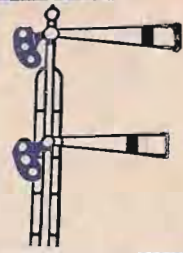


THE MILWAUKEE MAGAZINE



TO PUGET SOUND
THE
CHICAGO
MILWAUKEE
AND ST. PAUL
RAILWAY
ELECTRIFIED

Yachting on Lake Minnetonka, Minn.

SEPTEMBER, 1923

FOUR CONGOLEUM RUGS LESS than the price of ONE



**3
RUGS
FREE**

This is
Pattern 534
above



TRIPLE GUARANTEE—
There is only one guaranteed Congoleum, identified by the Gold Seal shown above. It protects you against dissatisfaction and gives you an unconditional money-back guarantee. Behind the Gold Seal Guarantee is our own Double Bond.

This is
Pattern 408

Choice of Two Famous Patterns

3 Rugs FREE — Special Bargain Price — Year to Pay
We show two of the most popular Congoleum patterns that have ever been produced. The big rug measures 9 ft. x 12 ft. The three small rugs are each 18 in. x 36 in. One dollar is all you need send.

Oriental Pattern No. 534

This is the beautiful Gold Seal Congoleum Art Rug as shown at the top of this page. On the floor, it looks unbelievably like an expensive woven rug. The richest blue color dominates the ground work. Mellow ecru, old ivories, and light tans, set off the blue field. Mingled with these lovely tints are peacock blue, robin's egg blue and darker tones. Old rose, tiny specks of lighter pink and dark mulberry are artistically placed. Darker browns and blacks lend dignity and richness.

The border background contrasts with the blue all over center by reversing the color scheme. Ecru and tan shades form the border background.

An ideal all purpose rug, beautiful in any room. Perfect for living room or parlor. Lovely in bedroom or dining room. Charming in the kitchen.

Only \$1.00 with Coupon — \$1.50 Monthly
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Probably no floor covering of any quality or kind, ever piled up the popularity of this wonderful design. It is a superb tile pattern that looks like mosaic. Lovely robin's egg blue, with shadings of Dutch blue, and a background of soft stone gray, give a matchless effect. This design is particularly suited for the kitchen or dining room.

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Almost everybody knows the price of the famous Congoleum Gold Seal Art Rugs. They are advertised and sold at the same standard price everywhere. Look everywhere else first if you wish—stores, catalogs, magazine and newspapers. You'll find no offer like ours. If you return the rugs, your dollar will be refunded and also all freight costs.

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I want Pattern Number— Be sure to write in space above the Number of the pattern you select. If you wish both patterns, put down both numbers send \$2 with order and \$3 monthly and get all 8 rugs.

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- 12 Soup Plates, 7 1/2 inches
- 12 Cups
- 12 Individual Bread and Butter Plates, 6 1/2 in.
- 1 Platter, 18 1/2 inches
- 1 Platter, 11 1/2 inches

- 1 Celery Dish, 8 1/2 inches
- 1 Sauce Boat Tray, 7 1/2 inches
- 1 Butter Plate, 6 inches
- 1 Vegetable Dish, 10 1/2 inches, with lid (2 pieces)
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- 1 Small Deep Bowl, 5 inches
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- 1 Sugar Bowl with cover (2 pieces)

Brings 110-Pc. Martha Washington Blue and Gold Decorated Dinner Set

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Send only \$1.00 and Hartman will ship the complete set. Use it for 30 days on Free Trial. Then if not satisfied, send it back and Hartman will return your \$1.00 and pay transportation charges both ways. If you keep it, TAKE NEARLY A YEAR TO PAY—a little every month.

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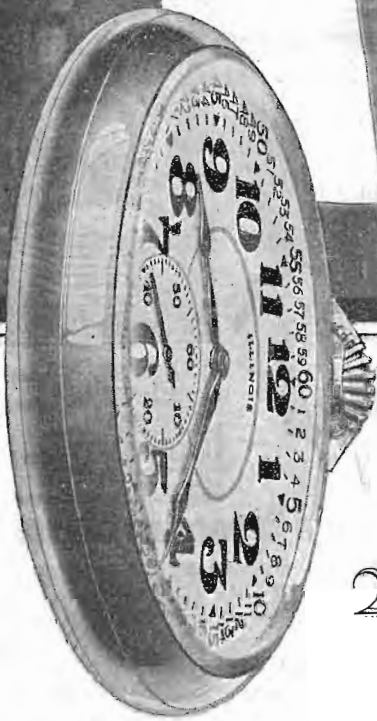
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Bunn Special



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Dial down



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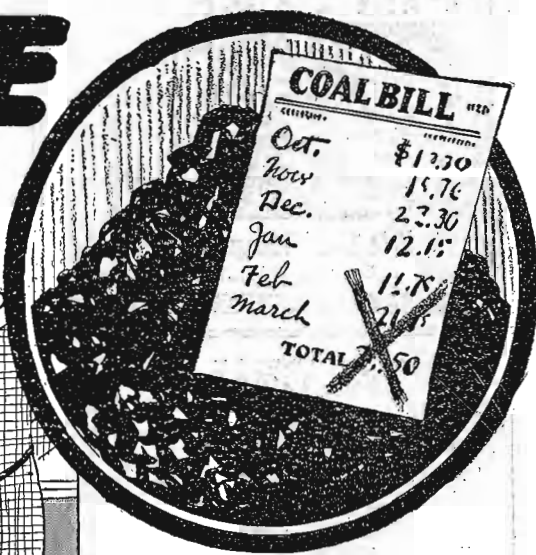
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If a Bunn Special is given the care and consideration that any good watch deserves, it will be an accurate time-keeper for a lifetime and longer

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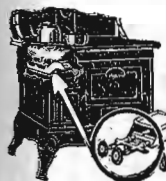
NEW WAY TO HEAT YOUR HOME



How Much of This Bill Will YOU Have to Pay?

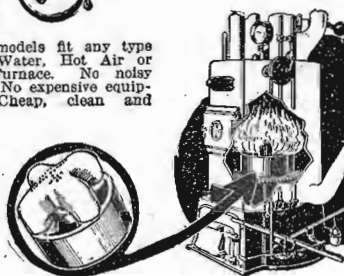
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Range Heating Stove Furnace
 Coal Specific steam, hot air, or hot water.

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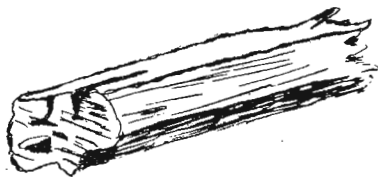
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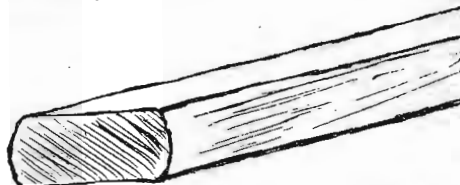
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Helpful Co-operation Brings Results

In the July magazine I expressed a desire to hear from those employes of the Company who had been active in constructive discussion of the railroad situation, and the responses that have so far been received indicate that many of the Milwaukee's employes in the various departments feel the responsibility that rests upon them and are assuming their share of the task of getting the facts before the public.

For example, an inspector in South Dakota writes:

"I wish to say that on numerous occasions when the railroad situation has been discussed in my presence I have been able to work in some of the facts and figures, quoted in your articles, with good results. I have been receiving literature from your office bearing on the situation and have distributed same, endeavoring to place it where it would do the most good. I feel that all we employes owe it to ourselves as well as to the Company to do our bit and I assure you I will do so with pleasure."

A representative of the Engineering Department in Montana refers to the arguments that are made by those opposed to the carriers and also advises as follows:

"At the various towns where I stopped and brought about conversation with different men as to their views of the railroad situation, I was pleased to find that sentiment has swung around considerably in favor of fair play. However, the job is not completed by any means for I found that there are many things still to be explained and that the unscrupulous profiteer is still at work and shifting onto the railroads the blame for the high prices. * * * *

"Now, I am convinced that more remains to be done in the line of making the public understand than what has been done and the employes, especially the agents, can do a whole lot. * * * * I'm sure the employes are doing a lot and probably will make a good many difficulties clear in their letters to you. * * * *

"I feel that if the public is made to know the actual facts and a comparison of the conditions when railroads were paying dividends with those of today and how operating expenses have gone up to prevent the payment of such, that it will concede that the holders of railroad securities are entitled to returns on their money if the country is to be prosperous."

From an agent in Washington we have the following:

"We have noted a great deal of interest is being taken in the struggle that the railroads of this country have been and are now experiencing in order to keep up the service and handle the problems of transportation. I find in this section of the country that among the business people and the better class of people in general their influence is being used toward the railroads and not against them and that they feel more favorable every day for a 'Square Deal' for the transportation systems of this country. Of course we have the radical element always with us that no argument no matter how strong could dispel their views."

A representative in Wisconsin who has been doing good work in this field has this to say:

"Beg to advise that I have endeavored in all cases to get the literature sent me in the hands of those who I am satisfied will use the same to our greatest advantage * * * * and I think there has been a wonderful change in their feeling towards the carriers and they are broadcasting it in the territory in which they reside."

"From observation in my travels recently, the attacks of the radical groups against the carriers have had adverse effect rather than the result they anticipated, and have started agitation amongst the people at large to discuss the railroad proposition and the benefits to be derived by private ownership instead of Government control."

You will observe that these quotations from replies to my inquiry all show that their writers have a lively interest in the affairs of the Company with which they are associated and that they call attention to the encouraging change they have noticed in local public sentiment.

I believe everyone who has taken part in this educational campaign feels that there is a change in the attitude of the public toward the railroads and that this change has doubtless been brought about by the diligent efforts of all those who realize that the unchallenged attacks of irresponsible critics jeopardize their interests as well as the interests of the carriers.

This favorable turn should spur us all on to renewed activity as it shows the task of overcoming false criticism can be accomplished, and I trust that those who, for any reason, have up to this time refrained from allying themselves with this good cause will feel disposed to join with us in making the country safe for the railroads and all other forms of industry.

I shall be glad to hear at any time from those who have enlisted in and who are lending their support to this campaign for a better understanding of transportation matters.

President.



