willing to help, and their advice was at the service of the President any time he felt the need of it.

A surprise was in store for the Veterans in the presence of Mr. H. E. Byram, Chairman of The Board, who had been absent in Europe, and whose recent return was not generally known. But Mr. Byram never misses a Veterans' meeting when it is possible for him to attend. In introducing Mr. Byram, Mr. Field spoke of him as always the enthusiastic friend of the Veterans, and touched on the great service he, as President and Receiver, had rendered The Milwaukee Railroad in the years of storm and stress through which he had piloted the craft to safety.

Mr. Byram was warmly greeted, for he is well beloved by The Milwaukee organization. He spoke briefly, saying he was deeply grateful for the opportunity of being present, and to help in extending a greeting to the new President; and said he hoped to be able to attend many future meetings of the Veterans' Association.

Mr. Field asked Mr. Byram to extend the greeting of the Veterans to Mrs. Byram, President-General of The Women's Club, who is recovering from an illness, and say to her that this organization is deeply sensible of her untiring labor in establishing the Women's Club throughout

the System, and of the great work the Club is doing.

Of course a toastmaster has to introduce every speaker in his turn, and the fact that the Operating Vice President is the best known man on the railroad does not release him from any introduction which the toastmaster chooses to accord him. Mr. Field said that we had hitherto known Mr. Gillick in his capacity as a railroad man, but there was another side to him—he was a farmer. He had a fine farm up in South Dakota where he raised the best crops, the finest pigs and the most remarkable chickens. These wonderful chickens, when the news was broadcast that Gillick was coming, flew down to the railroad, perched on the telegraph wires and in the trees, and as he passed they sang, "Roost The Milwaukee." Mr. Field said:

"Everything grows for Gillick,
No farm relief for him.
Chickens and pigs and alfalfa,
Everything grows for Jim.

"Sometimes he works for the railroad,
When business is slack on the farm.
We Veterans can't help but love him
For his kindness, his goodness and charm."

When Mr. Gillick stood up to speak the usual uproar took place. Everyone was on his feet, and hands and feet and voice were employed to emphasize the sincerity of the Veterans' Greeting. Mr. Gillick is a great and efficient operating officer, and his department, moving with precision, achieves results; but notwithstanding the rigorous requirements of successful operation on a great railroad, "J. T. G.," while in all respects "the boss" is also, in all respects, the friend. He is greatly beloved, and once every year the Veterans take delight in trying to show him how great is their love for him. So it was this year, as in the years past; he stood for several minutes while the welcome rose and soared to the roof to echo and re-echo, and then quiet down while he spoke.

In his short talk, Mr. Gillick said that one of the things which impressed him at this meeting of the Veteran Association was the number of the "kids" who were becoming eligible and enrolling; the number of these "kids" who were present this year for the first time, wearing their twenty-five-year button and were proud to have it. He said, "these kids are just as proud of the button they are now entitled to wear as you and I were when we first got ours back in the years past. General Manager Harstad is here for the first time and there are a lot of others. But there are also, I am told, quite a good many who by reason of long service are entitled to wear the Veterans' button, who do not belong, and I think we ought to get after them and get them in."

He said he was particularly happy to have present our new President and he told the company that they were going to like him—that he was

the "real stuff." Then he reminded them that at the last meeting, Mr. Byram had been assured that if he would take the railroad out of Receivership, the Vets would never let it get back into Receivers' hands. And that is "our responsibility, and we are going to make good. We made a splendid record in the first seven months of this year—the earnings increased more than six million dollars, and the prospects were most encouraging." He dwelt on the necessity of every man of the railroad being a good salesman, and thought there were in our ranks a greater percentage of good salesmen than there were in any commercial house in the country. He referred to the President's assertion of this being a good railroad, and said, "we are a

erans' Greeting. This was given with cordiality and smilingly received by these gentlemen.

After a toast to Milwaukee, and the tribute of standing in silence to the memory of those who had passed from the ranks of the Association, to the higher life, during the past year, the meeting adjourned to the strains of Auld Lang Syne, played by the orchestra.

The audience was invited to come forward and meet President Scandrett and the other officers, which they did. Mr. Scandrett was very apparently sincerely happy to have the opportunity to personally meet so many members of the railroad organization, and his pleasure was fully reciprocated by the men and women



They Represent 429 Years of Service. L. to R., Front Row: M. McQueey, W. A. MacFarlane, J. M. Horan. Back Row: Charles Wood, L. C. Boyle, James Sweeney, C. W. Mitchell, J. T. Gillick

good railroad—a damn good railroad," and this brought down the house, everyone agreeing loudly and at length.

Mr. Gillick then referred to Mr. Scandrett's early connection with this company, and said he thought that we should take him in as a real Veteran—he had been "kicked off our trains" by our I. & M. conductors enough times to make him eligible. J. T. G. closed by saying that the greatest pleasure in his busy life was attendance at the Veterans' meetings, and the pleasure this year was more enhanced by the great number present, the largest in the Association's records.

Mr. Field then, in introducing Vice Presidents Sparrow and Pierpont, said it was "open season for Vice Presidents," and that two were present who had been promised by "Bill" Carrick that they would not have to speak. But no promise had been made by which they could not be asked to stand and receive the Vet-

who had the opportunity of shaking his hand.

The evening entertainment was varied by good music, good exhibition dancing, and some very amusing "hits" on the various members of the Association who were present. A social hour was enjoyed, and the great event was closed.

Report of Secretary for 1927-1928 Veteran Employees Association

Your Secretary will endeavor to give you as briefly as possible a report of the work done during the past year.

We have at the opening of the Tenth Annual Meeting, 5,572 members—an increase of 201 over last year, when we reported 5,371. This increase is not as large as that of last year but the comparison is scarcely fair, as this year a special effort has been made to clear our books of all but active members and in doing this it has been found that many were either dead or gone from the service whose names had been carried before.

We have added one Honorary member—the President of the Railroad, Mr. H. A. Scandrett. We have lost by death in the ranks of our active members during the last year, 143, as compared with 86 last year, but again this increase may be due to the fact that we have succeeded in getting more accurate reports. This is one of my greatest troubles and I certainly will appreciate any information which may be sent to me of the death of a fellow member. Of this total number of active members 347 have been enrolled since the last meeting in Minneapolis a year ago, so you see we are steadily growing, almost “a member a day” average. Without making an absolute count, I feel that I can safely state that at least 75% of our members are wearing 35- and 45-year special service buttons.

The entire membership has been canvassed several times, acknowledging remittances, sending cards and buttons and reminding forgetful members of unpaid dues, etc. There were 5,700 circulars and reservation cards sent out—some to members who were not included in the absolute count of active members as they were several years in arrears in dues, but it was hoped that this little reminder might make them wish to once more come into good standing.

Many letters in regard to annual passes have been answered and information given to those who were in doubt as to how to proceed to get them.

In every case where a notice of death came to us from any member of the family of the deceased, a letter of condolence was written and many appreciative letters have come from wives and daughters in such cases. I begin to feel that our lists are as nearly correct as it is possible to have them as very few of our letters came back unclaimed, but I wish that I might urge the members to notify the Secretary in cases of change of residence, whether to another city or to a change of location in the same city.

May I take this opportunity to thank you all for your patience and hearty co-operation in carrying on the work of the year.

Respectfully submitted,
Mrs. Grant Williams,
Secretary.

August 27th, 1928

After the rather oppressive heat of Monday the picnic day dawned beautifully and the crowd was at the station bright and early. The special train of 12 coaches was filled to capacity and more than 200 others drove to Waukesha Beach. On arrival at Pewaukee, the guests were met by a Reception Committee, who directed them to the boats and an exhilarating ride the entire length of Pewaukee Lake had just the desired effect on the dispositions of the crowd. Arriving at the beach some of the Vets, rejuvenated, took advantage of the various entertainment features and rode the merry-go-round, roller coaster, whip, etc.

**VETERAN EMPLOYEES ASSOCIATION
OF THE
CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC R. R.
Treasurer's Report—Covering Period of Sept. 1, 1927 to Aug. 15, 1928
CASH RECEIPTS AND DISBURSEMENTS**

Balance in Bank and on hand Sept. 1, 1928.....	\$ 1,589.90
Receipts from:	
Initiation Fees	\$ 446.00
Dues	5,408.00
Overpayment of Dues.....	7.25
Sale of Membership Buttons.....	11.00
Sale of Dinner Tickets—1927 Dinner.....	1,033.00
Miscellaneous Receipts	.47
Payments for Milw. Employees Pension Assn.....	26.15
Interest on Investments	193.75
Interest on Certificate of Deposit.....	60.00
Total Income	\$ 7,185.62
Certificate of Deposits Redeemed.....	4,000.00
Total Receipts	\$11,185.62
Disbursements for:	
Expenses in connection with 1927 Dinner.....	\$ 3,889.41
Refund of overpayments of Dues.....	7.25
Milw Employees Pen. Assn. payments transferred.....	26.15
Postage	243.61
Printing and Stationery.....	328.41
Office Supplies	13.40
H. H. Hammersmith for Membership Buttons.....	342.00
Secretary's Salary	600.00
Auditing of Books.....	25.00
Miscellaneous Expenses	22.60
Bank Exchange and Collection Charges.....	60.05
Total Expenditures	\$ 5,557.88
Certificate of Deposit purchased May 7, 1928.....	5,000.00
Total Disbursements	\$10,557.88
Balance August 15, 1928.....	\$ 2,217.64

**TREASURER'S REPORT
Covering period of September 1, 1927, to August 15, 1928.
STATEMENT OF CONDITION AS AT AUGUST 15, 1928.**

NET WORTH, as at September 1, 1927—	
Cash on hand and in bank.....	\$ 1,589.90
Invested in Securities.....	7,500.00
Total Net Worth September 1, 1927.....	\$ 9,089.90
ADD:	
Total Income from September 1, 1927, to August 15, 1928, per Details on Sheet No. 1.....	\$ 7,185.62
LESS	
Total Expenditures per Sheet No. 1.....	5,557.88
Net Income for Period.....	1,627.74
NET WORTH, as at August 15, 1928.....	\$10,717.64
Made up as follows:	
Invested in	
U. S. Liberty Bonds No. A-00812461.....	\$ 500.00
U. S. Liberty Bonds No. B-00812462.....	500.00
U. S. Liberty Bonds No. C-00812463.....	500.00
University Ct. Apt. Mortgage Bonds No. 64, No. 65, No. 66, No. 67 at \$500.00 each.....	2,000.00
State Bank of Chicago Certificate of Deposit dated May 7, 1928....	5,000.00
Total Invested in Securities.....	\$ 8,500.00
Cash on hand and in Bank.....	2,217.64
	\$10,717.64

Lunch was served, after which the program was carried out.

For dropping clothes pins in a bottle, Bertella Mognahm of Minneapolis received a set of sterling silver salt and pepper shakers.

In the peanut race May Monahan of Milwaukee was first, and received an electric percolator.

The tug of war for men was won by Leo Middleton of Moberg, P. J. Hubertz of Savanna, H. Meyers, Marquette, Albert Schielke, Milwaukee, Gus Wieneke, Savanna and Wm. Mitlen. each receiving a necktie.

The pipe-filling contest was won by Mrs. Moran and H. Rahn, the lady receiving a sterling silver pin and the man a pair of gold cuff links.

The balloon-blowing contest was won by Mrs. U. S. La Breck, who received a handsome wrist watch.

The foot race for men over fifty was won by R. J. Zepherin, who was rewarded with a box of cigars.

The foot race for men under fifty was won by Lloyd Fogg, and the

prize a sterling silver belt buckle.

Mrs. Powers did the honors in the plump ladies' race and received a silver roll tray.

The foot race for ladies was won by Dorothy Jorns, who received an umbrella.

The winning side in the tug of war for ladies consisted of Mrs. Powers, Mrs. Sheahan, Mrs. Mau, Mrs. Lang, Mrs. Dwyer and Mrs. Blanning and each received a pair of silk hose.

The ladies' shoe-kicking contest was won by F. J. McShane, who received a silver tray.

The foot race for boys under 12 was won by Robt. Zerbelle, who received \$1.00 in cash.

The foot race for boys between 12 and 16 was won by Edw. Sheahan, and he received a wrist watch.

The foot race for girls under 12 was won by Margaret Smith, who received \$1.00 in cash.

The foot race for girls between 12 and 16 was won by Margaret Adams, and the prize a set of beauty pins.

The management of Waukesha Beach, in the person of Mr. Wirth, did everything in his power to make the picnic enjoyable.

The Association is indebted to the splendid assistance rendered by the Boy Scouts under the direction of Warner Bartram. Six of them, Frank Trost, Ned Hoyt, Donald Canaar, Gale Bennett, Phil Caspar and Charles White, met the train at Pewaukee, escorted those who needed assistance to the boat landing, stationed themselves on the pier to prevent accidents, accompanied the boats, made themselves generally useful about the Park, and stood at attention as the train departed on the

return trip to Milwaukee. This was an impressive little ceremony, and, although a part of their regular regime, it was a charming act, and the members of the Veterans' Association went on their homeward way, happier to have been witness to and recipients of their fine, helpful service.

The picnic was the end of two perfect days, and the meeting of 1928 passed into history as the finest and best ever held, and that verdict will stand until the meeting next year, when the renewed contacts and the refreshed memories will call for the same stamp of enthusiastic approval and pleasure.

The Autoist's Interpretation of the Railroad Warning

I. & M. DIVISION ENGINEER H. I. FURTNEY, who is a veteran in the service, says that his experience has led him to believe that many automobile drivers interpret the railroad warning post in this way: stop at nothing, look only at your speedometer and listen to your engine exclusively. Safety First means nothing to them, and they never seem to remember that they are not only endangering their own lives, but the lives of the train crews and the passengers, for it is no uncommon thing for an automobile to hit a train, and it frequently takes much less than an automobile to ditch a train.

Mr. Furtney has been on the right side of the cab since 1878, and he tells interesting stories of the early days:

"Instead of the sixteen-hour law," he said, "a man's endurance was the limit of the time he worked. I worked on an engine without relief for as much as ninety-four hours continuously when the road was being opened in Dakota and we were sent out to rescue five hundred graders who were snowbound and out of provisions. Horses refused to go in the deep snow, and there was nothing to do but get to them on the railroad if possible. When we reached them their food was all gone and they were burning railroad ties to keep warm."

A Delightful (sic) Trip by "BUS"

ONE of the employees of this Company in the Twin City Terminal District writes the following of a trip by motor bus, which well serves to illustrate the differences between that and railroad travel.

On Sunday, July 8th, the writer and his estimable better-half desired to go to Northfield, Minn., a distance of approximately 30 miles from St. Paul. They went to the St. Paul Bus Station in time for the 1:40 p.m. bus and left there at 2:00 p.m. in the second section of a so-called "bus run" and, after proceeding about 11 miles, noticed the motor commencing to rattle. The driver stopped and, after examining his motor, announced that there was no oil in it and flagged a passing flivver and started down the road looking for a telephone. After sitting by the highway in the sun for half an hour, along came a limousine belonging to the bus company, fitted with a body that would set 9 people by close crowding. The writer is over 6 feet tall and he had a wonderful time finding a place to wrap his legs up out of the way.

There happened to be 9 people in the bus, so after jamming ourselves like sardines in a can, into the chariot, we proceeded and arrived at Farmington, where we found our driver hopefully waiting, Micawberlike, for something to turn up. We then proceeded on our crowded journey until arriving in the outskirts of Northfield, we found the first section of our bus run tied up, the driver saying his coil was exhausted. We hooked onto



The Young Ladies in the Pictures on this Page Are Louise Flynn and Audrey Carne, of Chicago. They Were Winners in a Beauty Contest, the Prize of Which Was a Trip with the Art Craft Guild House Party on Wheels, Via The Milwaukee. Miss Flynn Made the Complete Trip and Miss Carne Went Only to Yellowstone Park

that bus and towed it into town, where our limousine driver unloaded all his short line passengers and started on with long distance passengers, some being ticketed to Waterloo, Iowa, expecting to overtake the preceding bus and transfer them into it.

We decided to return to St. Paul on the 5:00 p.m. bus, and on arrival of this bus from the south, it was found crowded full and no room for more passengers. After waiting for some time, our limousine showed up and took 9 of the waiting passengers and then the bus driver telephoned for more help. After a further wait another limousine showed up and took the remaining 7 passengers. Then we started for St. Paul and, on arriving at Farmington, found our first disabled bus patched up and ready to run. All passengers in the two limousines were then transferred to this bus and another start made for St. Paul. Then, when approximately half way in, both limousines passed us and both EMPTY. We finally arrived at St. Paul a half hour late and all hands disgusted.

On the following Wednesday we went to Northfield again, but this time stuck to the old reliable Milwaukee and made our journey with the maximum of comfort and desirable speed, and, after our experience with the bus method of transportation, cannot see why people will desert the comfort and safety of a railroad train for the crowding, rough-riding and inconveniences of a bus trip. We mention safety, for the drivers of our limousines frequently ran 65 miles per hour where they could get around other traffic and, while no accidents occurred, this would hardly seem to be safe speed on a crowded highway.

Our experience caused us to resolve that our traveling in public conveyances for some time to come would be on railroad trains.

Rail Rumbblings from St. Paul

Allen

MATT MEDINGER, boiler foreman, St. Paul, now has another little daughter and the baby's name is Irene.

If a booking agent for a vaudeville show ever heard John Caruso and John Swanson go through with their act they would be on the stage instead of on the scooter in the morning.

Joseph Bader, shopman, passed away the other day and we all miss good old Joe around the St. Paul roundhouse.

Joseph Pork spent part of his vacation in Chicago and Joe will have to tell you where he spent the other part.

George Quinlan of the commercial office is spending a few nights on Broadway, or should we say the Sidewalks of New York?

Harry Rossini, well known by the boys of the Milwaukee at St. Paul, was married Saturday, September fifteenth. He is spending his honeymoon in Montana. Bon Voyage.

Some money on hand.
The Ten Commandments.
Your head above water.
The right side of the road.

—Exchange.

To My Dad

By C. P. Oleson

The following verses were written by C. P. Oleson, an Aviator in Government Mail Service, who is the son of I. & D. Division conductor, Ben Oleson. A son with the ambition to be "as good a man as Dad is," is already on the road to becoming the good man he wants to be. Conductor Oleson is one of the Veterans of the I. & D. Division and this tribute by his son will be read with pleasure by the many friends of the Dad, who is "a railroader."

My Dad's a railroader, they call him old timer and old rail,
He has spent a lifetime acarryin' of passengers and mail.
He started in a gravel pit full fifty years ago,
He bucked a lot of blizzards and shoveled lots of snow.
He's a Norske and a Viking and he has pioneered,
Not a bit of ocean, or a bit of sea,
But just that bit of road-bed that's called the I. & D.

My Dad's a railroader, and don't you think he's not,
Just ask the engineer out oilin' with his old grease pot,
And he will tell a story that will make you think a lot.
He'll say, "Now I came here in '83, and I know that Ben was
ahead of me,
He never lays off, he always works, you can bet that he never shirks.
There is many a 'Bo' that knows old Ben,
He only 'put off' about one out of ten."

My Dad's a railroader, and when I was a boy,
He used to have a lot of fun and get a lot of joy,
Of taking me out on the "run" and letting me enjoy
A ride on the engine as it shrieked through the night
With two of the "boys" to keep me in sight.
The glint of the rails, the smell of burnt oil,
The clang of the scoop as the fireman bent to his toil.

My Dad's a railroader, and he's getting well along,
He says "All Aboard" in a voice that's just as strong
As in the old days when Geo. Freeman used to ring his old brass gong.
His eyes are still the Norske blue, but have lost a bit of their sheen,
But no matter how dark the night, he can always tell the difference
'tween the red and the green.

My Dad's a railroader, old timer and old rail, and I hope that I can be
Half as good a Man as he is upon the I. & D.

My Dad's a railroader, and it will please him if I tell
How the ring of my propeller reminds me of the bell,
How my landing lights bring out the runway, just like the head-
lights beam.
How the rush of air past my cockpit and the roll and pitch of my ship
Makes me remember the engine as around the curves she'd slip;
How the miles I fly a day are just the same as his,
But I make in three hours what takes him a day.
It sounds all wrong, it don't sound right, but nevertheless it is,
How the towns I land in are very near the same.
I've got to put off mail and things the same as does his train.
I may be much the faster, but the thing I have in mind,
Can I, on my Division, ever get to be
As good a Man as Dad is, on his old I. & D.

THE RAILROAD MAN'S TEN COMMANDMENTS

1. Thou shalt not wait for business to turn up, but thou shalt pull off thy coat and go to work, and boost the business, for he who faileth to boost, finds no one standing around to boost for him.
2. Thou shalt not be content to go about thy place of business allowing it to look like a back alley, as thou shouldst know that its physical appearance is better than a letter of recommendation.
3. Thou shalt not fail to comply with the rules and instructions, for thus may thy days be long upon the job which the railroad has given thee.
4. Thou shalt not fail to maintain reputation of our passenger service; get away from rough handling; loud talking around sleepers at night, and remember that our President desires passenger trains to be smoothest in the world.
5. Thou shalt not allow empty foreign cars to lay around, but get them moving and deliver to connections, thus saving a dollar per day.
6. Thou shalt not forget the "No exception campaign." Do away with rough handling, damaged freight and delayed shipments, thus making satisfied patrons.
7. Thou shalt not waste fuel; unnecessary car handling; back hauls; over rating and errors. We all can help on this from Chief Dispatcher to call boy.
8. Thou shalt not fail to maintain thine own safety, nor forget the safety of others. Upon this commandment hinges the Golden Rule.
9. Thou shalt not fail to live within thine income, nor shalt thou contract any debts when thou cannot see thy way clear to pay them, thus keeping your personal affairs out of your job.
10. Thou shalt not fail to be courteous and give every patron of this railroad Service. This is the last and greatest commandment, and there is no other like unto it; upon it hangs all the profits of thy railroad and thyself.—Exchange.

"The rapidly increasing divorce rate," remarked the newcomer, "proves that America is fast becoming the land of the free."

"Yes," said his friend, "but the continuance of the marriage rates shows that it is still the home of the brave."

"Remember when we first met in the revolving door at the post office?"

"But that wasn't the first time we met."

"Well, that's when we began going around together."

When Is a Tomato Not a Tomato?

That is a riddle that possibly few would even attempt to solve, but the answer is quite easy and most logical.

The lowly vegetable is not itself when in the hands of George Rector. It ceases to be just a mere plump member of the solanaceae family and becomes a delicious work of art when Rector applies his magic.

Rector? Yes, the same charming gentleman whose name is a synonym for the world's most exclusive dishes. The Rector of Rector's, Broadway, New York City, whose fame was without a rival during its long period of existence.

Largely because a tomato was not a tomato at Rector's, but a work of culinary art.

Eagerly sought in Europe as well as in the United States, George Rector, back home after a triumphant tour of Paris, Vienna, and other cities where widely known cafes abound, is applying his genius to an entirely different field.

He is now introducing the Rector specialty dishes, which are a regular feature of the cuisine of the Chicago, Milwaukee, St. Paul and Pacific Railroad.

Thus, for the first time, the patrons of a railroad have the privilege of partaking of the food delights prepared under the supervision of the most distinguished man in the world in his particular line of endeavor.

Despite the fact that in the past the public has highly complimented the Milwaukee Road for its meals, the officers of this railroad became interested in the possibility of another progressive step when perusing the series of articles that Mr. Rector wrote for the Saturday Evening Post.

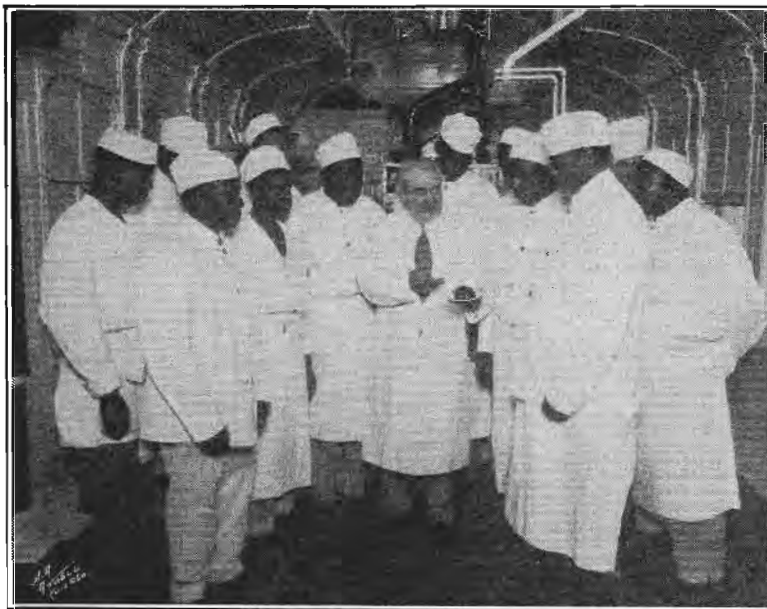
Those articles emphasized the fact that Mr. Rector is pre-eminent in the possession of many original recipes—recipes that only he is capable of executing properly.

The result was that the famous personage became a member of the Milwaukee Road family. He immediately organized a school of instruction in his specialties for the regular dining car chefs.

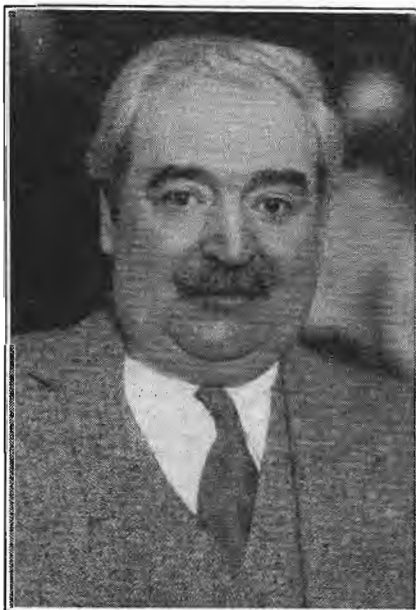
For weeks he has been divulging the secrets of the dishes that prompted the stage play, "The Girl from Rector's," in an especially fitted railroad demonstration car, and the chefs, experts themselves, are now carrying out his ideas.

Every week Mr. Rector will place a few of his choicest preparations on the regular menu and you will be sure to find that a tomato is no longer just a humble solanaceae on the Milwaukee Road dining cars.

Mr. Rector has tricks of cookery which do not concern the festive tomato, many of which the group of Milwaukee chefs have been absorbing in the series of lessons that the Maestro has been conducting at the Commissary in Chicago. Mr. Rector has also published a book of some of his choicest recipes, selections from which will be added to The Magazine's list of "Good Things to Eat."



Mr. Rector Instructing Milwaukee Chefs



Mr. George Rector

Trying To Be Good Salesmen

THE following letter to Vice-president Gillick from Mr. George W. Brown of Chicago is a fine tribute to Milwaukee service, in acknowledging which Mr. Gillick expresses his pleasure at Mr. Brown's satisfactory experiences in traveling on The Milwaukee, and says: "The Milwaukee Road is trying to make salesmen out of its employees that come in contact with the public, and we do encourage them to render service that will cause our patrons to remember us favorably."

George W. Brown
431 North Michigan Avenue
Chicago, Illinois

July 18, 1928.

Mr. J. T. Gillick, Vice-president,
Chicago, Milwaukee, St. Paul and
Pacific R. R.,
Chicago, Illinois.

Dear Sir:

On recommendation of our mutual

friend, George C. Isbester, Mrs. Brown and I made a trip to St. Paul and return, last week on your Pioneer Limited, and I want to go on record as saying it is the finest train I have been on in this country or Europe.

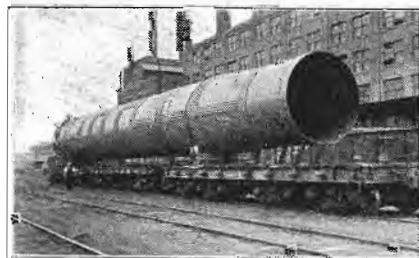
The dinner served in the dining car excelled anything it has been my good fortune to encounter, with a courteous, unobtrusive service that made it a pleasure.

While dining the train started, and we did not feel it. I have averaged 30,000 miles per year in traveling during the past fifteen years, and the two nights on the Pioneer stand out as the most comfortable ones I can remember on any train.

Every member of the train crew that we contacted was most courteous and seemed to be cheerful and smiling, and when we left the train in the morning, I looked up as we passed the engine, and the engineer was leaning out of the cab, smiling. I do not wonder at their being happy as I think I could enjoy working on this train.

I congratulate you and your organization on the finest and most comfortable train in the world. As a result of our experience on the Pioneer, I am negotiating the purchase of a summer place near St. Paul. So next year I will be a weekly traveler on this wonderful train.

Very truly yours,
(Signed) George W. Brown.



The Largest Cement Dryer Ever Shipped from Milwaukee. It Was Destined to Louisville, Nebraska, Routed Via The Milwaukee Road

THE MILWAUKEE MAGAZINE

Union Station Building
Chicago

Published monthly, devoted to the interests of, and for free distribution among, the 65,000 employees of the Chicago, Milwaukee, St. Paul & Pacific Railroad.

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The Pension Association

THE Milwaukee Employees Pension Association will begin pension payments this month, the five years' period since the establishment of the Association having elapsed. A very fine beginning has been accomplished and the Pension Association will begin operations with a fund that will enable them to meet the forecasts of its promoters in respect of the amount of pension it will be able to pay at first.

The promotion and establishment of this great movement was due in a great measure to the late Grant Williams who labored without ceasing for many years to bring about a pension on this railroad; a pension system which should belong exclusively to the employees, and that might, in time, grow into a fund that would enable a fair pension payment. This great hope of his now seems to be in a fair way to be realized, and Veterans of The Milwaukee Railroad will have occasion day by day to pay a tribute of respect to the memory of this loyal and great-hearted friend.

A Veteran Passes

ON June 10, 1928, occurred the death of Veteran Mike Whalen at Minneapolis. He had completed his sixty-fourth year of service with the Milwaukee Railroad, having started in the Track Department at Hartland, Wisconsin, in 1846. In 1870 he was transferred to construction work on the I. & D. Division then building between Charles City and Algona. He later did grade work on the S. M. Division east of Isinours and also worked on the Dubuque Division in the same capacity. He served as Section Foreman on the Dubuque Division for a number of years, leaving in 1885 to take the position of Foreman in the Minneapolis Yard, where he was stationed for approximately twenty-five years.

For the past few years he has been flagman at a grade crossing in Minneapolis, and acted in that capacity up to the morning of June 9th.

The Puget Sound Pioneers' Club

THE Pioneers' Club held its annual meeting at Tacoma, August 20th and 21st, opening with the business meeting at Tacoma Hotel at 2 P.M., the 20th. The evening was spent at "The Acres," dancing.

At 11 A.M., the 21st, the party boarded the steamer "Vashon" for Delano Beach, where the day was spent enjoying the many recreations of that delightful spot on Puget Sound. Mrs. Delano served luncheon on arrival of the boat and supper at 6 P.M.

The annual ball game between the Conductors and Engineers resulted in victory for the pencil pushers by a score of 6 to 5. Umpire, Mike Pelarski. Mike rendered some very close decisions, the Conductors getting the break in the last inning ruling out the hogheads and winning fairly.

Fred Wilder had his cabin launch, "The Wisconsin III," on hand, and many enjoyed a cruise around The Sound. Fred built this boat entirely himself, and she is a pippin, and worthy of the great name she carries.

Dancing, tennis, croquet and golf rounded out the day, and at 10 P.M. the return to Tacoma was made. All fully agreed that another wonderful meeting had been held, and were loud in their praise of the work of the Entertainment Committee.

The following officers for 1929 were elected:

President.....	Frank Buchanan,	Tacoma
Vice President.....	J. G. Kressel,	Mobridge
Vice President.....	C. L. Dunlap,	Miles City
Vice President.....	L. J. McCormick,	Deer Lodge
Vice President.....	J. V. Rawls,	Lewistown
Vice President.....	P. P. Cummins,	Missoula
Vice President.....	J. P. Downey,	Ste. Maries
Vice President.....	H. R. Calehan,	Tacoma
Secretary-Treasurer.....	L. S. Cunningham,	Spokane

The next meeting will be held at Tacoma, Wash., and the following announcement is made by the Pioneers:

"It was moved and carried by the Club in session, that immediately following the 1929 meeting at Tacoma, a special party be organized for a trip to Alaska, from Seattle."

A resolution was passed naming Mr. J. E. Brady, 2908 North Twenty-second Street, Tacoma, as chairman of a committee to make the arrangements and confer with officers of the Veterans' Association, the object being to make this trip an excursion under the auspices of the Pioneers and the Veterans jointly, but in no way to interfere with the regular annual meeting of either Association. No doubt many would be interested, and to all who would like a trip to Alaska, or who are contemplating making such a trip, this will be the best opportunity.

The Secretary of the Veterans' Association has been notified concerning the plans. Information can best be obtained by writing to Mr. Brady at Tacoma.

Milwaukee Employees Pension Association

Chicago, Illinois
Condensed Financial Statement End of July, 1928

ASSETS			
Cash in Bank	\$	120.83	
Accrued Interest Receivable.....		20,168.03	
Investments:			
Bonds	\$519,801.78		
Mortgages	883,565.10	1,403,366.88	
Office Equipment		1,184.58	\$1,424,840.32
LIABILITIES			
Pension Fund	\$1,199,307.20		
General Fund	56,007.61		
Advance Payments and Sundry Credits.....	935.60		
Refund Certificates Payable.....	4,338.50		
Income	164,251.41		\$1,424,840.32
INCOME ACCOUNT			
Balance January 1, 1928.....			\$ 122,181.17
Income on Investments—			
January, 1928	\$	5,575.98	
February, 1928		5,725.64	
March, 1928		5,820.77	
April, 1928		5,965.58	
May, 1928		6,079.44	
June, 1928		6,218.24	
July, 1928		6,399.59	
			41,785.24
Profit on Investments Sold.....			\$ 163,966.41
			285.00
Total Income End of July, 1928.....			\$ 164,251.41
MEMBERSHIP STATEMENT			
Total Enrollment End of July, 1928.....			24,121
Losses in membership through deaths, members leaving service, etc., less reinstatements.....			3,931
Net Membership July 31, 1928.....			\$ 20,190

EFFECTIVE with October 1, 1928, eligibility to membership in the Milwaukee Employees Pension Association is restricted to employees who have not passed their forty-fifth birthday. We have received a good number of applications during the

past few weeks from employees desiring to take advantage of the opportunity to become members while membership was still open to them.