The Old Stage Coach Going To The Roundup. The Good-looking Man In The Cowboy Hat Is Agent W. N. Ross of Miles City

A Relic of the Northwest's Romantic Past

Louis F. Grill

Viewing the scenery in the northwest fifty years ago from the hurricane deck of a tamed broncho, or being transported behind the slow-moving ox team from a point on the edge of civilization to some remote interior community was not as comfortable as it is today when travelers settle themselves comfortably in the cushions of a modern coach and watch the moving panorama of hills and valleys, and, protected from the elements by a pane of glass set in a frame.

A half century ago the romantic northwest was peopled by a race of bow-legged men. Great herds of cattle grazed and roamed over a thousand hills. Intrepid men, astride the little cow-ponies, watched their day and night. Sturdy and brave, womanhood grew and bloomed into those ecstasies of virtues for the defense of which these "watchers on the plains and hills" fought with such power and vigor that their fame has spread all over the earth.

The horse, then, was the principal means of transportation. The needs were simple and supplies were hauled from the nearest settlement in ox-carts, or perhaps, as time progressed in a buckboard before which was driven, by the women, the gentlest of the steeds upon the ranch. The principal communities were located upon the rivers which could be more easily reached by river steamboats. River traffic was usually limited to the time of the spring freshets, from the middle of May to early July when the steamboat whistle reverberated through the hills and over the lowlands and found their echoes in the caverns of the Bad-Lands. Upon the larger ranches where the needs were greater, bull-whackers were employed to drive ox-carts, and he who excelled in the handling and management of a number of the oxen employed gained a reputation peculiar in itself.

As the years sped on the conditions changed. Gold was discovered in the Black Hills. Immediately, like the onrush of the ancient Goths upon the great commercial centers of western Asia and south-

ern Europe, there appeared trailing across the intervening spaces from the edge of civilization toward the hills of gold that advance guard of adventurous spirits who came to find wealth where the point of contact was less severe and the lines of resistance reduced to a minimum. Behind the heralds of civilization driving prairie schooners followed, and where gold was



Louis F. Grill

not found in the hills or panned from the sands of the running and ever-onrushing mountain streams, they settled to glean gold from the planting and growing of grain.

Bismarck and Pierre on the Missouri River became the gateways to the great northwest. Deadwood was the center of the gold diggings. Up from the Lone Star State, over the old Texas Trail, there came to the northwest those herds of cattle, long-horns, the increasing possessions of which created the great Cattle Kings of the late seventies and early eighties and which lasted until he was outnumbered by the agriculturalist who reduced his grazing realm and strung wire fences.

As men came the needs for better transportation increased. Speed became essential. Relay stations were located between Deadwood and Bismarck. Lateral trails led into the interior. The swiftest and fleetest horses were commissioned for special duties, and from the buckboard and the wagon there evolved that palatial vehicle, the bane of the Indian, the Sioux, Crow and the Cheyenne, and the object of the road agent, known as the Deadwood stage coach. High wheels, a phaeton body, a boot for driver and a rider and an iron railing, short around the top to hold the baggage, its interior seating capacity was limited to eight or ten for comfortable riding.

Very few of these old relics remain. The coming of the great railroad transportation systems which strung their rails of steel across the continent sent these old Deadwood stage coaches into the discard. Men were too busy to think of the historical values contained in them and they were permitted to disintegrate by exposure to the elements, until today only here and there is one to be found.

Around each one clings the memories of the older residents who recall the strenuous days of a half century ago when they were driven across country behind steeds of flesh guided by reins in the hands of expert men who knew the trails. Some of them bear the scars of encounters with road-agents who saw in them the means to easily and quickly acquire wealth, especially if it happened that the passengers were possessed of goods and gold. Often they were the objective of marauding parties of savage Indians who resented the encroachment of the white man upon their hunting grounds. Some of them lie broken on the trail along with the bones of the victims who were assassinated in the fury of the attacking foe, and very little trace of them remains to this day. Time and the elements have a way of eradicating the scenes of sadder days.

If the traveler upon the Puget Sound extension of the Chicago, Milwaukee and St. Paul railroad will take advantage of the short stop made at Miles City, Montana, he will see standing under a protecting canopy near the station one of the original stage coaches, a proud aristocrat among the vehicles of forty and fifty years ago. It is the property of the Miles City Roundup and Historical Association of which Mr. W. N. Ross, connected with the

system, is the president. Through the courtesy of the "Milwaukee" officials and Mr. Ross, this stage coach has been given a permanent home. It is used annually on the occasion of the "Roundup", a celebration of the early history of southeastern Montana.

"This famous Deadwood stage coach," reads the legend attached to it, "was used as a means of conveyance before the advent of the railroads in the west, when the days were 'wild and woolly.' Regular trips were made in it overland; road-agents and Indians made it an object of attack for plunder and booty. It was only when the Vigilantes cleared the country of outlaws and rustlers that journeys were made in peace and security."

Nowhere in all the great northwest is there a greater pride manifest than in the fact that there is preserved for posterity the stage coach which served its day and generation in a way and manner that reminds one of the fact that comfort and ease in travel was sacrificed for service. There lingers around this stage coach, particularly in Miles City, those memories which are augmented by the reminiscences of the older residents who recall vividly those early day experiences when dangers accompanied every trip made overland.

But the stuff of which pioneers are made is a heritage which is enjoyed and reflected in the present generation, and while these pioneers have lived to see the transformation of the crude and primitive methods of transportation to the great engines of speed trailing many cars behind them over ribbons of steel, there yet remains those pleasant thoughts dwelling upon hardships endured, but which tested the strength of men with nothing of value to human energy lost. We who live in the northwest today are fortunate in the possession of those things which bring to us the lessons of the past and among them the presence of the old Deadwood stage coach adds its tithes.

There is a silent romance clinging to the old stage on the depot grounds at Miles City. It cannot speak. Inanimate it appeals to the imagination and bespeaks for itself that reverence which is its due. It served in a day when its need was greatest. It performed well. Every timber and hinge and spring is intact and well preserved. To fill the void of the silence in which it cannot speak, District Engineer Edward Murray, of the Milwaukee system, who lives in Miles City, has composed for it: "My Soliloquy," which is also attached to the coach so that he who pauses may read.

"My day is done and night has come at last

To cast its shade o'er an historic past.
And here I stand, as if a thing apart,
Not even dreamed of for the painter's art.
But such is fate. Time's changing hand
must go

Forth to the leader who can progress show.
To this I yield, content with thinking o'er
The long, long trail that I shall see no
more;

Nor boundless range, bedecked with sage
and pine,
That lent enchantment to this frame of
mine,

As o'er the winding path, with frequent
thrills,

My mustangs led me to the old Black Hills
And back, without complaint or jeers or
frowns,

From those kind friends who shared my
ups and downs.

A splendid past and full of memories
clear!

Gaze on me, traveller, and be of good
cheer,

Remembering that thy end will be as
mine—

Retired, replaced, reviewed for what was
thine."

Lines Written as the Presidential Special Sped Eastward in Sorrow

Like spangles on velvet—
Thus shine the stars.
The world is at rest
'Neath a blanket of sleep.
A low distant moan;
A long line of cars;
And out of the dark
O'er the pathway of steel
Comes the train of the dead.

"Oh, thou Great Dispatcher,
Guide thou this train
That takes back his body
To the old home again!

The nation is mourning;
The prayers are soft said,
Put the world at attention
To honor our dead."

Like spangles on velvet—
Thus shine the stars,
The world is at rest
'Neath a blanket of sleep.
The moan dies away;
The long line of cars
Are lost in the night.
O'er a pathway of sorrow
Goes the train of the dead.

—Peter Wynn.

Impromptu Memorial Service for President Harding on I. & D. Division Passenger Train

On August 10, when all business was suspended for 5 minutes, in honor of our departed President, train No. 3 about four miles west of Mason City had just come to a stop, promptly at 2 P. M., when Conductor Ben Olson happened to remember that he had taken up a clergyman's ticket on leaving Mason City, and although the man was a stranger enroute from Flint, Michigan to Clear Lake, Iowa, Mr. Olson asked the minister if he would like to make a few remarks to the passengers on the train to which the minister promptly responded, making his words in the form of a prayer which lasted about four minutes after which he asked the passengers to join in singing the last verse of America which they all did, making the coach ring with the strains of this most appropriate song. The last words of the song had just died away when the engine bell rang, thus consuming the full five minutes. It was certainly very kind on the part of the minister, and also very thoughtful on the part of Conductor Olson, who has a reputation for being wide awake and always looking out for the passengers and also the company.

"The Men That Lay the Rail"

We've read our magazine quite through,
Each item and each tale;

But we fail to find one little word

About the "men that laid the rail."

There are men who work from day to day,

Through snow and rain and hail.
They are men who feel responsible,
"The men that lay the rail."

In the summer's hottest sun,
And in winter's bleakest gale,
With eager eye they gauge and pull,
"The men that lay the rail."

They are stout of heart and strong and
brave,
And don't know how to fail;
They are men that work that you may
work,
"The men that lay the rail."

And if there is an accident,
Every one will wail,
"Go send us every one of them,"
"The men that laid the rail."

And if you will but think a bit,
As down the track you sail,
Your life is in the hands of those,
"The men that laid the rail."

—Wilson E. Harris.

The Farmer and His Discontented Cow

A man who's been buying, to me was just
sighing
They've built a new creamery they say;
The farmer is taking the cream he is
making
Where there's no closed office, no freight
rate to pay.

Their crops are not growing, their cattle
are lowing,
Their green fields scorch in the sun;
Their cattle are gazing at the grass they're
not raising,
They feed forty what they should feed one.

They stamp at the flies, with pain in their
eyes,
Won't give down the milk any more;
A cow never moos, but some farmer will
lose
A gallon of cream and he's sore.

The sun never shines but some farmer
pines
The creek is as dry as dust;
The moon never rises but someone
surmises
The wheat is going to rust.

The farmer is quaking, the cream they're
not taking
To market will make them go bust;
If the cows they won't save us, and the
Lord He won't have us,
Surely the Devil must.

—Written by a station agent

Fulla Disgust.

Why Not a Butcher Shop? It's Everything Else

Party on Fone: "Have you any nice
round steak?"

Dispr Zachry: "No, Madam."

Party on Fone: "Have you any nice loin
steak?"

Dispr Zachry: "No, Madam."

Party on Fone: (Much exasperated);
"Well, for goodness sake, why haven't
you?"

Dispr Zachry: "This is the Dispatcher's
office and our trains have not killed any
cows lately."—A. C. L. News.

Radio for Everybody

In the third of this series of articles relative to the construction of this simple little radio broadcast receiver, the details of construction of the various parts of the Antenna Condenser, were given. Here the assembly of those parts is explained. The last of the items needed to complete the outfit will be listed and described in the next article.

IV. Antenna Condenser Assembly

In addition to the nine small fixed value condensers you have already made as directed in the third of the series of articles, you will need:

(1) One piece of fiber (for the panel mounting) 6 inches wide, 12 inches long, and $\frac{1}{8}$ of an inch thick.

(2) Three pieces of fiber, $\frac{1}{2}$ inch wide, 2 inches long and $\frac{1}{8}$ inch thick. (This is the same size as the fiber pieces used for the form for each of the fixed condensers.)

(3) One piece of copper sheeting ("spring" copper) 3 inches wide by 5 inches long, the thickness to be of about No. 22 or No. 23 B. & S. Gauge measurement.

(4) Some 8-32 round head brass machine screws, varying in length as follows: 12 of $\frac{1}{4}$ inch length, 6 of $\frac{1}{2}$ inch length, 3 of $\frac{3}{4}$ inch length. Obtain a nut for each screw and also 4 washers.

Referring now to Figure 5-a, drill holes

distance between all points (measured on the arc) is $\frac{5}{8}$ of an inch, except between "x" and "a" and between "4" and "y", which is $\frac{1}{2}$ an inch.

Draw a line parallel with the two long sides or 12 inch sides of the panel and from "A" to "M". Measure both ways from point "N" where line "A-M" cuts the arc and along the arc, one-half the distance $\frac{5}{8}$ inches or $\frac{1}{8}$ inches. These two measurements will locate points "c" and "e".

Extend lines drawn from the center "A" through "c" and "e" to the outer arc, and the intersections will locate centers "d" and "f".

Now measure along the first arc or "D-E", the full $\frac{5}{8}$ inches, from "c" to "a" and from "e" to "g" to "1" to "2" to "3" to "4". As described in the preceding paragraph, extend lines drawn from the center "A" through "a", and "g" to the arc "F-G", and the intersections will locate points "b" and "h".

Change the spacing along the inner arc from $\frac{5}{8}$ inches to $\frac{1}{2}$ an inch and locate points "x" and "y" from the points already located, or "a" and "4" respectively. This then completes the layout for all the centers located about the common center "A", and all to be later drilled to $\frac{1}{8}$ inch holes including the center "A".

To locate the holes with centers along the arcs about the common center "B" first draw the line "B-1" extended which is parallel to the shorter side of your panel or the 6 inch side. This line, intersecting the two arcs previously drawn and of the same diameters as those about the common center "A" will locate centers "k" and "l".

Using the measure of spacing along the inner arc as $\frac{5}{8}$ inches again, and measuring both ways from "k", will also locate then the points "i", "m", "o", "5", "6", "7", "8". Extending lines as before from the common center "A" through points "i", "m", and "o", to intersect the outer arc "J-K", will locate centers "j", "n", and "p" respectively. Using the shortened measurement along the inner arc of $\frac{1}{2}$ an inch, the two terminal centers or "x" and "y" of arc "H-I" can be located from points "i" and "8".

Turning now to the third common center "C", locate that as shown in the sketch, continuing the line "C-r" to the left and parallel to the long or 12 inch side of your panel. Now swing the arc "P-L" using the diameter of 1 inch. At the intersection of this arc and line "C-r" will be center "q" and center "r" will be located $1\frac{1}{2}$ inches farther on.

Using the arc measurement of $\frac{1}{8}$ of an inch, measure both ways from "q" along arc "P-L" locating center "s" and terminal centers "x" and "y" for this arc.

Figure 5-b gives a picture of the appearance of the assembled composite "fixed-variable" condenser, showing the front

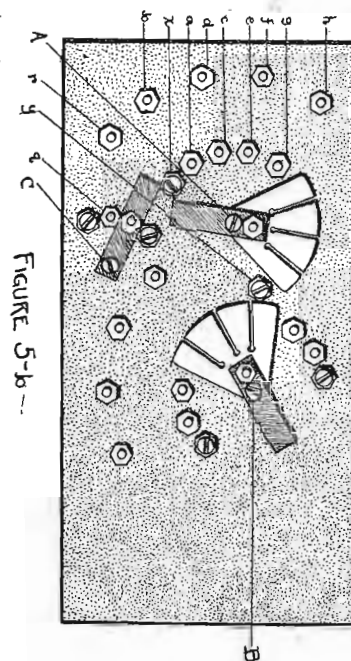


FIGURE 5-b

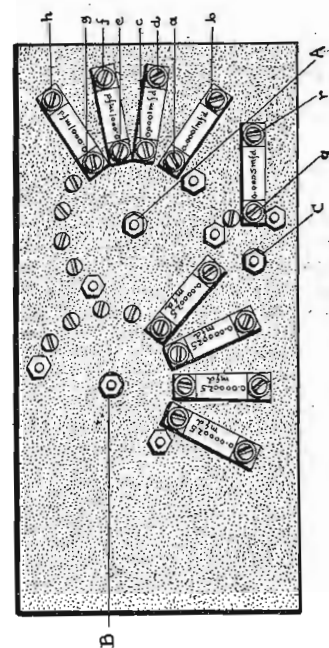


FIGURE 5-c

view. Figure 5-c is the same assembly shown from the back side. The two copper plate contacts as detailed in Figure 5-d-I are clearly shown in the front view as is also the switch lever with center at "C" as detailed in Figure 5-d-IV. These three contacts can be made and inserted last. We will first insert the 9 fixed condensers already constructed, together with the various machine screw contacts listed under item (4) of the list of materials needed given at the first of this article.

Take first the largest capacity fixed condenser you made, namely the one you marked as 0.0005 mfd (microfarads). When assembling those condensers as in the third article as printed in the July issue of the Magazine, you assembled the whole such that the round heads of the screws were drawn up tight against a washer on the tin foil side by tightening up one of the two hexagonal screws on the other side. Then the whole was immersed in the paraffine bath.

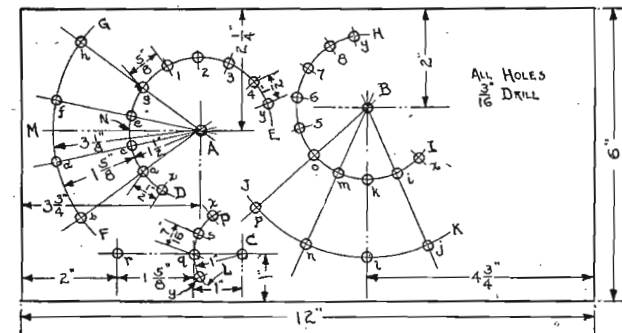


FIGURE 5-a

$\frac{3}{8}$ of an inch in diameter in the locations given in the figure. If you lay out the geometrical locations of the centers for the various holes using a pencil, be sure that you do not press too heavily as you mark for a pencil line furnishes a possible leakage path to the very high frequency alternating currents of electricity which will operate your set when in working order, and such lines must be carefully erased after the drilling is finished. This of course should apply to all the various parts you have constructed so far as well as those to be constructed in the future. If you use a sharp piece of metal and scratch the surface, then you are playing safer from the electrical standpoint but of course here again, if you bear down too hard, you have marred the surface and the appearance of the panel.

In guiding you toward the proper laying out of the centers as in Figure 5-a, first locate centers "A", "B", "C". Referring now to the arcs drawn about "A" as a center, swing arc "D-E" of diameter $1\frac{1}{2}$ inches. Then swing the arc with diameter $1\frac{3}{8}$ inches longer or a total of $3\frac{3}{8}$ inches, namely arc "F-G".

It is noted that on the arc "D-E", the

Remove the extra nut and set it aside. You will need it later. Remove carefully the two nuts at the two terminals which were used to hold the screws in place. Referring to the cross sectional view in Figure 5-d-V slip the two screws up through the two $\frac{1}{8}$ inch holes indicated in Figure 5-a as "q" and "r" and tighten into place

ter "A-B"; that is, the outer edge or arc "X-Q" and the left hand arc of $\frac{1}{8}$ inch diameter, and other reference dimensions, except for the arc "Y-T", which is measured from the intersection point of the two sides extended back of the left hand edge.

All dimensions are clearly indicated in the figure. It is suggested that the three

surfaces of the contact making nuts "a", "c", etc., and "1", "2", etc., even to rounding the edges adjacent to the next nut in the arc if necessary to guide the plate fingers from one nut up on to the next adjacent to it.

In Figure 5-d-IV is shown the assembly of the switch lever. The metal strip "w" (indicated in the side view of Figure 5-d-V and shown dotted in Figure 5-d-IV), when cut to size and flattened out and with sharp edges smoothed with a file (size $\frac{1}{2}$ by $1\frac{1}{4}$ inches), should have the two $\frac{1}{8}$ inch holes drilled as shown. When the two holes (also $\frac{1}{8}$ of an inch) have been drilled in the fiber handle, assemble as shown, using the last of the three $\frac{3}{4}$ inch screws for the center pin as at "C" in Figure 5-d-V, and the last of the twelve $\frac{1}{4}$ inch screws for the contact and "binder" as at the assembly just above the contact to condenser contact "q".

Slip the switch lever into position as shown in the assembly, using two washers for sliding contact to the rough fiber base, and the two lock nuts on the back side to hold the whole in position. Again be careful not to tighten to the point where the lever will bind and not turn readily. Here again also you will probably need to file the nut contacts smooth with respect to each other and perhaps round over the edges adjacent.

You will note by the sketch of Figure 5-d-V that the fiber insulating handle "v" with its center pin is tipped somewhat from the vertical with respect to the fiber panel mounting. This is to insure contact when drawn into position and is caused as you will note, by the fact that the thickness between fiber handle and fiber panel at axis "C" is that of one nut and one washer while at the contact point "q" it is of one nut and the round head of the "binder" screw above.