As shown by above statement, the Association, at the end of July, 1928, had a net membership of 20,190, and

while this is a good record for the time the Association has been in existence, there still are many employees who have not taken advantage of the opportunity to join the Pension Association, possibly because the Pension plan is not fully understood, or is not presented in a convincing manner.

During the past few weeks, we have had a good illustration at the Galewood Shops of what can be done in the way of bringing the Pension plan to the attention of employees who are not yet members. Through the efforts of Messrs. S. A. Gobat, labor

foreman, Mr. Wm. Hunter, Chief Engineer, and Mr. J. F. Breit, Storekeeper, in presenting the Pension plan to employees and explaining same, more than one hundred new members joined the Pension Association in a very short time, which is a very gratifying result, and we feel sure similar results can be obtained at other points by like efforts.

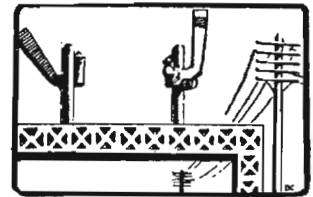
Members of the Pension Association have every reason to feel proud of the results so far accomplished in the way of building up a pension fund, as is shown by the above statement, but as there are still many employees

who are not members, let those of us who are members, put our shoulders to the wheel and convince our fellow workers who are not members, that no eligible employee can, in justice to himself, afford to neglect his opportunity to join the Pension Association. Through such concerted action, the membership should increase materially, if not doubly, within the next few months. LET'S GO! And follow the lead of Galewood Shops.

C. W. MITCHELL,
Secretary-Treasurer.



BUREAU OF SAFETY



For Others

WHY do I practice Safety, you ask,
As I go to my job and stick to my task?
Why give a care and a thought to the things
Which I do through the day for the pay that it brings?
Why at each deed in the noise and the din
Do I stop, look and listen before I begin?
Surely all this isn't just for self—
No, I work safely for somebody else.

The house where I live isn't merely a place
For eating and sleeping and washing my face;
It's home and though humble it's full of good cheer
Though the world that's outside may be gloomy and drear;
And there through the hours of the day someone yearns,
As she silently prays that I'll safely return.
If I should be careless that home would grow sad,
So I do my work safely to keep someone glad.

When the day's work is o'er and the whistle has blown
And I turn both my thoughts and my steps toward home,
There's someone who waits at the end of the street
With a hug and a kiss her daddy to greet;
Two loving arms that encircle my neck,
Ignoring the dirt and the grime and the sweat.
Life means a lot more than money and pelf,
And so I work safely for somebody else.

I practice Safety because I am sure
That it helps to keep somebody's life more secure,
And the sunshine that beams through a loving one's smile
Makes us feel once again that this life is worth while,
But if we'd be happy then first we must live
For those that depend on the help that we give;
And never forget the joy that is felt
Through the Safety we practice for somebody else.

By CAPT. A. A. NICHOLSON,
National Safety News.

*Paper Prepared by Mr. W. E. Proctor,
Switchman, Green Bay, Wisconsin, and
Read at Superior Division Safety First
Meeting Held July 30, 1928.*

IT is with a feeling of appreciation that I accepted the invitation of our Superintendent to write and read to you this message of "Safety First," but I will not bore you with figures and statistics, as you have heard them so many times before.

I want to tell you something about this movement which I do not think any of you present know, and that is the founding of the "Safety First"

movement. In about the year of 1905, Mr. Thos. Dwyson West, one of the most eminent foundry men of the world, had an idea to make the city of Cleveland a safer place in which to live and started the first "Safety First" movement by agitation through the Cleveland papers, the elevation of railroad tracks over some of the dangerous streets, and the fencing in of railroad properties with a heavy small mesh wire at a height of five feet. Although the recipient of much scoffing and abuse, he kept doggedly working on this issue until he saw it ac-

complished, while at the same time putting the movement into effect on his own properties, namely, the West Steel Casting Co., of Cleveland, Ohio, and the Valley Mold & Iron Company, of Sharpsville, Pennsylvania, under a form of compulsion with the administration of discipline for infractions of the rules.

This same man, who worked so ardently for this movement, was later killed by an unsafe act. While crossing the road to his home at the corner of East 105th Street and Pasadena Avenue, Cleveland, Ohio, he was struck by an automobile traveling about fifty miles per hour, and died within eight hours. As a token of the esteem and love held for him by the people of his home city, a "Gates Ajar" of American Beauty roses was presented by the various women's clubs of Cleveland, large enough for a six-foot man to walk through without touching the arch above his head, and the widow received letters, telegrams, and many cables of condolence from the rulers of Europe.

The movement sponsored by this man later gained favor with such great speed from the impetuosity of broadminded men and women, that today it is an integral part of every basic industry, and a continuous campaign of the casualty companies of the United States, and a very important movement with our trade organizations, so much so, that many of the labor organizations incorporated "Discussion of Safety Matters" in their rituals, because of the heavy toll of death and dismemberments caused through unsafe conditions and practices of their members, which was and is, if you please, depleting the beneficiary funds of their organizations, and thereby weakening the economic strength of the organizations to the detriment of the members.

Before you make an unsafe move, stop and think how many of the boys with an arm or a leg off are happy and contented and have a good job. Not many of them, do you think?

I want to take you back a few

years to conditions existing when I started to learn the machinist trade in our local shops. There were no goggles furnished to men when using the emery wheel, nor no shield over the cutting surface to stop the flying chips of emery, and many a man received serious injuries from this practice. There were very few guards around the pulleys of the machines. Not a built-up guard for a belt in the place, that I can remember of. Many of the machines were in an unsafe condition to run. All these conditions have been bettered and the foremen are instructed in safety principles to help the men keep fit.

When I went switching in the Green Bay Yard, October, 1914, the hazardous conditions existing and unsafe practices of the switchmen and enginemen were deplorable. These conditions gradually changed for the better, for there is still room for a lot of improvement by all of us. It is only human for a worker who has pulled off a clever little unsafe trick to pat himself on the back and feel exalted, but, my friends, we may reach into our bag of tricks some time and not be able to get the hand out again.

The butcher, the baker, and the candlestick maker will not accept 50% for their goods, although we are laid up and have to accept half time as a rule because of an unsafe condition or practice which we have performed.

As I said once before at one of these meetings, the most of us take it for granted that the slogan of "Safety First" is merely a caption or the glaring headlines of cheap and false advertising. I have heard many men say: "What's the use of going to a safety meeting? You get up and say something and the wise birds at the head of it make a fool of you." But I want to say to those same fellows who think that way, that times have changed since the beginning of the Safety Movement, which was a time when the Bull would fire a man for mentioning some unsafe condition, or at least eat the hide off of him, and today we have foremen who are capable and of broad vision, who appreciate any suggestion that will react to the benefit of their respected departments, and who can and will correct a dangerous situation generally before it has been brought up to the meeting, if properly advised.

There is an old adage "Haste makes waste," and the synonym of that adage is our own carelessness while making haste, which is the largest contributing factor toward the numerous accidents of today.

If we must hurry, let us be careful while doing so, lest we also make waste, which may be a limb or a life.

When we see another doing an unsafe act, tell him about it, and when others tell us of our own unsafe acts, let us consider their doing so as a favor, instead of telling them to "Go to h—," as some of us may land there if we do, and when we do get there we will not find a material railroad with a slogan of "Safety First" to protect us.

I thank you.

"Safety First in the Store Department"

(Written by Mr. Peter White and read at Safety First Meeting in the Machine Shop, Atkins Yard)

THERE being no previous papers on this subject, it is necessary to outline a program. The opportunity for accidents in the Store Department or in handling materials and supplies is indeed great. However, this may not be generally recognized, owing to the volume of various materials handled, such as frogs, heavy billets, scrap materials, lumber, etc., also from the fact that the Store Department at the larger shops are conducting reclamation plans in connection with scrap stocks, delivering materials to the shops, supply train service, etc.

The foremost question in connection with Safety Practices is that of supervision. Supervisors must believe in, teach and practice Safety First if the desired results are to be obtained. This applies from the head of the department down to the straw boss in immediate charge of and responsible for the men under his care.

In the Store Department the major injuries occur to the laborers, due in most cases to the great turnover. Constant and not spasmodic supervision is absolutely necessary to gain the most satisfactory results. The supervisors, in practically all cases, have risen from the ranks of laborers or helpers. The bright, young and energetic laborer or helper of today will be the supervisor of tomorrow. For this reason he should be started right.

When first entering the service an employee should be given to understand the importance of protecting himself and his fellow workers. He should also be instructed when he accepts employment and remains in the service it is proof that he does so with a full knowledge of the danger in connection with railroad operation and that he agrees to exercise due care in the performance of his duty to prevent accident or injury to himself or others. On some railroads, where laborers do not fill out application papers or records, they are requested to sign a statement reading as follows:

"Safety First, in which all employees are requested to fully co-operate, and I desire to do my full part to help promote Safety First and to use necessary care to Prevent Accident to myself and to other employees."

On some lines where application papers are requested, there is printed on the blank in outstanding letters, usually in red, the following:

"NOTICE TO MEN SEEKING EMPLOYMENT."

Unless you are willing to be careful to avoid injury to yourself and fellow workmen, do not ask for employment. We do not want careless men in our employ."

A sign reading similar to the above and posted in the vicinity of places where men congregate, or on bulletin

boards, would be very appropriate. However, unless foremen and other supervisors continually caution and instill Safety First in the minds of the men under their charge all of the signs and posters that can be put up will be of little use. The men should be taught the A-B-C's of Safety First, Always Be Careful.

A statement is made that ninety per cent of all injuries are from carelessness and that ninety-five per cent of the Safety Suggestions offered are on unsafe conditions. As to unsafe conditions, our Storeroom platform at this point is getting full of holes due to the planks rotting, and it makes it bad for trucking heavy loads. I believe this would be a Safety proposition.

The Store Department, which is neat and orderly and has a place for everything and everything in its place, makes a deep and lasting impression on other departments who come in contact with it. Let the spirit of nearness and order get a grip on a terminal and the department out of step will soon be pointed to with the question—WHY?

All oil houses should be protected by "No Smoking" signs, posted in conspicuous places and the rule strictly enforced. All issuing or broken cans of gasoline, wood alcohol, and other inflammable liquids should be kept in safety cans. Ignition supplies should be stored in fire-proof boxes. All drums and barrels of inflammables, as well as carboys or jugs of acid, should be carefully inspected for leaks before shipping. Many accidents occur from empty containers—such as acid carboys—and should always be flushed with water before returning. In opening iron barrels of inflammable liquids, they should never be hammered with a metal object, as this would produce a spark which might ignite the contents.

As all of the Safety suggestions are discussed time and again, let us give them all a thought, such as goggles, good tools, and that dreaded word "CARELESSNESS."

Spare Parts

WHAT parts of you can you spare? Fingers—toes—arms—legs—eyes? Come right down to it, you wanta keep 'em all, don't you? You can if you'll be careful.

Worry

A WORRIED man isn't a safe man—when you're worried about anything keep away from the machinery—be careful or you'll forget and get badly hurt.

No Repairs for Joe

Joe didn't listen, look or stop!
They dragged his flivver to the shop.
It only took a week or two
To make the car look good as new,
But though they hunted high and low
They found no extra parts for Joe.

A peach came walking down the street;
She was more than passing fair;
A smile, a nod, a half-closed eye,
And the peach became a pair.

Flowerful Faribault

FARIBAULT, MINN., is a beautiful little city, of which more is to be said in this magazine at a later date. The matter in hand is to tell about a great flower festival that is to be an annual affair there, with peonies in all their royal glory playing the leading role. The second yearly fete of the peonies was held in Faribault on June 20, and it attracted a crowd of twenty-five thousand visitors, which, with the city's 13,000 population, all of whom were out to honor the day, made a grand festival occasion.

Why twenty-five thousand people should flock into a little city like this one, on a hot summer day to attend a celebration in honor of one single variety of the floral kingdom may not be so easily understood. The peony is a lovely flower, to be sure, and so is the rose and so is the gladiola, the chrysanthemum and other royalties of the kingdom, but for the peony it is claimed that nowhere in the world is there gathered together so many varieties and so many rare peonies as at Faribault, and citizens of that Southern Minnesota community are fond of referring to their town as "The Peony Capital of the World." To substantiate their claim they can point out the numbers of commercial peony farms, where acres and acres of these blooms flourish through the season, while every home garden in the town is adorned with from two to two hundred peony plants.

It was a perfect June day when the second annual peony festival was held this year, and by noon the crowds were streaming into town. At 2 p. m., with a cavalcade of horsemen leading the way, the grandest floral parade ever staged in this section of the Northwest was on its way. The procession of beauty was over an hour in passing the reviewing stand; bands, drum corps and pretty girls filled the magnificent floats that were literally covered with thousands of the majestic blooms. More than sixty floats, every one beautiful and dedicated solely to displaying the wonderful blooms.

In the evening, on the campus of Shattuck Military School, a pageant, the Peonybault Revue, was given to an audience of over five thousand people. This was followed by a "coronation ball," where the queen of the peony festival was crowned.

Faribault will have peony festivals yearly, occasions to attract visitors and give them a picture full of beauty and novelty. Portland has its Rose Festival, Winchester its Apple Blossom Festival and Faribault joins now with its spectacular and really magnificent Peony Festival.



Faribault's Peony Parade

CLAIM PREVENTION

FRIGHT THIS UP HANDLE WITH CARE

Claim Prevention

*S. W. Brown, Yard Conductor,
Minneapolis*

A BULLETIN was posted on the yardmen's bulletin board at South Minneapolis recently by Mr. F. P. Rogers, Trainmaster, Twin City Terminals. The bulletin said in part, that twenty cars of clay sewer pipe had been damaged to such an extent that claims of approximately four hundred dollars had been filed against the twenty cars, and that the freight bill on the twenty cars was between six and seven dollars less than the claims filed against the shipment.

This would indicate that as far as this particular shipment was concerned the company was working for a "dead horse."

These cars were all properly loaded and lading secured at point of shipment according to specifications, placards applied, and there would seem to be no reason why the shipments were delivered to consignee in damaged condition.

It is reasonably certain that damage occurred in Twin City Terminal from rough handling. This, in view of the fact that claim prevention is stressed at every opportunity by all our local officials.

Assuming that each one of these cars had been handled in accordance with existing instructions the company would have been four hundred dollars ahead of the game, and we would have had a satisfied patron and the bulletin mentioned above would have been uncalled for, and service such as our company advertised would have been rendered.

As far as yard movements involving these cars are concerned, there is only one answer to the problem; shove all cars loaded with fragile freight in and couple them onto the other cars; do not kick other cars in against them, but shove them in also, or if necessary, hold these cars out on another track and put them in where they belong after the rest of the cars have been put there. It would take a few minutes more time it is true, but it is time well spent and no official of the company will criticize you for erring on the side of safety in handling fragile freight.

Claims, of course, do originate from other causes than rough handling. A few days ago the crew, of which I am a member, coupled onto a cut of cars and started to look them over. An automobile car in the cut received from one of our connecting lines, was loaded with mattresses, and the double doors had moved so that the contents were exposed on account of door sliding and leaving an opening of about four inches. On this particular morning there was a heavy

fall of rain coming down but no wind. All that was needed at this particular time was a good brisk wind to blow the rain onto the contents of the car and we would have been up against a first class claim.

A couple of days later in looking over a set of cars to be delivered to different industries, a car of merchandise from a connecting line had the door improperly closed, although the seals were intact. It was possible to pull the bottom of the door out from the side of the car far enough to let a man climb into the car, and the packages of merchandise were small enough so that they could readily have been passed out of the door while it was being held out. This car stood in a location where thieves could have worked on it for hours without being disturbed.

Proper inspection by party taking seal record when car was received from connecting line would have remedied this condition, as cleats could have been applied and doors secured by that means. Furthermore, proper police inspection of this class of freight by our company police should have corrected this situation. Cases such as these set up claims that we should not be called upon to settle, as it is obvious that the connecting lines should secure these doors. However, that does not excuse us from proper inspection.

Had damage occurred to the contents of either of these cars, it would have been up to this company to fight the claim unless receiving party had made a note of defective door fastenings, and made temporary repairs.

Recently an elevator in our territory ordered fifteen cars for grain loading. The cars were supplied from the main yard, and in looking them over, one was found with broken door post and side sheathing loose from sill at bottom of the car for a distance of ten inches. The elevator inspects these cars before loading, but if their inspector fell down on the job as hard as our inspectors, it would have opened the way for another claim. Had this been an out-of-town order, and been filled with the same fifteen cars, the shipper would have been short one car, and that is not the kind of service this company tries to give. Had the point of shipment been a competitive point, shipper would have been justified in ordering equipment from another line to take the place of our defective equipment.

Another source of trouble is the furnishing of bad order cars to shippers, making it necessary for car to go on repair track before going forward in road movement. A bad order card on a car means only one destination and that is the repair

track or possibly bad order empty to home line. We have not had so many of these cases in this terminal recently, but I recall numbers of them in times past.

After all, claim prevention is no more nor less than each employee taking the same interest in the Company's business as if it were his own.

There is this in favor of claim prevention: less claims mean more business to satisfied patrons, which in turn means more men working and more positions for our men. Repeated claims mean that the truck companies will go after the short haul business, and not only go after it, but get it. This is being done in this locality at the present time, and is on the increase, and the truck companies pay far less money out in damage claims in proportion to their business than we do.

Just a word relative to personal injury claims: these occur in many ways and many of them could be prevented by the exercise of a little care. I recall one accident that I witnessed at a station at which one of our trains did not stop. As the train passed the station a large bundle of newspapers was thrown from the baggage car door, striking a man who was standing on the platform at the station and breaking his leg. The man was confined to the hospital for many months and finally sued the Company for ten thousand dollars. I think we will all agree that many bundles of newspapers would have to be handled on this particular train to show a profit of ten thousand dollars to the Company.

These occurrences coming under the casual observation of the writer would seem to offer conclusive proof that there is room in all departments of our Company for improvement in eliminating both freight and personal injury claims.

Errors of Employees

THE following instances of errors on the part of employees resulted in freight claim payments and are quoted with the thought that they will serve as a lesson and guidance to employees generally:

Error in Delivery

In our August Account the Canadian Pacific Railway charged us with an amount of \$68.00, representing penalty fine assessed by the United States Customs Service on four platform tractor wheels moving from Maniwaki, Que., Canada, to Blank. Our people at destination made delivery direct to consignee before shipment had been cleared by the United States Customs people, this in spite

of the fact that the waybill showed the shipment was in bond and manifest was attached thereto.

Incomplete Seal Record

In July Account the Missouri Pacific Railroad charged us with \$21.58 representing the full value of 1,675 pounds of corn, checking short from MP 17034 shipped by the Greenleaf Milling & Elevator Co. at Greenleaf, Kas., to W. T. Lucky at Blank station, our Agent at destination failing to take a record of the end door seal protecting the car and also showing a different record than the one recorded at junction point with connecting line.

Error in Checking

Winona, Minn., to Blank station, July 11, 1928, waybill 728 covers a shipment of four quarters of fresh beef. This shipment was overlooked at destination and carried by, resulting in delay and spoilage, the result being a claim in the amount of \$85.68.

Diversion Failure

SFRD 16432, 19456 and 70007, fresh vegetables, were forwarded from Hollandale, Minn., September 12, 1927. After cars had been forwarded instructions were received to reconsign car 16432 to Chicago, the other two cars being diverted to St. Louis. However, in handling the instructions, the reconsigning clerk at Blank Yard diverted all three cars to St. Louis, this resulting in claim in the amount of \$150.42, representing the difference between the price which could have been obtained at Chicago and the price which was actually obtained at St. Louis.

Error in Expensing

Twin City Transfer, Minn., waybill 2513 of June 5, 1928, covers seven articles of merchandise consigned to Harold Madden at Blank Station. The original waybill indicates clearly that all seven pieces were unloaded at destination; however, the expense bill only calls for six pieces and as a consequence claim in the amount of \$30.70 has been paid covering the remaining article.

Error in Carding

Granada, Minn., waybill 43 of May 28, 1928, covers StP 706162, a carload of corn. This car arrived at destination June 8th, grading sample showing heating and car was, therefore, ordered carded to an elevator on connecting line, instructions being 'phoned to Yard Clerk Blank who, however, failed to card the car until June 11th. After car was finally carded, it was placed on the repair track, having been bad ordered account "Old Air Date," and was finally delivered to connecting line on June 13th. Due to this delay we were obliged to assume claim in the amount of \$42.34 covering the damage suffered by the corn account heating.

Error in Billing

Claim in the amount of \$108.87 covers the alleged shrinkage of 980 lbs. in shipment of cattle moving from Blank, South Dakota, to Blank Stock Yard. The Agent at point of origin failed to show the name of the consignee on the waybill and on ar-

rival at the Stock Yards, 7:13 PM, May 27th, one of the commission houses, who had previously handled some of the same shipper's shipments, filed an unconsigned order with the Stock Yard Company taking over the cattle and feeding them that evening and the next morning. Our Agent at the Stock Yard received the waybills at 9:10 AM, Monday, May 28th, and in looking through them found the 36-hour request which showed a different commission firm as the consignee for the car in question. He immediately took action and the car was turned over to the proper consignee, being sold the same morning.

Mishandling of Waybills

There was forwarded from Sewall, Iowa, February 5, 1928, a carload of hogs consigned to the Fowler Packing Company at Blank Station. Instead of delivering this car direct to connecting line at destination, car was set at the Union Stock Yards with other stock to be unloaded the same day and was unloaded by the Stock Yards people. After the hogs had been unloaded approximately four hours our local Agent was notified that they were being held without billing and investigation developed the mishandling of the car. The consignee was advised to this effect and requested that the shipment be reloaded and set at their plant, which instructions were complied with, car being delivered to connecting line at 2:00 PM, February 6th. Claim in the amount of \$30.61 has been paid covering shrinkage and extra feed at destination account this mishandling.

Erroneous Change in Billing

Blank, Iowa, to Boston, Mass., waybill M-4 of June 6, 1927, covers a shipment of 51 cases of eggs. This shipment was forwarded in StP 506402, arriving at Blank Station June 9th, being transferred to MDT 18949, there being placed in the latter car five additional shipments, all of which were destined New York. The original bill of lading issued at point of origin shows shipment routed CMStP&P, Chicago, MC to Boston, Mass. Copy of original waybill shows route as Chicago—MC. Photostatic copy of the original waybill shows a line drawn across destination, i. e., Boston, Mass., the words "St. John's Park, N. Y." written in its stead. The route East of Chicago was also scratched out. Car arrived at St. John's Park, N. Y., protected by transfer station's seals and on account of shipment being unclaimed, it was sold for \$295.75. As destination carrier was forced to assume a claim in the amount of \$356.35 to cover the shipment, they have charged us with \$60.60, representing the difference between the price actually obtained at New York and the price which could have been realized at Boston.

Claim Prevention, Personal Interest

CLAIM PREVENTION IS PERSONAL INTEREST, AND PERSONAL INTEREST is that certain knack of being sure of what you are doing. The Foreman must have Per-

sonal Interest in his work and his men; he should convey to them the responsibility they inherit accepting employment with the railroad, and his Personal Interest is what will count most in his dealings with mankind.

At the Receiving Door with Personal Interest a Receiving Clerk should be sure every shipment corresponds with bill of lading, check carefully that pieces correspond with shipping order, barrels, boxes, crates, bales or bundles, watch second-hand containers, bad orders and old marks. He is giving a receipt for this freight and must know his responsibility.

The Caller with Personal Interest must be sure freight is examined closely when received and distinctly marked for proper car. Do not obliterate addresses on packages, watch all marks, do not over-load trucks, keep sacked goods of all descriptions from damage by use of racks, watch freight marked "This side up" and look closely for re-coopered or pilfered packages. Success requires close co-operation between the Caller and his Receiving Clerk.

The Trucker with Personal Interest will move freight to the proper run and car being careful that shipments do not drop from his trucks.

The Stevedore with Personal Interest will be sure to properly prepare his car for loading, examine roof for leaks, clean thoroughly and pull nails. Load and brace fragile commodities, separating fibre cartons from heavier boxes where possible, examine all packages put in car and place in station order, break down load to avoid shifting, watch packages marked "This side up," keep liquids, such as acid, paint and oil in wooden barrels out of refrigerator cars and always load with bungs up.

Yard Men with Personal Interest will watch the loading and unloading of carload shipments. Where damage is noted an inspection of car may determine cause, and proper records should be made. They will check all shipments of butter, eggs, sugar or other carload freight in packages, furnish clean cars for outbound loading, keep proper seal records and co-operate with Police Department to avoid pilferage. Watch switching of cars in their yard to prevent rough handling. Co-operation with Yardmaster and Switchmen will avoid damage to freight.

Personal Interest is what the Agent must have and expect from Station and Warehouse Forces. Enthusiasm kept up through meetings, suggestions and the co-operation from outside agencies. Records kept and posted of station performance is what will put the big job over, and we will reach our maximum effort in our Claim Prevention Work.

Yours truly,
J. Wagner, Receiving Clerk,
Union Street, Chicago, Ill.

Sewer Pipe

SEWER pipe is made of shale or fire clay, or a mixture of both. The shale will not stand as high heat as the fire clay, therefore, the fire clay makes a better pipe.

This clay is crushed, ground, watered, mixed with a little sand and tempered to the proper fineness and consistency. When this is accomplished, it is then carried on conveyors to the upper floor and deposited in a chute in connection with a pusher or press which leads to a die of the size pipe desired. When the pipe is made, a board is placed on the bottom and is then hauled away to the drying room on a two-wheeled truck. After being dried, an inspection is made for defects and if none are found, the pipe is taken to the kiln for burning.

Pipe is stacked three and four high, each pipe set on a ring with sand in between. This ring is about three inches high and is made of the same clay used in the pipe. The purpose of this ring is for the pipe to shrink evenly.

Pipe which contain large blisters will not stand as much pressure as clear pipe, and it is our experience that some Tile Inspectors employed by contractors watch this very closely and throw out pipe which contain such defects. Agents at points where tile is being unloaded should be careful to make note of any such tile on their bad order reports.

Lamination is caused by the clay traveling faster on one side of the

die than on the other. This is another point that should be closely watched by our Agents. When they find any broken pipe it should be examined for open spaces in the body of the pipe which can easily be crumbled with the hand. Also, this pipe may not be broken but will not sound good when hammer-tested.

In addition to the above, agents and others at points where tile is being unloaded should watch for the following defects:

Floor Checks—These defects do not penetrate through pipe, but have a tendency to weaken same.

Fire Cracks—Tile usually pops wide open and such cracks can be easily distinguished.

Weather Cracks — Lines which travel in several directions inside of the pipe. Can be easily recognized when pipe is wet or dirty.

No doubt, at time of loading, every effort is made to load No. 1 pipe, but there is a possibility of some No. 2 pipe, or second grade, being placed in the cars. For this reason actual supervision at the time of unloading is necessary to detect any imperfect pipe which loss the carrier may be called upon to assume.

company must pay to operate a motor coach or truck upon a government-built and maintained highway, and what it costs the taxpayers to have it do so. Likewise, the Panama Canal and other improved waterways are provided at government expense. When tolls are charged for the use of waterways they are usually inadequate and usually no tolls at all are charged.

"The competitors of the railways are free to make any rates they please. Before the adoption of effective regulation of railway rates, competition by highway was hardly a factor and the railways so adjusted their rates as to meet the competition of water carriers of almost all kinds. The number of cases in which they are still allowed to do this is constantly becoming smaller. More and more their freight rates are being put on a distance basis regardless of water competition. The most important example is afforded by the persistent refusal of the Interstate Commerce Commission to let them make lower rates to the Pacific Coast, for the purpose of meeting water competition, than to intermediate points. In the Mississippi Valley the government is actually operating a barge line in competition with them, and not only prohibiting them from making rates especially to meet this competition, but requiring them to establish rates and routings for the purpose of strengthening it.

"The diversion of traffic from the railways is a very important reason why their passenger traffic is declining and their freight traffic is not growing as formerly, and to this is in large measure due a great reduction that has occurred in railroad purchases of certain kinds. The railways are now acquiring fewer new locomotives and freight cars than in years. In the first seven months of the last three years the numbers of locomotives placed in service were, 1926, 1,280; 1927, 1,195; 1928, 881. The numbers of unfilled orders for locomotives on August 1st of the last three years were, 1926, 517; 1927, 209; 1928, 73. In the first seven months of the last three years the numbers of freight cars placed in service were, 1926, 60,713; 1927, 41,806; 1928, 35,854. The numbers of unfilled orders for freight cars outstanding on August 1st of the last three years were, 1926, 27,995; 1927, 18,303; 1928, 14,830.

"If all the adverse effects upon general business that have been produced by the extraordinary reduction of railway purchases of equipment could be traced, it would be found they have been felt in many branches of business.

"Here and there evidence appears that some persons outside the railroad business realize that the diversion of traffic to waterways may not be an unmixed blessing. Grand Island, Neb., is not located on any of the waterways that it is proposed to develop. The Grand Island Independent recently published an editorial entitled 'Pulling for a Higher Tax,' in which it strongly opposed extensive development of inland waterways and contended that in so far as it was

Current Railroad Topics

The Greater Service of the Freight Train

EIGHT years ago a freight train moved ten miles an hour while it now moves 12.8 miles an hour, an increase of 27 per cent. During the same period the number of cars in the average train has increased from about 36 to approximately 48, or an increase of about 33 per cent.

However, it is important to note, from the standpoint of both railway earnings and operating expenses, that the number of empty cars in the average freight train has increased more than the number of loaded cars. This apparently has been due to the success of the co-operative efforts of the railways and the shippers in distributing cars in such a way that they will always be where they are needed. In order to accomplish this it seems necessary to always move relatively more cars when empty than formerly.

Eight years ago the average freight train contained only ten empty cars and 26 loaded cars. Now, it contains about 17 empty and 31 loaded cars. There has also been a decline in the average number of tons of freight in each loaded car. Despite the fact that there has been a decline in the load per car and an increase in the number of empty cars per train, the freight train renders much more freight service than formerly, because of its increased speed and length.

Eight years ago the hourly service of the average freight train was equivalent to carrying 7,440 tons one mile. Now, it is equivalent to carrying 9,915 tons one mile, the increase being about 33 per cent.

Traveling at an average speed of 13 miles per hour, all the freight trains in the United States move an average distance of about 1,675,000 miles. This is equivalent to 70 trains going around the earth daily or 560 moving from New York to San Francisco daily.

Allowing for the changes in prices and wages that have occurred since before the war the average freight train today is a more economical, speedy and efficient means of handling the commerce of the country than it ever was in history.

THE "Railway Age" calls attention to the facts that, first, "the railroads are the only means of transportation in this country which is dependent entirely upon its own earnings for the wherewithal with which to render its service," and, secondly, that "the railroads are the only transportation agencies which are so regulated as to prevent them from competing in rate-making with their competitors."

It asserts that this makes a combination of influences to the like of which no other industry in the United States is subjected, and that it largely accounts for some of the most important present conditions and tendencies in the railroad industry.

"Every other means of transportation, whether by water, highway or air, is being directly or indirectly subsidized by the government," says the "Railway Age." "All highways and waterways are provided and maintained by the government. There is no direct relationship between what a

successful in diverting traffic from the railways it would tend to maintain or increase the freight rates that must be paid by communities not located on waterways. 'The politicians,' it says, 'are pulling at the Missouri River navigation project, with its expenditure of millions upon millions of the taxpayers' money, in an appeal for votes. The economists, the prac-

tical rate experts of all the interior cities from the Dakotas to Texas, are pulling in exactly the other direction.' 'The railways would be able to hold most of the available traffic if they were as free as their competitors are to adjust their service and rates in accordance with conditions. They would be better able to stand the present rigid and restrictive policy of

regulation if they were not being subjected on every hand to unfair competition. There are many indications that they cannot long stand the public's present policy of promoting all kinds of competition with them at the taxpayer's expense and at the same time keeping them hog-tied so they cannot compete with their competitors.'



Per Diem Rule 5

ONE of the important rules is Per Diem Rule 5, and there is quoted below the Rule, together with American Railway Association official interpretations. It is probable that many have not had an opportunity to review these interpretations, which are very helpful in obtaining a clear understanding of the Rule.

(a) An amount for each car in switching service may be reclaimed by each individual switching road from the road for which the service was performed. This amount shall be based upon the average number of days, not to exceed five (5), for cars handled in terminal switching service except as otherwise provided in paragraphs (b) and (c), actually required in such switching service to be determined annually, or at such other periods as may be agreed upon by the roads interested, by an examination of the records of each individual switching road, by the roads interested, for each local territory, except that roads in any local territory may agree to the settlement of terminal switching reclaims on the basis of actual time involved in handlings the cars during the month for which the reclaim is made, subject to an agreed maximum number of days on any one car, the reclaim on pick-up and diverted cars shall be determined by a plan to be agreed upon by the interested roads, and the total reclaim for any months shall not exceed an average of five (5) days per car.

(b) An amount equal to the actual per diem accruing on each car loaded with live stock handled in switching service (but not including cars loaded with emigrant movables or exhibition live stock, which are subject to Section (a) of this rule), may be reclaimed by each individual switching road from the road for which the service was performed, provided that such reclaim shall not exceed one (1) day on any one car.

(c) An amount equal to the actual per diem accruing on each car containing less-than-carload freight (including cotton), commonly known as a trap or ferry car, handled in switching service, originating at or destined to points outside the switching district, may be reclaimed by each individual switching road from the road for which the service was performed, providing the movement is duly authorized by tariff publication and subject to a switching charge, and further provided that such reclaim shall not exceed three days on any one car.

(d) Except as provided in paragraph (e), an intermediate switching road may reclaim one (1) day's per diem only from the delivering road on any car on which per diem accrues while in intermediate switching service; however, a car handled in intermediate switching service which is delayed on the intermediate switching road over midnight of the date received on account of being held under Rule 15 is not subject to intermediate reclaim. A terminal switching road delivering a car to an intermediate switching road for delivery to a carrier road shall pay the reclaim to the intermediate switching road and may reclaim such amount from the carrier road for which the service was performed.