The open space not occupied by any part of the Antenna Condenser assembly on the right side of the panel is to be used later.

Second Sight

The young lady palmist of the church bazaar said to one of her girl clients: "I see by your hand you are going to be married."

"Wonderful," said the girl.

"You are engaged to a man named Wilkins," continued the amateur seer.

"How amazing," gasped the girl, "surely the lines on my hand can not reveal the name—"

"Lines," sniffed the palmist. "Who said anything about lines? You are wearing the ring I returned to Mr. Wilkins three weeks ago."—*Argonaut.*

Clerk—"I'd like to have you raise my salary."

Boss—"Well, don't worry. I've managed somehow to raise it every week so far, haven't I?"

All Out

Shopwalker—"She complains that you didn't show her common civility."

Shop Girl—"I showed her everything in my department, sir."—*Arkansas Utility News.*

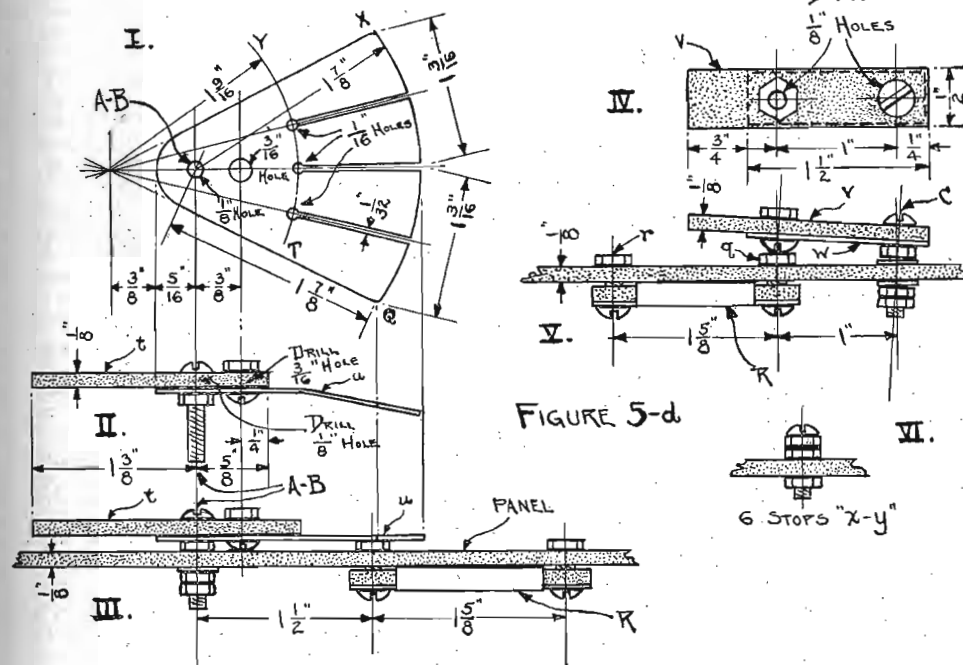


FIGURE 5-d

with the same two nuts just removed, being careful not to twist the screws loose from the tinfoil contact.

In the same manner put in place the four condensers which you marked 0.0001 mfd, in the holes "a" and "b", "c" and "d", etc., to "f" and "g". Again, in the same manner, place the four condensers you marked as 0.000025 mfd in holes "i" and "j", etc., to "o" and "p".

With the round head end of the screws on the back side or side on which the condensers are lined up, insert 9 of the 12 $\frac{1}{4}$ inch screws in holes "1" to "8" inclusive and in hole "s", drawing tight with the hexagonal nuts on the front side of the panel. In Figure 5-b, and at center "A", the copper plate contact is shown in such a position that it is riding on all four of the "dead" switch points "1" to "4". At "B", points "7" and "8" are uncovered. Switch lever at "C" is shown riding on the nut of the "dead" contact "s".

Referring now to Figure 5-d-VI, the six "stops", (3 sets of "x" and "y" stops) are assembled as shown, namely by screwing two nuts up to the round head, inserting through the panel at each "x" and "y" and drawing tight on the back side with a third nut. These then serve to prevent the two copper plate contacts and the switch lever from swinging too far either way or off the riding surfaces of the various contact nuts.

Take the 3 x 5 inch copper sheet and lay off the two plate contacts according to the detail of Figure 5-d-I and in such a manner that the copper current carrying surface for the switch lever noted as "w" in Figure 5-d-V and $1\frac{1}{2}$ inches long by $\frac{1}{2}$ inch wide, can be cut out of the same sheet.

Most of the measurements for these two plate contacts are measured from the cen-

$\frac{1}{8}$ inch holes be drilled and then the three slots $\frac{3}{32}$ inch wide be cut into them with tinner's shears afterward. Note that the corners at "X" and "Q" are rounded somewhat. In like manner, with a small file, smooth off all rough edges. Make two of these contact plates. It is also suggested that each be laid out separately as to trace around the edges of one will more than likely result in the second one being bigger than the first by the width of the pencil line and by reason of the location of the tracing pencil.

Drill the $\frac{1}{8}$ inch and the $\frac{1}{16}$ inch holes in two of the three fiber pieces given as to be 2 inches by $\frac{1}{2}$ an inch by $\frac{1}{8}$ inch thick. Assemble as in Figure 5-d-II using one of the $\frac{3}{4}$ inch screws for each of the center pins and one of the $\frac{1}{8}$ inch screws for the other holes. Bend down the plate contacts a little as at "u" in Figure 5-d-II. This will insure good pressure for contact when assembled. The fiber "t", will then serve as an insulated handle.

When these two plate contacts are completed, insert their center pins in the common centers "A" and "B" and hold in place by washer, nut and second nut to lock the first in position as in Figure 5-d-III. The copper sheet will flatten out at "u" as shown, giving a slight spring contact. R indicates position of the four capacities 0.0001 mfd and the four capacities 0.000025 mfd, with respect to the centers "A" and "B" and the two contact plates. Do not draw up too tightly on the two screws which hold the pin in position or else the whole will turn too hard. Adjust this by trial. The washer will serve as a sliding surface between the two nuts and the fiber.

Even with all this care to adjust the two plates, they may not slide smoothly. Take a small file and smooth down the

THE MILWAUKEE MAGAZINE

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Making Good Use of "Truth About The Railroads"

In the July issue of The Magazine, President Byram invited members of "The Milwaukee Family" to write him in regard to whatever efforts they had been putting forth towards disseminating truthful information about the situation of the railroads. Mr. Byram has been at great pains to place this information plainly before Milwaukee Magazine readers, and in this number, on page 4, some of the responses to his invitation will be found. This is most encouraging, because it proves that railroad men are alive to the questions of the day and that they are also awake to the fact that their own interests are inseparably bound up in the interests of the companies by which they are employed.

To be equipped and able to speak up at the proper time in defense of one's beliefs and interests is evidence of a forward-looking mind; for speaking with knowledge at such times helps to put the points at issue on an incontrovertible basis.

On August 22, President Byram read a paper at a Chautauqua meeting in Toledo, Iowa which took up and discussed briefly and clearly most of the phases concerning "the railroad problem" that are now before the public and which have so seriously threatened the transportation systems. This paper seems to tell the whole story, and because it is so comprehensive and so completely answers many of the questions upon which our readers are asking information, The Magazine reprints it in its entirety. Mr. Byram is a forceful writer, his statements are founded on fact and susceptible of proof in every particular, so that a careful study of what he has to say upon these subjects is pretty sure to put the reader in possession of an array of facts upon which he may base a positive statement.

Our August Magazine Cover

It is safe to say that no cover ever displayed on one of our Magazines has met with the same reception as that of our August number. When the plates for the cover were being made President Harding was on his tour to Alaska. His trip over the Rocky Mountains in the big Milwaukee Motor was one of the outstanding incidents of his trip and the picture taken standing with Vice President H. B. Earling of this company, and Superintendent Phelan of the Rocky Mountain Division beside the Motor shows him to all appearances in the best of health.

Before The Magazine was off the press this kindly, human, really great President had passed on; and so the cover picture has become a classic, to be carefully kept as a treasured memento by all of The Milwaukee Family.

The Veterans' Meeting

Indications are for a record turnout for the Veterans' annual at Milwaukee September 18th and 19th. W. D. Carrick, general chairman estimates from the returned postal acceptances, that there will be a 75 per cent attendance, meaning the largest convention in the history of the Veterans' organization.

The program for the two days' meet follows, and also a list of hotels with rates for room:

PROGRAM

Tuesday, 9:00 A. M.

Registration of members at the Auditorium, Fifth and Cedar Streets, which will be headquarters, where an Information Bureau will be maintained for the benefit of members.

Badges may be obtained at the Registration Booths.

Tickets for the Banquet should be procured early so as to determine the number of plates to order.

Members are requested to spend their available time between their arrival and the business meeting, at headquarters in a get-together spirit for the purpose of meeting friends and renewing old acquaintances.

Tuesday P. M.

Regular business meeting of the Association will be held at 1:30 P. M. in Kilbourn Hall of the Auditorium.

While the business meeting is in progress the ladies will have opportunity for shopping tours, attending theatres or movies, visiting, etc., to return to the Auditorium not later than five o'clock, where an informal reception will be held in the Ladies Rest Room.

Tuesday Evening

Banquet in main hall of the Auditorium at 6:30 P. M. sharp, followed by speeches, after which an informal dance will be held.

Wednesday

Assembly at the Auditorium at 1:30 P. M. for an automobile trip to points of interest in and about the city and suburbs, including a visit to the plant of "Elmes Inc.", manufacturers of chocolate, located on the Port Washington Road, where members and their families will be entertained by a tour of inspection and light refreshments served.

Great interest centers about the plan which the V. E. association will offer for an employes' old age pension. As explained in last month's Magazine, the Veterans have formulated a plan whereby a pension may be received by superannuated employes or those permanently incapacitated by means of subscriptions of the employes themselves; and as to whether such a plan may be put in practical operation depends entirely upon the response of all employes and their willingness to subscribe. The scale of monthly payments was published, also, last month, but for fear there may be some who did not see the article on page 10 of the August number the scale is republished here, with the statement reiterated that while the plan originates with the Veteran Employes Association, and its details remain to be discussed and perfected by that Association, when the plan is finally launched, if it is, it will include employes of all ages and will be under a Pension Association, and entirely separate and distinct from the Veteran Employes Association.

The committee having this matter in hand are now endeavoring to reach every employe on the System to give him an opportunity to vote for or against, and upon the result of that vote will depend the establishment of an Employes Pension Association. As will be seen by reference to the scale of monthly payments, these are small and will not be a burden upon anyone. It is expected that many questions will come up during the discussion, and it is hoped that these may be all thrashed out and at least a tentative decision arrived at. The sooner the Pension Association begins to function, if it is to function at all, the sooner will the pensions be paid to those eligible. The scale table follows:

	Per Month
Under 30 years shall pay.....	\$.50
30 to 39 years shall pay.....	1.00
40 to 49 years shall pay.....	1.50
50 to 59 years shall pay.....	2.00
60 to 69 years shall pay.....	2.50
70 and over shall pay.....	3.00

LIST OF HOTELS IN MILWAUKEE AND THEIR PRICES

NAME	Single Room	Double Room	Single Room	Double Room
	With Bath	With Bath	Without Bath	Without Bath
Blatz, East Water and Oneida.....	\$2.50 up	\$4.00 up	\$1.50 up	\$2.50 up
Charlotte, 138 3rd Street.....	3.00 "	3.00 "	2.00 "	1.50 "
Gilpatrick, 223 3rd Street.....	2.00 "	3.50 "	1.50 "	3.00 "
Martin, 201 Wisconsin Street.....	2.50 "	3.50 "	2.25 "	3.25 "
Maryland, 137 4th Street.....	2.50 "	4.00 "	1.75 "	3.00 "
Medford, 119 3rd Street.....	2.50 "	3.50 "	2.25 "	3.25 "
Ffister, Wisconsin and Jefferson St.	3.50 "	3.00 "	2.50 "	4.00 "
Plankinton, W. Water & Sycamore	2.50 "	4.50 "	2.00 "	4.50 "
Republican House, 3rd and Cedar.	3.00 "	5.00 "	2.00 "	3.50 "
St. Charles, City Hall Square....	3.50 "	3.50 "	1.50 "	2.50 "
Wisconsin Hotel, 172 3rd Street..	3.50 "	5.00 "	2.00 "	4.00 "

*Rate per person.

Chairmen of the Arrangements Committees are:
W. D. Carrick, General Chairman;
W. J. Thiele, Vice-General Chairman.

Chairman Publicity, J. M. Davis.
Chairman Transportation, N. P. Thurber.
Chairman Hall, C. N. Nourse.
Chairman Reception, C. G. Juneau.
Chairman Hotels, G. Grout and Martin Cramer.
Chairman Banquet, E. E. Ross.
Chairman Entertainment, F. N. Hicks.
Chairman Automobile, W. C. Breckenridge.
Chairman Printing, C. Lapham.

Some Daisy!

He was an earnest minister, who one Sunday in the course of a sermon on the significance of little things, said: "The hand which made the mighty heavens made a grain of sand; which made the lofty mountains made a drop of water; which made you made the grass of the field; which made me made a daisy."—*Selected.*

Already Done

The blushing bride-elect was rehearsing the ceremony that was about to take place. "I shall expect you to give me away, dad," she said to her fond parent.

The latter looked up nervously from his paper. "I'm afraid," he murmured, "I've done it already. I told Herbert this morning that you had a disposition like your mother's!"—*Exchange.*

AN ADDRESS BY
PRESIDENT H. E. BYRAM

before the
Central Iowa Chautauqua Association
at
Toledo, Iowa,
on August 22, 1923.

My talk here today is merely an attempt by a practical railroad officer to explain to the best of his ability, conditions affecting the transportation industry and you.

The subject is a big one. The importance of the carriers to national well-being has been pointed out by many men in and out of railroad circles, and need not be developed by me at this time.

It is sufficient to state that without the service of the railroads this country would still be at the stage of development of several generations back, with all its important communities clustered about its lakes and streams and the great fertile interior sections occupied only by those content to eke out a precarious existence away from contact with their fellowmen.

In the early years of the railroads' history there was, of course, a vast domain untouched by the steel rails, and, as the practicability of steam transportation was demonstrated there was much activity on the part of those who realized the opportunities, to push railroad construction as rapidly as possible and be the first into the various promising sections of the country.

In those days of promotion no doubt some things were done that are now being criticised.

Grants were made to the proposed roads—subscriptions were raised by communities interested—and, eventually, the roads were built.

Many promoters took their chances and lost. Others, of course, were more fortunate.

At any rate, the sentiment toward the carriers in those days was one of liberality and encouragement, and railroad securities found a ready market.

After the Civil War instances of speculative building—improper financing—rate discrimination—etc.—brought about a different frame of mind on the part of the public, and more or less criticism of railroad executives.

Growing out of this sentiment, various states enacted laws to regulate the carriers, leading up to the original Federal act to regulate commerce which was passed in the year 1887. Various amendments thereto in ensuing years increased the powers of the Interstate Commerce Commission over rates and service, as well as over accounting methods.

Throughout all these years the railroads were able to consistently reduce the cost of transporting freight because of added experience and improved methods and facilities, and so were able to pay a reasonable rate of return and attract new capital for further development.

However, long before the war the steadily advancing cost of operation reduced the net returns and the carriers were unable to effect further large decreases in expenses by operating economies sufficient to offset the arbitrary increases in costs. The situation was aggravated by the fact that the Interstate Commerce Commission had power to fix maximum rates and to suspend rates initiated by the roads, so that the carriers were then in the same situation that they are now—without power to establish the price of the commodity sold.

Application was made to the commission three or four years before the war for authority to establish higher rates but this attempt was unsuccessful and the financial difficulties of the carriers increased from that time.

When the war began in 1914 about one sixth of the total railroad mileage of this country was in the hands of receivers, which was anything but a satisfactory foundation for the emergency service needed during a great war.

As you will remember, in 1917, the year this nation entered the war, the railroads themselves established a War Board, voluntarily uniting to carry the load in the best possible manner.

Later on Federal operation ensued which continued to March 1, 1920, and during this latter period of 26 months the Government assumed responsibility for the performance of all roads.

You will also remember that during the last year of Federal operation conditions had become so unsatisfactory that there was a great clamor for return of the carriers to private management which was effected under the provisions of the Transportation Act of 1920.

As is true of every other industry, the railroads passed through a preliminary period of promotion and development, during which time all who contributed in any way toward their expansion did so with the idea that there would be mutual benefit.

Land grants by the Government to certain roads in the west were not in fact outright gifts to the carriers without value received, but were aids to the extension of the railroads into new territory with the knowledge that there would follow such extension the development of the country adjacent to the new rails, and a corresponding increase in national wealth.

Unearned Increment

Everyone knows that this actually came to pass. There is no question of unearned increment involved in the increase in value of the railroads' right-of-way for the record of the development of the nation indicates that the carriers, by connecting the areas of production with the markets and making possible the prompt transportation of merchandise from the factories and markets to the consumers, have increased the value of all lands to a tremendous extent and have thus benefitted the public far out of proportion to any benefit the roads themselves may have gained by increased value of their own comparatively small holdings.

This can best be understood by considering the effect on the owners of farms in Central Iowa, for instance, if the rail lines now serving this territory were removed.

With no outlet for the great crops that are raised in this section save that afforded by motor trucks, the owners of the farms would find themselves confronted with a real transportation problem, and would be forced to go out of business, so that, in a very short space of time, the price of the land would drop from hundreds of dollars to but a few dollars an acre, and no one would care to take it at any price.

For this reason, I repeat, the construction of the net-work of rail lines all over the country, has without question brought about the increase in value of all property, and any questionable financial practices of the early days are but a "drop in the bucket" compared with the vast economic advantage gained to the nation through the

development of the present transportation system.

It is not a difficult thing to criticise the administration of any line of business, and the larger it is the more points of contact it has with the general public, with a corresponding increase in points of possible attack.

However, criticism to be of any value must be constructive. No good purpose can be served by mere "gossip."

Every citizen of this country should highly value his privilege of passing fair judgment upon any matter presented for his consideration, and fair judgment cannot be formed upon any question if only those opposed to it are heard.

The "Guaranty"

For instance, much damage has been done the railroads by those who, some months ago, were loudly proclaiming that it did not matter how little net revenue the railroads earned because they were guaranteed a certain percentage by the government.

Some of the newspapers took up this statement and emphasized it, publishing editorials and cartoons to the effect that the farmer was as much entitled to a guaranty as the railroads.

The facts are that, since August 31, 1920, the farmers have had just as much of a guaranty as the railroads—because while it was the intent that the Interstate Commerce Commission should establish such rates as would permit the carriers to earn a fair return upon their value, the railroads as a whole have not earned near this return in any year since the war and this loss can never be regained.

The Valuation

Another sample of this unfair criticism is the statement that the tentative valuation arrived at by the Interstate Commerce Commission was based on the high wage and price levels during the war, when the fact is, as stated by the Commissioners themselves, they took as their base in valuing the property of the carriers, the wage and price levels of 1914, at which time there had been no appreciable advance in wages or prices due to the war.

In this connection it is charged that the public is being injured in some way by "watered stocks".

Our opponents seek to convey the idea that rates are set by the Interstate Commerce Commission at a level high enough to insure payment of dividends upon "watered stock."

As the railroads have been giving a good deal of publicity to the facts about this question, as well as others, I have no doubt that all of you are fully aware that stocks and bonds did not enter into the valuation of the carriers at all.

This valuation was produced in the most careful and painstaking manner by engineering parties formed by the railroads and the government, who went over every mile of road of every carrier—listing every piece of property, every bridge, station, freight-house, shop, coaling plant, water-station, every locomotive and car, every piece of machinery, and every tool from wheel lathe to screw-driver, all rail and ties, digging into ballast at short intervals to see how much has been applied, measuring the cuts and fills to ascertain the amount of earth work done, etc., etc.—so as to get at the real value of each railroad and all its facilities in accordance with the

LaFollette Valuation Act of 1913.

To all these items were applied the costs of 1913 to get at a fair valuation for rate-making purposes, and stocks and bonds had no place in this tabulation.