(e) No reclaim shall be allowed for an inter-terminal switching movement, except as provided in paragraph (c) of this rule.

(f) No reclaim shall be allowed to a non-subscriber.

(g) Unless otherwise unanimously agreed to by the interested roads, the Code of Switching Reclaim Rules of the American Railway Association shall govern in determining switching reclaim allowances.

Interpretations

5 (a) Question: Does Rule 5 apply when switching charge is

assessed on a ton instead of a car basis?

Answer: Yes.

5 (c) Question: Is it required that the records for an entire year must be examined to arrive at the average time?

Answer: The roads directly interested may agree on any representative period.

5 (d) Question: Is the right to reclaim on cars handled in switching service affected by the fact that the switching charge is collected from the shipper or consignee?

Answer: No.

5 (g) Question: Carrier road "A" delivers a loaded car to road "B" to be switched by the latter to industry on its line for unloading. Before the car is unloaded and without changing the load in any manner, it is ordered to road "C," where it is unloaded at an industry located on road "C" within the same switching limits. Road "B" receives two switching charges for handling the car, and road "C" also receives a switching charge. Is road "B" entitled to a reclaim from road "A" in view of the fact that the car was not unloaded? If not, is road "C" entitled to reclaim from road "A"?

Answer: Road "B" is entitled to reclaim from road "A." The movement from road "B" to road "C" comes within the definition of inter-terminal switching service and no reclaim should be allowed.

5 (h) Question: Carrier road "A" delivers a loaded car to road "B" for switching movement to consignee. Consignee refuses car on account of quality and car is returned to road "A" to await disposition. Shipper orders car to an industry on road "C" within same switching limits, at which point it is unloaded. Is this an intermediate switch and reclaim due road "C" or should road "B" collect reclaim?

Answer: Road "B" is entitled to reclaim from road "A" for the original inbound movement.

The return movement from road "B" to "A" to "C" was inter-terminal switching and no reclaim should be allowed.

5 (i) Question: Carrier road "A" delivers a loaded car to road "B" for switch movement to consignee. After car is placed for unloading, carrier road "A" instructs road "B" to re-card car to a point beyond the switching limits via road "C." Is road "B" entitled to reclaim from road "A" on the inbound movement and another reclaim from road "C" for the outbound movement?

Answer: Yes.

5 (j) Question 1: If a check of the records to establish the reclaim allowance under Rule 5 has not been made within a period of one year and one of the interested roads makes a request for such check, is it the intention of the rule that the check shall be made?

Answer: Unless there is an agreement to the contrary a road may demand a check of the records to determine the arbitrary reclaim under Per Diem Rule 5 when such check has not been made within a period of one year, and the other roads interested at that point are obligated under the rule to participate in such check. The rules provide that the reclaim made by each switching road shall be based on the average time required by such switching road to switch cars for all roads considered as a whole.

Question 2: If one or more of the roads involved does not agree to join in such check what action is necessary to secure compliance with the rule?

Answer: (a) If a road performing switching service does not agree to have its records checked, the road making the request may give notice that it will not pay reclaims accruing after the date of such notice. The switching road will have no right to present further reclaims until a check has been made in accordance with the Code of Switching Reclaim Rules and the revised reclaim allowance established, which shall then apply to reclaims presented in accordance with Rule 13 (a).

(b) If a carrier road does not agree to join in a check to establish a revised reclaim allowance, the switching road may give notice that it will check its records in accordance with the Code of Switching Reclaim Rules and thereby establish its revised reclaim allowance. After the date of such notice, the switching road will have the right to present reclaims in accordance with Rule 13 (a) at such established reclaim allowance.

5 (k) Question: Is the intermediate switching road entitled to reclaim when the car is not handled on a switching charge?

Answer: Reclaim may be made

on any car, loaded or empty, on which per diem accrues while in intermediate switching service, except on cars handled under Car Service Rule 4, cars on which the intermediate switching road participates in the freight rate and cars in inter-terminal switching movement.

5 (l) Question: When is an empty car, moving over an intermediate switching road, considered as in inter-terminal switching service?

Answer: An empty car is considered in inter-terminal switching service—

(a) When, after having been received loaded in inter-terminal switching service, and without having been diverted to other service, it is returned to intermediate road for movement to the originating road, to the owner, or to another road under proper authority.

(b) When furnished and used for loading in inter-terminal switching service.

5 (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 by 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 car-

rier 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.

Question No. 47

If an industry in our switching district load a D. R. G. car to a point on the Omaha Ry. the commodity being transit sugar on which the C. B. & Q. Ry. acted as the inbound carrier and we deliver the car direct to the Omaha Ry. on order of the C. B. & Q. Ry. (the switching charges and per diem reclaim being paid by the C. B. & Q. Ry.), what disposition can be made of car if returned to us empty by the Omaha Ry.?

In this connection if we delivered the car to the C. B. & Q. Ry. we could refuse to accept car if returned to us empty by that line, but since it is not a rule 2 car to the Omaha Ry. they would return it to us at the junction where received. It is assumed that car was delivered to the Omaha Ry. for a line haul movement in this case.

Answer to Sioux City

If we furnish a D. R. & G. car for loading in our switching district to a point on the C. St. P. M. & O. under Car Service Rules the car may be returned to our line in home route.

If the car is loaded to a line haul point on the C. B. & Q., their having a connection with the owner while we do not connect, prohibits return to our line in home route.

The fact that the car was furnished for a load delivered to the C. St. P. M. & O. on behalf of the C. B. & Q. does not change the status of the home route and the Omaha could properly return it to us in home route when empty.



Solid Trainload of Harvesters Shipped from Milwaukee to Canada
Via The C., M., St. P. & P. and C. N. Railroads

Golf

E. J. Vollman, S. M. Division

AT LAST the die is cast,
Bob's caught the golf infection.
All he needs is a ball with automatic speed,
And a compass attached for direction.

Oh, his stance is perfect and what a graceful pivot,
And what a rhythmic swing with a two-foot divot.
Nine holes he said he could make in one,

But instead a hole in the sod did come.

With revenge he grabbed another club,
When he should have used a spade.
The most painful words Bob ever heard
Were when his partner said, "I've barred the third."

He flopped on many a shot,
And he always shot with a will.
He tells about the cups he expects to win,
And here's hoping he will.

The Milwaukee R. R. Women's Club

Ways and Means Activities

Following is the Report of Ways and Means Activities, and Amounts Cleared—Jan. 1 to June 30, 1928.

Chapter	On	Amount
General Governing Board.....	Interest on bank accounts.....	\$ 136.95
Aberdeen, S. D.....	Food sale, card party, and kitchen shower.....	37.40
Austin, Minn.....	Dance, 3 card parties, and a raffle....	88.42
Beloit, Wis.....	3 dances, 2 card parties, sale of flour sifters and raffles.....	193.39
Bensenville, Ill.....	A raffle and a series of 6 card parties..	59.74
Black Hills.....	2 card parties, a food sale and penny marches.....	57.03
Butte, Mont.....	2 card parties.....	86.00
Cedar Rapids, Ia.....	6 card parties, penny marches, 4 bridge teas, raffle, and a Gallatin Gateway dinner and cards.....	153.15
Channing, Mich.....	A Gallatin Gateway ball, 4 card parties, a food sale, luncheons served to the Channing Rod and Gun Club, and at Safety First Meetings, and rental from club house.....	121.66
Chicago Board.....	Interest on bank account, Gallatin Gateway Ball given by the two Chicago Units, also raffle held by the two units.....	524.93
Chicago—Full. Ave. Unit.....	Donation, a raffle, a supper and card party, and circulating library (\$183.45 on latter).....	323.30
Chicago—Union Station Unit.....		
Council Bluffs, Ia.....	A dance, a card party, food sale, drawings and penny marches at monthly meetings, and refreshments.....	119.41
Deer Lodge, Mont.....	2 card parties, a Gallatin Gateway dance and card party, and penny marches.....	137.15
Des Moines, Ia.....	3 card parties, sale of jello, and lunch served at Safety First Meeting.....	48.75
Dubuque, Ia.....	2 dances, 2 card parties, bake sale, sale of cakes, penny marches, sale of magazines, donations, and interest on bank account.....	318.04
Green Bay, Wis.....	2 dances, 4 card parties, penny marches and \$5.00 for placing agency for sale of extract.....	147.31
Harlowton, Mont.....	1 dance.....	72.15
Janesville, Wis.....	Dance, 3 card parties, bake sale, and a raffle.....	412.00
Jasonville, Ind.....		
Kansas City, Mo.....	Raffle, and sale of extract.....	85.40
La Crosse, Wis.....	3 card parties, sale of movie tickets and a Gallatin Gateway Tea.....	72.66
Ladd, Ill.....	Card party.....	12.89
Lewistown Mont.....	2 card parties, 2 dances, a food sale, and raffle of a cake.....	155.20
Madison, Wis.....	2 dances, 3 card parties, raffle of a quilt, also a cake, raffle of linoleum, and a luncheon.....	227.98
Marion, Ia.....	Charity Ball, card party, and penny marches, \$321.00 being realized on the ball alone.....	365.91
Marmarth, N. D.....	?	44.86
Marquette, Ia.....	Dance, card party, food sale, penny marches, interest on bank account, donation, and 50c solicitation from members.....	138.61
Mason City, Ia.....	Dance, card party, bake sale.....	154.88
Milbank, S. D.....	Food sale and penny marches.....	27.52
Miles City, Mont.....	2 card parties.....	22.00
Milwaukee, Wis.....	Special and monthly card parties, Sunshine Fund and Circulating Library.....	317.56
Mitchell, S. D.....	A movie show, candy sale, bake sale, dance, and serving of a lunch at installation of Daughters of Amer.....	131.36
Mobridge, S. D.....	2 card parties and rental from club house.....	111.60
Montevideo, Minn.....	Rental from club house, penny marches, club house party entertainment, and serving of lunch to the Kiwanis on five different occasions.....	145.71
Murdo, S. D.....	Home talent play.....	64.48
Ottumwa, Ia.....	2 dances, card parties, bake sale, penny marches, rent from club house, laundry inspection, sale of wax paper, extract, magazine subscriptions, a banquet, dinner, etc.....	348.04
Perry, Ia.....	dances, 1 card party, and a chicken supper.....	218.01
Portage, Wis.....	Dance and cards, series of Gallatin Gateway card parties during Lent, sale of jello, May Day Lunch, and catering.....	293.45
St. Maries, Idaho.....	Dance, food sale, and lunches.....	
Sanborn, Ia.....		
Savanna, Ill.....	2 dances, 3 card parties, food sale, rental from club house, penny marches, Safety First Dinner, \$137.81 being realized on same, and serving of an Alumni Banquet, \$166.25 being realized on same.....	644.05

IN ORDER that you may have a general idea of the things that were done during the first six months of this year that were slightly out of the ordinary, mention is made of them below.

Aberdeen Chapter, in order to secure kitchen utensils, held a kitchen shower for its club room, and in addition to many articles received realized a small amount of money also. Beloit Chapter has realized quite a sum on the sale of flour sifters at 75c apiece. One of the dances held in Beloit was given by the contributing members and the money turned over to the chapter. This chapter has also been selling "Skidoo," a cleanser, and making some aprons for sale, but profits on same have not yet been reported. Bensenville held a series of six card parties, giving individual prizes at each party and a grand prize to the person holding high score for the six parties, thus encouraging a regular attendance. Janesville Chapter was presented with a ton of coal, which they raffled and realized \$109.05. This chapter also, to promote sociability, held a family dinner in June, preceding the regular meeting. This dinner they called "A Mixer" and have reported that it was most successful and popular, for the reason that there are a large number of families in the chapter, each having several members in the family. A charge of only fifty cents a family was made, regardless of how many there were in the family. The committee bought the supplies, the menu consisting of baked ham, potatoes, salad, rolls, cake and coffee, those bringing cakes being excused from the payment of fifty cents admission. Just enough was realized to meet expenses. Dancing formed part of the evening's entertainment. More than 300 persons attended. Mason City, in conducting its bake sale, reports that it called on half of its members to furnish bakery goods to sell and expects to have another sale in the fall when it will call upon the other half of its members. This chapter has also set aside every third Thursday of the month for some sort of a social gathering for the club and other railroad employees and friends. It also held one of its dances in its club room, giving same for the purpose of raising money for a sewing machine, a davenport and cards. Milwaukee Bridge Tournament, also received Chapter holds card parties monthly in its club room. Ottumwa held a \$7.50 for an inspection visit to a laundry. Portage held a series of Gallatin Gateway card parties during the Lenten season. The St. Maries Chapter, at its dance, had Columbian and Olympian signs at each end of the hall, had a bower of hearts in the center of the room, the dance being a Valentine Dance, with signs of the two trains mentioned above also. Members of the orchestra were dressed as negro porters, with white jackets and black faces. Lollypops in the form of dolls were given as favors. The Sioux City Chapter, even after having paid all expenses and giving away as a prize a free trip to and through Yellowstone Park via the

Seattle, Wash.	2	dances, one of them a Gallatin Gateway Ball, bringing in \$519.60, 2 card parties, penny marches, earned by members handing out cards on election day, \$50.00, sale of Hostess Reference Books	680.57
Sioux City, Ia.			
Sioux Falls, S. D.	2	dances, \$293.75 being cleared on one of them, food sale, penny marches, lunch money, serving of lunches at Safety First Meetings	365.01
Spokane, Wash.		Dance, card party, penny marches, Frigidaire demonstration (the dance being given by the Malden Unit) ..	79.37
Tacoma, Wash.		Dance, 2 card parties, movie show, penny marches, etc.	118.90
Terre Haute, Ind.		Card party, bazaar, and serving of lunch at Safety First Meetings	43.50
Three Forks, Mont.		Gallatin Gateway old-fashioned dance and card party	116.25
Tomah, Wis.		Dance, card party and raffle of a clock	54.95
Twin Cities			
Wausau, Wis.	2	dances, 3 card parties, one of them being given as a benefit card party, food sale, penny marches, rent from club house, and raffle of a \$5.00 gold piece	315.01
Total Amount Realized			\$8,392.76

Gallatin Gateway, including Pullman, total cost \$117.50, realized about \$520.00 on its Gallatin Gateway Dance. This chapter is also selling Hostess Reference Books at 25c apiece. Fourteen of its members also worked on election day handing out cards and earned for the club in this way an amount of \$50.00. Sioux Falls Chapter, at the dance they gave, donated to the person holding the lucky number an all-expense trip to and from Seattle, and even with this large expense realized an amount from same of \$293.75.

You will note that many of the chapters have used the following means of raising money, sale of magazine subscriptions, sale of jello, extract and other articles, sale of cakes and cookies left at meetings, also raffle of cakes left over; serving of lunches at Safety First Meetings and to other organizations. Dances have also been given in the company depots, where there are no club houses or the club rooms or houses are not large enough. Interest has been received on bank accounts. In many cases the office girls have taken charge and managed the dances or other activities.

A great deal has been done in a social way also by all chapters, from which they have not expected, and have not realized anything. Most of them serve refreshments at their meetings. Some play cards also at their meetings, either making no charge or just enough to cover the prizes. Programs and lectures are also given at the regular meetings. Where meetings are held evenings many chapters have been inviting the men to meet with them after the business meeting, and have then had a generally social time, with refreshments and either card playing or dancing. Picnics have been held during the summer months. Pot-luck suppers have also been held by many of the chapters, no charge being made for these in most instances. The children of railroad employees have generously given of their time and services in furnishing programs. Austin Chapter has had many picnic dinners in its club room, followed by cards, with prizes. Bensenville Chapter gave

a Valentine Party for the purpose of starting a drive for membership, the losing side to later entertain the winners. Beloit Chapter members got together and made three comforters, thirty layettes for the visiting nurses, and aprons for sale. Black Hills Chapter, on the anniversary of the date it was organized, had a Birthday Dinner, in March held another dinner, to which all "Milwaukee" employees and their families were invited, and in June, at the request of the roadmaster, helped him entertain about 200 men and women who attended a Safety First Meeting. Had a picnic in one of their parks. Channing Chapter enjoys a social hour after the regular meeting each month, with card playing and refreshments, four members taking charge and acting as hostesses at these meetings until all have had their turn. No charge is made for this. In April this chapter served supper to all members and their husbands, and followed it with a program and card playing, with prizes, no charge being made. Chicago Union Station Unit serves a hot buffet supper to its members at the monthly meeting, assuming part of the expense. At one of its meetings a book review was given by Mrs. Anthony French Merrill, at another there was a Valentine Party, at the March meeting a St. Patrick's Party, with cards and bunco, and in May colored slides were shown. A reception was also given in May to the contributing members of the unit, with Mr. and Mrs. Scandrett as guests of honor. Fullerton Avenue Unit has followed the plan of having either a program or cards at its regular monthly meetings, a book review having been given by Mrs. Dynes, President of the Union Station Unit, at one of them, and at another a lecture by Miss Julie Adams, on the subject of National Politics. A course of three lectures, subjects, International Affairs, Chicago Politics, and United States Navy and Merchant Marine, was also held. Dubuque Chapter, at its monthly meetings, awards attendance prizes. At one of its meetings it initiated its new members by having them perform stunts while blindfolded. A beautiful American flag

was presented to the chapter at its March meeting by the Shiloh Circle and an exhibition drill was given by the Caldron Drill Team. The Green Bay Chapter holds monthly card parties, making only a small charge. "Mixers," such as referred to above for the Janesville Chapter, have been held by that chapter on several occasions. The Kansas City Chapter, in February, held its third birthday party, with dancing, cards and refreshments furnished, and in June held an all-day meeting with covered-dish luncheon, at the home of its president, also on June 16th its club picnic. La Crosse every second month holds birthday luncheons in honor of the members who have had or will have birthdays during those particular two months. Madison Chapter, when it opened its new club rooms, invited the surrounding chapters to attend. They were presented by the Northwestern Railway Women's Club with a beautiful basket of flowers. Marmarth held a spelling match at one of its meetings, first spelling the words forward and then backward. The contributing members of the Mitchell Chapter entertained the ladies in February with a dance, games, and serving of a lunch. About 300 attended. In March, the chapter followed its regular business meeting with attending the Safety First Meeting, serving light refreshments. About 200 were present. The Moberg Chapter in February gave a "Jiggs Dinner," feeding about 200 men employees. They had 167 pounds of corned beef, with cabbage, carrots, onions and potatoes, dark and light bread and butter, pickles and jelly, home-made apple pies, fifty of them, donated by the women. At noon the entire roundhouse force came in a body, also the Car Department and the section laborers at night, the night shifts at 7:00 o'clock, and in between and in the evening also, the trainmen, enginemen, clerks and officials. The women of the club worked from eight in the morning until ten-thirty at night. This dinner was given entirely free of charge. In January, the Ottumwa Chapter gave a co-operative luncheon for members and their friends. They also have one social afternoon a month, when cards are played and refreshments served. The Perry Chapter has sub-chairmen who take charge of meetings assigned to them, using their own ideas for program or entertainment. Pot-luck suppers have been held by the Perry Chapter, with more people than they could get into the club house. In May the Perry Chapter entertained the Council Bluffs Chapter. In April the Portage Chapter, after its regular meeting, was entertained by the husbands of the members, who put on a Minstrel Show. Following the May meeting, the chapter held a Mothers' and Daughters' Day. After the June meeting a basket picnic was held. The Savanna Chapter in June served a 6:30 picnic supper to the "Milwaukee" men and their families, following same with a short business meeting. The Seattle Chapter held card parties monthly in its club rooms, a small charge of only ten cents being



General Governing Board Office, Chicago

made at the January meeting to pay for the prizes, the March card party being for the purpose of raising money for card table covers, that held in May to raise funds for benevolent work, etc. Sioux City has held several Pot-Luck Dinners in the waiting room of the depot. They are trying to organize an orchestra among "Milwaukee" people. Spokane Chapter has on various occasions had outside talkers at its regular meetings, having had Mrs. Robinson of the Good Fellows one month, a speaker from the Community Chest another, and on another occasion a speaker who talked on "Making a Will." The Terre Haute Chapter in February served a seven-o'clock dinner in its club house to all members, both voting and contributing, and their families, followed same with cards and a social time. At Three Forks in April an Old-fashioned Dance was given, old-fashioned costumes and songs being used. At one of its meetings a history of The Milwaukee Road was read. Twin City Chapter holds regular monthly card parties in its club rooms, a small charge being made. At the March meeting of the chapter, the girl members, or office employees, served the lunch, all wearing green smocks, and serving from a table decorated in green. Light refreshments were served to 300 people at the April meeting of the chapter, in May to about 200 people, the men members of the chapter serving the lunch, each of them wearing a white suit. A monthly card party is held by the Wausau Chapter, the Social Committee securing a committee to serve refreshments and give prizes which they furnish, a small charge being made for attending.

In the foregoing I have not covered in detail all of the social activities of all of the chapters, for the reason that all chapters carry on these activities in much the same manner, and specific mention of what has been done by some of the chapters has been made simply to place before all of our chapters examples of what may be done to interest members and employees generally, and so that you may receive the benefit of ideas of other chapters.

Gallatin Gateway dances, card parties, teas, luncheons and dinners were

given by the following chapters: Cedar Rapids, Chicago, Deer Lodge, Green Bay, La Crosse, Mitchell, Perry, Portage, Sioux Falls, Spokane (Malden Unit), Tacoma, Sioux City and Three Forks, all of these chapters using Gallatin Gateway advertising matter and giving such assistance as they could to advertise our Gallatin Gateway entrance to Yellowstone Park.

ETTA N. LINDSKOG,
Corresponding Secretary General.



Another View of General Governing Board Office

Kansas City Chapter

By Flossie Lipp, Historian

THE Kansas City Chapter had its first get-together meeting since our recess, on Wednesday evening, September 5th. This was made a festive occasion with a lovely dinner served by Mrs. Leaton, Chairman of the Ways and Means Committee, and other ladies of the Club. The dinner was furnished by the Great Western Appliance Co., of Kansas City, who also donated a kitchen chair, Graybar electric iron and a set of Sebring dishes which were raffled off. The proceeds of this dinner, \$34.75, were given to the Club.

About sixty guests were served and each guest was given a chance on the items mentioned, Mrs. Frank Reed winning the kitchen chair, Flossie Lipp the electric iron, and Mrs. Florence Watson the dinner set.

Several new faces were seen at this dinner and we are sincerely hoping they will continue to support our Club, not only financially, but by becoming active members. Mrs. Bernard LeBow, former Historian for the Ottumwa Chapter, is now residing in Kansas City, and we take pleasure in welcoming her to our Chapter.

We are sorry to report that Mrs. J. H.

Lord, wife of Roundhouse Foreman, has been very ill for the past week, also their son, Marvin, and hope for their speedy recovery.

Some of our members are still enjoying vacations but we believe with their return we will have some very good meetings this coming Fall.

Council Bluffs Chapter

Mrs. J. F. Briggie

ON August 26 a picnic will be given in Dodge Park.

On Thursday, May 31, the Council Bluffs Milwaukee Women's Club gave a pot luck luncheon at one o'clock in the club rooms, followed by the regular business meeting. It was decided not to meet during June and July.

On May 17, we were royally entertained by the Perry chapter at Perry, Iowa. We were met at the train and taken to the club house. At one o'clock they served a delicious luncheon, everyone being seated at one long table which was decorated with spring flowers and a Maypole was used for the centerpiece. Favors were small pots of pansies.

In the afternoon we were taken for a long ride, then to dinner at the Green Dragon tea room at six o'clock. In the evening there was a musical program followed by cards.

Refreshments were served in time for us to take the midnight train for home. Perry ladies are certainly to be congratulated on the success of their entertainment.

Mason City Chapter

S. K. H.

MASON CITY CHAPTER opened its Fall meetings September 7th, in the Club Rooms with Mrs. W. F. Ingraham, President, presiding.

Due to this being the first meeting after the summer recess, there was very little to report on. Mrs. Ulrich read a number of papers from other chapters, giving many ideas on the way they made money and at the same time promoted the Club.

Plans were made for a bazaar and supper to be given October 25th, in the Club Rooms. This is to be our first get-together, and extensive plans are being made. We will have such things as candy, aprons, dolls, quilts, groceries and in fact, anything you desire for sale during the afternoon and evening. Last, but not least, we are to have a REAL FORTUNE TELLER.

After the general business was conducted the balance of the evening was spent in playing cards and after light refreshments, the first club meeting of the Fall and Winter season came to a close.

We are in hopes of having considerable more to report under Mason City Chapter after the weather turns a little colder and we get everyone warmed up to the fact that the Women's Club has a duty to perform this winter and it will take all employees to help perform the duties the way they should be.

Janesville Chapter

Cora B. Drew, Historian

JANESVILLE CHAPTER opened its season with a meeting in Eagles Hall, at which time plans for the year were discussed. A card party is to be held this month. Arrangements are being made to attend the annual luncheon in Chicago, those who plan to attend to notify Mrs. George Ryan or Mrs. Albert Hunter.

Our new club house will be completed in about a month. Mrs. J. J. Kelly, chairman of the house and furnishing committee,

made a report about curtains which she was able to purchase reasonably. Also a table lamp for the secretary. Mrs. Willis Taylor donated a gas stove, which was gratefully accepted.

Refreshments were served by Mesdames Arthur Nobig and Louis Michels, and all enjoyed a social hour.

Tomah Chapter

Mrs. Henry Thom, Historian

THE regular meeting of the Tomah Chapter was held at the Community room of the public library, Wednesday evening, September 5. Approximately twenty-five members were present with the president, Mrs. A. Harris, presiding.

The meeting was opened with singing by the members and Mrs. Kohl as pianist.

Reports of the Secretary and Treasurer were read and approved.

The Club has planned to hold the Annual supper for the members and their families during the last week in September.

The Club also decided to have a one-act play in the near future for all railroad employees and their families.

Perry Chapter

Ruby Eckman, Historian

THE Welfare and Relief Committee has the only committee at work during the last few weeks as the rest of the ladies took a summer vacation.

When they go to the club house for their next meeting they are going to find much more beautiful surroundings as about twenty carloads of dirt have been hauled into Perry and used to fill in and level off the grounds around the club house. It is the intention to plant grass seed and lay out some flower beds, and next summer the club house grounds will be one of the beauty spots of Perry. The work which has already been done has occasioned a lot of favorable comment from townspeople and others who are not especially interested in the club.

Sioux Falls Chapter

Mrs. R. R. Riewert, Historian

OUR regular business meeting was held September 11, and plans were made for future work. It was voted to have our dances in the Passenger Station again this winter, as they were so successful last winter.

Arrangements were made for the fall cleaning of the Club House. Several members offered their services to do same and save us the expense of hiring it done.

We hope that every member will take an active interest in the Club work so that our undertaking will be a huge success and a large amount added to our working fund. We have had quite a rest during the hot weather and with vacations over everyone should be ready for work.

Savanna Chapter

Nelle Nolan, Historian

AFTER enjoying a couple of months' vacation, we opened our meeting in our Lydia T. Byram Community Club Room, September 10. The meeting was called to order by the president, Mrs. Seitzberg.

Minutes of the last meeting were read by the secretary, Mrs. Langly.

The chairman reported as follows:

Ways and Means—Chairman, Mrs. Sheetz: A minstrel show to be given October 3-4. Part of the money to be used for the support

of a CMStP&P band, which is being organized.

On October 10, a Safety-First dinner will be served. No doubt, this will be a big success.

Mrs. Shaffer, chairman of the Membership Committee, reports six new voting members and five contributing members.

Our Sunshine and Good Cheer Chairman, Mrs. Waymack, reports for July and August: Gifts and flowers, fruit and magazines at time of sickness, 4 bouquets and 1 basket of fruit—money taken from treasury.

Gift of flowers, fruit, magazines, etc., sent at time of sickness not requiring expenditure from chapter treasury: 5 baskets vegetables, 16 bouquets, 24 magazines and papers. Calls made account sickness, death and for other reasons—162. Cards and letters of sympathy—22.

Channing Chapter

Mrs. John Kramer, Historian

ON September 7, Channing Chapter held its regular business and social meeting. This meeting was well attended, and all members present were greatly interested in the talks given by Mrs. C. Kendall, first vice-president general, and Miss E. Lindskog, corresponding secretary general, who were guests of the evening.

While all members of the club were enjoying the summer months the Mutual Benefit committee and the Sunshine committee were quite busy doing their work of good cheer. One operation and hospital case was reported. The members were pleased to see the patient so well and so grateful to the club.

A number of new members and contributing members were also secured during the summer.

We are looking forward to an increase in membership by the end of the year. We feel confident we shall have the employees' support by becoming contributing members.

Added to our social entertainment was a vocal solo by Mrs. Harry Anderson and a piano selection by Mrs. Paul Bauman.

At the close of the evening refreshments were served.

The next regular meeting will be the third Tuesday in October. All members and prospective members are urged to attend.

Troubles of Housekeeping

Mrs. Douglas: "What do you find the most troublesome part of housekeeping, my dear?"

Mrs. Howe (dryly): "My husband!"—M. K. T.

The Seven-Foot Shelf

"I have a book you ought to read, my dear. Shall I lend it to you?"

"Heavens, no, darling! I can't even find time to read the books I ought not to."

1928

Said the pretty thing to the druggist—"A green lipstick, please."

"Why green?" queried the druggist, "we have many other more attractive colors."

"Oh, but tonight I have a date with a railroad man and he knows his signals."

The Reserves

Nervous Traveler: "But suppose there is an accident, and the train is dashed to pieces?"

Porter (cheerfully): "No need to worry, ma'am, the company got plenty more trains."—Montreal Herald.

A Legionnaire Editor Writes

GRASS RANGE REVIEW

Grass Range, Montana.

Mr. Geo. B. Haynes, P. T. M.,

C. M., St. P. and P. R. R.

Chicago, Illinois.

Dear Sir:

I just returned from the American Legion Paris convention and as the trip links up so much with The Milwaukee Road I am going to let off some of my enthusiasm by writing you. Observations I made I think you might make use of publicly. To begin with, I traveled The Milwaukee going and returning and spent two very pleasant hours in the new Union Depot at Chicago on September first, and, as I have been in every state in the union but four, feel in a position to give praise where it is due. Returning from France on the U. S. S. Republic, we were presented each morning with daily newspapers, and I felt a sense of pride one morning when I beheld on the front page a fine, large, attractive ad of The Milwaukee Road. I showed it to the crowd and interested them in the Olympian, and several of the Legionnaires assured me they had heard of the train and looked forward to the day when they could make the trip from Chicago to Seattle. A week later I had the pleasure of traveling the new Olympian and do not hesitate to say it is the grandest train I ever stepped aboard. The roller bearings assure one of a refreshing night's rest, and the porcelain equipment in the toilets speaks for neatness and cleanliness. The diners are wonderful. There is hardly a ripple on the water of the drinking glasses or the coffee, and the food is delicious. One can spend the whole day in the observation car in absolute comfort. I felt at home as soon as I got back on The Milwaukee, for the crack trains of the East have forgotten service and comfort in their craze for speed. I nearly forgot to mention that I stepped into the road's beautiful office in New York and found them courteous and interested.

You have my permission to doctor this, cut out or correct as you wish, but you know now what one Legionnaire editor thinks of The Milwaukee. My only regret was that I had to leave the train at Roundup.

Very truly yours,

(Signed) R. B. Vrooman.

Seattle General Offices

D. H. B.

FRED NYE has been called to Fort Worth, Texas, by the illness of his father.

Vacations are the order of the day around the Seattle office just now.

Mrs. Herron is driving to the Oregon Caves, Crater Lake and Lake Tahoe.

Miss Eulalie Lasnier has just returned from a trip to Los Angeles.

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Mr. Laughon is making a vacation trip through Yellowstone Park.

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Mr. Geo. W. Korte is being visited by his sons from California. He reports many interesting rides in the "Elizabeth."

Mr. Reeder has returned to the offices of the Engineering Department.

The Seattle freight house picnic was held July 19, and it was reported to be one of the most successful affairs of the sort ever held.

made a report about curtains which she was able to purchase reasonably. Also a table lamp for the secretary. Mrs. Willis Taylor donated a gas stove, which was gratefully accepted.

Refreshments were served by Mesdames Arthur Nobig and Louis Michels, and all enjoyed a social hour.

Tomah Chapter

Mrs. Henry Thom, Historian

THE regular meeting of the Tomah Chapter was held at the Community room of the public library, Wednesday evening, September 5. Approximately twenty-five members were present with the president, Mrs. A. Harriis, presiding.

The meeting was opened with singing by the members and Mrs. Kohl as pianist.

Reports of the Secretary and Treasurer were read and approved.

The Club has planned to hold the Annual supper for the members and their families during the last week in September.

The Club also decided to have a one-act play in the near future for all railroad employees and their families.

Perry Chapter

Ruby Eckman, Historian

THE Welfare and Relief Committee has the only committee at work during the last few weeks as the rest of the ladies took a summer vacation.

When they go to the club house for their next meeting they are going to find much more beautiful surroundings as about twenty carloads of dirt have been hauled into Perry and used to fill in and level off the grounds around the club house. It is the intention to plant grass seed and lay out some flower beds, and next summer the club house grounds will be one of the beauty spots of Perry. The work which has already been done has occasioned a lot of favorable comment from townspeople and others who are not especially interested in the club.

Sioux Falls Chapter

Mrs. R. R. Riewert, Historian

OUR regular business meeting was held September 11, and plans were made for future work. It was voted to have our dances in the Passenger Station again this winter, as they were so successful last winter.

Arrangements were made for the fall cleaning of the Club House. Several members offered their services to do same and save us the expense of hiring it done.

We hope that every member will take an active interest in the Club work so that our undertaking will be a huge success and a large amount added to our working fund. We have had quite a rest during the hot weather and with vacations over everyone should be ready for work.

Savanna Chapter

Nelle Nolan, Historian

AFTER enjoying a couple of months' vacation, we opened our meeting in our Lydia T. Byram Community Club Room, September 10. The meeting was called to order by the president, Mrs. Seitzberg.

Minutes of the last meeting were read by the secretary, Mrs. Langly.

The chairman reported as follows:

Ways and Means—Chairman, Mrs. Sheetz: A minstrel show to be given October 3-4. Part of the money to be used for the support

of a CMStP&P band, which is being organized.

On October 10, a Safety-First dinner will be served. No doubt, this will be a big success.

Mrs. Shaffer, chairman of the Membership Committee, reports six new voting members and five contributing members.

Our Sunshine and Good Cheer Chairman, Mrs. Waymack, reports for July and August: Gifts and flowers, fruit and magazines at time of sickness, 4 bouquets and 1 basket of fruit—money taken from treasury.

Gift of flowers, fruit, magazines, etc., sent at time of sickness not requiring expenditure from chapter treasury: 5 baskets vegetables, 16 bouquets, 24 magazines and papers. Calls made account sickness, death and for other reasons—162. Cards and letters of sympathy—22.

Channing Chapter

Mrs. John Kramer, Historian

ON September 7, Channing Chapter held its regular business and social meeting. This meeting was well attended, and all members present were greatly interested in the talks given by Mrs. C. Kendall, first vice-president general, and Miss E. Lindskog, corresponding secretary general, who were guests of the evening.

While all members of the club were enjoying the summer months the Mutual Benefit committee and the Sunshine committee were quite busy doing their work of good cheer. One operation and hospital case was reported. The members were pleased to see the patient so well and so grateful to the club.

A number of new members and contributing members were also secured during the summer.

We are looking forward to an increase in membership by the end of the year. We feel confident we shall have the employees' support by becoming contributing members.

Added to our social entertainment was a vocal solo by Mrs. Harry Anderson and a piano selection by Mrs. Paul Bauman.

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The Patterns

6256. Misses' Dress

Cut in 3 Sizes: 16, 18 and 20 years. An 18 year size requires $4\frac{7}{8}$ yards of 35-inch material. If cuffs and belt are faced with contrasting material this will require $\frac{1}{4}$ yard. The width of the Dress at the lower edge with plaits extended is $3\frac{1}{4}$ yards. Price 12c.

6257. Ladies' Dress

Cut in 7 Sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. A 38 inch size requires $2\frac{3}{4}$ yards of 54-inch material. To finish with bias binding as illustrated will require $2\frac{3}{4}$ yards. Price 12c.

6260. Girls' Dress

Cut in 4 Sizes: 6, 8, 10 and 12 years. A 10 year size requires $2\frac{3}{4}$ yards of 36-inch material together with $\frac{7}{8}$ yard of contrasting material. Price 12c.

6247. Ladies' Dress

Cut in 9 Sizes: 38, 40, 42, 44, 46, 48, 50, 52 and 54 inches bust measure. A 46 inch size requires $4\frac{1}{4}$ yards of 36-inch material together with $\frac{7}{8}$ yard of contrasting ma-

terial. The width of the Dress at the lower edge with plaits extended is 2 yards. Price 12c.

6268. Boys' Suit

Cut in 3 Sizes: 2, 4 and 6 years. A 4 year size requires $2\frac{1}{4}$ yards of 36-inch material. A facing on the collar of contrasting material requires $\frac{1}{4}$ yard 20 inches wide. Price 12c.

Ladies' Morning Frock

Cut in 6 Sizes: 34, 36, 38, 40, 42 and 44 inches bust measure. Size 38 requires $3\frac{3}{4}$ yards of 27-inch material together with $\frac{1}{4}$ yard of contrasting material. The width of the Dress at the lower edge with plaits extended is $1\frac{1}{2}$ yards. Price 12c.

6265. Girls' Night Drawers

Cut in 6 Sizes: 2, 4, 6, 8, 10 and 12 years. A 6 year size in ankle length requires $3\frac{1}{4}$ yards of 27-inch material together with $\frac{7}{8}$ yard of contrasting material. If made in knee length $\frac{3}{4}$ yard less of the figured material will be required. Price 12c.

5909. Ladies' Apron

Cut in 4 Sizes: Small, Medium, Large and

Extra Large. A Medium size requires $2\frac{1}{4}$ yards of 36-inch material. For binding as illustrated $7\frac{1}{2}$ yards will be required. Price 12c.

5652. Child's Dress

Cut in 4 Sizes: 2, 4, 6 and 8 years. A 4 year size requires $1\frac{1}{4}$ yards of 36-inch figured material, with $\frac{1}{8}$ yard of plain material. Price 12c.

Send 15c in silver or stamps for our UP-TO-DATE FALL AND WINTER 1928-29 BOOK OF FASHIONS.

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

Good Things to Eat

Pecan Nut Loaf. Mix together one cup of hot boiled rice, one cup finely chopped pecans and one cup cracker crumbs. Add one well beaten egg, one cup milk, teaspoon and a half salt and one-fourth teaspoon pepper. Place in small buttered bread pan, pour over one tablespoon melted butter and bake one hour in moderate oven. Serve hot with the following sauce: Three tablespoons butter and two slices onion fried together three minutes. Stir constantly. Add three tablespoons flour and blend well. Pour over this mixture one and one-half cups milk and bring to boil. Add salt and pepper to taste. Strain.

English Monkey. Soak one cup bread crumbs in one cup milk fifteen minutes. Melt one tablespoon butter and add one-half cup of mild cheese ground or finely cut. When cheese is melted, add the soaked crumbs, one egg slightly beaten, one-half teaspoon salt and pinch of cayenne. Cook three minutes and pour on toasted, buttered crackers or thin slices of bread, toasted and sparsely buttered.

Cheese Toast. Make a white sauce of one cup of milk, one tablespoon of butter, one tablespoon flour, one-fourth teaspoon salt and pinch of pepper. Add three-fourths cup grated cheese, and when melted, add yolks of two eggs slightly beaten. Cook until mixture thickens, then add the stiffly beaten egg whites. Pour over toast.

Cheese Souffle. Melt two tablespoons butter, add three tablespoons flour and when the mixture sizzles in the pan, add one-half cup of scalded milk, one-half teaspoon salt, bit of cayenne and one-fourth cup of American cheese. Beat yolks of three eggs until thick and lemon colored, remove first mixture from fire and add the yolks. Cool and cut and fold in the stiffly beaten whites of the eggs. Place in buttered baking dish and bake twenty minutes in slow oven. Serve very hot.

Cheese Balls. Mix one and one-half cups mild grated cheese, one tablespoon flour, one-fourth teaspoon salt and few grains cayenne. Add the stiffly beaten whites of three eggs. Shape in small balls, roll in cracker dust and fry in deep fat. Drain on absorbent paper. Serve with salad.

Rice and Tomato Croquettes. Wash one-half cup rice and steam in three-fourths cup of chicken or veal stock. Add one pint tomatoes, one slice of onion grated, one teaspoon of grated carrot, sprig each of parsley and thyme, black pepper, one teaspoon sugar all cooked together twenty minutes and then rubbed through a strainer. When the rice and stock is cooked nearly dry, remove from fire and add to the second mixture with one egg slightly beaten. Let cook and form into croquettes, dip in crumbs, egg and crumbs and fry in deep fat. Drain and serve hot.



SPECIAL COMMENDATION

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

Switchman H. Tanning, Bensenville, Ill., on September 9th volunteered to fire and did fire an engine account no fireman on hand.

Signal maintainer, Tama, Iowa, discovered a broken arch bar on KCRX car 124, in the CTXB, at Tama, on September 11th. Mr. Kubik signaled the crew and they set the car out before further trouble resulted.

Engineer Edward Bohlman, Chicago Terminals, while in charge of engine 7214, westbound, August 11th, noticed some spikes sticking up in the rail joints, and stopped Galewood Transfer, eastbound, informing him to be on the lookout for the spikes. This resulted in Mr. McMillan, in charge of Galewood Transfer, stopping his train and removing six spikes that were protruding from the rail joints, thereby avoiding a possible serious accident.

During the evening of a serious rain storm on August 6th that caused a number of washouts, including one at Nicollet Avenue bridge, Minneapolis, Lawrence W. Walsh, clerk in the office of Chief Carpenter A. A. Kurzejka, was at the office during the storm. Starting home after the storm was over, he found no street cars operating, and walked along Lake Street to Nicollet. Passing over the Twenty-ninth Street bridge he noticed some boys much excited at the flow of sand and water coming from the bridge abutment. Going below the bridge he found a serious condition. He ran to the home of B. & B. Foreman George Bruse and called other men living in that vicinity, who turned out immediately to prevent further damage. This was splendid work on the part of Mr. Walsh.

Foreman John Wolf, Bensenville roundhouse, was on train No. 17, the night of September 2nd, when the engine failed near Indio. Mr. Wolf rendered valuable assistance to the engine crew in getting the locomotive in shape to be moved, working several hours without overclothes to protect his business suit.

LaCrosse Division Conductor Joe Welch, September 2nd on extra east, discovered about six inches broken out of the south rail of west main near the house track switch at Nashotah. He immediately reported the condition and the passenger train following was run over the break with care, after which it was changed out.

A costly and serious accident was no doubt averted when Northern Division Fireman Grant Oakes, on train 71, August 1st, discovered a sand board down on a stock car loaded with ties.

Section Foreman J. Fielder, living near the track at Starr, Illinois, on Terre Haute Division, as extra 8210, south, was passing, August 20th, heard a wheel pounding badly. He went to the telephone at Starr and called the dispatcher. Train was stopped and the conductor found a broken wheel under one of the cars, and while it had not up to that time derailed, it would have done so if it had gone much further.

Operator J. L. Daley, River Junction, Minn., as train No. 61 was passing River Junction, on August 31st, noticed a brake shoe dragging on rail and made an attempt to stop the train. Failing in this, he signaled signal maintainer at Dakota and had him go over and stop the train.

Operator D. E. Wright, at Rubio, August 25th, discovered brake beam down on car in extra 8202, east, as train was pulling by the station.

Operator S. McClave, Bellevue, Iowa, discovered brake beam dragging in extra 5524, west, as it was passing station and got word to the train crew, which no doubt averted a derailment.

V. P. Sohn, New Hampton, Iowa, discovered a hot box and car off center in extra 9013, when this train was passing New Hampton.

Superior Division Brakeman Warren Anderson, on August 27th, while setting out cars at Marinette, noticed wheel marks on the crossing. Believing these to be caused by a loose wheel on one of the cars that were being set out, he notified the car foreman at that point. A thorough inspection was made and the loose wheel was found.

R. & S. W. Division Brakeman A. M. Schults discovered a broken arch bar on car in train 650, August 14th. His watchfulness no doubt prevented a derailment.

The following statement from Agent F. H. Clark, Rapid City, S. D., shows some excellent work on his part and on the part of Conductor F. J. Grace, Roundhouse Foreman Hickson and Lineman E. M. Young:

Fire started in a large wood pile about 100 feet south of our team track at about 3:30 P.M.

There is a line of old wooden sheds along side of our team track, and these buildings were soon smoking with the heat from the fire. There was a light south wind blowing which carried the heat from the fire directly towards our tracks. Directly opposite the sheds which started to burn we had the following cars on team track: 2 cinder cars, 1 refrigerator car, 2 cabooses, 1 flat car loaded with thresher, 1 merchandise car loaded, 3 empty box cars.

I was at the office at the time fire broke out, with E. M. Young, lineman for west, I. & D. We went immediately to place of fire, and discovered the sheds starting to burn. Conductor F. J. Grace and Brakeman Bietel were right on hand, and told them that we had better get an engine from roundhouse at once and pull the cars off that track to save the equipment.

Mr. E. M. Young stayed at east end of team track to take care of the switch and make couplings; others went to the roundhouse about one mile east to get the engine. On arrival at roundhouse called Roundhouse Foreman T. Hickson to run engine to the place of fire. We were back to place of fire with an engine in a very few minutes. However, the fire department had succeeded in putting the fire out in the line of sheds and was not necessary to pull the cars out.

At this time I am unable to say how this fire started. We had two trains arrive this date, one at 12:30 P.M. and one at 2:30

P.M. Neither of these engines started any fires between Murdo and Rapid City, S. D.

There was a steam crane working on this date which had done some switching alongside of this wood pile, and possibly that is where the fire started from.

Switch Tender Wm. Bryant, Galewood Hill, while Division Street Transfer was pulling him on August 14th, discovered brake rigging down under one of the cars and took prompt action to stop the train, thereby averting a possible accident.

"Those of Us Who Do"

G. P. F.

MISS NELLIE McGRAU, employed in the Cashier's Department of our Kansas City Station, was instrumental in obtaining a carload of grain from Kansas City to Hammond, Ind. Agent Fesler reports that Miss McGrau is wide-awake in soliciting business at all times.

Mr. Ed Holtz, clerk in the Superintendent's office at Aberdeen, secured routing on two carloads of lumber from Oregon points. Nice work.

General Passenger Agent Dixon, under date of August 21, commends the following employees for turning in passenger business via our line:

Mr. Leo Gribben, Assistant Cashier, Local Freight Office, Mason City.

Mr. W. H. Woodhouse, Local Baggage man, Mason City.

Mr. Clarence Brown, son of Traveling Auditor C. A. Brown, Kansas City.

Mr. Wesley Nehf, Office of Freight Auditor, Chicago.

Miss Marjorie Kennedy, Fullerton Avenue, Chicago.

Mr. C. F. Loweth, Chief Engineer, Chicago.

Mr. Frank King, Fireman, Superior Division, Green Bay.

Mr. O. W. Dynes, General Solicitor, Chicago.

Mr. Hub Smith, Office of General Superintendent of Transportation, Chicago.

Mr. Z. D. Jenkins, Train Baggage man, Sioux Falls.

Mr. M. A. French, Yardmaster, Milwaukee.

Mr. J. M. Flynn, Sleeping Car Conductor, Chicago.

Mrs. Carpenter Kendall, Editor, Employees' Magazine.

Mr. F. G. Maloney, Operator, Winona, Minn.

Miss Mary Lawler, Freight Auditor's Office, Chicago.

Mr. Freeman, Conductor, Ottumwa Junction, Iowa.

Mr. H. J. Young, Clerk, Garner, Iowa.

Switching Foreman Al Krohn in the Menominee Belt District at Milwaukee secured a diversion on a carload to Minneapolis. Mr. Krohn was switching an industry and noticed this car routed via a competing line. Let's hear from you again, Al.

In the month of August, Rate Clerk J. P. Dickey, at Galewood, secured diversion on nineteen long-haul merchandise shipments.

(Continued on Page 48)

ON THE STEEL TRAIL

Racine & Southwestern Division First Annual Picnic

THE First Annual Picnic of the Racine & Southwestern Division Employees was held at Delavan Gardens, Delavan, Wis., on Sunday, August 19, 1928. An estimated crowd of 950 employees and their families attended. Two special trains were run, one from Racine and one from Shannon, to bring the picnickers to and from the picnic.



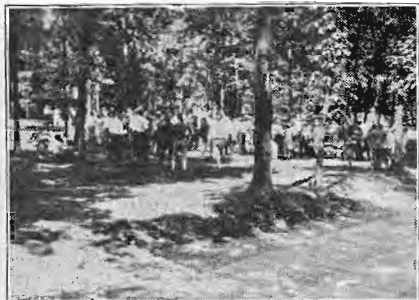
On the Way with the Picnic Baskets

The day's activities started at 10:00 AM and continued throughout the day, closing in the evening with dancing. During the day, 1,000 lollypops, 20 gallons of ice cream, 50 cases of pop and more than 1,000 cups of coffee were given away.

At 10 o'clock in the morning the Trainmen defeated the Enginemen in a fast game of ball by a 7-to-4 count. The winners were captained by Hoagland and the losers by Miller.

At noon, luncheon was eaten from the well-filled family basket which was followed by talks by railroad officials and other employees. Mr. John Corbett, Engineer, acted as master of ceremonies and spoke on the history of the R&SW Division, which was established in 1852 under the name of Racine, Janesville, Mississippi Valley Railroad. Letters from the various officials on the railroad were read by Mr. Corbett and their desire to have our first picnic a success.

In the afternoon races and athletic contests were held. Prizes which were donated by merchants at Beloit, Wisconsin, are listed below:



Part of the Picnic Crowd

Michael Brill
Royal Candy Co.
Dorothy Sweet Shoppe

Frederick Hardware
Chester's Dry Goods Co.
Badge Clothing Co.
D & F Drug Store
Munkland's Shoe Co.
Beloit Tea Co.
Beloit U Drive
Chilson Drug Co.
J. C. Penney Co.
Keenan Barber Shop
F. J. Schmitz Clothing Co.
Gateway City Green House
Strong and Warner
Bridge Inn
Wagner's Pharmacy
Chocolate Shoppe
Ben Anderson Sporting Goods
Leslie's Ready-to-Wear
C. J. Moriarity Clothing Co.
A. H. Booth and Co.
Beloit Dye Works
Schiebel Meat Market
S & K Market
Spanish Tavern
The Gem Barber Shop
Praeger Variety Store
William's Bros. Grocery
Reitler Clothing Co.
Sinclair Oil Co.
Murray's Cafe
Carlton Hotel
Foster Leather Goods Store
Brown Bros. Paint Store
Bredeson Bros. Stat'y Store.
Still's
Haggert's
Henry Brill
Standard Oil Co.
G. N. Propst Furn. Co.
Hub Clothing Co.
Dr. Tom Greene
Walgreen's
Craddick and Witte Market
McNeany Dry Goods
Harvey Englehart Barber Shop
Bach Drug Co.
John Stier

The section men west of Beloit defeated the section men east of Beloit in a tug-of-war. Joey Debell and John Desarbo fought a four-round boxing match to a draw. Mr. and Mrs. Frank Beeler and their eight children won a sack of flour as the largest family present. Mr. and Mrs. R. M. Telfer were given the prize for being the oldest couple on the grounds. Mrs. Telfer is 78 and Mr. Telfer is 79. Mrs. Ray Dawes was given a prize for having the youngest baby on the grounds, and the prize for the latest newlyweds went to Mr. and Mrs. Perle Lloyd. The hand-finished bait casting rod, donated by Engineer J. T. Corbett, which was raffled off to defray expenses, was won by Mr. Chas. P. Crave, 1119 St. Lawrence Ave., Beloit, Wis.

Mr. Ray Dawes, chairman of the picnic, wishes to thank all those that helped make the picnic a success, also the officials that granted authority to run the special trains.

The weather was ideal, everyone seemed happy and when they had to leave for home, the only thought that was in their mind, that it was a real success and that next year it will be "Bigger and Better."



Eating Picnic Lunch

Notes of the R & SW Picnic H. J. Beamish

WITHOUT a question, the affair was the biggest success ever attempted. There must have been close to a thousand in attendance, and Ray Dawes and Leo Sullivan certainly should have felt well repaid for their long hours of work. They should be retained in office and the affair made an annual event.

Easily the happiest moment of the day, to the old-timers at least, was the arrival of our old friend and Superintendent G. R. Morrison. His presence seemed a fitting climax to those who have spent their lives on this division, and he could not have helped but appreciate the whole-hearted welcome that he received.

John Thomas Jefferson Corbett, as The Silver Tongued Orator of the Day, was wonderful. How an engineer could drag that tonnage of 'leven dollar words into a terminal without doubling the hill and running for water—is his secret. Mr. Corbett is a native of Elkhorn, Walworth County, Wisconsin. We point with pride.

And those ladies in the pop-and-cone stand—how they did work. I am not acquainted with them so cannot mention all the names—but one was pointed out as Mrs. F. T. Black. We had heard of Mrs. Black as a wonderful organizer and a lady of such unusual tact that she could run a woman's club—and maintain harmony—we know, now, that she can also work, and remain cheerful. In addition she took a first in the sprints. In passing it might be in order to note that the most violent exercise FTB took was to act as an added support to a street light—in view of the bathing beach. The Black family, therefore, gets a percentage of 500.

The Bathing Beauty Contest died a-borning. A vision in a billious-completed suit wandered among the tables, at lunch time—and all bets were declared off. We had an entry from Racine that we considered good—her last name is not Kellerman—but after observing Frank O'Laughlin, a bridegroom of four weeks, taking a third polish at his glasses, and Karl Krueger, whose long-distance tolls to Freeport run into three figures trying to smoke a short pickle—we scratched and the contest was off.

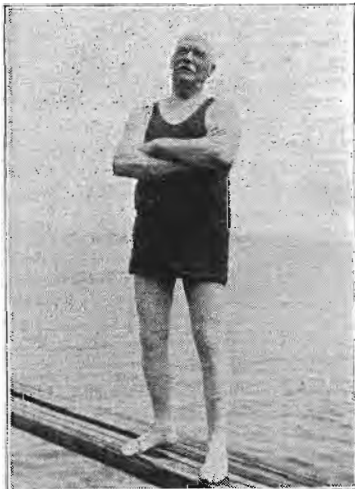
There is also the matter of the Beloit-Racine ball game to be explained. We suspect that the sight of Pete Herman at the head of

our Home Guard was enough. At any rate, they failed to appear. Hereafter, when we hunt rabbits, we will take a ferret.

The Large Party, which was expected from Darien, failed to show up. In the absence of any other excuse, we will presume that Mr. Lane's bicycle had a loose wheel.

We were all glad to see our old conductor E. T. Hamer—and Ed seemed just as glad to be with us again. The passing of time bothers Ed just as much as the oversight of a little work for Eddie Ginaine used to, some twenty years ago.

The Racine Jct. bunch rather failed us—Charles Evans Hughes Crissey being their only representative. It was their loss—and C. J. Ramsey nearly wept when he learned that Mr. Morrison was there. They will go next year.



Agent R. M. Telfer on the Spring Board

Had a wonderful visit with Mrs. John Yohn. Had always wanted to meet her and sympathize with her for being forced to live with any one as mean as John. We were in perfect accord on the subject and didn't allow his presence to hamper our discussion.

We are all a little worried over George Brinkman's condition. He's getting thin. It may be supporting that new car—or he may be in love. George has been our most elegant bachelor for—well for some time—and if he has fallen it's going to go hard with the east end of this division.

Was fortunate enough to get hold of John Bauer long enough to say hello while some one else was spooning with Leon's Little Lamb. That child has a drag with Grandpa that would stall a double-header.

The boxing match was good—but the timekeeper horned in too quick. Tony Illinois against Joe Wisconsin were just getting good when they stopped the match. Joe seemed to have about ten pounds in the weights and Tony was further handicapped by having the world's worst towel swinger in his corner. Joe gets the decision. chicken department.

The Lavin family had a big day. Mrs. Pat and Kathleen each copped a second in the sprints—and Pat placed high in the fried-

The Bush family also rate high. Greg batted 1000 as a fireman and took a second in the sprint. Mrs. Owen took a second, and the Heals—a subsidiary branch—took a first and did the braking. CHB, although eligible in at least two events, scratched his entry. That brings the family percentage down to about 750.

The Beamish family didn't do so good. Jack took first in his class—but Mother and Dad, also ran. Percentage, 333.

And did you see C. B. Elder in the sprint? Some thought that he would prove a bit short on one end for the class he entered—but that bird can run. If he ever starts combing his hair with a towel I'm going to transfer to the fat men's division.

There was some discussion of a protest in the bald-headed race owing to the fact that the winner is just BEGINNING to look intelligent. But when we found out that the prize was a shirt, the spirit of good-fellowship prevailed. Spot Morrissey now owns TWO shirts.

In closing want to say a word about our volunteer crew. The conductor question was easy—Rossmiller is always willing. We also had brakemen to spare and had trouble in finding work for them. The Bush-Healy combine was on deck immediately to handle the fire—but the engineers were conspicuous by their modesty. Just one offer—but it was a happy selection for Guardina gave us a ride that we will long remember.

S. C. D. Notes

F. B. H.

JULIA brought down a photograph of her newest "Honey," and we all agreed (except Mikie) that he is a fine, intelligent looking fellow. Everything seems to be progressing nicely, but one never can tell about Julia, she changes her mind like the wind.

Harold Mittag returned to work today with glowing tales about his trip to New York. We are surprised at all his activities in one short day. The only part of his story which we find objectionable is that about the "Old Maids" whom he met on the train—that sort o' took our breath away for a few moments. The remainder of his vacation was spent in Chicago and Theinsville and he reports a splendid time.

Another house-warming in store for us! May Berry Moore is moving to Forty-eighth and Locust real soon. We must all get together and go out to see the new home before she gets too ritzy. We fear she will not be herself once she leaves Merrill Park.

Helen and Dorothy have returned from their vacations. They say they had lots of fun but no real excitement. We think Helen will go West next year—out where they have real good-looking naval officers. How about it, Helen?

Bernice and Harold waged a young war Friday afternoon, using good L'Origen toilet water as tear gas. The young people of today are so extravagant!

Lillian Skobis and Julia Weins returned today from a vacation spent out in the Black Hills. The girls say they had a wonderful time, and Julia even gained three pounds while away.

Steve Filut looks like a regular sherk since his vacation—nice and brown. All the girls are remarking about how wonderful he looks. Better watch out, Steve!

Mr. Nystrom and his family have returned from a vacation spent at a lake in Northern Wisconsin.

Our old friend Freddie Andrews called on us Tuesday. First time Freddie has been back to see us. He looked fine, and we were mighty glad to see him again.

Bernice made a motor trip to Green Bay last week. She says she went to a ball game out at the reformatory but she didn't like any of the boys out there, so that evening they went out to Panama Lodge, and there she found much more eligible young men. Didn't miss a dance!

We can't seem to get all the details about a Beach Party last Tuesday evening and that's what makes us peeved because from

what we've heard it would rival any story on the Green Sheet. A certain young lady didn't get home until the wee sma' hours, and then she had mud all over her shoes.

The S. C. D. Office is very happy to welcome Mr. Strassman, Cost Accountant, and his department as our new neighbors. We hope Mr. Strassman and his family will enjoy life in Milwaukee and find it a mighty fine place to live.

We all miss Harold around the office these days. I do believe that Bernice won the battle the other day, as Harold has been sick ever since.

The dentists have certainly lost a number of jobs since the workmen started repairing and tarring the roof. Friday, Frank went up on the roof and procured a huge piece of tar. No one thought of the laws of sanitation but each took a bite from the large piece, and we had a regular marathon on tar chewing, and now all those who chewed have lovely pearly teeth. The noise and the dirt from the roof have nearly driven us crazy, but we would never have had such clean teeth, so we are repaid for the inconvenience.

Jerry Rosar returned to work today and reports a good time in spite of the bad weather he encountered on most of his vacation.

Everyone is congratulating Martin Biller today on the birth of a son. The wee lad was born September 5 and weighed 5 3/4 pounds. His name will be Junior. Mrs. Biller and Junior are doing nicely.

Harriette Badger spent her vacation up at Camp Tenderfoot. Between you and me, I think she was afraid people would think she was one, because she just outdid herself in putting on a coat of tan. She was as brown as an Indian when she returned, but just wait in another week or so she will be as fair as a lily, for I'm told she greases up every night with bleach cream.

We are about to lose another of our girls. Lucille Janzen is leaving the fifteenth and will be married the latter part of the month. Tuesday evening, Ethel Carpenter gave a lovely party and shower for Lucille, inviting all the girls in the S. C. D. Office. The girls enjoyed the novelty of going out in the country to the party and voted that Ethel is a very fine little hostess. Lucille received beautiful shower gifts, and the girls all joined in wishing her much happiness in the big undertaking.

Out Where the West Begins Trans-Missouri Division

D. H. A.

TRAIN movement has now started on the division. Last year the Trans-Missouri Division exceeded even the optimistic estimates. This year the crops will equal, if not exceed, those of last year. This has been an especially fine year for flax. This will be the second successive bumper crop in this territory.

Mr. and Mrs. Frank Williams and daughter Frances are spending their vacation motoring through Minnesota. They will spend some time with relatives in Minneapolis and Glenwood.

W. E. Ring of Miles City, Division Engineer of the Milwaukee Ry., spent several days in Mobridge transacting business in connection with his department.

Mr. and Mrs. W. P. Moran and children have returned from a vacation trip to points in Illinois.

Mr. and Mrs. James Caldwell and family spent their vacation at Chippewa Falls, Wis., and motoring through northern Minnesota.

Conductor G. R. Jacobs and wife took a month's trip, leaving June 15 and made 5,000 miles in their car, visiting the Rocky Mountains, Jasper and Lake Louise. They also took a boat trip to Ketchikan, Alaska, and on their return trip made Rainier, Yellowstone Park and the Black Hills.

Mrs. R. S. Lowis passed away at the family home on August 23. The memory of her gentle life, which radiated love and kindness towards all, will be cherished always. It is given to but few to have lived so lovely a life, and these memories will not fade but will live on to comfort the dear ones who are left. "God touched her and she slept."

A baby daughter was born to Mr. and Mrs. Leland Richey of Marmarth last week.

Mrs. E. G. Rinderneck is visiting her daughter Fay at Huron, S. D., and will also visit her daughter Adeline at Aberdeen.

Mrs. Paul Nylen accompanied her parents, Dr. and Mrs. Sarchet of New England, N. D., as far as Montreal, Canada, on their trip to Europe.

Mrs. Herman Wahl and daughters are visiting relatives in St. Paul. We understand Herman, Jr., is an expert at cooking; especially at making pancakes.

The Emil Johnson, Clyde and James Caldwell families enjoyed a visit from Mr. and Mrs. Jake Dickson and son, Mrs. Mollie Gilker and daughter of Chippewa Falls, Wis., and Mrs. Edith Caldwell and son of Minneapolis. The trip was made by motor.

Ed Sandals recently declared "open season" on his engineer, "Hook" Revord. "Hook" noticed the door open on Ed's car but failed to notice where Ed's hand was and obligingly slammed the door, smashing two of Ed's fingers. Ed is now waiting for hunting season to open so he can make a "hunter's mistake" on "Hook."

Mr. and Mrs. Ed Cummins have been receiving the congratulations of friends upon the birth of a little daughter born August 13. The little miss has been named Kathryn Elizabeth.

As Fred Parkinson was approaching McIntosh one evening on No. 18 a whole dairy herd flocked on the track to meet him. Before Fred could slow up most of the herd landed in the McIntosh dam. Now the farmer is looking for Fred.

Engineer Leo Middleton was called to Chicago by the death of his mother, Mrs. Grace Middleton, who passed away on August 10.

Miss Edith Eide, stenographer at the store department, has been transferred to Milwaukee. Edith will be greatly missed by her many friends here and our best wishes go with her.

Mrs. S. J. Bailey and children are visiting relatives at Butte, Mont.

Mr. and Mrs. James Marshall and daughter Leona are spending their vacation at Wausau, Wis.

Mr. and Mrs. C. A. Numedor were called to Woodlawn, Wis., by the death of Mrs. Numedor's sister.

Mrs. Varena Holman and son Billie have returned to their home at Ottumwa, Iowa.

Mrs. Dora Anderson and sister, Miss Rose Hegne, of New Effington, South Dakota, are spending a month's vacation in the West. Their itinerary covers Seattle and Everett, Washington; Denver, Colo., and Oakland, California.

The Eye of the I. & D.

F. E. P.

WHY don't some of you folks "kick in" with some news.

Again we have the beautiful Indian Summer—it is welcome, too, let me tell you.

Along with the Indian Summer comes the duck-shooting season, and woe be unto any ducks that are in this vicinity tomorrow.

A hunting party, consisting of Ed. Wright, Jack Sundquist and Roy Peterson, left Mitchell this morning, and we understand from a message just received that they were arrested at Leola, S. D., for shooting "tame ducks." But then, what's in a rumor?

Engineers James Bark and Jack Fish and families attended the State Fair at Huron this week and were nearly drowned.

Mrs. E. O. Wright accompanied her grandchildren to Cedar Rapids the latter part of August and made a visit with her daughter, Mrs. Archie Dennings.

Assistant Foreman T. W. France believes in taking it easy. He spent his vacation just staying at home. Mr. and Mrs. John Mueir of Dubuque were guests at their home the last two weeks in August.

Machinist Wm. Dean and wife have just returned from a two weeks' trip spent in Minnesota.

Machinist Helper Perry Paullin and Clerk Florence Paullin, accompanied by Mrs. Bertha Paullin, Miss Irene Smith and Mrs. W. W. Smith, have returned from a two weeks' motor trip through the Black Hills and Yellowstone Park.

Miss Helen Hasslinger and Ann Dunnigan have just returned from a two weeks' trip through Yellowstone Park.

Miss Emma Reynier has been elected to represent the Mitchell Chapter of the Women's Club in Chicago this year. We are sure she'll bring home all the information.

History and Prophecy of Mitchell Yard Office Force

Earl Platte—

B.: Right near Betts.

F.P.: Religiously nosing Bibles.

F.O.: Earning his independence.

C. C. Searles—

B.: Found—miles away.

F.P.: Eagerly learning knowledge.

F.O.: Elected Labor King.

Fay Higgins—

B.: Place not specific.

F.P.: Fully enjoying jokes.

F.O.: Matching dimes wisely.

Tony McKish—

B.: Jewish Eastern Home.

F.P.: Making more dates.

F.O.: He'll sell Bologna.

George Livernash—

B.: Quaint Country ranch.

F.P.: Making friends cheerful.

F.O.: Judging Ethan's hoboes.

E. M. Stanton—

B.: In Mitchell's museum.

F.P.: Just covering space.

F.O.: Warbling knightly yodels.

Jerry Carney—

B.: Muddy March day.

F.P.: Loving lovely—???

F.O.: Running picture shows.

Merrill Fiske—

B.: Dismal cold Sabbath.

F.P.: Making Inez glad.

F.O.: Living life domestic.

Bob Nelson—

B.: Close around pastures.

F.P.: Well, you know.

F.O.: Can anybody prophesy?

To the I & D Engine Men, West

In our ranks, there is famous Carl,

And equally famous Ed,

Then there is James Barr, an ambitious man,

Who is nearly as heavy as lead.

There's Bob M. and Charlie Woodman, too;

They're not very bad and not very good.

Then there's Dick Kelly and Charles Barber of great renown,

And Charles Bunting and Jack Fish, too.

There's Julius Plante, whose fame is as wide as a clown,

And Donnie Dale; some think him a Jew.

We also have Harry—a man of fame,

And Charles Griffen and Ben Holt—"pals."

Then there is Williams, who's making a name,

And Charles Walston—well posted on girls.

There's also Carl Hubert, a boy with a will,

A regular fellow is he,

Moe Mortell and Clarence Wallis,

Politicians would like to be,

Not on account of their romantic names,

But it is natural, don't you see?

There is Kemper and Shea and Billy Long.

They are very quiet young boys.

Charles Allen and Charlie Hyde as well,

Have hair that's inclined to curl.

There's Jess Bradbury and Frank Talbot,

Who to the movies often go,

As do Fred, Jim and Heather;

They all sorta like the shows.

Then we have Geo. Irving and Bill Guse

Who on this road sure do their work.

And how about Dale Dick and Marvin Payne?