Up to last year the gigantic task had cost the Government about 23 millions of dollars and the railroads about 62 millions—or a total of over 85 millions of dollars just to prove that the roads were worth what their executives claimed they were more than ten years ago when the question was being discussed by politicians just as enthusiastically as it is now.

At that time the senator who sponsored the Valuation Act stated that the carriers could be valued for about \$2,400,000 and that this sum would be saved more than 150 times in the first year through reduced freight rates.

You all know how this has worked out and should carefully view the advice freely offered by such politicians at the present time in the light of the colossal blunder due to following their advice on railroad questions ten years ago.

Of course, these men are now scurrying about attempting to cover their tracks by throwing a lot of dust in the air and attacking the findings of the Interstate Commerce Commission, but we do not think it possible that they will be able to continue to mislead the American public in this respect.

Executives' Salaries

Another misleading charge is the one about the salaries of railroad officers.

No one likes to publicly discuss the amount of his compensation, but since the railroad executives have had their salaries printed with more or less accuracy and commented upon, they are willing to call to the attention of the public some features that their critics have doubtless overlooked.

In the first place, no attempt has been made to compare the salaries of railroad executives with the compensation received by responsible heads of other concerns.

Railroad officials who are responsible for the efficient operation of hundreds of millions of dollars worth of property, would naturally be expected to receive compensation in proportion to their responsibilities.

But there are many men identified with other business concerns, as well as in the various professions, whose compensation is much greater than that received by the chief executives of the carriers, and it is not apparent why the railroad officer should be criticised on account of his salary while these other men are considered worthy of their larger compensation.

Of course, the public has a right to know whether or not these railroad salaries tend to increase freight rates, and just to show you how little justification there is for criticism in this respect, I have had some figures prepared for the Milwaukee Railroad which indicate that if the executives of this road had worked for nothing in 1922, the average charge for hauling a ton of freight one mile would have been reduced from 1.094 to 1.092, or 2 thousandths of one cent.

This is on the basis of deducting the full amount paid to such officers whose salaries have been criticised, from the \$116,500,000 freight revenues of 1922.

It is apparent that this sum is too small to have any bearing on the question of the present level of freight rates.

It is also freely asserted that the executives receive too large a share of the payroll, thus working a hardship to the other employees.

In 1922 this Company averaged 50,090 employees.

If the executives referred to had worked for nothing and their entire salaries had been spread among these other employees each of the latter would have received an additional 36 cents per month.

Even the most rabid of railroad baiters would not contend that the railroad executives should work for nothing, so that whatever amount they did receive would correspondingly reduce the 2 thousandths of a cent ton mile possible saving in freight charges and the 36 cents per month possible increase in employees' wages.

Irresponsible Criticism

I have pointed out only a few of a number of unfounded charges brought against the carriers by men who are interested in using the railroads as a means of personal advancement. Such men do not need to confine themselves to the facts.

They can make a statement which suits their purposes and go away, leaving it to be repeated and used against the carriers indefinitely without any foundation other than their word.

The responsible railroad officer, however, must confine himself to realities and give "chapter and verse" for every statement he makes.

There is no secret about the desire of different groups in this country for Government ownership of the railroads and certain other industries, and while all those who attack the railroads do not necessarily belong to the same group they are all willing to adopt the same tactics with the hope of embarrassing the transportation system to such an extent that it will be forced into the hands of the Government under some scheme of ownership or nationalization.

We do not think the majority of the people want this.

We, who have been for many years engaged in railroad business, know that no body of men, Government officers or otherwise, can do more toward furnishing this country efficient transportation service at a low cost than those officers who now are in charge.

To gain support for their program our opponents hold out to shippers the promise of important reductions in freight rates, and to employes the promise of increased wages.

This should be sufficient warning to everyone who has any knowledge of the railroad situation.

Financial Situation

There has been in the last few months some recovery from the serious financial condition of the roads as a whole, but it is too early to bank on the outcome for the entire year.

In 1921 the carriers earned only about half of what was designated as a fair return by the Interstate Commerce Commission.

In 1922 there was an improvement but the roads' net operating income was only a little over 4 per cent or about two thirds of the percentage set as a fair return.

This does not mean that 4 per cent was available to the railroads for the payment of dividends, because out of this sum must first be paid bond interest which can be compared with the interest on the mortgage on a farm, for instance.

After that, provision must be made for new facilities, and improvements to the

existing facilities which are chargeable to Capital Account, and do not come out of operating expenses.

If there is a balance it can be used to build up a little surplus in order to establish and protect credit, for the payment of dividends.

While some roads, on account of their favorable locations or previous financial conditions, were able to pay dividends last year, there were a great many like the Milwaukee that were unable to do more than meet their fixed charges, so that dividends were out of the question and it was necessary to buy on the installment plan cars and locomotives needed to handle the country's business.

In view of this situation, with so many roads on the deficit side of the books or close to it, it can be plainly seen that if those who so glibly promise important reductions in rates and increases in wages under Government ownership were able to make good, they would thereby reduce the earnings of the carriers and increase their operating expenses—thus causing a tremendous deficit for the roads as a whole, which would have to be met through increased taxes.

To this increased taxation would have to be added the great sums now paid by the railroads in state taxes, which last year amounted to 305 millions of dollars. The Government does not pay taxes on its own property.

The Milwaukee Road alone paid over 9 millions of dollars to the twelve states served by its rails last year and of this sum over \$1,300,000 were received by the state of Iowa.

Price Fixing

Some of the prominent men who have offered suggestions for the betterment of agricultural conditions have proposed the fixing of prices for farm produce as a solution.

I would like to say a few words in the way of a warning in this connection, for I feel that any such scheme would not be satisfactory to those most interested.

The railroad is an example of price fixing and I think you will agree that the transportation prices, as set by the Interstate Commerce Commission, have not satisfactorily disposed of the financial troubles of the carriers, for they have in no year since the Transportation Act was passed brought to the railroads a fair return as contemplated under that Act, nor has the fixing of the rates by the Government caused any diminution in the criticism of railroad rates.

The arbitrary fixing of prices on any commodity constitutes an interference with the working of the natural law of supply and demand, which, given sufficient time, will bring about a proper adjustment of all industrial problems, and it must be remembered that there are always more consumers than producers of any commodity so that the wishes of the majority would naturally tend to set any price arbitrarily fixed at a lower level than the producer would think proper.

In this connection I might call attention to the fact that the arbitrary disregard of the law of supply and demand has been also working to the disadvantage of the carriers in the maintenance of wage levels at a point higher than the current rates in effect in the great majority of communities reached by their rails so that the roads are denied the privilege of employing men at wages and under working conditions satisfactory to both parties.

Farmer-Labor Movement

The efforts of certain leaders to foster the so-called Farmer Labor alliance is merely a shrewd piece of strategy to divert the attention of the farmer from the fact that the railroads cannot radically reduce the price of the things they sell so long as the present level of wages is maintained, because the payroll is the dominating factor in costs of operation.

This means that it is impossible to make continued reductions in expenses without reducing the payrolls.

The railroads, of course, are willing to continue to pay their employes high wages if the public so desires, but judging from the agitation against the present rate levels it is desired that the roads cut expenses in order to make further rate decreases.

If you are satisfied with the wage scales being paid by the carriers, you are not in position to contend for a reduction in their revenues by decreased rates.

Remember that a 25% reduction in rates would only save each shipper one fourth of the few dollars he pays in freight charges in a year while it would cut off one quarter of the total freight revenue received by the carriers and would be a staggering blow in their present stage of recovery.

So much is being said in the press about the dividends recently paid by certain carriers that perhaps you are not aware that only 77 of the Class One carriers in the United States paid dividends for the year 1922; but of those a number paid their dividends from previous surplus, their earnings not having been sufficient.

A majority of the roads did not earn enough that year to pay any return to their stockholders and 62 roads—like the Milwaukee—did not have enough net revenue to pay their interest charges.

Twenty-eight did not have sufficient operating income to pay taxes and rental of equipment and joint facilities.

I am sure you will agree that such a showing does not justify any attack upon the revenues of the railroads.

It is evident that those who endeavor to place the farmer and railroad employes on the same side of the fence are insincere for their financial interests are not identical except as to the prosperity of the carriers—and this prosperity cannot be brought about by paying high wages and reducing rates.

In other words, as the payroll is the main feature of operating expense it must therefore be the principal reason why the roads cannot afford to further reduce their revenues.

Freight Rates

Have you taken time to consider the real effect of freight rates upon agriculture, compared with the effect of other factors, and the possibility of benefit to the farmer by any proposed reduction in freight charges?

If you have not given much thought to this you may be enlightened, if not surprised, by what I shall now present:

In the first place let me emphasize the most important fact that it is not the few cents increase or decrease in freight rates but the rise and fall in market prices that affects the producer the most.

This is illustrated by the fluctuation in the price of corn, for instance, which ranged from the low point of 46c on the Chicago market in January, 1922, up to 77½c in December last and has since reached a much higher level. On the first

of this month the top market price was 90c or almost twice the low price in January.

This doubling of the market price for corn has occurred regardless of the fact that there has been no change in freight rate on this commodity since January 1st, 1922.

The increase of 15c per bushel in selling price since January 1st this year was 36% greater than the 11c per bushel freight transportation charge from this vicinity—and more than *five times* the amount of a 25% reduction in rates.

To put it another way, the increase in price of corn means that the farmer shipping 1,000 bushels at the present price would get \$440 more now than at the low price of January, 1922, while a 25% decrease in rates would save him only \$30 on the 1,000 bushels.

This practical illustration of the relative effect of rates and prices shows the reason that our friends on the farms are refusing to accept the arguments of political leaders who are following the old tactics of placing upon the carriers the blame for everyone's troubles.

Another feature of this price and rate subject is the fact that a rate reduction does not often benefit the shipper. It usually happens that the market price of a commodity drops enough to offset the effect of a decrease in rates.

For example, the daily current spot price of wheat at Chicago in December, 1921, was running along at \$1.15 and \$1.16 per bushel and was \$1.16½ per bushel on the last day of the month. On January 1, 1922, a rate decrease was made effective amounting to about 2c a bushel from this territory. Do you remember what happened? Did any of you get the benefit of this reduction for which there was such a demand?

On the first business day of January, 1922, the market price was only \$1.06 per bushel—on the 10th it was \$1.11¼ per bushel and then sank down to \$1.04 by the middle of the month.

Who gained by this decrease in rates? I cannot say. It is quite certain no one here was any better off on account of it, but I do know that it cost the railroads a very real and substantial sum.

Who is going to take the responsibility of guaranteeing that you would be benefitted by a further rate reduction? When anyone tries to enlist your sympathy and support by any such promises be sure to ask him how he is going to deliver the goods.

Please take notice that I am not making any fancy arguments. I am merely quoting actual figures, which you can easily verify.

We who are responsible for the proper management of the railroads under the unfortunate conditions dating back to war time emergency practices, are very much concerned about the general industrial situation.

Our business is to haul traffic from one place to another and our revenues of course increase with the increase in shipments from the farms, factories, etc.

No reasonable person can claim that the railroads could derive any advantage from handicapping the farm or any other branch of industry.

It must be conceded that men who have made transportation their life study and occupation know as much about it as those who only stand alongside the tracks and throw stones.

From a selfish standpoint if none other, as you must realize, we are interested in doing everything possible to develop your

business and haul greater tonnage from the farms.

If, therefore, we do not always follow the suggestions of those outside railroad circles, who have not the same dependence upon your material welfare, you are safe in assuming that, in our practical judgment, having all the facts before us, we do not believe the improvement promised would follow the changes proposed.

In another way the importance of the freight rate is being exaggerated.

Rates vs. Taxes

In collecting data concerning the amount of freight charges paid for produce actually shipped from individual farms in this neighborhood for comparison with the amount of taxes paid, the figures, while varying in each case on account of different circumstances, indicate that the effect of increased taxes upon farm lands as a whole is fully as important as the freight rate.

As you of course know a considerable portion of the grain crops are not actually the farm where raised or sold to other farms for like purposes, so that some farms raising a large quantity of grain ship very little or none, and they are therefore not at all concerned with freight rates.

Others feeding most of their grain to stock are more concerned in the rate on live stock than on grain but the taxes on farm property must be paid whether any produce is sold or not.

One or two illustrations will make clear what I have in mind:

From one farm of 100 acres in Oneida Township there was shipped from last year's crop 1,000 bushels of oats and 1,500 bushels of corn.

The freight charges on this grain last year amounted to \$203. On the basis of 1916 rates the transportation charge would have been \$128.

Taxes paid on this farm last year were \$121 as against \$66 in 1916.

That is, there was an increase of \$75, or 50 per cent in freight charges, while the property taxes increased \$55 or 83 per cent.

In another instance a farm of 160 acres in East York Township fed all grain raised and shipped one carload of hogs and 30 head of cattle.

The freight on this live stock was \$157 last year; at 1916 rates it would have been \$108.

The farm taxes paid in 1922 were \$223 compared with \$155 in 1916.

In this case you will observe the taxes were actually much greater than the total freight charge.

I could cite other instances but these will probably suffice to make my point clear. No two cases are exactly alike of course, different conditions as to acreage and ownership, the basis of taxes, etc., enter into many cases and prevent comparison.

In those localities where there are consolidated school districts the taxes paid in 1922 were about three times as great as in the earlier periods.

It is evident that as I have before stated, the Government ownership or nationalization of the carriers would make the tax burdens still greater because the railroads would not then bear their share of the taxes.

The farmer and other citizens would have to go down in their pockets to make up the great volume of taxes now paid by the carriers.

The Stockholders' Contribution

Because the railroads have been doing better the last few months in the way of net earnings and some of them have been able to pay dividends, there has been a disposition on the part of our critics to make it appear that the railroads are on a satisfactory financial basis and that their troubles are over.

These critics would like to have the public forget the long period of unsatisfactory returns and the impairment of credit due to years of failure to earn more than their fixed charges.

Any person who gives serious thought to the situation would understand that a few months of improved net revenues do not make up for extensive financial losses covering a period of years.

The postponement of programs for extensive improvements and additions to facilities of the individual carriers in the last few years cannot be offset by a few months of more satisfactory net income for a portion of the carriers.

Recent Improvement in Conditions

Those who have been responsible for the continuous operation of the railroads of the country, regardless of financial reverses, have had a very real task to perform, and one of the difficult features involved has been the necessity for depriving the hundreds of thousands of persons who have invested their money in railroad stocks from any return on their investment.

I have received a great many letters from the 22,000 stockholders of this railroad—hundreds of whom live in the state of Iowa—asking when dividends are to be resumed.

They refer to their investment in the stock of this Company in good faith and many of them speak of their need of the income which for many years they had received from this investment but which has been denied them in recent years.

Occasionally I notice in the press criticism of the administration of railroad affairs, indicating very superficial knowledge of actual conditions by the critics.

For instance, we have been asked in rather intemperate language why money applied to dividends should not be diverted instead to a reduction in freight rates.

Those who ask this question overlook the fact that this is exactly what has happened on the majority of the roads since the war.

The fact that the railroads earned in 1921 a net operating income of only 3 per cent out of which interest on bonds had to be paid and provision made for financing improvements and additions to property, meant that in that year the stockholders of the majority of the railroads were forced to forego any return on their investment.

In other words, the railroads were not able to increase their rates to an extent that would have been sufficient to protect their stockholders.

The latter, whether they were connected with what is called "Wall Street" or resided in the communities of the West, were obliged to make this contribution to the railroads' patrons.

In 1922 the situation was about the same, with this important exception: freight rates were actually reduced, so that the average charge per ton mile on the Milwaukee Railroad, for example, was 23 per cent lower than the average charge for hauling a ton of freight one mile in 1921.

Had this reduction *not* been made, we would have been able to meet all fixed

charges including interest on bonds, pay dividends to our stockholders, and have a substantial sum left for improvements to property in public interest.

There is no getting away from the fact so clearly shown in this instance—that our patrons have benefitted to the extent of many millions of dollars, at the expense of our stockholders. It is fair to ask—what more than this can be expected of the railroads and their investors?

The railroad is not a natural highway like a river upon which any one at will can launch his cargo and float down to market.

It is artificially created by the actual expenditure of real money and effort, backed by faith in the economic development of the regions served.

It must employ thousands of men and purchase and maintain thousands of cars and locomotives and keep in safe condition thousands of miles of track in order to afford satisfactory service.

There are some 70,000 items on our storekeeper's lists for which we spend many millions of dollars every year outside of equipment.

Coal alone cost the Milwaukee Road about 16 millions of dollars in 1922.

You probably will not have to go beyond your own experience in purchasing the necessities for the farm or store or household to realize the tremendously increased prices which the carriers must pay to obtain the things they need to carry on the transportation business.

Our coal in 1922 cost us about twice as much per ton as before the war. Rail about ten dollars a ton more and equipment at least twice as much per car and last year we had to contract at over \$53,000 per unit for locomotives that cost us about \$20,000 each before the war, and all the thousands of other items were at a correspondingly high price level.

Restricted Field for Economies

With this portion of our operating expenses fixed as to prices and the wages and working conditions of our employes controlled by the United States Railroad Labor Board, we do not have the same opportunities to reduce expenses to bring about a fair net income that are available to most other lines of business.

The only way we can attempt to bring this about is to economize in the use of materials to the fullest possible extent, and develop efficiency of management and operation such as increasing the carload and the trainload, speeding up the movement of cars so that the number available will handle a larger volume of traffic, and things of that sort.

As these activities alone have been proved insufficient to bring about a proper relationship of expenses to earnings, we, of course, are forced to postpone those features of maintenance of the property that do not jeopardize safe operation.

I hope you get the point I am endeavoring to make in this connection—that is—that railroad executives do not have an unlimited field in which to bring about economies and thus offset increased wage and price levels.

It cost the Milwaukee last year in total operating expenses \$3.51 to run a train one mile, while in 1916, the year before the war, operating expenses amounted to only \$1.75 a mile.

Our operating revenues in 1922 were 42 per cent greater than in the year 1916.

Had we been able to hold operating expenses down to the same percentage of increase our financial returns would have

been very satisfactory instead of showing a deficit.

But our payrolls for 1922 were 30 million dollars more than in 1916, although an average of 1200 less men were employed during the year 1922 and, as I have indicated, our material prices were in some cases more than 100 per cent higher than in the earlier year, so that, in spite of strictest economy, and greatest efficiency in 1922 the percentage of increase in our expenses was about twice the percentage of increase in revenues.

Improved Service

We have endeavored to furnish all the service needed by our patrons and, although great inroads have been made on all our revenues by motor-trucks carrying freight and passengers alongside our rails, we have taken off very little passenger train mileage.

The records of all roads of the country as reported by the Interstate Commerce Commission and by the individual carriers, have shown that the roads have been very successful in meeting transportation demands, for they have been, since last summer, breaking all records as to loaded car movements, which shows there has been no letting down in the efforts of railroad officers to give unequaled service regardless of unfavorable conditions.

The provisions for increased traffic that the carriers have been making promise well for still better performance this fall when the heavy movement of crops begins.

It is not so difficult to obtain new cars and locomotives as they can be bought on the installment plan, because equipment can be transferred from one road to another and if the contracting carrier is unable to meet installments the cars and locomotives can be taken from it and turned over to some other railroad better able to foot the bill.

But tracks and terminal facilities, freight-houses, coaling plants, and the large number of other facilities, just as necessary to the prompt movement of crops as are cars and locomotives, cannot be provided on this basis, for such facilities cannot be picked up and turned over to some other railroad. It has been very difficult, therefore, for the roads with their impaired credit to borrow sufficient money to care for the most urgent requirements of this character.

It thus becomes a very serious matter, therefore, when prominent men take the stump in unfair criticism of the carriers and do everything possible to still further impair the credit of the railroads by slandering their executives and proposing all sorts of weird plans to supplant private ownership and operation.

These unjustified charges and the apparent popular support given those who prefer them, naturally cause a feeling of unrest among investors and tend to reduce the market value of securities, and, of course, all this works against the public directly because it prevents the railroads from obtaining the financial backing needed for their improvement program.

I am appealing to you, therefore, with these facts and arguments in the belief that you will consider the source of the attacks upon the railroads and properly discount the unreasonable charges that they are given such wide circulation.