They have never been known to shirk.

NOW

All do their bit and some day will be known From North Pole clear to the Equator.

Here's to the whole bunch for fear some one Might have been accidentally left out.

Milwaukee Shops

H. W. G.

THE Veterans' annual meeting has come and gone, and everybody seemed to have a roaring good time. The dining room and its corridors was a pretty hot place in the Schroeder hotel for the crowd of 1,400 which was 50 per cent more than was expected. The picnic went off fine, only the eats were a little late in a single file of over 800. At the banquet table at the Schroeder we had President Scandrett, Chairman Byram, Vice-president Gillick, General Counsel Field, our popular toastmaster, Mr. Carrick, Mr. Mitchell.

Mr. Jas. H. Packman, Foreman of the stationary engine room, was here from California where he has been resting up of late.

Harry Sjodgren had a birthday September 11, and Mr. L. K. Silcox of Watertown, N. Y., remembered it in a nice little note to Harry.

The article on Mason City in the September magazine is a fine write-up, but it leaves out our late A. E. Manchester who was Master Mechanic at Mason City up to the early 90s. Mr. Manchester was a long-time resident of that bustling town and was at one time its mayor. By the way, we have received from the store department at Minneapolis a time book of the Calmar Round House and Shops way back in 1871, showing that Mr. Manchester was foreman at a salary of \$75.00 per month. This goes into our history cabinet.

Car Foreman Geo. Schneider of the Sixth street yards had a bad mishap Monday the 10th by getting rolled under one corner of the pilot of No. 8's engine rounding the curve to the train, one leg and arm badly lacerated and stomach injury. One report is that it is not sure if the leg can be saved from amputation.

The Milwaukee Road has been pretty well photographed out west lately, also in moving pictures, which we have the honor of the loan of them once for the staff room meetings.

Where did our editor get the photo of that pretty girl in the grape ad on the back cover?

Al Telefsen was in Detroit last week in consultation with Mr. Ford. Al is so puffed up that this is about all we can get out of him.

Veteran Foundry Laborer Theo. Lapinski died August 30 after a lingering illness. Mr. Lapinski had been in the employ of the road since 1886.

Veteran Machinist F. R. Hanrahan of the locomotive shops died September 10. Mr. Hanrahan had been ill only about a week, he had been with the railroad company some thirty years, a faithful employee.

Mr. Chas. B. Rintleman, our fresco painter, with his wife took in the historic sights of Washington, D. C., last week.

Foreman Carpenter Czamanske is raising the roof around here these days repairing the office roof by sawing off the cornice and renewing. The old SMP office building, one of the first in the country, is also receiving a much needed touch-up.

Mr. Thos. Kelley, Car Department Blacksmith, just returned from a vacation up in Canada.

Jimmy Connelly, Engineer of the Car Department Transfer Table, is somewhere up in Montana; as Montana is nearly 600 miles long, he is somewhere.

A new floor will soon grace the SMP office. Then one up in the MCB hallway.

Northern Montana Division

Max

GENERAL Manager C. H. Buford was on a tour of inspection of our division. He was accompanied by General Superintendent D. E. Rossitor, Assistant Chief Engineer R. J. Middleton, Assistant Superintendent of Transportation N. A. Meyer, General Car Foreman Axel Strand and Superintendent A. C. Bowen. Mr. Buford was very greatly impressed with the big grain and live stock movement and the general prosperous condition of the territory.

The many friends of Mr. and Mrs. A. C. Bowen were pleased to know that their son William, who has been sick for several months, was able to be moved from Miles City to Lewistown. The young man is rapidly regaining his health.

The Central Montana Fair, held at Lewistown the latter part of August, was the best in the history of the association. The Milwaukee handled twenty carloads of show stock and race horses from various points for the occasion.

Superintendent Bowen has been very successful in getting out a goodly number of employees to the Safety First meetings which are now being held in the Women's Club House.

On account of the heavy business on the division a number of extra crews have been set up and many extra men have been given employment.

Mr. and Mrs. J. Z. Ramsey and family of Denton have returned from their vacation. In addition to looking after the interests of the Milwaukee at that point, Mr. Ramsey is chairman of the school board and Worshipful Master of the Masonic Lodge.

Mr. and Mrs. L. M. Dyer of Moore spent their vacation in Yellowstone National Park. W. L. Reeser acted as agent during Mr. Dyer's absence.

Cadet Robert Haggerty, son of Mr. and Mrs. R. F. Haggerty, of Square Butte, returned to West Point after visiting his parents during the summer.

C. H. Baker is holding down second trick at Lewistown Yard during the rush season.

A. C. Hohman met with hard luck while

touring Yellowstone Park, being run into by a tourist from Chicago, his automobile getting badly damaged, which caused a week's delay in returning home.

Mrs. Anna Taylor went on an Alaskan tour with her friend, Miss Reid. They have remembered their friends while on the trip with numerous postal cards.

Mr. and Mrs. A. D. Anderson were Chicago visitors for three weeks. "Andy" says that the Windy City does not appeal to him any more since he took employment in the west.

Miss Eleanor Blotter will continue her study of music in Chicago the coming year. She has always been of great assistance in adding to the pleasure of the parties given by the Milwaukee Women's Club.

Mrs. H. C. Brisbane and daughter Ellen of Great Falls have been visiting in Wallace, Idaho.

The little son of Mr. and Mrs. L. C. Searle, while playing around the aquarium at the Milwaukee passenger station grounds, fell into the water. It was only through the quick action of Harold Gillespie, a medical student, who was driving past and noticed an unusual disturbance in the water, that the little fellow was saved from a watery grave.

Mrs. F. A. Curtis and children have returned from Chehalis, Wash.

Mr. and Mrs. H. E. Dorsey have returned to their home at Winnifred after an extended trip to the western coast and thence to points in Michigan.

George R. Haines of Great Falls spent his vacation with relatives in Rockville City, Ill.

H. W. Jackson, the efficient foreman at the freight house at Lewistown, continues to lead in securing business for the Milwaukee. He was successful in diverting large battery shipments recently, the freight charges on one local shipment secured amounted to \$147.00.

The many friends of Mr. and Mrs. Geo. L. Wood were pleased to learn that the contemplated transfer of Mr. Wood to Deer Lodge was not to take place.

The Milwaukee handled ten cars of fruit and vegetables into Lewistown in ten days.

La Crosse and Northern Division Items

Eileen

A PASSENGER on the Olympian said to Conductor Bill Shafer the other day, "This is the grandest train I ever was on. Do the Pullman people own this train?"

"Not all of it," he replied. "We own the trucks. We're not so easy as to let this dandy train get away from us. These trucks act as a lien, a snubbing post, and any time we don't like interfering company all we have to do is, say, 'Move your cars off our trucks.'" Business on the Olympian and Pioneer Limited trains has increased greatly with our beautiful new trains. It sure does pay to advertise.

A boomer brakeman applying for a job, was asked during the usual examination the definition for a "fixed" signal and responded with the following: "A fixed signal is a greenhorn, on top, with a cinder in his eye, his light out and the wind blowing."

P. T. Phillips, Agent at Wauwatosa, has just returned from a three months' sojourn. We understand he was in the South looking over the lemon crop with a view of expediting a car of lemons to the North. Let's hope the car moves on No. 263 out of Milwaukee.

Mr. J. J. Van Bockern, Roadmaster on the Northern Division, has been transferred to the Madison Division and will be succeeded by Mr. J. H. Johns, who formerly held the

position of Roadmaster on the Northern Division.

Imagine spending a hot summer day out on the road on a motor car, arriving near home in the evening, having the car stop dead still, discovering there was no gas, pushing the car into town—well, that is exactly how Art and Dave won membership in the Dumbbells' Club. Rather new and original, don't you think? Well, the Division Engineer's office had to be represented.

Engineer C. Mudway and Fireman Dick Yahr were painfully burned when their engine exploded at North Milwaukee recently. They are both about again, however, feeling very much better.

Have the days of chivalry passed? Of course not. Let me prove it to you. The scene is laid on a street in Green Bay and the leading man is our own Conductor Bischoff.

As the guest of Conductor Chapman of the Superior Division he was riding down the street when they saw a pocketbook fall out of the car ahead of them. Mr. Bischoff stepped out to pick up the pocketbook when a young lad on the sidewalk, who had also seen it drop, grabbed it up and started on a merry chase, with Bischoff right on the trail. When the young fellow saw he was about to be beaten, he dropped the pocketbook, and Mr. Bischoff picked up the pocketbook only to find it was empty. End of a sad story.

On September 7, Conductor on No. 5 discovered an insane man on the train for St. Paul and immediately pressed Deadhead Conductor Frank Linscott into guard service. Frank recalled how he had seen the cowboys lasso wild bulls in the movies and found no difficulty in pinning his man down. Officer Keaveney of the Portage light brigade took charge at Portage and delivered his man to La Crosse in the usual efficient way.

Nearly a thousand men constitute the ten extra gangs now at work on the La Crosse and Northern Division laying steel, ballasting and surfacing. A hundred miles of new steel has been laid on the La Crosse Division and about twenty miles on the Northern. This work has required the services of about ten work trains a day. Expect we'll have a very fine piece of railroad when the gangs are all through working on it.

Due to the heavy traffic and detouring trains around the extra gangs on the East and West end of the La Crosse Division, it has been necessary for us to increase our dispatching force so that we now have a Dispatcher who devotes all his time to handling of trains on the East end of the La Crosse Division and another who is devoting his time to the dispatching of trains on the West end. A night chief has also been added to the force.

Assistant Superintendent J. W. Blossingham has returned to work after a long siege with rheumatism. Dispatcher Julius Voltz is taking an enforced vacation due to illness.

Dewey Brown, Dispatcher's Clerk at Portage, has returned after a two weeks' vacation spent in Northern Michigan, Minnesota and Northern Wisconsin. Miss Kathryn Ryan of the Trainmaster's office has also been on a vacation which consisted of an auto trip through Northern Wisconsin, Michigan and Canada. Says the Canada Dry was very good.

A good many of the old-timers attended the Vets meeting at Milwaukee. Hear Sam Cadman went, and we are just wondering whether he made the meeting. We do know that he complained about the drinking water at Milwaukee and made it known that he

thought the "artistic" water at Sparta was much better. Haven't yet learned why Jack Little wasn't doubleheading him on this date.

Shots were fired, glass was shattered (all the windows in the third floor, in fact)—we feared another revolution—but we learned in due time that it was only F. P. M. and C. Huber endeavoring to shoot the pigeons around the depot. Bud, in coming upon the scene, confiscated the rifle, fired five shots at ten birds while they, more properly the pigeons, flitted merrily about, and Bud came in to work.

T. E. Melcher, Agent at Knowles, returned to work after a very enjoyable trip to California.

Mutual Benefit, Welfare and Relief Work, Mrs. C. C. Smola, chairman, report: Donation of money, 1; donation of food and clothing and other articles, 1. Total donations and loans, 2; total number of calls made, 4.

Several cards of thanks were read from different members receiving calls, flowers, fruit, etc., which show that this work is certainly appreciated.

Several letters were read in regard to the luncheon to be given in Chicago, October 20. We hope to be there 100 per cent.

After the business meeting was over, bridge and five hundred were played; winners receiving prizes.

Refreshments were served.

The next meeting will be held October 8.

Fullerton Avenue Building

A. M. D.

MISS RUTH BERGLUND, personal stenographer for Mr. S. J. Cooley, Assistant Real Estate Agent, has taken unto herself a husband who is a graduate of West Point with a title of lieutenant. Lieutenant Seivers and wife are stationed at Fort Sheridan. We all wish you the best of luck, Ruth.

Miss Constance Thompson also joined the ranks of wedded bliss, and now goes by the name of Mrs. C. Wallin. May all your troubles be little ones, Connie.

Last but not least, our comrade O. William Lundquist has played his last game of golf, as he has promised to love, honor and obey a certain young lady from the west side. We have not, as yet, found out her maiden name, but that is immaterial as her name is now Mrs. O. W. Lundquist, wife of Right-of-way Engineer, Real Estate Department. Good luck to you, Bill.

On Saturday, September 8, Alice Loan of the Central Typing Bureau became Mrs. Pierce J. Fleming. Another happy couple added to our long list.

Miss A. Nasheim of the Freight Claim Department has returned after a most enjoyable tour of Europe.

The Chicago office of the Milwaukee Land Company has been transferred to Seattle, and Messrs. E. C. Gibbs and H. D. Sievers have pulled out, bag and baggage, and are now settled on one of the seven hills of that beautiful city. It is with a distinct sense of loss that we report this transfer, as these two men were greatly esteemed throughout the building. We wish them the best of luck in their new location.

Miss M. Lange of the Freight Claim Department is wearing a sparkling engagement ring. We are wondering if some young man of that office is the donor.

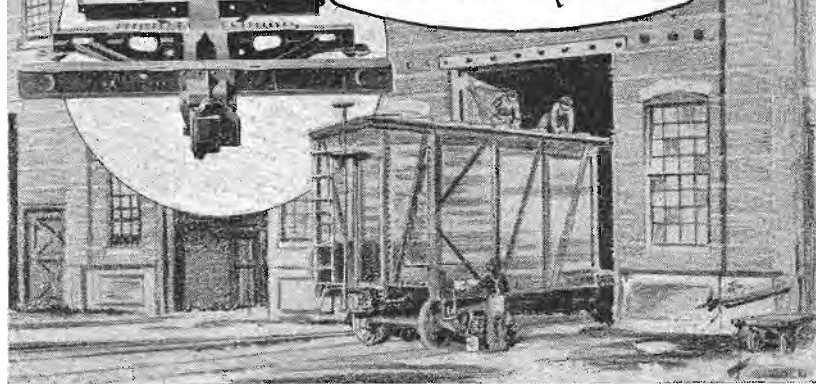
We understand that Dora Jorgens has also been married. Details unknown. She was honored by a shower given by her fellow employees on September 11.



QUALITY

*The whole world loves
QUALITY—honors QUALITY
in the office of the executives,
in the shack of the yard watchman*

*The ambitious car worker
plying his tireless energy and
skill to the production of better
cars, is invested with greater
ability and greater effort through
the vision of QUALITY*



THE BETTENDORF COMPANY

OFFICES AND WORKS

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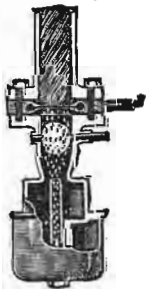
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A marvelous device, already installed on thousands of cars, has accomplished wonders in utilizing a portion of this waste energy and is producing mileage tests that seem unbelievable. Not only does it save gasoline, but it also creates more power, gives instant starting, quick pick-up, and eliminates carbon.

FREE SAMPLE and \$100 a Week

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Has the mustache sported by the Secretary of the Freight Claim Savings and Loan Association increased his efficiency? Now, you tell one.

Miss Helen Strate of the "K" Bureau, Car Accountant's office, resigned from her position on September 15, to attend the Northwestern University. This is her last year.

Miss Caroline Harrer of the Freight Claim Department has resigned her position as typist. Although Miss Harrer is not employed in the Accounting Department, we are including this item in the Accounting Department notes as we are assured that one of our own employees is very much interested in anything which concerns her.

Jimmy Harvey, Freight Auditor's office, and his wife, formerly Miss Marie Seipp of the Central Typing Bureau, are the proud parents of a baby boy.

Taber's All Stars claim championship when they took Schmidt's Wildcats into camp by a score of 14 to 1. Taber allowing two infield hits and fanning 17 heavy hitters. No competition. The gang—Rumps, Lipinsky, Theis, Harner, Gunz, Schornack, Klotz, Karson, Schiffer and Taber were good.

Editor's Note: If I remember correctly, Taber had some slight difficulty with the Freight Auditor's team with "Red" and Helwig as the battery.

Miss Evelyn Salm of the Car Accountant's office embarked on the sea of matrimony September 8.

Notes from the Local Freight Office, Tacoma

R. R. T.

OUR good friend, Emmett Maloney, long-time Chief Bill Clerk and of late acting as Revising Clerk, has left us to become Rate Clerk at Division Freight and Passenger Agent T. W. Stevenson's Office at this city—a position in which his thorough knowledge of rates will stand him in good stead and enable him to perform his new duties creditably. We feel sure that Emmett will make good and confidently predict his rapid advancement in the Traffic Department, where he is bound to make friends by his unfailing and cheerful courtesy and willingness to be of service. His many friends in the Operating Department with which he has been associated for years regret his leaving and will miss his always cheerful presence around the office, but are united in wishing him all good fortune in his new position.

Emmett takes the position vacated by Joe Baughn, who became Chief Clerk in the same office, Roy Kidd having been promoted to be Traveling Freight Agent in place of Mr. Cummings, who was appointed Division Freight and Passenger Agent at Seattle. All these promotions are well deserved. Roy Kidd and Joe Baughn are well known to many of us through long association at the

Docks and Yard Office; we congratulate both of them upon their advancement and wish them much luck in their new appointments.

It gives us much pleasure to chronicle the recovery of Mr. Howard Baldwin of our Local Freight-house force who was the victim of a paralytic stroke some months ago but who is now again able to go around unassisted, having already visited the Freight Office several times. However, his condition is not such that he could return to work. We certainly miss his cheery presence around here.

Bob Shipley, to whom we formerly referred as the rotund Chief Yard Clerk, but who is now as slender and graceful as a sixteen-year-old, due to judicious dieting, is on a month's vacation trip to his old haunts in Wisconsin, chiefly at his home at Cross Plains. We hope that the good eating which he will no doubt encounter there may not have an adverse effect on his avoirdupois.

Almost every noon we have the pleasure of observing a thrilling spectacle on the parking space opposite the Freight Office, where Bill Court, popular member of our force, leaves his lately acquired motorcycle. Bill is on his way to lunch, let us say. He tickles the motorcycle in the spots provided for the purpose and kicks it a few times. No response. He adjusts some more what-do-you-call-ems and kicks it again. No signs of life. An expression of grim determination settles on Bill's handsome features; he gnashes his teeth, addresses the motorcycle in some unparliamentary language, does some more adjusting and kicks the iron horse in the slats quite viciously. Suddenly there is a roar and clatter as it comes to life with a series of terrific explosions. Bill carefully lets it down, buttons his coat, jams his cap down over his ears, gingerly bestrides the steel steed, while the spectators watch in breathless expectation; touches a button or whatever you may call it—and suddenly the motorcycle and its intrepid rider have disappeared down the street in a tremendous cloud of smoke and noise, going so fast that no speed-cop could even hope to catch up with Bill. However, it wouldn't make any difference if he did, as Bill now holds commissions as special police officer for the city of Tacoma; deputy fire warden for the State of Washington, and inspector for the American District Telegraph Company, and if all these do not give a man the right to ride fast, we would like to know what would. Doubtless Bill would acquire more official dignities if he had room to pin any more badges on himself. However, he is quite ornamental to look at even now and to see him riding down the street in his full regalia is a wonderful sight.

Miss Willa Lindsey, Assistant Bill Clerk, was off on another week's vacation, enjoying trips to the mountain and to the seaside. As she traveled in the best of company she reports a very enjoyable time. Miss Willa was quite thrilled, by the way, at receiving an air-mail letter the other day and as a result is going to subscribe to six copies of this invaluable magazine and send them where they will do the most good. But, you may inquire, "What has the air-mail to do with this magazine?" Listen, Gwendolen, while we explain. You see, in the August number of this Household Companion and Railroadmen's Guide we had a little note about Miss Willa's recent marcel which had turned her hair to a rich auburn and had, if possible, even increased her usual good looks. Hardly has the ink dried on the magazine when some susceptible and romantic

6 ROOM HOUSE GIVEN!

Solve the Puzzle Below

There is one link missing in the chain forming the border of this announcement. In the circle to the left there are six links. BUT ONE AND ONLY ONE IS IDENTICAL WITH THE LINKS IN THE CHAIN. Can you find it? Each link is numbered—just write the number of the missing link on a piece of paper with your name and address and mail it at once. You may win the fine six room house which we are giving away. This is a FREE offer made to advertise. If you can find the missing link today—you may be the happy owner of the fine home before you realize it. Here is one of the greatest free offers ever made by a reliable organization—don't miss it!

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\$200 CHECK to Pay for the Lot Sent At Once as Below if Solution Is Correct

Find the missing link. We will immediately send full particulars of this remarkable offer and also voucher check good for \$200 to buy lot to get house on if you win. COSTS NOTHING TO TRY—just a stamp to send your puzzle solution. No need to risk any of your money now or at any time. DO NOT PASS UP THIS SNAP. You may have chance of Free House offers, but this one is different—you get quick action and fair treatment—no long delays—no hard work to do and NO SUBSCRIPTIONS to sell—under this new plan every active member is positively rewarded.

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to anybody who can prove that these testimonials were solicited by us.

Inkograph has proven so satisfactory and has elicited considerable favorable comment an enclosed money order, please send me three more. T. J. Trow, Traveling Claim Agent, Joplin, Mo.

The Inkograph fully justifies all claims you make. I own a Waterman but Inkograph is far preferable. Frank R. Sargent, Oakland, Calif.

You have one of the best writing instruments I ever used regardless of price. I use the lowest grade stationery and there is never a blotch or scratch because of its round smooth point. It is a wonderful invention. H. L. Orley, Albano, Va.

Oh, boy, I am tickled skinny to have the Inkograph, it's a darling. I can now make carbon copies in taking orders and send originals in ink to factory instead of a penciled sheet. It surely flows over the paper as if it was grease instead of ink. No trouble at all and a thing I could not do before to trace straight lines very fine and clean. No smear, no muss of any kind. It's just great. E. A. Simms, Jersey City, N. J.

My Inkograph is the smoothest writing instrument with which I have ever written. That is saying a lot. I am a teacher by profession. I have a \$7.00 pen and another that cost more than the Inkograph, but Inkograph is better than either. It is the greatest improvement in writing instruments since the Babylonians recorded their thoughts on clay tablets with a triangular pointed reed. John B. Atwell, Chadwick, N. C.

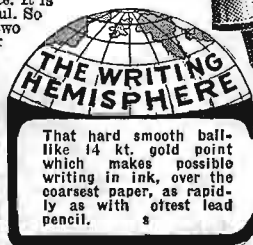
My Inkograph is the first and only writing utensil I ever owned that I can use with pleasure. To be without it for any time would upset my business day. It has always worked perfectly. I have never had any difficulty with it. Arthur L. Fox, Centerville, Mich.

I am a bank teller, have used all kinds of fountain pens but can honestly say for my work I never found a pen so easy and tireless to write. You can pick it up any time in any position and write immediately and all numbers and words will be the same. Try and do as with any other pen. My buddies all agree that it is best for our work. C. B. Miley, Allentown, Pa.

Delighted: It writes really—you have invented a pen that is perfection. It is so much more rapid than my \$9.00 fountain pen. I wish you abundant success. S. L. Carlisle, Aurora, Ill.

I am very well pleased with my Inkograph. It is

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Combines the Best Features
of both pen and pencil, minus the weak points of both, plus improvements not found in either.

A Pen of Refinement

Made of finest quality, highly polished, black fountain pen material, with 14-Kt. solid gold point and feed, safety screw cap, self-filling lever and clip. In workmanship, quality and appearance it is the equal of pens selling for a great deal more.

Cannot Leak

Not the tiniest drop of ink will spill, although one fill-

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prevents clogging. No complicated mechanism to clean or get out of order.

Makes 3 to 4 Carbon Copies

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DEALERS Stationery Stores, Drug Stores, Department Stores, etc., send for our catalogue and trade prices.

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Your name and address are sufficient. Pay postman \$1.50, plus postage on delivery. When remittance accompanies order, Inkograph will be sent postage prepaid. If within ten days the Inkograph does not prove satisfactory return it and we'll refund your money without further correspondence. It is only because we are sure the Inkograph will meet your requirements to perfection that we can make you so attractive an offer. Remittance must accompany orders for delivery outside of U. S.

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Gentlemen: You may send me your Inkograph. I will pay postman \$1.50, plus postage on delivery.

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Milwaukee man back in Indiana sees the note and immediately rushes a letter to the fair lady by air-mail, telling her that the note has convinced him that she is the only girl for him and could he come to see her during vacation time, or words to that effect. Now, how is that for publicity? If our publishers do not raise their advertising rates on the strength of this evidence of our magazine's drawing power, we miss our guess. What Arthur may say, is another matter, of course; we doubt that he will be permitted to read the letter.

Mr. Rouse, our genial Abstract Clerk, returned hale and brown from a vacation trip to the seaside down in Oregon which he took in company with his daughter and her husband (Mr. and Mrs. Hamilton of Tacoma) and their children. He enjoyed the change of scenery immensely and looks very fit for another year's work.

Mrs. Fay Clover, wife of our popular Assistant Cashier, and their little son, Kingsley, recently returned from a protracted visit with her grandparents at Erie, Pennsylvania. The visit was enjoyable enough, but the weather was so unbearably hot there that they were glad to get back to the more equable climate of Puget Sound. Fay, by the way, acquitted himself nobly during their absence, painting much of the house, putting in a new lawn, picking berries and canning about a hundred quarts of preserves and jam. How is that for a prize housekeeper? We begin to feel that Fay is wasting his talents in railroading; he should be Professor of Home Economics at some big college.

Ray Powels, the tallest Claim Clerk in captivity, has returned to his duties in that capacity at the expiration of a six months' leave of absence, during which time he served as manager of the new Masonic Temple of this city, a very large and beautiful structure. He acquitted himself with great credit and to the entire satisfaction of the Board of Directors, but the lure of railroading was too strong and he declined to serve any longer in spite of tempting salary offers. Needless to say that we are all glad to see Ray back with us again.

Refrigerator Blues *The Wallflower*

MR. WHEELER likes his movie stars a la Mexican. Just watch his merry face light up with a host of smiles at the mention of Raquel Torres, the little Mexican movie star, whom he had the pleasure of meeting while on that wonderful Californian vacation tour.

Mr. Wheeler says Milly vacationed in California to be near Mexico's Monte Carlo—Tia Juana—because she was interested in one of those long mustachioed brigands, but Milly says she likes San Diego best for its large hills, sea shore and dog races —?— (Editor Tittle Tattles please copy: "We now have two gambling—not gambling young ladies in our department. One bets on the plugs and the other on the hounds.")

Incidentally, while Milly was vacationing in California, she stopped off at Los Angeles to visit Mr. and Mrs. Roy Rudin. Mrs. Rudin, better known to the Refrigerator Service Department as Stella, the little blonde, who once so gracefully graced our department, is getting along famously in her new home town and has now grown plump and rosy under those wonderful rays of Californian sun. Vive la California!

Our Topic Girl said she had a bum vacation. It was rest-ive, not exhaustive. At any rate, on her vacation this babe began acquiring under special care new pink ivory

tipped fingers, and now we bet the best boy will serenade her with "Pale hands pink ivory tipped—tum teedle tum tum—" You know how the song goes. (She has Marion Davies' roguish smile and Gloria Swanson's swagger, these, those and thens. You just won't have to guess who 'tis.)

Our dark brown eyed Susie (poets would soliloquize "bullets and brown eyes—both shooting stars") spent her vacation at Campus, Illinois, not the Northwestern Campus or any other Campus. She came back with a regular farmerish "hey, hey," more twinkling, more weighty after a round of country life of lots of cream, butter 'n eggs and romping in bi-goshes (in case you forget to remember, they're overalls) with just adorable little piggies. (As Al Jolson would say, "You ain't heard nothin' yet—Ellie, where are the other snapshots?")

Mae had the rest-ive vacation and Bill the exhaustive. His vacation note cops the prize of being printed:

Saugatuck, Michigan.

Vacation Time.

"Talk about living the life of a rich man's son. I don't know how you poor working people exist. Get up in the morning and play a few holes of golf, then go for a dip in the surf, lunch at our cottage, yachting in the afternoon, dance from about nine o'clock until —?— and then canoeing until —?—. Of course, we are up here for a complete rest, but I will leave the rest to your imagination.

(Signed) Bill.

Splinters from the Wooden Shoe

Brownie

THE FIRST thing is an omission from last month and that is the announcement of the wedding of Night Ticket Clerk Arnold Kamps, who was married on July 6 to a Menominee girl. Congratulations.

J. C. Woodward, Trainmen Timekeeper, is also to be married on September 15 and will then take a leave of absence of three months for a tour through the West. Congratulations, Jim.

Another item which was forgotten is that congratulations are to be offered to John Landry and wife on the arrival of a son born August 2, 1928.

We were all sorry to hear of the death of Conductor Herman Schroeder. Conductor Schroeder was injured in Milwaukee, being struck by an automobile and died of his injuries on September 9 in a Milwaukee hospital. He was employed by this Company on June 16, 1892, and has been working ever since that date.

Conductor S. J. Robbins is back on the Iron River Run, as Johnny Graham has gone back on the main line.

Conductor C. B. Kempley made a round trip on Nos. 2 and 3 over Labor Day. This is the first passenger work for some time for Conductor Kempley.

Safety First Meeting was held at Menominee, Mich., August 27th, 1928, at which there were 35 present. This is considered a very good attendance for the Menominee meetings as they generally run small. We are glad that the men are beginning to realize the importance of these Safety First Meetings and the good that can be obtained by attending them. There are a number of things that come up at these meetings that do not come to our attention unless the men bring them up, and we hope that we can increase the number attending our meetings, as this is one of the many important things that go along with Railroading.

Freight Claim Meeting was held at Channing, Mich., on Tuesday, August 28th, 1928, at which there were 23 present. This is another meeting that is of the utmost importance and one which should be attended by all train, engine and yardmen. There are a number of things brought up in these meetings showing how claims can be prevented, and as we all know, claim payments is a large factor which will bring down our revenue and everyone should come to these meetings and find out what can be done to prevent claim payments.

We have a few extra trains to report this month.

On Train No. 2, August 30th, we handled four extra sleepers containing girls from Michigamme, Mich. This train received exceptionally good handling, leaving Champion 55 minutes late and arriving Milwaukee 8 minutes late, arriving Chicago on time. Train was handled by Engineers Karn and Lindner, Conductor Schroeder. The party expressed themselves as being very well satisfied with the service and we hope to have them again next year, as they come up every year to go to a camp at Michigamme, and on the service we give them depends whether we receive the movement the next year.

On the nights of August 31st and September 3rd we ran two sections of Nos. 2 and 3 from Milwaukee to Iron Mountain and return to take care of the overflow passenger business on account of Labor Day travel. Both trains were operated on time in both directions.

We also operated two Cherry Picker Specials in the month of August, one being on August 18th, when we handled 170 girls from Green Bay to Milwaukee, engine 2633, Conductor Melville and Engineer Fignier handling the train. Train left Green Bay 9:05 A.M. and arrived Milwaukee 1:00 P.M. On August 21st, engine 2881, Redliner Engineer, Stien Conductor, handled five coaches with 270 boys. Train left Green Bay 9:15 A.M. and arrived Milwaukee 12:45 P.M. Both movements were very satisfactory and hope to be able to handle them again next year.

Dan Bronoel, Cashier, Neenah, who broke his leg some time ago, is home convalescing. He is getting around with the aid of a cane now and will be back on the job before this goes to print.

Ellis Brown, Warehouseman at Ontonagon, his wife and two daughters motored to Quinnesec and Iron Mountain, September 1st.

Conductor H. M. Bell of Ontonagon is looking fine these days. He says he is going to live another fifty years yet.

Gene Hart, daughter of Engineer J. B. Hart, is attending the Academy at Green Bay this year.

Eileen and Cyril, daughter and son of J. J. Clark, operator at Ontonagon, left last week for Ann Arbor, Mich., to resume their studies at the U. of M. His son, Francis, returned to his studies at the University of Detroit.

Sympathy is extended to Train Dispatcher P. M. Maierle on the death of his mother.

We are glad to hear that Conductor D. W. Caine, who had been on the sick list for some time, has applied for the Iron River job.

Heard in the General Yardmaster's office: Louie: Did you find out if the train line on that car is o.k.?

Bill—I don't know.

Louie—Didn't you go by there?

Bill—Sure, but what do you think I am, an air pump?

W. F. Nicholson, Perishable Freight In-

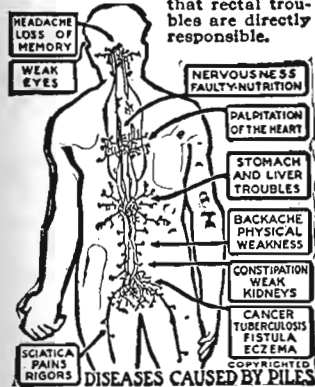


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A Treacherous Affliction Healed Without Surgery

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

The diagram below clearly shows how piles can be the cause of numerous diseases, unsuspected by the sufferer or by his physician. Due to faulty diagnosis, thousands suffer from these ailments not knowing that rectal troubles are directly responsible.



Let Us Heal You With Our Mild Non-Surgical Treatments

The McCleary mild, non-surgical treatments for piles have brought new hope, new joys and happiness to thousands who had forgotten the blessings of perfect health. Entirely discarding the old, harsh surgical methods, these treatments do away with the horror and pain of cutting away pile tumors with the knife, burning with a red hot iron,

or searing with electric needle. The McCleary treatments also avoid the dangerous effects of chloroform and ether and have proved a boon to many thousands who have availed themselves of our services. Over 75% of the people we treat are referred to us by some of the thousands we have cured.

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

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

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

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

The McCleary Sanitarium
151 Elms Boulevard, .. Excelsior Springs, Mo.

spector, has returned from his vacation and reports having a wonderful time and trip. Bill, with his family, motored to Detroit, Mich., and returned in the new Olds, and can't say enough for the car now.

Pat Neugent has not yet returned to work and reports are that his condition is not very favorable.

The Superior Division is certainly a busy place. We now have a steel-laying gang on the East Division, in charge of W. A. Moberly, with 125 men. Sawed 90-lb. rail is being laid between Random Lake and Waldo and Askeaton and Green Bay, after which they will be moved to the Middle Division where they will lay rail between Randville and Sagola. We also have a surfacing gang on the Middle Division, of 110 men. After we get all the sawed 90-lb. rail laid on the East Division we will have a mighty fine piece of track and hope there will be no complaints account rough track.

Illinois Division

M. J. S.

ENGINEER AND MRS. C. T. WRIGHT have returned from a motor trip to Lake Okoboji and Spirit Lake where they enjoyed a vacation.

Sympathy is extended to Engineer and Mrs. Herman Lorenz of Savanna on account of the death of Mrs. Lorenz' mother, Mrs. Mary Norton, which occurred at Chicago September 5. Interment was made at Janesville, Wis.

Mrs. J. P. Crowley, wife of Engineer Crowley of Savanna, is improving at the Washington Boulevard Hospital where she has been a patient for a couple of weeks.

A little son, Milburn Keith, Jr., was welcomed to the home of Conductor and Mrs. M. K. Lynn September 1, at Savanna. Congratulations are extended.

CM&G Clerk Clarence Isgrig resigned his position at the Superintendent's Office and has gone to College Station, Texas, where he will enter his freshman year at the A. & M. College. Best wishes from the Superintendent's Office bunch go with him. His desk will be occupied by James Hanson, former Track Timekeeper at the Superintendent's Office.

Gerald LeGuire of Savanna is the new tape man in Division Engineer R. G. Heck's Office.

Conductor B. W. Schmidt is feeling improved and has returned to duty after a couple of months' leave taking treatments for rheumatism and neuritis at a hospital at Hot Springs, Ark.

Profound sympathy is extended to Engineer and Mrs. Edw. Vogt and Switchman Fred Orr and wife on account of the death of Mrs. Vogt's and Mr. Orr's mother, Mrs. D. L. Waterbury, which occurred at the Savanna Hospital, September 2, due to dropsy and heart trouble. Funeral services were held at Savanna September 4, with interment at the Savanna cemetery.

Ned Bristol, former Bill Clerk at Savanna Yard Office, has resigned his position and taken up studies at the University of Illinois at Champaign.

Mrs. J. P. Castle, wife of Engineer J. P. Castle, returned from Chicago, visiting relatives at that place and attending the Illinois Hair Dressers' Association Convention and Style Show at the Hotel Sherman.

Newmon Jones, injured switchman, returned the latter part of August from an extended trip to points of interest in the West. Mr. Jones is recovering nicely from his unfortunate injury of a year ago at Savanna Yard.

Trainmaster J. T. Hansen of Chicago

Terminals, and young son Jack, made a recent call at the Superintendent's Office at Savanna. Always glad to see you, Jerry, come again and bring Jack with you.

A most interesting exhibit for the Savanna Centennial, August 19 to 23, was the



"New and Old" in Railroad, shown on the stub tracks at Main Street and Chicago Avenue, CM&StP tracks. A striking contrast was evidenced in the ancient locomotive and coach, with the giant modern engine and "palatial" coach. The Centennial Committee was indebted to Superintendent W. M. Thurber for this interesting exhibit.

There was a welcome on the door-mat for Hans Jess when he returned to the old camping grounds at Savanna! Hans was at one time employed in the Superintendent's Office at Savanna and a few years ago accepted an Assistant Accountant's position at Dubuque Shops. He has now accepted the Rail Mill Accountant's job at Savanna and has moved his household effects from Dubuque. Hope his wife "Barbara" will also like the change in residence.

Engineer M. W. Stark and wife, accompanied by the latter's parents, Mr. and Mrs. J. L. Johnson, enjoyed a motor vacation trip through the pretty Winona Hills to Minneapolis and into Northern Minnesota to Lake Bemidji. They also visited Little Falls, Minn., the home of Colonel Lindbergh. At Wabasha, Minn., they accidentally met Mr. Frank Rafferty, a member of the Thirtieth Engineers in France in which company Mr. Stark served with several other Illinois Division boys who belonged to the "famous Company D," and who, no doubt, will remember Mr. Rafferty as a former "Buddie." Mr. Rafferty was a former Conductor on the CM&StP, but is now proprietor of the Merchant's Hotel at Wabasha.

Chin Music From Savanna Freight Office

"Grandpa" is a regular 1928 flapper. He even wears oxfords now, but admits it is rather hard on his ankles.

Bill has an awful time; his fierce-sparrow has flat feet and now his feet have gone on the bum. Poor Bill, you have our heartfelt sympathy.

Our carpenter, Oscar, comes to work now at 6:30 A. M. Osh says he doesn't mind that, he can pick roses on his way to work this winter.

At last Dick McWorthy and wife have taken a vacation. They are visiting relatives in Michigan. Suppose Dick will get homesick and will make his wife bring him home. Do hurry back, Dick.

Rusty is starting to let his whiskers

grow so he can be Santa Claus next Christmas. He sure has a good start.

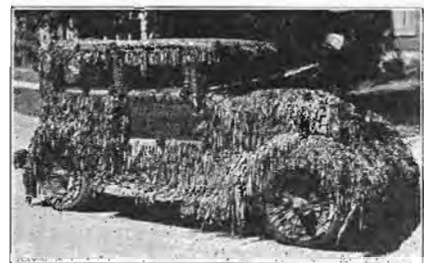
Sympathy is extended to Merle Logue on account of death of his father who died August 24.

Surprise! Mickey has a new cap, and he

won't even take it off so we can see what make it is. Come on, Mickey, don't be so stingy.

Fred Wurster has been off duty, on account suffering with asthma.

Sympathy is extended to Mrs. A. J. Reinher, on account of the death of her mother, Mrs. Christina Handel who passed away September 8 at the home of her son, Frank Handel.



The Milwaukee Women's Club at the Centennial

Station GBS is rather quiet due to the fact his helper, Merle, is on his vacation. We can't tell just what the outcome of his vacation might lead to, but hope for the best.

Mr. and Mrs. Reinehr and daughter Mary are visiting in Wisconsin. Hope they are enjoying their trip.

Mickey thinks that by leaving his hat on all the time he can preserve his curls throughout his old age. How about it, Mickey?

Poor Oscar and his hammer got in an awful argument. Os says the hammer got the best of him. Now he is going around with his hand tied up.

Bill really thinks that his "fierce-sparrow" needs more shoes than his family. It isn't the original cost, it's the upkeep.

George insists that Ramona isn't the latest piece. He thinks "Tenting Tonight" is still one of the latest. We don't know where he gets his ideas.

If anybody wishes information on ways to kill rats, cockroaches, cats, etc., just ask Rusty.

Grandma and pa have at last decided to adopt the poor little orphan girl and bestow their love upon her during their remaining days. Poor grandchild!

Huffy and Nell are having a contest seeing who can sneeze the most. Huffy says it is Rose Fever, while Nell will have it "Just Hay."

Station KRZ broadcasting from the freight office located on dusty Bowen St., overlooking the rails of the C. M. St. P. & P.

Savanna celebrated her 100th birthday in August, and a Centennial Celebration for the occasion was prepared by the citizens of Savanna. The following poem was written by the mother of Machinist Pete Carter of the Savanna roundhouse.

LINES ON THE CENTENNIAL

Our Mayor says that August days
Will be big and grand this year,
We will cheer for the flag and the National
Laws,

With three for the "Pioneer."
Zachariah is gray—Zachariah is old,
The sum of his virtues has never been told,
By the pen of the muse,
While his rusty shoes,
Are stained with prairie soil,
For he is the pioneer—and here
Are the fruits of his honest toil.
Let us sing a song to the Pilgrims bold,
Who came to this town of ours,
Where the Mississippi onward rolled,
Here where our little town was born,
A hundred years ago.
We will follow the street where their cabins
stood,

When the Indians roamed at will,
We will follow the road to the river wood,
And the park by the ancient mill.
We will follow the trail by the Indian Head,
And drink from the clear, cold spring,
Where Marquette drank
Then rest on the bank,
Where his Park lies slumbering.
Old friends and new will march that day
To each hallowed rock and glade,
From the Proving Ground,
And for miles around—
The B. of L. F. and the B. of L. E.,
The Moose, the Masons, the K. of C.,
And all of the Lodges from A. to Z.,
Will march in the grand parade.

—Ella L. Carter.

Des Moines Division Items

Frenchy

MR. T. W. PROCTOR, Assistant Freight Traffic Manager, visited the Des Moines Division during September.

Mr. H. F. Gibson, Superintendent at Ottumwa Junction, was in Des Moines on September 13.

Mr. F. B. Dunn and son Robert attended the Veteran Employees' Association meeting in Milwaukee August 25 and 26 and report a fine time.

Conductor P. A. Gifford has returned to work after his usual summer activities, helping to entertain the visitors on Spirit Lake. We are all glad that he returned as he donated a fine bunch of fish from the lakes to the Superintendent and his office force. Hope he goes there again next summer.

Agent Schroeder has returned to work after a vacation spent in the West.

C. E. McGrew has been appointed agent at Varina, succeeding Mr. E. E. DeLaerda, resigned.

Mr. Geo. Williams and family spent about ten days, during August, visiting friends in Ft. Dodge and, incidentally, getting a good rest.

W. W. Bean, Brakeman, has returned to the service after several months' leave of absence.

Conductor A. O'Laughlin and wife enjoyed a fine eastern trip during September,

visiting Indianapolis, Cincinnati and Lexington, Ky.

Mrs. Arthur Ibsen spent the week-end of September 15 with her husband at Davenport.

Fred White, Section Foreman, who has been absent operating the weed mower on various divisions, has returned to his old job on the Des Moines Division.

Miss Jean McGinnis has returned from a western trip, visiting Denver, Salt Lake City, San Francisco and Los Angeles. She reports a fine time.

The correspondent and her mother returned August 27 from a vacation spent visiting their sister and daughter, Mrs. Wm. F. Piper, in Seattle. Had a most enjoyable trip, fine weather, lots of auto trips, etc. Seattle and its flowers are as beautiful as ever.

Engineer E. L. Sinclair visited the Des Moines Division recently.

We are quite worried for fear we are going to lose one of the young ladies in the Superintendent's Office. She recently purchased a quantity of pongee, gets air-mail letters daily, and all indications are that some day we will wake up and find that she has joined the sender of the numerous epistles in California.

Agent Carl Osborne and wife are the proud parents of a small son born August 5 and who has been christened Norman.

Mr. and Mrs. Paul Quinn are receiving congratulations on the arrival of a son on June 6 who has been named Jerry.

It is reported that Agent C. H. Nance of Linden is quite ill. Mr. O. J. Henderson is relieving him. We hope he will soon be able to be with us again.

Agent A. E. Brown of Milford is enjoying a vacation and is being relieved by W. J. Black.

Agent Foxhoven of Panora recently returned from a trip to Milwaukee, also Denver and other points in the West.

Twin City Terminals

Mac

MR. PATRICK CASEY, employed in the Police Department for the past forty-five years, passed away last month. He was the oldest member in the police service. The funeral services were held at Milwaukee, Wis. Mr. Perry and Mr. Dougherty of Minneapolis attended. The sympathy of all his former fellow-employees goes out to his family in their bereavement.

K. H. MacLaren, better known as Mack, is spending his vacation with Mrs. MacLaren visiting Los Angeles and other points of interest in the West.

Ruth Lindegren spent her vacation with her little daughter and nephew at Lake Vermillion.

Georgia Perry, President of the Railway Women's Association, called a meeting of the different officers of each division on September 11 in the traffic rooms at the Nicollet Hotel. Activities for the coming year were discussed and passed upon, also an opportunity for the officers to become acquainted.

Harry Brown, Switching Clerk, spent a very enjoyable week of his vacation traveling by auto through Northern Minnesota.

Fred Johnson and wife spent their vacation visiting friends at Chicago.

Sam Salter, Rate Clerk, spent his vacation seeing the beauty spots of Minneapolis.

Henry Rudd and family spent a week seeing the sights of Chicago.

Arthur Lundburg, Window Cashier, and his son spent their vacation motoring in Northern Minnesota.



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

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

"Speedwriting? What's that?"

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

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

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

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Frank Peel and family motored to Duluth and visited the mining district and other points of interest up north.

Frank Foster, Cashier, spent his vacation at Lake Minnetonka.

Elizabeth Hessburg and Mae McAndrews spent Labor Day at Winnipeg, and Hazel McMahon at Chicago. Catherine Nicholson spent Labor Day visiting her mother near Mitchell, S. D.

Mrs. Dorothy Thorne Wahlquist was a welcome caller at the local freight office last month.

First fall get-together meeting of the Twin City Chapter of the Milwaukee Railroad Women's Club was held Monday evening, September 10, in the club rooms in the Masonic Hall, E. Lake street. An interesting program was rendered and enjoyed by all.

John Spillane, Local Freight office, is seriously ill at his home in Mound, Minn.

Nellie Sullivan, accounting department, has returned from a vacation trip to her Wild Rose ranch near Billings, Mont. Says the crops are fine, sheep doing famously, alfalfa 7 feet tall, and whole country blossoming with all of the products that Montana is famous for, including cactus, prairie dogs and other small deer.

Carl Holmgren spent the Labor Day holidays fishing with Ed Hortenbach at Sullivan Lake. Didn't get any fish, but did get wet, and back. Says if the lake had some good Minnesota Scandinavian name there might be some fish in it.

Ted Hartz recently drove up Highway One and on his journey was drifting along about 50 miles per hour, when a small car passed him going so fast he thought it was an airplane running on the ground. A look at the rear end of it told the story. It was a new Ford and now the big Nash owners are commencing to wonder what it's all about.

Georgia Perry went away on a vacation trip, too, but not with Nellie. Went all the way around to Hollywood, but they weren't hiring any new girls, so she came back to put on the usual time-keeping performance for us here.

Almeda Gerber laid off a couple of weeks and went away. No one knows where, but she is back again looking as pleasant as can be, so the trip must have been enjoyable.

Elizabeth Zumkoski went to New York City, and other points east. When she got back her head was almost tipped backwards from the strain of looking up to the top of high buildings, and she never went to Coney Island.

Charley Rogers spent the Labor Day holi-

day doing A. & B. work in the alley behind his house, wheeling dirt and cinders to lift it up out of the mud. Says now when he gets a few sacks of cement, some clean sand and some hot asphalt to mix together, will be able to get out to the street without stalling and having to shovel out.

Sioux City & Dakota Division

H. B. Olsen

ON September 10th, Sioux Falls went "over the top" with one of the best SAFETY FIRST meetings ever held at that point, in the passenger station. At eight o'clock the crowd had assembled and Supt. F. T. Buechler opened the meeting with interesting facts and figures concerning accidents which had happened on the Division and over the entire system. Minutes of the last meeting were read by Mr. W. H. Cobb, and discussed. Several very good new suggestions were offered, after which Mr. Cobb gave a very interesting talk; and everyone always enjoys his heart to heart talks. Next in line was the entertainment which started off with a group of musical selections by the Soo Hawaiian Club, their first number being especially prepared for the occasion and entitled, "The Milwaukee Special." Mrs. Harry Hopkinson was next in line with two readings which received hearty applause and called for more. The most exciting part of the program was the "Husband Calling Contest," staged by Mrs. J. R. Bankson, Mrs. A. B. Main and Mrs. R. V. Manson. Mrs. R. V. Manson won the first prize, while Mrs. Main followed with the second. Judges appointed were Engineers Roy Romslo, Harry Hopkinson and Wes. Gammel. The contest was so close the judges had great difficulty in making the final decision. Last but not least, the Women's Club served a delightful lunch and the Soo Hawaiians furnished music while the inner man was being taken care of.

Agent E. W. Farnsworth at Chatsworth, Ia., has returned from his annual vacation and is now good for another hundred years.

Agent O. B. Akers was the successful applicant for the agency at Delmont, S. D.

The Division Paint crew are surely "shining up" the Company buildings over the division. Harrisburg, Hawarden and Chatsworth stations have received fresh coats of paint and the improvement fills a long-felt want.

Crop conditions over the Division are reported excellent and thus far no damage by frost. Considerable rain is keeping the meadows and pastures in fine shape.

Engineer Frank Gibbs is now sporting a

fine new "OLDS COUPE" and is very proud of his new purchase.

It is reported that a marriage is shortly to be expected between one of the girls in the Master Mechanic's office and a sprightly looking lad in the round-house. Further particulars in the next issue.

Yardmaster and Mrs. J. R. Bankson attended the Veterans' convention at Milwaukee and report a most enjoyable time.

Engineer Henry Kruck has gone to White Salmon, Wash., where he will supervise the apple-picking from his orchard near that point.

Agent P. P. Sands, Colton, S. D., has taken an indefinite leave of absence and is now en route to the west coast. Agent R. T. Stivers from Westfield is relieving.

Engineer and Mrs. Charles Tythcott attended the Veterans' convention in Milwaukee and Charley reports an unusually good time, they being especially interested in the picnic over at Pewaukee Lake, where the big lunch and games were indulged in.

Just before completing his work on the 3 P.M. switch job Labor Day, at Sioux Falls, Engineer Gus. Lovegren was taken suddenly ill and was taken to the hospital. He was later removed to Sioux City and taken to a hospital where it was found an operation was necessary. Mr. Lovegren's condition at this time is reported very critical but we sincerely hope changes for the better will take place.

Miss Ethel Jacobs, Assistant Cashier, Sioux Falls, spent her annual vacation at various points in the east and with home folks at Rock Valley, Ia.

Beverly Jane is the name of the little lady who has arrived at the home of Ticket Agent and Mrs. Lloyd F. West, Sioux Falls. The little Miss weighed all of nine pounds on her arrival and no wonder Lloyd is all smiles these days.

Glenn Kasak, Clerk to Roadmaster Jerry Murphy, Sioux Falls, spent a week's vacation with home folks at Mason City, Ia. Glenn says this was a rather forced vacation as he was under the weather most of the time while away.

Ye Scribe and wife spent Labor Day in Chicago, "rubber-necking" among the high buildings, etc.

Operator E. E. Lovejoy and family spent a couple of days among the lakes in the northern part of the state.

Miss Edna Anderson, the stately blonde beauty, who so skillfully manipulates the keys of one of the Superintendent's office typewriters, recently showed up for work



with a cane, and a decided limp. She explained (and very plausibly, too) that she had sprained her ankle "playing tag." She did not go into details as to whether the aforementioned "tag" was a nickname or a game, but out of our infinite charity, we are willing to give her credit for it being the latter. However, we do hope that she won't come to work with a black eye and innocently try to convince us that she strained her eyes sewing doll clothes.

Mr. G. F. Lake, former Divn. storekeeper at Dubuque, Ia., and Mr. Lloyd Lange, former Divn. storekeeper at Sioux City have exchanged positions, and Mr. Lake is now stationed at Sioux City. While we were sorry to lose Lloyd, we feel that we did not get the short end of the deal, as Glenn seems to be a "regular" guy, and we hope he likes us as much as we are going to like him.

Condr. John Weber, one of the oldest and best liked conductors on this Division, has been very ill at his home for some time.

John Trang, east end pump repairman, is the proud possessor of a new Whippet coach. They say John drives so fast that he has the tail of the dog on the radiator cap in his lap most of the time.

A dastardly conspiracy was recently brought to light in the Superintendent's office. Miss Helen Flynn, file clerk, for a considerable length of time had disturbed the peace and quietness of the office with the clitter-clatter of her heels, which at times was loud enough to drown out the noise of passing trains, and cause the telegraph operators and dispatchers to tear their hair (this has no reference to Harry Hoskin, Chief Dispatcher), and gnash their teeth. A conference was called, and it was decided to take up a collection and buy the young lady some rubber heels. The collection was accordingly taken up and forty cents secured. This was presented to the young lady, who immediately remarked that she had four pairs of shoes. Another conference was called and the sum of one dollar and sixty cents was realized and presented to her. This brought out the statement from Helen that none of the shoes she had were good enough for a new pair of rubber heels, and that she usually paid around ten dollars for her shoes. The conference then broke up in disgust, and a quiet investigation by some of the contributors to the fund has disclosed that this young lady's real name is Sadie Goldstein, and that she is also the president of the Hebrew Young Ladies' Talmud-Torah society. Such publicity will not be countenanced, and the matter has been turned over to Capt. of Police S. B. McCaully for further action.

The Maintenance of Way employees of this Division held a get-together meeting and picnic at Riverside Park, Sioux City, Sunday, August 19th, at which a very fine luncheon was served. General Chairman J. H. Vanderhie was present, as well as Supt. and Mrs. F. T. Buechler. The food was of the finest quality, and we certainly want to say that everyone there had more ice cream at one sitting than they ever had before. Someone must have doubled the order. Mr. Buechler made a few remarks which were pleasing to all, and Mr. Vanderhie also gave a short talk. It was a beautiful day and everyone had a real good time. We expect to have another picnic some time the latter part of September, possibly at Yankton, and it is hoped that both gentlemen will be present.

Mr. Nick Kelley has been appointed freight house foreman at Sioux Falls. Mr. Jack Consor, formerly acting foreman, has re-

ceived the Assistant Foreman's position on bulletin.

Mr. Leonard Walsh, stevedore, Sioux Falls freight house, has been transferred to the position as fireman and is permanently lined up with road and switch service now.

Section Foreman A. P. Wilkins of Canton, S. D., never fails to attend a Safety First Meeting when within reasonable distance, and incidentally, "A. P." may be always seen at the Sioux Falls meetings with one or two good suggestions to offer.

Squeaks from the C. & M.

CONDUCTORS Hagelun and Blaine are about to embark on the sea of finance. They intend to open a chain of Pancake Stations, reaching from coast to coast, catering exclusively to the tourist trade. One filling is guaranteed to take you to the next station, regardless of engine failures or tire trouble.

The many friends of Conductor Hudson Jones were sorry to hear of his illness and confinement in Mayo Brothers Hospital at Rochester, Minn. From the last reports he was doing nicely and was expected soon to be able to be on his way home.

Some of our passenger conductors will have to start wearing glasses so they can tell the difference between a sunburnt man and a black crow.

Brakeman Leo Bartman and Engineer "Smoke" Williams, who were injured some time ago, are still laid up, but are slowly improving.

Brakeman "Bunco" Riley has purchased two new wash tubs and a boiler and is looking for a small building so he can start his wife in business. Says there is nothing like starting on a small scale.

Service on the Beloit gravel job has again been resumed. Condr. Paul Penning has taken the run, assisted by Brakeman John Wilkey.

Condr. J. Heagney has returned from his vacation, relieving Condr. A. Proeber, who has returned to Milwaukee, and taken one of the time freights.

Our deepest sympathy is extended to Mrs. Geo. Proctor and family in the death of Brakeman Proctor, which occurred on the morning of Sept. 7th, after a very short illness.

Condr. W. A. Kranz has resumed work after a pleasant vacation spent with friends and relatives in and around St. Louis. Walt says he tried to induce Mrs. Kranz to take a ride in one of "Lindy's" planes while in St. Louis, but she said for him to take two rides and charge one to her. Guess it was the other way round. How about it, Walt?

Another one of the boys is back on freight. Condr. H. J. Calligan is back on the time freight, after spending the summer on the varnished cars.

Condr. A. F. Drews is now the skipper on the third Rondout switch job.

Complete Story

Girl—boy—little gin,
Auto—moonlight—little spin,
Kiss—bliss—awful nice,
Train—biff—Paradise.

S. M. East

"We"

SUPPOSE you have all read about the tornado which visited Austin on September 20, at 4:45 p. m., but nevertheless, we thought we would make mention of it for the benefit of those who had not heard of it. The only CMStP&P buildings or structures which were damaged were the ice house and stockyards. Neither of these buildings were com-

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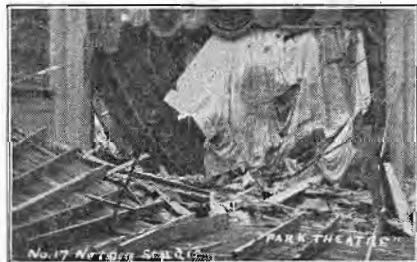
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PRIME PLUGS

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MANUFACTURING CO.**
MILWAUKEE, WIS.

pletely demolished, but heavy damage was done to both. Several of the CMST&P employees' homes were ruined on account of the storm, but we are informed that nearly everyone had tornado insurance which will help considerably in reconstruction. We are showing below a picture of Conductor M. J. Killoren's house, which was in the direct path of the tornado. At this time the house has been torn down and a new one is under way. The Milwaukee Women's Club deserves



The Aftermath of the Cyclone at Austin, Minnesota

credit for the work they did for the benefit of the sufferers of the storm.

Rose Krulich and Evelyn Trenary have returned from a short trip through Yellowstone Park. The girls report a very enjoyable trip.

Expressman E. J. Vollmar felt quite hurt to think that his name was not published as the editor of the poem in last month's issue about our road and material clerk. We extend apologies to Mr. Vollmar and are sure that in the future we will have his name attached to all his work.

On September 19, at 6:00 a. m., occurred the marriage of Miss Marcella McShane to Mr. Charles Goodrich. Marcella has been an employee in the S. M. Division Superintendent's office for a long time and is greatly missed by the gang. We all wish her well in her new work and hope to see her occasionally when she visits our old town.

The I&D Notes had an item last month about whether or not we think Ruth Scott a capable chaperone. Certainly, we consider her a very able chaperone, and the writer wouldn't mind being chaperoned by her alone any night after nine.

Mr. A. J. Reinehr, Agent at Savanna, visited at the H. A. Wunderlich home during the early part of August. Mr. Reinehr was accompanied by his wife and his daughter Mary.

Sympathy is extended to J. W. Ahern on account of the death of his mother which occurred September 20.

Miss Eleanor Moran will spend her vacation at her home at Lancaster, Wis. She will also visit at the home of Doctor and Mrs. P. Riley at St. Louis, Mo.

Violet Beatty starts her vacation on September 15. She expects to spend that two weeks visiting at the home of her sister in Omaha.

Understand Frank Falkingham is going to take a vacation—what will the girls at the Mechanical Department do during his absence?

Freda Catlin, steno at the Store Department, is taking a two weeks' vacation. Freda, with four other girls, purchased an old Ford touring car and with their rompers are vacationing through the South. Hope they have an enjoyable trip and return in rattling good condition.

Labor Day found the various offices, etc., all closed. To mention where each person went would require a special volume, so we will have to dispense with that for this year. On the next holiday let some of us stay at home.

From the Cross Roads of the World

Roberta Bair

ON September 12 and 13, Messrs. Gillick, Penfield and Rummel were over the Terre Haute Division lines inspecting the railroad. They expressed themselves as being well pleased.

J. T. Loftus and his steel gang were on the Terre Haute Division during the month of August and laid 24 miles of 100 lb. steel for which we are very thankful.

We wish to give Charles Shutts honorable mention for being the only Trainman on the Division who has the 25-year button of the B. of R. T. and O. R. C. We're hoping he will also attain even higher honors.

Robert Keller was a visitor at West Clinton about the middle of last month. Mr. Keller was an operator here as far back as 1910, and he recalled many important dates while here greeting a large number of his

old friends. He is now located in Ann Arbor, Michigan.

R. W. Males relieved West Clinton Yard Masters Guy Kelley and O. L. Clawson for a few days during last month. When business is good we need a heavy Yard Master here.

Yard Master G. F. Lundwall is the owner of that new car he was "not going to buy." Well, it sure is a good one.

West Clinton employees were glad to have as their visitor last month Uhler Seebren of Chicago. Mr. Seebren was formerly one of our yard clerks.

Joe Wright has finally moved to town. Even before he moved the county paper stated he was moving to "town," but here we find him not at Clinton, but just up here in Sisserville.

Miss Maris Miller, stenographer in the Superintendent's office, is spending her vacation in the East.

Mr. and Mrs. T. I. Colwell have returned from a delightful vacation trip to Seattle and Vancouver.

On Thursday, August 16, the office and supervisory forces of Hulman Street motored to Rea Park to spend the afternoon.

It certainly was an ideal day for a picnic. First, the ball game, with Joe McMahon and Albert Austin, managers, was fine, but it was too hot to finish the game. We found out who were real ball players, and we must mention Howard Hollis, as such.

After the ball game was time for swimming, which was immensely enjoyed by the grown-ups and children.

Miss Eleanor Faris played the piano for those who danced, and we must thank Eleanor for the music, as she was sure a patient and willing player, also Fred Stockwell for the feature dance.

It was then time for the eats, and it is needless to say, after all the exercising, that they were enjoyed—fried chicken, baked beans, potato salad, potato chips, pickles, rolls, pink lemonade and ice cream.

Let's have another picnic, for this was a GRAND SUCCESS.

Misses Alice Church and Marie Tuemler have returned from a trip through Canada and Yellowstone.

Mr. M. M. Dick, wife and daughter Jessie spent their vacation at Yellowstone Park.

Miss Christine Hammond spent her vacation at Burrton, Kansas, visiting relatives.

Sympathy was never extended, through the Magazine, to Catherine, Edna and Eugene Pfeiffer on account of the death of their mother on June 15. Mrs. Pfeiffer, a very devout woman, loved and praised by everyone, was struck by an automobile while coming home from church. She lived only three hours after the accident. Funeral services were held on June 18. The entire division extends sympathy to the bereaved family.

Kansas City Division

C. M. G.

MRS. JOHN EVANS, wife of Chief Carpenter, and daughter Margaret spent several weeks recently visiting in Colorado, New Mexico and Texas. Some time was spent with Raymond Evans, son of Mr. and Mrs. Evans, and his wife, who are residents of Amarillo, Texas.

Mrs. C. S. Haseltine, mother of Dan Haseltine of the Store Department and Wm. Haseltine, Yard Clerk, died very suddenly on Saturday, August 18. She was stricken while out riding with the members of her family, who were returning from a motor trip to Agency. Funeral services were held on Tuesday, August 21. We all wish to ex-

tend our sympathy to the members of the be-
reaved family in the loss of their mother.

Yard Clerk Leo Love has secured a leave
of absence and returned to college at Notre
Dame, Ind.

We recently had several visitors call at
the Superintendent's office who were formerly
employees on the Kansas City Division. A.
P. Lutz of the office of E. P. Willey, Chicago,
came in to see us, he and his wife spent a
vacation of two weeks with relatives in Ot-
tumwa. Donald Bolton, Perishable Freight
Inspector at Madison, Wis., called to say
"hello" to his old K. C. Division friends.
Don formerly held the same position on this
Division.

Night Roundhouse Foreman A. L. Love
and Mrs. Love returned recently from a visit
with relatives in Detroit, Mich. We are won-
dering if Henry Ford is listed among the
relatives.

Ed Dornsife is one of us again. He had
been in the office of Mr. S. M. Duke, Union
Station Building, Chicago, for several months
and returned to Ottumwa during August to
accept a position in the office of the division
engineer. Seems quite a coincidence that Ed
should return to Ottumwa just at the time
school opened and the out-of-town teachers
resumed their residence here.

Chief Dispatcher L. H. Wilson is on a va-
cation and during his absence Night Chief
John Niman is on day duty and Dispatcher
H. G. Barnard is acting night chief.

H. J. Bowen, Assistant Division Account-
ant, and Mrs. Bowen spent a vacation with
relatives in Chicago and Savanna.

Charlotte Davis of the Timekeeping De-
partment was also an August vacationist.

Margaret Kissinger of the Advertising De-
partment, Chicago, spent two weeks visiting
at the home of her parents during August.
On the twenty-ninth of August she was en-
tertained by the young ladies of the Super-
intendent's office with a noon luncheon at
the Club House. Several other forms of en-
tertainment were given in her honor during
her visit in Ottumwa.

Lawrence Buchanan is the new office boy,
succeeding Michael Carroll, who returned to
school.

Chief Carpenter John Evans was operated
on at the Ottumwa Hospital on September 5,
after an illness of several days. For a time
his condition was considered very serious,
and his many friends were quite worried.
However, we now have the glad tidings that
he is much improved, and we hope that he
will soon be able to return to his office.

Trainmaster W. C. Givens and family spent
a vacation with friends in Ft. Dodge and
Sioux City, Ia. The trip was made in their
new Essex sedan. We thought WCG was to
have a two weeks' vacation, but he was back
on the job within a week. Evidently the
Essex traveled faster than anticipated and
made the trip in half the time he had figured
would be required.

On August 31 occurred the death of Mike
Maloney, lineman at Chillicothe, Mo. Mr.
Maloney had been in ill health for some time.
He had been in the service of the company
for about thirty-five years.

Passenger Brakeman A. E. Snow was also
on a vacation during the month of August.
He was relieved by Brakeman Earl Welch.
Mr. Snow spent most of his vacation seeing
Iowa in his new Moon car.

During the past few months many changes
have taken place in the station grounds at
Chillicothe, Mo. Where once grew weeds and
tall grasses, we now see a well-kept lawn
and beds of variegated flowers. Also an at-
tractive pergola has been erected and vines
are being trained to cover it. Just who is

instrumental in the beautifying of the
grounds remains a secret. However, we do
understand that there is a certain fair lady
involved and that a most pleasing smile ap-
pears on the countenance of the roadmaster
on the west division when the improvements
are referred to and commented upon.

Conductor Paul Fisher, while in service on
the stone train operating between Nahant
and Linwood, sprained his shoulder and was
off duty for about three weeks.

Brakeman John Green had the misfortune
of injuring his foot on September 5 while
assisting in the loading of pipe at Sigourney,
Iowa. We understand the injury is not so
serious; however, he is still unable to return
to work.

Division Engineer W. H. Vosburg was
called to Mauch Chunk, Pa., on account of
the death of Mrs. Geo. Sandel, mother of
Mrs. Vosburg, who passed away on August
22. Mrs. Vosburg had been there for about
five weeks visiting and during her sojourn
there Mrs. Sandel became ill. We wish to
express our sympathy.

W. L. Ennis, Supervisor of Refrigeration,
was in Ottumwa on September 6 on business.

Lloyd Angle is the new stenographer to
Chief Clerk Sowders, Superintendent's office.

Engineer Joe Parish died at St. Joseph's
Hospital on September 10, after an illness of
about two years. Funeral was held at 2 p. m.
on September 12 from the Elks' Home and
burial in the Ottumwa cemetery. Services
were conducted by the officers of the Elks'
Lodge, assisted by Rev. Garden of the Ben-
ton Street Presbyterian Church. Pallbear-
ers were the following engineers: Fred Orvis,
Frank Harker, Theo. Runzler, Wm. Davis,
Robert Yates and Wm. C. Johnson. He is
survived by his mother and sister, who have
the sympathy of all friends and employees
on the K. C. Division. Mr. Parish had been
in the service of the Milwaukee Railroad for
forty-seven years.

Sparks from the East End of the Electrification

Adolph C. Knudson

DON'T know just how I am going to start
"Sparks" this month, or just what
I'll say after getting 'em started. I've spent
two weeks of this month away from my
source of news, on the sick list, part of it
in the hospital at Deer Lodge. Although the
Sisters and nurses at St. Joseph's hospital
are fine women, it was not to flirt with 'em
that I was there. It was to have Doctors
Powell and Unmack, in their masterful way,
remove a foreign body from my left knee
joint.

Guess I'll start 'em and let 'em do like
Topsy did in "Uncle Tom's Cabin"—just
grow up.

We do not know if Conductor S. W.
Murphy caught any fish or not while he and
his family were camping on the Boulder.
That is where they spent an enjoyable week.
We haven't heard him tell any fish stories.

Mrs. C. E. Steinhouser, wife of our
Freight Cashier, enjoyed a visit with friends
at Deer Lodge, the latter part of August.
Motoring over with a friend.

Gosh! Even Yard Cops like to burn up
the gas. There is J. L. Buckley, who motored
the wife and family to Lewistown, spending
a whole day there.

Right among the gas burners are Agent
and Mrs. J. H. Fisher, of Shawmut. They
motored, with a party of friends, to White
Sulphur Springs, Sunday, August 19th.

Agent George F. Redisky, of Slayton, spent
Sunday, August 19, angling for the big fish
in Sixteen Mile Creek.



Reducing Bridge Maintenance By Protecting Metal Adequately

To properly distribute stresses, every part of
a bridge must be in perfect preservation. The
scorching summer sun, the lash of sleet, freez-
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Great Northern for its
wonderful location in Chi-
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able rooms, homelike en-
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charges make it an ideal
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and \$8.00.]

Walter Craighead, Manager

DEARBORN STREET FROM JACKSON
TO QUINCY

New Garage One-Half Block

Miss Carrie Stewart, daughter of Boilermaker Helper and Mrs. Elmer Stewart, returned from Bellingham, Washington, where she has been attending summer school, the fore part of August, to spend several weeks at the parental home prior to the opening of the regular fall term when she will again teach the younger generation their three r's.

Roundhouse Foreman E. A. Kellum, wife and daughter, returned August 19 from a trip to the coast. Traveling Engineer Chas. McCrume was acting foreman during Ed's absence.

Superintendent and Mrs. L. K. Sorenson, of Deer Lodge—who are former Harlowtonites—spent several days looking over the old stamping grounds and visiting old friends.

Other folks to enjoy the coast's balmy climate are Mrs. F. J. Moser, mother of Section Laborer Clifford Moser, and granddaughter, Juanita Wonzer. They are at Seattle as this is written.

Miss Lano Dunn, daughter of Wrecker Engineer Frank Dunn, and Miss Lucille Trudnowski, daughter of Boilermaker Anton Trudnowski, are enjoying a visit with friends in the "Electric City"—Great Falls. We wonder, is it a leap-year visit?

Speaking of leap year. The single girls among our readers might do well to watch this column for several months as we plan to publish herein a list of Harlowton's bachelors. Honest, girls, most of these fellows are very desirable.

While en route home from coast points, Mr. and Mrs. Chas. Bohling and daughter, Delores, of Miles City, spent a week at the home of P. J. Leahy, Night Roundhouse Foreman. While here, they, with the Leahys, motored to Lewistown.

Car Repairer Ole Osmundson spent a week the fore part of September taking the baths at Chico Springs, southern Montana's famous health resort. We understand Ole is still single.

The writer is happy to relate that Boilermaker Walter Cavanaugh, who has been on the sick list for several months, is again able to perform his regular duties. He returned to work September 4.

Night Yard Master and Mrs. Dom. Gri-vetti, Switchman and Mrs. F. R. Lutz, Car Repairer and Mrs. Elmer Nissen, Machinist and Mrs. J. C. Cathy and Boiler Inspector and Mrs. Paddy Schultz motored to Kings Hill, Sunday, August 27, where they spent the day. We naturally suppose that F. R. L., in his Studebaker "Straight 8," made the rest of the crowd eat his dust and like it.

On that same day, just to prove that there are still some fish left in Cottonwood Lake, Apprentice Machinist J. H. Todd, Machinists David Wagoner and A. J. Mooney and Electrician Helper Ed. Oliphant caught 54 beauties of the trout family.

Mrs. J. R. Beatson, of Three Forks, wife of a former linesman here, spent several days visiting local friends.

The Misses Cassie and Hattie Trudnowski, daughters of Boilermaker Anton Trudnowski, spent several days the fore part of September attending the "Inland Empire" fair at Billings.

Fireman and Mrs. George Phillippi are no pikers when it comes to camping out. They don't go on camping trips for just a day or so, they go for a period of six weeks like they did this year to Lake Ronan, Montana.

Roundhouse Clerk Margaret McGuire left on her vacation Labor Day. Going with her on the same train—and to the same place, Miles City—were B. ("Spike") Edson, Ervin Fuchs and the Boilermaker who relieved W. A. Cavanaugh—we cannot recall his name.

To date we haven't heard of any wedding bells, but it appears as if "Spike" or Ervin may have served as the other fellow's best man, with that B. M. on the side lines.

General Office

Vila

MR. EUGENE CAMPBELL of the Comptroller's Office was married on September 8. Our congratulations are herewith extended to Mr. Campbell and his bride.

On September 22 occurred the marriage of Miss Edith Reichsteig of the Treasurer's Office and Mr. Green of the Union Depot Company.

Mrs. H. A. Wicke has just recently undergone an operation for appendicitis, and we are happy to report that she is getting along just fine.

It made us all quite happy to see Miss Leona Sodman at her desk again after being gone for several months due to serious illness.

This column is going to be among the missing before long. My "contribs" are afraid to submit the least inkling due to being "jumped on" by the highly sensitive and there are those who don't know me because I did write them up and those who don't talk to me because I didn't write them up. Think it is about time we went on a "strike" to get a little more consideration of our feelings. Now, readers, please put yourself in the place of the writers of these various columns and if you think this job is just for our own pleasure you have another thought coming. It is our thought to help our editor willingly, and our aim to please you all, so, therefore, if you have any grievance forget it and be a real fellow, and don't always go around with a "chip on your shoulder."

Iowa

(Middle and West Division)

Ruby Eckman

DON KANEALY, who has been a caller on the Iowa division for a few years, has transferred to train service on the Des Moines division, having made his student trips the fore part of September.

John Clark and Ralph Goodwin, two conductors on the middle division, took an enforced vacation in September. The bursting of an air hose on a car in their train resulted in a sudden stop. John and Ralph were both in the cupola, and John had several fractured ribs, while Ralph had a dislocated bone in his leg.

W. J. O'Brien of the freight platform force at Perry was overcome by the heat during a hot spell in August and was not able to work for a while.

Lawrence Gallagher, assistant roundhouse foreman at Perry, was bitten several times on the hand September 1 by a pet dog of the family. The dog later died and examination showed it had rabies, so Lawrence was given treatment immediately to guard against trouble.

Engineer Robert Meldrum and wife of Perry spent their vacation at Albert Lea, Minn., with their grandmother who is 97 years of age. The aged lady is enjoying good health and is looking forward to the visit of the Perry folks there again next year.

Conductor Harley Wicheal and family spent their vacation in Savanna at the home of Conductor Orville Mullen.

Francis Holdridge, son of Engineer Earl Holdridge, while playing at school September 10, received quite a bad cut in his head

by being struck by a swing. The lad had just left one of the swings to go to another part of the playground when a swing in the circle was thrown around and struck him on the forehead, inflicting a wound which required several stitches to close.

The railroad families in Perry have sent out several teachers to surrounding schools for the coming year. Included in the list are Margaret Hullerman, daughter of Engineer Hullerman, who goes to Algona to resume her work; Genevieve Krasche, who resumes her work at Chariton; Fae Borg, daughter of Engineer Borg, who returns to Silver City; Mae Morgan, daughter of Conductor Morgan, who teaches north of Perry, and Helen Murphy, daughter of Engineer W. T. Murphy, who is at a consolidated school near Perry.

Sam Lee, who will be remembered by many of the old-time employees on the Iowa division, died September 9 at a hospital in Des Moines where he had been for several weeks. Sam worked on the Iowa division about thirty years ago, leaving the Milwaukee to go to the C. G. W.

Conductor J. L. Rooney, one of the younger conductors on the West Iowa division, has been confined to Mercy hospital at Council Bluffs for some time on account of an anaemic condition.

Kenneth La Borde, son of Engineer Harry La Borde, was quite badly injured, the fore part of September. Kenneth is just entering high school, and some of the upper class men, intent on giving the freshmen what they thought was the proper initiation, got pretty rough with their pranks and Kenneth was struck with an inch board on the back, at the base of the spine. It was at first thought he had been seriously injured as he suffered considerable pain, but an X-ray showed no permanent injuries. It was with difficulty that he got around for a few days.

Conductor Leo Bohrer had a thumb broken in a peculiar manner September 5. He was standing on the steps of the engine to catch a train order and message hoop. In attempting to get back up into the gangway of the engine so he could remove the message from the clip on the hoop he struck his hand on the target of a switch stand with sufficient force to break the bone in his thumb.

L. B. Swearingen, who has been working at Clinton for some time, has returned to the middle division and bid in a job which was bulletined at Ferguson. His job at Clinton was abolished.

A wedding of interest at several points on the line where the groom has worked occurred at Evanston, Ill., August 25, when Philip Ray of Missoula, Mont., was married to Lorraine Annabelle Johnson of Perry. The groom is a locomotive crane engineer and is working on track elevation at Evanston. Mrs. Ray is the daughter of Mr. and Mrs. Ethan Johnson of the railroad family at Perry, Mr. Johnson being an engine hostler. The young people made a short visit with relatives in Perry ~~near~~ Labor Day.

Stanley Owain is the name which Fireman Howard Finley and wife gave to a boy born to them September 5.

The Milwaukee Railroad families started a nice crowd of their young people off to college the first weeks of September. Lillian Lones, daughter of Engineer S. Lones, returns to Iowa City; Leo Hasse, whose father was yard foreman for years, returns to Iowa City; Harley Wilcox, son of Engineer Thos. Wilcox, and Theo. Young, daughter of Engineer D. L. Young, with Switchman Lawrence Hindert go to Ames; Marjorie Cox, daughter of Conductor George Cox, and Dor-

othy Lutze, daughter of Car. Inspector Charles Lutze, take up studies at the Iowa National Bible Training College in Des Moines. Dale Hanner, son of Engineer F. L. Hanner, and Marjorie Merkle, daughter of Operator Horace Merkle, take their first year work at Drake; Dale Woods, son of Engineer O. Woods; Kenneth Fye, son of Engineer and Mrs. Charles Ott, enter Creighton for their first year work; La Verne Utterback will be a third year student at Still College; Brakeman Robert Peterson takes his second year at Purdue; Thomas Yates, son of Machinist Arthur Yates, enters his third year at the University of Minnesota, and his sister Elizabeth goes to the Globe Business College in St. Paul. Hugo Hullerman, son of Engineer E. C. Hullerman, re-enters the University of Minnesota for the third year medical study; his sister Elizabeth and Elizabeth Kerlin, daughter of Engineer Kerlin, go to Clinton, while Gerald Kerlin re-enters George Washington University. Dorothy Springer, daughter of Lon Springer of the Water Supply Department, enters Graceland College; Wm. Neil, son of Conductor and Mrs. H. A. Boisen, will be a freshman at Ames, and Donald Reel, son of John Reel, car inspector, goes back to Creighton for his third year law studies.

Carroll Gene Clark, a young man, arrived to complete the family circle at the home of Brakeman Scott Clark the fore part of September.

Ed Hollingsworth of the Council Bluffs yard force drove to Perry with Mrs. Hollingsworth to visit relatives the latter part of August. Ed has been on leave for a couple of months enjoying himself with a number of trips through the North and West.

Switchman Homer Lyons and family of Miles City, Mont., visited relatives in Perry and Des Moines during August. "Toney" started his railroad career in Perry yard.

L. G. De Dual and family, of Chicago, took a motor trip to Omaha, and on their return were planning to stop at Perry for a visit with the former's parents, Mr. and Mrs. George De Dual. About twenty miles from Omaha their car struck some loose gravel and was overturned, and before the folks could get out their belongings the car was in flames and was destroyed. Mrs. De Dual was injured so bad that she was taken to a hospital for treatment.

Conductor Adolph Peterson's wife was in a hospital at Independence, Mo., for an operation in September.

Mrs. Mary Orbin, mother of George Orbin of the Milwaukee force at Perry, died at the family home the latter part of August.

Kenneth Dollarhide, son of the foreman of the Bedford, Indiana shops, came out to Perry the fore part of September to visit among old friends.

Engineer Billie Howe was off duty for a few trips on account of an abscess on his toe.

Charles Rankin, one of the young firemen at Perry, was married August 21 at Creston to Miss Ruth Bell of that city. The bride was music instructor in the Perry school last year. The young couple returned to Perry after the ceremony and went at once to housekeeping in a home they had already furnished.

Mr. and Mrs. Wm. Neel are the parents of a daughter born to them August 18. Mr. Neel is employed by the Milwaukee at the yards.

Chester Bartelt, son of J. L. Bartelt of the yard force at Perry, was married August 15 to Margaret Wright of Perry. Chester worked as a fireman for some time but now has a position in Des Moines.

Wisconsin Valley Division Notes

Lillian

MR. H. E. PIERPONT and party of fishermen from Chicago spent two days at Sayner. We understand they had very good luck and landed 53 black bass. After having all they wanted to eat in Wisconsin, they were still able to take plenty home with them.

Train list first 70 into New Lisbon recently showed they had 21 cars of paper. If we can continue increasing our paper business we are going to have a real "Paper Train."

Ray Schultz, Agent at Star Lake, while escorting Mr. H. E. Pierpont, and Mr. F. B. Houghton, Vice President of the Santa Fe, tried his luck and landed the biggest speckled trout ever reported in that section of the lake. Its weight was 2 pounds, 2 ounces.

Mrs. Paul Jelen of Independence, Wis., visited with her sons, Louis and Andy, for a few days, en route for an extended visit throughout the west.

Mildred Conklin spent part of her vacation at Gabe's resort, Minocqua—with a party of girls and boys—swimming, boating, and fishing were the chief amusements and they all spent a delightful time, hoping it will be possible to again be a guest at the resort next summer.

Mr. J. Horn, Roundhouse Foreman, is around here with a nice shiny new Dodge car.

M. M. Harrington has returned from a two weeks' vacation, A. W. Warner acting as Train Master during his absence, and Mr. J. Held taking the place of Chief Dispatcher. Mr. Held expects to leave on his vacation and will spend some time at the Northern Lakes, Mrs. Held accompanying him.

Mr. Wm. Neary from Ottumwa, Iowa, is relieving Mr. F. Shehan, night Roundhouse Foreman, who is on an indefinite sick leave.

Agent A. R. Stout at Babcock tells us that the branch lines are doing their share of business. We understand that 300 cars of gravel for County Highways will move from Necedah for Vedum and Babcock.

Senator James A. Reed of Missouri is enjoying some real fishing at Minocqua.

No. 152, the Fisherman's Special, made its last trip of the season on Tuesday, Sept. 4th. It took ten extra sleepers to accommodate patrons returning to Chicago after having spent Labor Day up among the lakes. The train was run in two sections, each section having one of the Olympian Observation cars with up-to-the-minute service. This made a very fine appearance for both trains.

The weather this year has been favorable for a big crop of potatoes. The shipping season was started by Hazelhurst, the first car going to Chicago Sept. 9th.

Mr. Henry Dernbach, brakeman, overheard some traveling men talking about a trip to Minneapolis, and in explaining our service to them, resulted in securing them as passengers over our line.

O. A. Sundett, Agent at Wisconsin Rapids expects to get our full share of the cranberry business. There is a good crop this year although there was a slight damage to the fruit due to excessive rains, which, however, will not affect the crop seriously.

The Cement Manufacturers Association of Chicago held their convention at Merrill this year. They had two special coaches.

Agent G. Grube tells us that he expects a large share of the potato movement from Tomahawk and that territory this year. It

is estimated that there are about 2,000 acres of potatoes.

Agent A. J. Fries at Merrill, surely was a busy man during the month of August, handling a lot of lumber from the coast, as well as sand and gravel for the State Highway paving job. His earning sheet, we understand, shows a nice increase.

Brakeman H. L. Stevens secured three passengers from Wausau to Soo Falls, South Dakota.

A. I. Lathropt, Agent at Wausau, succeeded in getting 19 cars of stock from the Fair Association, which moved to points in Illinois, Milwaukee and Stevens Point. With the new time-freight service we were able to give this stock high class service.

Mr. McCarthy, who has been on the sick list for some time, visited us at the office and says he is feeling fine. He expects to go to work within a short time and we are glad to see him back on the job.

Teacher: "Willie, why are you late this morning?"

Willie: "Well, a sign down the street says, 'Go Slow, School Ahead.'"

R & SW Division

Lillian L.

ENGINEER Harvey S. Roe surely takes good care of his new Buick. He was seen at West Allis wiping it off with a silk handkerchief.

A son, Charles, Jr., was born to Brakeman and Mrs. Chas. Coakley on August 10th. Cannot understand why Charley did not come to the front at the picnic, instead of allowing Engineer and Mrs. Ray Dawes to walk off with the prize for the youngest baby.

Evidently our Felix is not superstitious and 13 has no terrors for him, as he was married August 13th, at Beloit, to Miss Clara Lathers.

They spent their honeymoon motoring through Illinois, Indiana, Ohio and Michigan, spending most of their time at the Catawba Islands near Marblehead, Ohio, among the peach and pear orchards—a pair of peaches among the pears and peaches.

Prior to her marriage Mrs. Raue held the position of Assistant Purchasing Agent at Beloit College, and no doubt is an adept in the spending of money and can show Felix how to spend his. Cheer up, Felix, you know it reads, "love, honor and obey, and turn over to her all my pay."

The young people will make their home at 1131½ Vine Street, Beloit. Congratulations and best wishes from the R. & S. W.

Marvin Brick takes pretty good care of his car and is pretty particular about the appearance of same. Every time he notices a scratch or two on his fenders he parks it where someone will run into it so that he can get some new ones. It never fails to bring the desired result.

Jane to Kenneth, as he walked into the Roadmaster's office one morning minus his tie: "Where's your necktie?"

Kenneth: "Haven't got any."

Jane: "Haven't got any, where is it?"

Kenneth: "Wore it out one night."

Jane: "The necking must have been good."

Frances: "Or rough."

Exit a very embarrassed Kenneth.

Mr. Frank O'Laughlin, clerk at Racine Freight Office, was married on July 10th, to Miss Lynch. They spent their honeymoon at Denver, Colo. Congratulations and best wishes from all of us.

We are very glad to report that Mrs. Julia Hughes, mother of Master Mechanic W. J. Hughes, who has been very seriously ill for some time, is now on the gain and was able to be moved to her home in Beloit. Mrs. Hughes was taken sick while on a visit to Milton, Wis.

George Messer, Roundhouse Foreman, Beloit, visited his old home in Olean, N. Y., during August. George went by train this year, as he experienced more or less difficulty on his motor trip last year and did not care to take any chances.

We were indeed glad that Fireman John Hoch was able to attend the picnic on August 19th, and to have the pleasure of meeting Mrs. Hoch, also several other Milwaukee ladies. Engineer John Emigh was there with—John swore vengeance if we told on him, but perhaps you can draw your own conclusions.

Leo says he was pleased to see the six young ladies from the Superintendent's office, Madison, at the picnic and hopes they got all the pop and ice cream they wanted.

We wish to extend thanks to Yardmaster Gibson and Operator Beamish, Racine, for their assistance in lining up the bathing beauty contest at the picnic. They surely are both very proficient along this line, which no doubt comes from their years of experience.

Mr. G. R. Morrison took time to stop off at the picnic to say "hello" to all his old friends on the R&SW. Everyone was surely glad to see him and wished that he might have spent more time with us.

Tacoma District Accounting Bureau

K. K. K.

MISS GROTHE spent her vacation in North Dakota, and from all reports she enjoyed herself.

Miss Geraldene Armitage motored to San Diego, Calif., for her vacation. She said she didn't know California was such a large state until she motored the length of it.

Among the Labor Day vacationists we have:

Ann Johnson to Portland and Yakima.

Rose Lindquist to Oakland, Ore.

Lee Boyd to Lake Crescent.

Mort. Eshelman to Vancouver, Wash.

Burton Trout to Mount Tacoma.

Cal Snyder, fishing, as usual.

There is a little story going around that Lee Boyd lost an argument. This is the way it goes. Lee had a sister, hereafter known as little Willa. Little Willa, her mother and friends decided that they would go to Lake Crescent over Labor Day and Lee would do the driving. Lee thought he had a better idea, and that was to stay at home, so he could see a couple of ball games. The foregoing report shows who won, but it wasn't Lee that changed his mind.

Archie Long is on a leave of absence. The doctor said he should have more air (fresh air). None of the girls would give him the air, so now they have to be satisfied with a glance at him now and then. Mason is taking his place as AFE Clerk, but I haven't figured out yet who is taking his place with the girls.

Harry Hatch was out with the chickens Labor Day. He built a scratch pen for them at "Yewhurst," his beautiful lake home. Harry was always good to the chickens.

Cal Snyder, the fishing wizard, is with us again. Stick around, Cal, we enjoy having you here.

Glenn Hoople (no, he is not related to Major Hoople of funny paper fame) is fill-

ing in for a short time. Hoop has quite a line, but he can't come up to his funny-paper namesake.

Guy Bell is the office golf hound. He and Ralph Bement of the Freight House force play about three evenings a week. When it gets dark they both have flashlights which they use to finish their game. I've heard lots about this golf bug, but I didn't know it bit so hard.

Joe Strassman, former Traveling Accountant on Lines West, has left the great Puget Sound Country for the heat of Wisconsin. I understand he is to be located at Milwaukee (the town that was made famous by a name). We are very sorry that we will not see Joe as much as in the past, but, we do hope that whenever possible he will turn his steps toward God's Country, and if nothing more, have a nice visit with us. We are always glad to see Joe.

Chicago Terminals

Guy E. Sampson

Mr. and Mrs. Joe Bodenburger, accompanied by Mr. and Mrs. C. L. Emmerson, are enjoying an auto trip which will take them through Yellowstone Park before they return home. They are sure of having a good time.

Machinist Wendall of the Bensenville roundhouse force suddenly passed away at his home the latter part of August. Heart failure was the cause. The remains were taken to Ottumwa, Iowa, his former home, for burial. Machinists Peck and Oswald accompanied the remains and the sorrowing widow to Ottumwa. The sympathy of all employees is extended to Mrs. Wendall, as well as to the bereaved parents and other relatives.

Mrs. Sartwell, wife of Switchman Wm. Sartwell, is nursing a broken finger. While Dorothy Tanning, daughter of Stationary Engineer Robt. Tanning, was playing in the Sartwell yard, she began to pet a large police dog which Mr. Sartwell owns and keeps chained to a wire in their yard. As the girl started away from the dog he made a lunge towards her, and Mrs. Sartwell, trying to avert any serious results, made a grab for the dog's head and, in doing so, threw her hand into his trap-like jaws. As the jaws came shut they just nipped the face of the girl, but broke the bone in Mrs. Sartwell's little finger. Physicians who dressed the wounds of both stated that Mrs. Sartwell's quick actions no doubt saved the girl from being badly scarred by a terrible bite from the dog.

Born to Mr. and Mrs. Lyall Sampson, Thursday, Sept. 13th, an eight-pound son, so Kickapoo, Sr., is grandpa again. Without a doubt the new arrival will some day find a place in the ranks of the Milwaukee employees. Mother and son doing nicely and the cigars we all received were fine.

W. J. Walthers has returned from his vacation which he spent up on the Old Lax. Div., where he lived many years before coming to the Terminals. Mrs. Walthers did not accompany him this time as she had just returned from a vacation on the west coast.

Train Director Jas. Burke has also returned to his position at the desk in the directors' office at the Hump, and is just as busy as ever. Said he had a notion to take a few more weeks off as he had a winning streak at the Arlington race track. Guess after second thought he came to the conclusion he would save his winnings and put them away until next year and then go out and make a real killing at the track.

Bensenville, at the west end of the Chicago Terminals, put on a Home Coming week the first week in Sept., and a real time it was, too. Eight years ago, when many of our employees came to the terminals to remain, that little town boasted of about 500 people, with no public improvement. Now it has a population of 2,000, with a wonderful water and sewer system, many miles of cement sidewalk, and just prior to the celebration had completed about six miles of paving. This great growth and advancement called for a fitting celebration, and it was sponsored by the Business Men's Association. It was estimated that on the closing evening 5,000 people visited the Midway and helped to show their appreciation of what the people of Bensenville had done in a few short years. The Milwaukee Railroad also had an exhibition there, which showed their growth as well. A little dinky engine coupled to an old open step coach, a modern Timken bearing coach coupled to the latest in steam engines and last, but not least, the caboose, which had recently been equipped with radio.

Both engines were decorated with American flags and the new coach bore the banner of the Milwaukee Women's Club, Chapter No. 3. The decorating was very neatly done by Madams Bodenburger, Rands, Sutter, Bartholmey, and Capoot, all active members of the club. This exhibit was placed near the celebration grounds all day Labor Day and many hundreds of people visited and praised it. Bensenville is fast becoming the home of many terminal employees, and they sure appreciated the showing the exhibit made in their town.

Switchman Arlie Leeper, who several years ago purchased a farm in northern Minnesota and moved his family, is back in the terminals for the winter. Mr. Leeper's idea when he purchased the farm was to have a nice home when his railroad days were over. He has spent a part of each summer assisting his boys on the farm, later returning to the yards. This year he returned earlier than usual as a hail storm completed the work he and the boys had expected to do. Such is life, one never knows what will happen next.

Switchman M. J. Wiltsie was called to Missoula, Mont., the fore part of the month by the illness of his mother, who resides there.

Business in the terminal is keeping everyone on their toes. So many time freights every day and every employee is doing his share to keep up our "On Time" departure record, that few of them are late getting out. From call boy to yardmaster, all surely keep their eyes on those hot trains and the management appreciates the efforts of them all.

Mr. Oscar Dodge, formerly pump and water man in the terminals, has received a promotion and is now water inspector between Chicago and Kansas City, with headquarters in Chicago. He has charge of all the water-treating plants. Congratulations, Oscar, we all know you will make good anywhere they put you.

Miss Norma Evelson, stenog in Cameron's office, spent her vacation around Long Lake, Ill., recently. On account of her great interest in C. B. & Q. time tables just previous to her departure, all concerned in that office were of the opinion that "BELLS" were about to ring out some very important news, but later facts proved that they were all wrong and on the wrong track. And you can bet we are all glad she didn't go away to stay, for she is one of the main stays in the North Hump Office.

Mrs. W. J. Walthers returned from her western trip August 18th, and like us all, was glad to get back home again.

As our items are mailed we are informed that Trainmaster E. E. Johnson has received notice that he is to be transferred to Spokane. Lucky dog! Jump right into the Garden of Eden where the smell of flowers is continual, fruits of different kinds for every month, and all those things; and we all congratulate him for we know he has labored here in rain, sunshine and snow, to help not only put the Milwaukee at the head, but to keep it there. Good boy, Eddie!

Mr. E. Dailey paid his many friends in the Store and Car Dept., a visit a few weeks ago, and we were all pleased to see him again. Don't stay away so long next time, Mr. Dailey.

Why buy the Tribune to see "Moon Mullins," when we have such an efficient "Moon Mullins" amongst us? Yes, you guessed right. He isn't a bit particular about where he throws his see-gar ashes.

Miss Marian Toomey reports having a glorious time on her vacation. Bet she went downtown every day, eh?

Miss Tishabelle Andress thought it wasn't warm enough here in Chicago, so she journeyed to Rusk, Texas, on her vacation, and says she had one dandy time. We "reckon" she did all right.

Dubuque Division

E. L. S.

THE station at Spring Grove is brightened again now that the regular agent, M. J. Thompson, is on the job again. Manley was on the sick list for a long time and his many friends on the division are surely glad that he has recovered.

One of Dubuque Divisions' employees, Frank Krumviede, B. & B. carpenter, and an extra bridge foreman, met with a fatal accident at Chicago terminals, August 24th. Mr. Krumviede was sent there to operate a pile driver in the erection of an elevated railroad at Evanston, and while in the performance of his duties an accident occurred, resulting in his death. Funeral was held at Bellevue, Iowa, Sunday, August 26th. The division employees extend their sympathy to the bereaved family. Mr. Krumviede was well liked by all who knew him.

Wedding bells sounded for Ticket Clerk Mildred Berg, who has worked in Dubuque passenger station ticket office for quite a number of years. She was married to Andrew Gallart at the Little Brown Church in the Vale at Nashua, Iowa, September 8th. Her many friends on this division wish them much happiness.

Tom O'Rourke, section foreman of Section 6, is again foreman of an extra gang located on this division. This gang at present is employed in laying new rail between South Junction and Middle Street, Dubuque.

C. Schweikert, formerly a section foreman on this division, now roadmaster at Green Bay, was a Dubuque visitor recently, spending a few days' vacation with his son, Clarence Schweikert, section foreman on Section 6.

Mr. Tornes visited Dubuque superintendent's office latter part of August. While here he assisted his family with moving. They are now living at Evanston.

Always glad to shake hands with Mr. Bemler, who drops in occasionally to see us.

Geo. Ehmer, another one of our friends, dropped in to shake hands at the division offices recently.

Geo. Richmond secured four cars freight from Flint, Mich., to the Tischauser Motor Co., Dubuque, for month of September.

Coast Division

C. C. C.

THE American Railway Association of Ticket Agents met in Seattle September 13, 14 and 15. The Railroad Representatives of that city entertained the visitors very royally with trips about the city, a boat ride to the Bremerton Navy Yard, another boat trip to Victoria, B. C., and this company sent two special trains to the Rainier National Park with the delegates. These Agents have the opportunity of routing thousands of tourists each year, and everything was done to show the members of the Association the attractions of the Pacific Northwest.

Assistant Superintendent T. J. Hamilton spent his vacation in September in company with his brother, Harry Hamilton, fishing in the Madison River, Mont.

Miss Florence Hall, who has been stenographer to Chief Clerk McMahon for several years, has bid in the position of Clerk to the Trainmaster, left vacant by Harry Anderson.

Lester Ellis, stenographer to Division Engineer R. H. Smith, has accepted the position of Clerk to Mr. J. F. Pinson, Assistant Engineer, Maintenance of Way, at Seattle. "Lester" well deserves the fine promotion and the good wishes of his many friends go with him in his new position.

Miss Margaret Hanna of the Seattle Yard Office has returned from a vacation trip in Eastern Washington.

Tacoma Chamber of Commerce favored our Company with a special train going to the Ellensburg Rodeo September 7, and on September 8 the Seattle Chamber of Commerce traveled to the Rodeo via our road.

Harry Anderson, who was at one time Assistant Car Distributor on the Coast Division and later Trainmaster's Clerk, was recently sent to Mobridge temporarily as Car Distributor during the rush season of stock and grain movements.

Dispatcher T. E. Corbett is the proud possessor of his first automobile—a Chrysler.

Dick Rasmussen, son of Car Distributor Rasmussen, has returned from a summer vacation trip spent at Wrangel, Alaska.

Superintendent George H. Hill of Bellingham paid his many friends around Tacoma a surprise visit the latter part of July.

Mrs. J. N. Strassman and daughter Jean left Tacoma August 28 for Milwaukee where Mr. Strassman is now located.

Another visitor at the Superintendent's Office recently was Chief Traveling Auditor J. D. Hogan, of Chicago, who was on the Coast with his family spending their vacation. Mr. Hogan is always a welcome visitor.

All of you know, or should know, that we have a nice little park, shade trees, flowers, benches, n'everything just east of the depot at Tacoma. The correspondent wants more flowers to bloom next spring and summer and if any of you have any spare bulbs, roots, seeds, etc., when you clear up your flower beds for the winter they will be thankfully received. Just wrap them, mark what the package contains and send to the Superintendent's office, in care of Mrs. Clara Carrotte.

Tacoma Local Freight station showed the largest increase in business for the month of August that has been made since 1920.

Pacific Lumber Agency at Sumner, whose plant was recently destroyed by fire, are making plans to rebuild their plant on a larger scale, and construction will start as soon as the debris is cleared away.

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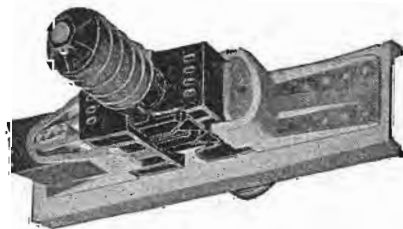
This company furnishes the "Milwaukee" with boiler water treatment chemicals and related service; and is familiar with these problems.

You may safely refer your boiler water troubles to us.

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122 South Michigan Ave. CHICAGO

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WHITE OAK RED

Pine—Chestnut—Mixed Hardwoods



**NASHVILLE TIE CO.
NASHVILLE, TENNESSEE**

**Sales Office, Storage Yard
and Treating Facilities**

TerreHaute, Ind. A.D. Andrews, Representative

Mr. Otto Jeidals, one of the leading bankers of Germany and interested financially in our road, made a trip over the line to the Coast early in September. Mr. Jeidals expressed himself as very much pleased with the scenery and the ease with which the train was handled over the mountain grades with electric power.

Union Oil Co. are negotiating for a spur track at White Bluffs, Wash., where they are building a distributing plant to serve that growing community.

The Hi-Carbon Coal Co., located at Morton, are completing the construction of their railroad, which is approximately 1½ miles in length; they own 460 acres of land which carries a coal seam of clean, high-grade bituminous coal. The ground measurement figuring approximately twelve million tons and is considered by mining engineers to be one of the largest and best seams uncovered in the State of Washington. They also have twelve to fifteen million feet of merchantable timber. The railroad also opens up the north side of Davis Lake, which has never been logged on account of lack of transportation, on which there is estimated to be four to six hundred million feet of timber. They now have a temporary saw mill in operation cutting lumber for their present needs, including bunkers, shops, houses, etc. The railroad and development work at the present time represents an expenditure of upwards of \$100,000.00.

Some New Industries

One of the largest logging operations in the Pacific Northwest, if not in the entire United States, is nearing a point where actual logging operations will be started within the next four or six weeks. This firm is known as the West Forks Logging Company, with their head office at Tacoma and branch office at Mineral, Washington, from which point their logging line joins our rails.

They estimate that by operating at a normal capacity their timber operation will cover a period of from forty-five to fifty years. They have at the present time about nine miles of logging railroad built which is entirely up to date in all respects and well ballasted.

We have so far received for their road one modern logging locomotive and several passenger coaches which will be used to transport the men back and forth from work, which gives one a small idea of the size of the operation.

This company are working under a plan of reforestation as they cut the old timber off.

The Hamilton & Etheridge Lumber Company at Centralia has officially changed its

name to the Centralia Lumber & Manufacturing Company. This firm has a well-filled order file and is turning out about two cars a day. This mill is very favorably situated for us in that it is located on our exclusive rails at Centralia and cannot be reached through interchange by any other line serving this territory.

They have been experiencing a little difficulty in obtaining and installing their finishing machinery, but have just about overcome these obstacles and are nicely settled and are shipping regularly.

They are negotiating with us at this time for an extension of their lease, which would indicate that they are very optimistic about their immediate growth.

The Morton branch of the National Park Line is again coming somewhat into prominence in the coal and lumber business, after several years of comparative inactivity, due chiefly to several small mills retiring from business and others exhausting their supply of timber.

One of the new firms that is springing into prominence is the Northern Lumber Company at Morton. This firm has a saw mill located inland a few miles from the town of Morton, where the rough lumber is cut. It is then hauled to Morton where they have a planing and finishing plant. This finishing plant has at the present time a daily capacity of about two cars. Since the installation of their planer about a month ago, they have been shipping cars regularly, having very good order file. They recently received an order from one firm amounting to approximately seventy-five cars.

They are negotiating at the present time with us for more property adjacent to their mill, and indications are that within a short time they will be a thriving firm and will be a welcome addition to that branch.

What is generally recognized as being one of the largest industrial deals ever consummated in the city of Tacoma was announced September 10, whereby the Buffelen Lumber & Manufacturing Company was turned over to a new firm known as the Lauan Investment Corporation. The new firm apparently takes its name from the Philippine lumber which will be used to a large extent in the future in the manufacture of doors.

Mr. John Buffelen was president and principal stockholder of the Buffelen Lumber Company, having active control of the factory. Mr. Buffelen started his experience in the woodworking and door manufacturing line in Milwaukee, Wis., about the year of 1886. He came to Tacoma in 1904, and with a Mr. VonBoecklin started what is now

MAGNUS COMPANY

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Journal Bearings and Bronze Engine Castings

NEW YORK

CHICAGO

known as the Washington Manufacturing Company, later selling out his interest in that firm to establish the Buffelen Lumber & Manufacturing Company.

The plant and timber holdings are valued in excess of \$2,000,000.00. The plant occupies a site of sixty-eight acres on Hylebos Waterway on the Tacoma Tide Flats and is served by the Municipal Belt Line, which in turn serves the four trans-continental railroads leading into Tacoma. At the time the plant was turned over to the new management it included a large lumber mill, a door plant, which turned out approximately one million doors a year, a plywood plant and a plant for making other furniture specialties. The factory and timber connections employ between nine hundred and one thousand men.

Everett Line

Business is booming, and everybody is busy keeping the trains moving. Earnings at Everett Station during August show an increase over same month for any year since 1923. We hope to continue in this way.

The Walton Lumber Company, one of Everett's large saw mills, are constructing a sorting and loading shed, one thousand feet long by fifty feet wide, adjacent to our switching tracks.

Rumbaugh's have started work on their store building and, when completed, will have a fine, modern department store.

A listing by Polk's, just completed gives Everett a population of forty thousand. We are proud of our city and of the interest our company takes in it.

Considerable advertising has been given the Northern Pacific Ry. by a ball team consisting of employees at St. Paul, who played the Everett semi-pro ball team, Everett winning by a wide margin. Can't we locate some Milwaukee team that can give them a good licking.

Harry Tavenner, R. R. Reid and Robert Jose were guests of the Union Pacific Ry. on their passenger representatives' excursion to Longview recently.

Fred Wilder, our good-natured passenger conductor, returned from the Pioneers' Picnic at Tacoma in his famous private yacht, the "Wisconsin." Several of the employees and their families at Everett enjoyed a pleasant boat ride with Fred who is fast becoming a real skipper.

We all miss Al Keading, Car Foreman, who is on sick leave. We wish him a speedy recovery.

S. A. Bourke, Agent Duvall, returned from an extensive trip through the East where he enjoyed a visit with old home folks.

Dubuque Shop Jingles

"Oosie"

WE regret to announce the passing away of another veteran machinist, Chas. Taylor. Our sympathy is extended to his family. Also to Chief Clerk and Machinist Conrad, whose mother passed to the higher life recently.

The office forces at Dubuque Shops, together with their husbands, wives and sweeties, honored our fellow colleague, Olive Romig (Mrs. Jos. Kenefick), at a picnic dinner on September 13th, at the home of District Accountant J. E. O'Brien. A pewter pitcher was presented to the bride. Traveling Accountant Ehmer (who is not accounting for his calories) came in just in the nic-o-time to enjoy a good meal. Side-lights of the party as follows:

"Pa" Newman, who has been with the "Milwaukee" 47 years, gave an interesting discourse on how to keep young.

The BRIDE issued a "standing" invitation to her husband's friends to GATHER at their home (old timers told her she'd be sorry, but she's young yet—later learn.)

"Peanut's" coming marriage was announced, as well as "Cordy's," but no dates set; Amelia's was also discussed.

Charles behaved 100% because his Ma was there.

Hen Kile Woofed BECUZ

Yours truly won a prize.

Everyone agreed Mrs. O'Brien can bake "ham what am ham."

Jess Parnell, formerly night foreman at Dubuque roundhouse, now at Nahant, spent his vacation in Dubuque. We are sorry to learn that same was somewhat ruined by an accident to his auto, but glad it was not more serious.

Vacations were spent

In the East and the West,

And now that they're over

We all get a rest—

For 'twas fishing and driving,

Honeymooning and scenes,

Was all you could hear

From everyone's "beans."

So again they are over—

We bid them adieu

Until 1-9-2-9 and its

"What-shall-we-do?"

I. & D. Items

"Proxy"

THE excursion from Mason City to Marquette, Aug. 19th, proved to be a great success. A number of the employees from

Massachusetts Bonding and Insurance Company

is issuing the

"HEADLIGHT"

Accident and Health

POLICY

It is especially designed for
Railroad Employees

and is the Most UP-TO-DATE
Contract, Containing the BROAD-
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the Mason City offices attended and from all accounts enjoyed themselves immensely.

We have always felt more or less proud of our Young Lady Employees in the Mason City Office insofar as always PAYING THEIR WAY, but from now on we hang our heads and do no more boasting. During Fair week two of our Little Clerks attended the Fair one evening and after exhausting all their funds on the Fortune Telling booths, and under-estimating their size a little too much, decided they could see a side show for nothing. Imagine our chagrin when we saw our two LITTLE LADIES coming out from under the tent a few minutes later—or in other words, upon receiving instructions inside they came out the same way they went in. GUESS WHO THEY ARE?

Don Woodhouse from the Superintendent's office admits that he had a very good time on his vacation which he spent in the Black Hills.

C. B. Faber had his vacation the week of August 20th, and returned to work full of vim, vigor and vitality—and that isn't all. He is now the proud possessor of a car. We believe the color is terra cotta.

Arthur Holgren, chief clerk in the store department at Mason City, is now the proud owner of a puddle jumper. The store department surely have their quota of cars.

H. E. Rice went to Big Sandy, Mont., to attend a family reunion the latter part of August. The occasion was in honor of his parents' Golden Wedding Anniversary.

A. N. Anderson, Agent at Clear Lake, was Toastmaster at a Lions' Banquet at Clear Lake recently, at which time he introduced something new in the way of a program. He announced the program would be run on Milwaukee schedule. It started at 8 p. m. and continued until 10 p. m. Understand there were but four minutes left of the last speech before the time was up.

Mr. George Bryan, Condr., has just returned from a six weeks' trip to New York City, Rockford Center, N. Y., and a trip on the Great Lakes.

Conductor Walter Johnston from Chamberlain was a caller at Mason City about the middle of August to look over old acquaintances.

G. E. Abbott has drawn third trick at Jackson Jct., and will move there with his family.

Mrs. Hannah Potter, mother of Chief Clerk Rubye Potter in the Master Mechanic's office, passed away August 15th. Our sympathy is extended.

Milton Olson of the Superintendent's office

took a few days of his vacation the latter part of August. We hear he took a trip to the lake.

Herman Quandahl and Julius Weill went to Austin to look over the effects of the tornado which struck there the latter part of August.

Ask Grace how much timothy hay is worth—

Mr. and Mrs. Paul Hurley went to Early, Ia., Sunday, Sept. 2nd, where they celebrated their eighth wedding anniversary at the home of Mrs. Hurley's parents.

Miss Ruth Scott of the Superintendent's office just returned from Rockford, Ill., where she spent her vacation visiting relatives.

Mr. and Mrs. W. F. Ingraham attended the Milwaukee Veterans' Banquet in Milwaukee recently. George Bryan took in the convention also. Mr. Bryan is one of the youngest old employees on this division.

Rae Wallace, file clerk in the Superintendent's office, has deserted railroad work and taken up his studies at Iowa City.

R. B. Hopkins, our old time agent at Wesley, and Mrs. Hopkins, Agent at Hutchins, are taking a few weeks' vacation, making a trip to the coast and taking in the Ticket Agents' Convention at Seattle.

A. M. Choate will do the heavy work at Wesley and Relief Agent C. E. Bergeson at Hutchins.

The paving job at New Hampton is completed and is quite a relief after having our passing track tied up for six weeks.

W. C. Buirge, Condr., is doing extra passenger work on the West I. & D. Division.

Have received six or seven carloads of onions from the Mason City and Clear Lake Ry., at Mason City, routed via our line and Savanna. We are strong for such business.

Since the fishing season is about to close, A. E. Johnson, Yard Clerk, and Harry Gustafson, Fireman, are looking for a different kind of sport. Understand they are taking up golf as a worthy successor to the beloved fishing. It is an open secret that they will even miss their supper trying to make their first hole, after trying all afternoon.

Mrs. Bert Moore and mother, Mrs. Trevett, are spending two weeks' vacation visiting points in the East.

It is with deep sympathy we report the death of Mrs. Albert Reisdorf, wife of fireman A. Reisdorf, who passed away at a local hospital, August 25th, after a brief illness. Mr. Reisdorf and his four little children have the deepest sympathy of the Milwaukee Family.

Machinist Irving Hanson, Mason City

Shops, spent two weeks' vacation visiting in Canada and Milwaukee. We can figure out the reason for Hans going to Canada but why Milwaukee is beyond us, especially with the attraction he finds in Mason City.

We have to pass this joke on, as it has food for thought in it:

Conversation heard over the 'phone:
Locomotive Dept. talking to Roundhouse:
Store Dept. is calling for heat.

Roundhouse Answer: Tell them it's ordered—we'll punch on it.

The steno in the Freight and Passenger Agent's office spent her vacation in Canada and came back with a red nose. Nuff said. (Perhaps it is hay fever.)

We understand the clerks are planning on giving a dance in the near future. This is a little advance information, but we want you to be ready when it comes off.

FREE: Umbrellas, delivered direct. Leave your orders at the Master Mechanic's office.

Iowa (East) Division and Calmar Line

J. T. Raymond

MISS GENEVIEVE NILES is a new employee in the Division Storekeeper's office at Marion.

J. B. Howe, Agent at Oneida, laid off September 11 on account of the illness of his mother. L. G. Ireland relieved him.

Agent C. E. Finders of Donnan was away about ten days. A. E. Hanna relieved him.

T. C. Barrett, new roadmaster west of Marion, has removed his office from Tama to the Railway Exchange Building, Marion.

Miss Hannah Johnson and sister of Marion visited their brother at Martinez, Calif., and friends at Portland and Seattle. They were absent about three weeks.

Miss Idelle Fullerton and Miss Edna Roberts of Marion were away two weeks, most of which was spent at Yellowstone Park.

Mrs. Ona Grassfield of Marion was away on a vacation visiting friends at Kenosha, Wis.

Mr. and Mrs. Ernest Failor of Marion went to San Diego, Calif., for a vacation trip.

Engineer Walter McRae of Marion has returned from a two months' trip, visiting Yellowstone Park, Spokane, Seattle and other western cities.

H. E. Ramsey, Agent at Arlington, returned home after an absence of several months, during which time he was employed as relief Dispatcher in the Marion office. E. E. Edwards is continuing in that capacity until vacations are over.

Dispatcher R. L. Leamon was off duty on

a two weeks' vacation, spending most of the time in the vicinity of Marion.

Ye Scribe was away on a vacation during September, visiting in Montana and Chicago.

The writer was present at the La Salle Hotel, Chicago, in 1916, when the Milwaukee Veteran Employees' Association was organized. There were seventy-five present at that time. The membership now numbers more than fifty-five hundred. The annual reunion at Milwaukee this year was largely attended. The dinner and program was up to the usual high standard. At the close of the program an invitation was extended to meet President Scandrett, and a large number availed themselves of the privilege, each receiving a very cordial greeting. Among those present from the Iowa Division were Al Kindler, Dan Bash, W. R. Barber, O. S. Thompson, G. L. Wieneke, G. A. Lane, Henry Nichols, Chas. Dow, C. R. Cornelius, Mr. and Mrs. Nick Harry, Mr. and Mrs. Frank Hardenbrook, H. L. Steen, Mr. and Mrs. W. H. Young, W. P. Kelly, all of whom most heartily appreciated the fine entertainment provided for them at Milwaukee by Chairman W. D. Carrick and his able assistants.

Mr. and Mrs. Jay L. Franz of Chicago visited a few days at Marion with relatives and friends.

J. C. Neblung of Marion was called to La Porte, Ind., by the serious illness of his father.

R. L. Taylor of Marion was absent from duty several weeks, visiting in Montana. Marl Marchant worked second trick in "MA" office during his absence.

Mr. and Mrs. George H. Hennessey gave a large dinner party at their home in Marion, September 2, celebrating their twentieth wedding anniversary.

Mr. and Mrs. John Grote of Marion announce the marriage of their daughter Benita to B. J. Smith of Atlanta, Ga., September 1. They will reside at Chattanooga, Tenn.

Mrs. Jennie M. Vandercook of Marion spent several weeks visiting her son Harry and wife at Spokane.

Mr. and Mrs. W. N. Foster and daughter June spent a two weeks' vacation at Lake Okaboji.

C. A. Tolbert of Marion went to Indianapolis for a week's vacation with relatives.

Mrs. R. L. Taylor of Marion spent six weeks visiting at Seattle, Tacoma and Great Falls, Mont.

Mr. and Mrs. Geo. Dipple and family of Marion visited relatives for a week at Washington, Iowa.

Miss Carol Remington and Ralph Michel were married at Cedar Rapids, August 18. Mrs. Michel was graduated from Marion High School and afterwards attended Cedar Rapids Business College; for the past two years she has been employed in the office of the Division Storekeeper at Marion. Mr. Michel is a graduate of Marion High School and is now engaged in farming near Marion. We extend congratulations and best wishes for a happy and prosperous future.

Mr. and Mrs. H. C. Van Wormer made a five days' business trip to their farm in Minnesota.

Mr. and Mrs. E. E. Edwards and their two sons, Ross and Allen, visited at Beloit, Wis., at the home of Mrs. Edwards' brother, R. G. Allen.

John Pazour of Marion had the distinguished honor conferred upon him at the state convention of the American Legion by being elected District Commander for the Fifth District of Iowa.

Mr. and Mrs. Henry Dersch of Marion have returned from a two weeks' motor trip to Cleveland, Niagara Falls and Detroit.

Mrs. C. H. Marshall has been visiting in the vicinity of Marion for some time, returning to Long Beach, Calif., the latter part of September, making the trip by auto.

Leverman Frank Morton of Sabula attended the annual reunion of Spanish War Veterans at Havana, Cuba.

Operator L. A. Huffman of Oxford Junction was off duty several days on account of sickness. Operator Hanna relieved him.

Ben P. Dvorak was appointed Operator at Clinton freight house.

L. B. Swearingen was appointed second trick Operator at Ferguson.

W. T. Bright of Elwood is taking a three weeks' vacation, D. D. Devore relieving him.

Operator Russell Tarr has given up third trick at Coon Rapids and has returned to the East Division to work on the extra list.

Conductor J. F. Coakley, wife and son Lloyd took a trip to Montana the latter part of August, where Mr. Coakley looked after his farm interests.

Train Baggageman Frank Hardenbrook and wife spent several days in St. Cloud, Minn., visiting relatives.

Passenger Brakeman O. O. Kieckhaefer and wife visited relatives in Muskegon, Mich.

Train Baggageman B. C. Sears, wife and son Richard visited with Mr. Sears' mother in Wichita, Kans.

C. E. Farrington, wife and son Clinton are visiting relatives in Kansas City. Brakeman W. E. Webster is relieving on Nos. 22 and 25 between Cedar Rapids and Calmar.

Passenger Brakeman J. A. Carmichael has gone to Excelsior Springs for the benefit of his health. Brakeman Newell Hayes is relieving on Nos. 22 and 25 between Cedar Rapids and Calmar.

Conductor Dan Hickey has been off duty for some little time having some work done on his teeth. He hopes to be able to get back on the job in the near future.

Brakeman J. A. Beeson is off duty due to a badly bruised leg caused by being struck by an air hose while working on the Cedar Rapids-Marion transfer.

Brakeman L. E. Peckosh was laid up for several days due to an infection in his face.

Brakeman Bruce Nichols is off duty on Nos. 90 and 97 between Monticello and Oxford Junction due to a badly injured toe received while helping to unload a motor car. Brakeman G. McDonnell is relieving him. Brakeman H. P. Doyle, on the same run, is off on account of sickness and is being relieved by Brakeman E. W. Fisher.

Train Baggageman W. T. Hummell on Nos. 38 and 39 between Davenport and Milwaukee has entered a Milwaukee hospital for an operation. H. W. Hartung, who has been braking in the pool between Savanna and Atkins, is relieving him.

Lyle (Pinkie) Cleaver, who has been day yard clerk at Atkins Yard for several years, has resigned and hired out as an East Iowa Division brakeman. His first assignment was on the North end way freight which Pinkie confided was quite a change from pushing a pencil.

James McKnight is the new day yard clerk at Atkins Yard in place of Lyle Cleaver, who has entered train service.

Trainmaster's Clerk H. J. Murphy and daughters spent Sunday, September 16, visiting relatives in Fort Dodge, Iowa.

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Lukens		structural
Locomotive		and
Firebox		Boiler
and Boiler		Rivets

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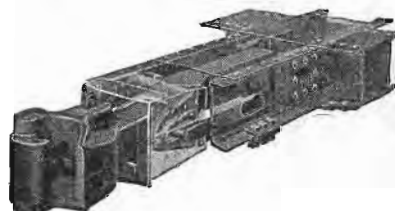
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is known to the employes of every road today.

Tacoma Shop Notes

"Andy"

ETHEL JENNINGS ought to be in line for a Carnegie medal, for she recently did the hero stunt in rescuing a dog that had been caught among the branches of a tree. During the process of extracting dog from said tree, Ethel murmured to the pup that this hurts me more than it does you, etc., and we are somewhat inclined to believe that her statements are correct, as she was pretty well scratched up. We were wondering if the dog was attracted up the tree by the bark.

We have just received the choice information that Al Hazard has given up his happy single life for a happier married life. We were just beginning to think that Al was a hopeless case and a hazardous proposition, but our opinion has now been changed. Congratulations are in order, and we wish to extend to Mr. and Mrs. Hazard our very best wishes.

S. Haugen, of Store Department fame, arrived at work the other day with a grin on his mug wide enough to hide behind. Of course we were all curious as to the cause for such happy expressions, when he produced a box of stinkers for the male employees and bonbons for the female of the species, and said that he had become the proud paw to a six-pound girl. Therefore, we at this time offer sincerely our congratulations and best wishes.

Mrs. W. F. Coors has returned from an extended visit in the East, at Detroit, Schenectady, New York and many other points, visiting relatives and friends.

We have been told that every time Len Hogan brings his Pontiac down to work, he has to have it towed home, and we were wondering if it was equipped with a stationary engine or if it is just a one-way car.

You have no doubt heard of the guy in the brown—well—Bill Delany is the guy in the black derby.

Mr. H. L. Snyder has returned from a very pleasant vacation, spent in the northern part of Montana and also in Canada.

Chas. Reynolds returned to Tacoma with a pocket full of cigars, following a period of about three months' roaming at large in the wilds of Chicago. He looked awfully bad and we believe that it is a good thing he came back home so that he can be properly cared for.

Aromas from the Cereal City

Ray

ENGINEER M. L. NICKELL entertained twenty-five members of the new Psychology Club at his home Saturday, September 1. The second book of "Paradise Lost" was the subject of discussion for the evening. After the meeting refreshments were served, and how! It was understood that the next meeting was to be held at the home of RHF Brouard.

Switch Foreman H. B. Klersey and wife have returned from a vacation trip, visiting relatives at Salt Lake City and Denver.

Switchman Fred Chermak wins the leather medal for the best fish story of the year. On a recent fishing trip in Minnesota, Fred caught 51 in 30 minutes.

Assistant Agent Otto Lambertsen was required to part with several good dollars recently for parking too near a fire hydrant. He imagined the election was over, and there would be no further use for hydrants.

Switchman T. E. Burke and wife have returned from a two weeks' vacation trip spent at Colorado Springs.

Yard Foreman Alex Teslow has completed the work of laying two new tracks in the Yard. This should add materially to the peace of mind of Switchman W. K. Butler, as he has been worrying about the sun kinks in the rails all summer.

Electric Flashes from Deer Lodge and the West Rocky Mountains Div.

By Willie

Mr. and Mrs. C. F. Horning and daughter Betty have returned from a visit with Mr. H.'s relatives in Grafton, No. Dak.

Mr. and Mrs. Wm. Greeton have moved to Deer Lodge from Avery. Mr. G. will work in the Supt.'s office here.

Condr. C. N. Clark has been laid up for some time on account of being thrown from a water car, while filling it at Alberton, breaking a bone in the foot.

A lot of the homes on the Division are more quiet now than usual because those little kids that we all thought would always stay little are getting big enough to go away to school, and the quietness is broken only by Dad's pencil trying to figure out how to make the check take care of all the bills and an occasional extra call from school for a little more.

The Shop forces were shocked as was all the town of Deer Lodge at the news of the death of Perry Spaulding. Perry had gone to work as usual, and had been at his place only about 30 minutes when he was stricken. Death was due to heart attack from which he had suffered for some time. He was 27 years old, the only child of Mr. and Mrs. Geo. Spaulding. The body was shipped to the old home at New Virginia, Iowa, for burial. The sympathy of the Division and the Shop forces is extended to the parents in their bereavement. Short Masonic services were held at the Masonic Temple of which he was a member.

Power House Engr. W. J. Swank and family are visiting in Detroit for some time.

Condr. H. B. Vandercook has taken a passenger run on the Metoline Falls line out of Spokane.

Jas. Hollywood of the Shop forces, with Mrs. Hollywood, is attending a family reunion in Watertown, N. Y.

Dispatcher J. T. Josephson and wife spent a vacation on a trip through Yellowstone Park, and later visited with Mr. Josephson's father and brother in Oregon.

Sybil Hobert is taking a leave of absence from her position in Othello and in the meantime is filling in in the Supt.'s office at Deer Lodge.

Dame Rumor has it reported that wedding bells will be ringing for one of the occupants of the Supt.'s office soon. Maybe I can tell you more about it next time.

Art Jersey is acting Roadmaster on the east end between Deer Lodge and Alberton, in place of B. C. Johnson, who is taking a vacation in and around Chicago.

I don't see why that guy that signs himself O'Reilly from Spokane doesn't come over and show us how that Pontiac rides. What is a Pontiac, anyhow? I've heard that there was something named Pontiac, but have never seen one.

G. B. Brown and family are enjoying a visit from Mr. Brown's mother from Portland. Mother Brown is well known to all the old timers on the old Missoula Div.

Miss Mae Cunningham has had as a guest Mrs. Latimer, formerly Miss Kathleen Murphy, of this city, now of Los Angeles.

Many pleasant gatherings in honor of Mrs. Latimer have been held the past week, including a trip to the rodeo at Helmsville, but I promised not to tell what time they got home or who the driver was.

Don't forget to do your Christmas shopping early. Thank you.

"Those of Us Who Do"

(Continued from Page 24)

A. E. Welty at Sioux City, Iowa, member of an excursion party of five passengers riding from Chicago to Sioux City on the evening of September 3, has some very nice things to say about Conductor J. C. Sophy on the Illinois Division. We are glad to mention Mr. Sophy in the magazine, as it is certainly pleasing to know that the traveling public is handled properly on his trains.

Yardmaster N. E. Murphy in the Fowler Street District at Milwaukee, through a relative connected with a large industry, has turned over to our line a very considerable tonnage of long-haul perishable business. It happens that this business goes to a local point on a competing line, which competing line also has its rails into the point of shipment. It is generally difficult to produce interline service that will equal direct through line schedules on perishables. In this case, we were able to work it out, and Mr. Murphy may assure his friend that we are going to continue to provide through movement equal to that of the direct line.

One of our good Engineers on the H&D Division, Frank Warner, has just turned in a high-class carload from Minneapolis to Chicago. Please come again, Mr. Warner.

Superintendent L. T. Johnston at Minneapolis has the following from Nolan Brothers, a firm of contractors:

"Having completed our work on State Trunk Highway No. 40, between Blooming Prairie and Austin, I take this opportunity of expressing my own and the Company's appreciation of the courteous and helpful attention we have received at the hands of your Agents on the two Divisions in which we have been working.

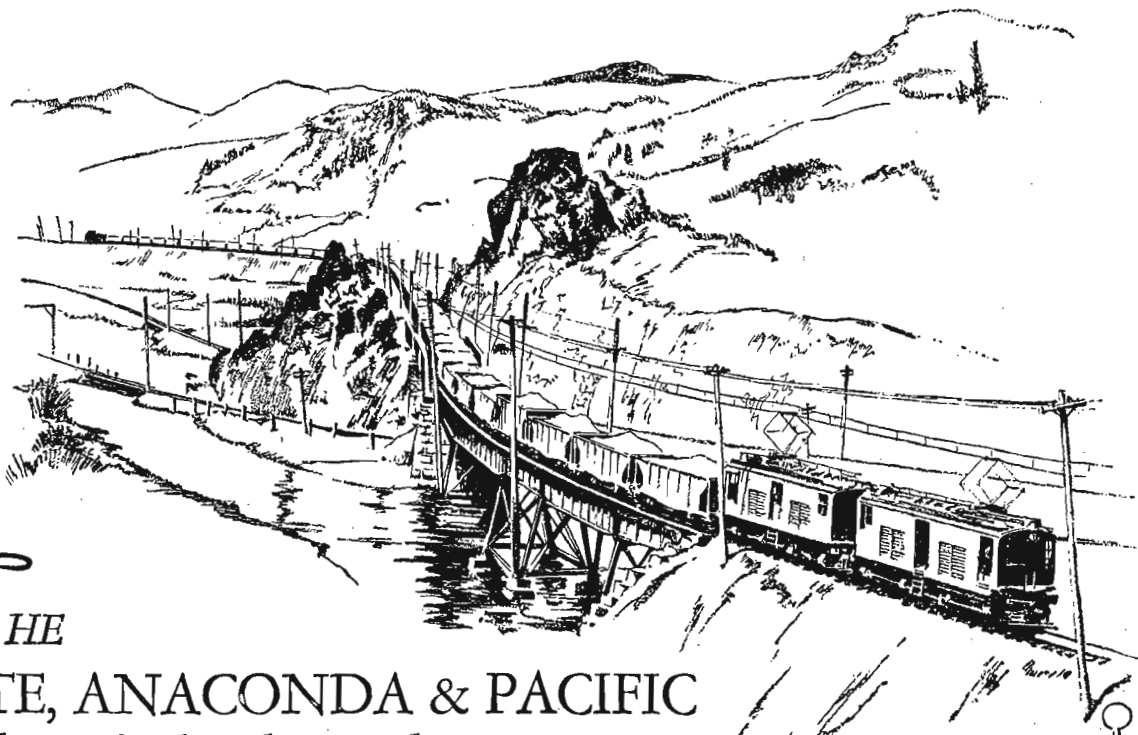
"Particularly commendable has been the efficient service and prompt attention rendered us by Mr. S. B. McGinn, your Agent at Blooming Prairie, and he is directly responsible for our receiving our business at Cannon Falls, Minn., on the work which we are about to do there, as we had just decided to give that hauling to another Company.

"Trusting that the same service will continue on our job at Cannon Falls, we remain."

Rate Clerk Mr. J. Klima at North Ave. Station, Milwaukee, has just put over seven carload shipments via our line. Station Rate Clerks, in their contact with the shipping public and the things they are able to do for shippers, are in a position to work a lot of business our way. Glad to know that Mr. Klima is active, and I want to ask Rate Clerks everywhere to do their part in increasing the revenues of the railroad.

While on his vacation this summer, Yardman S. W. Brown in the Twin Cities met an old-time friend in Philadelphia. This gentleman controls considerable routing, but was not using the Milwaukee Road. Mr. Brown prevailed on him to give us a trial, and the gentleman now promises considerable tonnage, all of which is long haul. Superintendent Bannon advises us that Mr. Brown, besides being a first-class yardman, is always out after business.

ELECTRICITY IMPROVES SERVICE AND INCREASES REVENUE



THE
BUTTE, ANACONDA & PACIFIC
*electrified to lower the
cost of operation*

In 1913, the Butte, Anaconda & Pacific electrified its lines between Butte and Anaconda purely as a measure of economy.

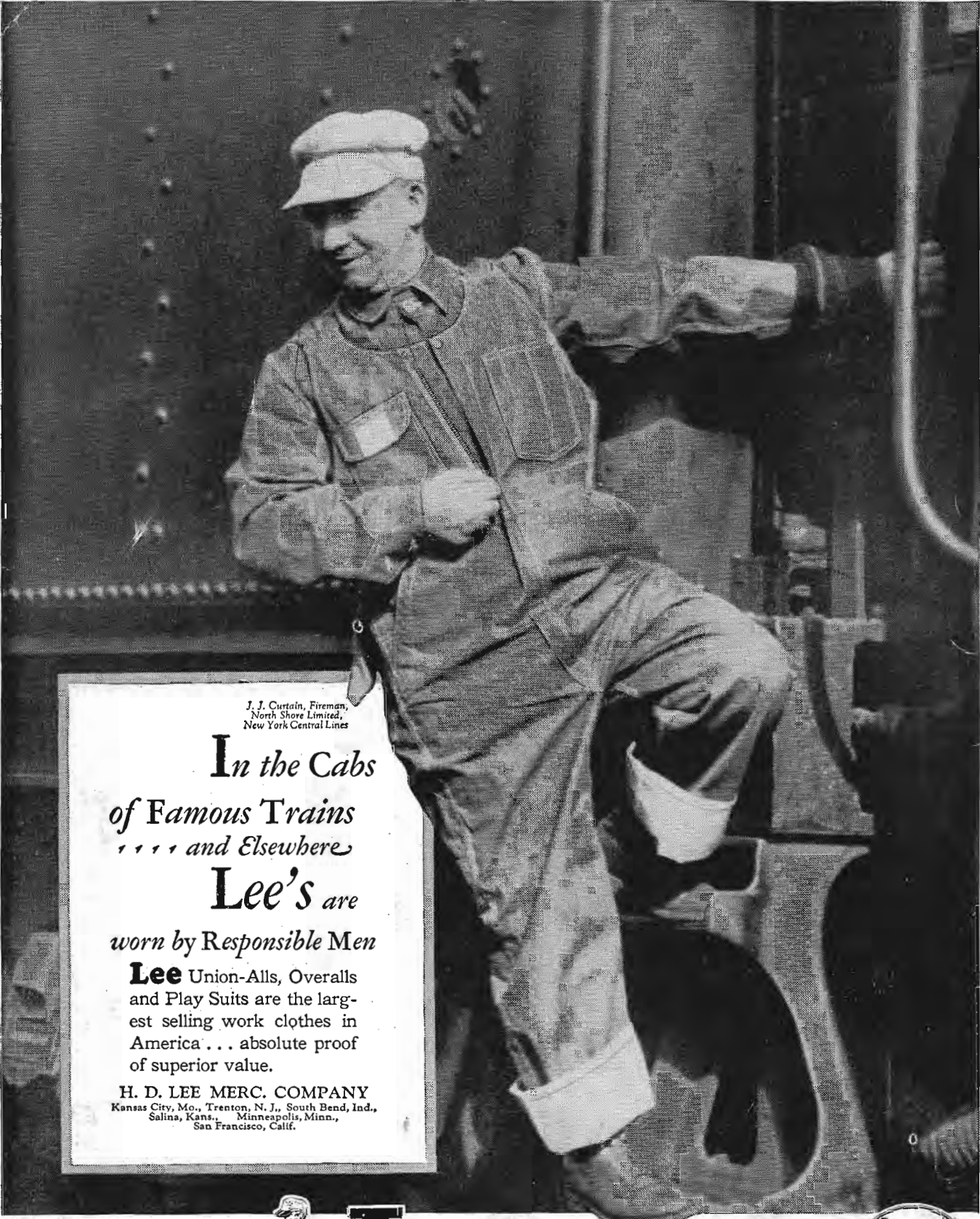
This section, originally built to convey copper ore from mines to smelter, carries an average of five million tons a year over stiff grades—one of the heaviest freight movements in the world. In addition, there is a very considerable local freight and passenger traffic along the twenty-six miles of main line.

Twenty-eight 80-ton electric locomotives are now operated on 123 miles of track (including sidings, smelter tracks, etc.); they haul nearly nine per cent more ton-miles than was possible by steam and at twice the speed, more than doubling the ton-miles per hour; and they have effected a saving of fuel which, alone, justifies the entire cost of electrification. The net annual saving in operating cost, attributable to electric operation, is about twenty per cent.

Not only in mountainous divisions, but on the long, level stretches of main line, electric operation produces more revenue, simplifies operation, reduces maintenance, and gives better service.

Manifold advantages of electric operation have resulted from the use of electric locomotives and cars on main and branch lines, at terminals, and in suburban traffic; gas-electric cars for light-traffic lines; oil-electric locomotives in freight yards; and gas-electric buses for feeder service. Electric floodlights expedite freight sorting, and electric signal systems promote safe transportation.

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