Their willingness to make assertions at the farthest extreme from the truth such as—the guarantee—inflated valuation—Wall Street control—broken down railroad service—high freight rates due to "watered stock"—and the alleged effect of executives'

salaries upon freight rates—plainly indicates that they are not concerned with getting the truth before the public but merely wish to arouse a spirit of antagonism against the carriers, and I am content to leave it to your own good judgment as to whether any cause is worth your support that must resort to a campaign of mis-statements and unfair accusations to gain its ends.

These irresponsible leaders are passing around smoked glasses and asking you to view the railroad situation through them.

I submit that that is not a fair thing to do for the railroads have nothing to fear from a clear unobstructed view of their condition and performance and so far as I have time and ability so to do I shall endeavor to give those who care for them the facts about the carriers.

The rest of it is in your hands, and I firmly believe nothing any citizen can do today is of greater importance to the industrial and social welfare of the nation than to rebuke those radicals and others who feel that they can advance their own personal interests by jeopardizing the industrial, social, and spiritual institutions of this great nation.

ACTION TAKEN BY MILWAUKEE-PUGET SOUND PIONEERS CLUB

Tacoma, Wash., July 12, 1923

At the Annual Business Meeting of the Milwaukee-Puget Sound Pioneers Club held at Tacoma, Washington, on July 12, 1923, the following resolution was presented and on motion duly made and seconded, was unanimously adopted:

"WHEREAS, we have viewed with increasing concern the many unjust and underserved attacks which have been made on the railroads of the country since the termination of Federal control, and

"WHEREAS, many of said attacks are based on false statements and are made by persons seeking to destroy confidence in the private management of railways and for the purpose of securing Government ownership of the properties, and

"WHEREAS, it has been shown by experience in foreign countries and by Federal control in this country, that Government ownership and operation is wasteful and inefficient,

"NOW, THEREFORE, BE IT RESOLVED, that the Puget Sound Pioneers Club of the Chicago, Milwaukee & St. Paul Railway is opposed to Government ownership or operation and we deprecate such false statements, and trust and believe that the employes of the Company will not permit themselves to be misled thereby or to become parties thereto, and

"BE IT FURTHER RESOLVED, that we recognize that the high class of service to which the public is entitled can be obtained only by the co-operation of the employes, and to secure this and defeat the movement for Government ownership we pledge our full support to the management of the

Pioneer Club 7th Annual Meeting Held at Tacoma, Wash.

Reported by L. S. Cunningham

Pioneers arrived on No. 17, July 11, registered at the headquarters, Olympus Hotel, where the usual number of lies were peddled and old acquaintances were renewed. At 6:30 p. m. all gathered at the commercial club rooms for the banquet and the way those birds put that chicken away was awful. E. A. Lalk presided as toastmaster and was a bear at the job.

Some very interesting talks were made by H. B. Earling and Macy Nicholson. Andy Devine was also making a fine talk when the Mrs. pulled his coat tail and he had to sit down. Dr. H. G. Willard was next on the list explaining that he knew most of us "Inside and Out." Vaudeville and music entertainment was rendered during the banquet.

The next morning at 9:30 a. m. everybody boarded the steamer Sioux, chartered for the occasion, and departed for Delano beach. This steamer was secured through the efforts of Messrs. A. J. Kroha and H. B. Earling, and the compliments of the Puget Sound Navigation Co., and all that attended the picnic expressed their appreciation. It was sure "some boat." We landed at the beach after chasing a flock of Goe Ducks 6 miles and digging 8 miles, we secured enough of these birds to boil up a delicious soup. Mrs. Delano served us Goe Duck soup and a delicious spread, after which all gathered for their picture. After the picture the baseball game was called between the engineers and conductors.

Umpire G. H. Roosevelt, of the General Electric Co., and a nephew of the famous "Teddy", called the game and the hogheads took the field, winning the "toss" from the pencil pushers. The conductors were found easy picking for the fast team organized under the efficient management of Engineer Calehan; Engi-

neer Quinn strained a tendon in the second inning and was forced to retire, cap, suit, stockings, shoes and all. J. E. Brady took his place, playing a wonderful game at first base, making only 10 errors. The hogheads knocked Roebeck for the conductors out of the box in the second inning, scoring 17 runs. Herb Love came to their assistance and held the champions scoreless the balance of the game. Foshag, pitching for the engineers, pitched a wonderful game. Score: Engineers, 17; conductors, 8, deciding the championship question until next year at Spokane.

E. Lewis, of St. Maries, ate so many clams at the clam bake that we had to roll him on the ground. The ladies put away quite a few themselves. P. T. O'Neill, of Spokane, is also some clam eater. Carmody's Jazz Band kept the music going in fine style all day. The feature of the day was the hydroplane that landed at the beach in charge of the Barnes boys, of American Lake, and secured by the entertainment committee. After "Slippery" Slightam broke the ice and went up for a flight, several others followed, including John Hurley, Mr. and Mrs. W. R. Young, Chas. Shriver and daughter. "Slippery" says that's the fastest thing he ever rode in, and having mastered the giants of the rail he figures now on taking up aviation as a side line.

Later, dinner was served, after which all "beat it" for the dance hall and Carmody and his jazz hounds sure served it up in grand fashion. When the hour of 9:30 arrived we were homeward bound, still jazzing to the tunes of "Aggravating Papa, You Gotta Kiss Your Mamma Every Night," and "Barney Google," arriving Tacoma 11:00 p. m. Resolved never to miss a Pioneer Meeting as long as such an organization existed.

"Casey" Wm. Jones was elected president for the next year, L. S. Cunningham secretary and treasurer, meeting to be held

J. E. BRADY,
President.
E. H. FOSTER,
Secretary.

in Spokane, Wash. Casey says "Tell 'em I'm on the job," and when Casey speaks he always says a mouth full. Oh my! Such a time.

Paper by Engineer Richardson
Read at Cost Conservation Meeting,
Savanna, Ill., July 20, 1923

To the Chairman and Members of the Fuel Conservation Committee Illinois Division.
Greeting:

When I received the invitation to this meeting I expected to be present, but conditions have changed so that at this writing I am not sure of it; but if I am not with you in person, I will be in spirit.

As I understand it, we are called together very much as a clinic of MD's. It has been decided by the Faculty (our officers) that a member of the family (the Illinois Division) is very much in need of the services of a physician; in fact the case being that of consumption (not pulmonary) but of a bituminous nature—will need a staff of internes to attend the patient, who no doubt has been suffering with this malady for a number of years. So now, owing to a press of other cases also of great importance, the Professors have called their assistants to take charge of this particular case, and have already diagnosed the symptoms as that of consumption, which we all know is a wasting away of tissue, and as this is Bituminous Consumption, we are called together tonight to find means to stop this waste if possible and while we may not be able to find a complete cure at once, we may and should find some tonic

(Continued on page 48)



Slogan of All the Railroads

Safety First is the slogan of all the railroads throughout the country.

The definition of Safety is a state of being safe; freedom from danger, hurt or loss. The definition of First is foremost in time, place, rank, value, etc., and we as a part of Safety workers can help to make those words come true.

It is not by regretting what is irreparable that good work is to be done but by making the best of what we are. It is not by complaining that we have not the right tools, but by using well the tools we have that Safety First will be insured at all times.

Life like war is a series of mistakes and he is not the best general who makes the fewest false steps. Forget mistakes and organize victory out of past mistakes. And if each of us do our duty as we see it from day to day it will help to protect not only ourselves but others as well.

Safety First means as well being on the job at all times of the day or night and not asleep at the switch. In the great community to which we belong, there are certain primary functions without which modern life is impossible—these are agriculture, manufacture and transportation, they hold the world together raising things, making things and carrying things. Sometimes things look rather discouraging, but the hope we have of bettering conditions is always there, and as long as the foundation stands firm a better building is always possible and Safety First is the foundation for the building.

The best service any man can do to be foremost in time, place and rank is to be loyal to the work of which he is a part. It is not the man that counts, who says if there is anything I can do be sure to let me know, but the man who without fuss or tooting of horns comes in on the home stretch with a boost that warms your heart strings. It is not the one who pays compliments, but the one who upholds on hands. It is easy enough to be gracious to those who flatter your vanity but it takes hard sense to realize the justice of a decision contrary to your sworn ideas of right and wrong.

Safety First means watching your daily habits and those of your fellow workers. If you see they are careless in their daily duties do not hesitate to tell them. We are never too old to learn. You are only protecting your own interest as well as the man you work for when you help the other fellow see his mistakes. And now let us all make Safety First our motto as well as the railroad company's.

*Harry Clark,
Engineer, C. M. & G. Railway Co.*

"A Man Is as He Thinketh"

I have been attending Safety First meetings more or less regularly since they were introduced on our railroad and have watched their growth and great value. At first we considered these meetings as a day of outing "with pay" rather than an important business proposition. Gradually

it has grown until now we all regard them as the most important meetings of employees.

The wonderful good resulting from their unified efforts and cooperation of the different drafts is almost incalculable, and as a result, the decrease in accidents and deaths is marvelous. It was considered by some that these meetings were an expensive proposition but our railroad managers always considered it money well spent and it has proven that it was like "bread cast upon the waters".

Each one of us then should do something to further this movement until accidents and deaths are reduced to the minimum, and every employe should contribute a part of his leisure moments to evolving new ideas and methods that will safeguard and protect himself and his co-workers. I will therefore present the subject of "thinking".

He has the ability to correct his habits of thought and can even change his character. If he will constantly think and practice the thoughts that will elevate his fellowmen, he will also elevate himself. We can think faster than we can act but if we act before thinking we usually meet danger and frequently accidents. Therefore, let us think before we act.

Mental efficiency equips us for active lives, and I believe we all possess or can acquire it. If we all constantly think before we act, we will accomplish much toward Safety First. If we practice thinking, we educate ourselves, promoting ambitions for advancements and betterment for ourselves, our families, and for our fellowmen. Conscientious thinking promotes loyalty, loyalty to God, country, employer and to the golden rule.

We all know that we cannot serve two masters, that is safety for one and carelessness for another. So let us each adopt the Bible teachings and be in fact "our brother's keeper", helping him to think, and build a character foundation for him when necessary. We will then be actually Safety First workers and I believe, will receive the commendations of our employes, and the support of our co-workers.

*J. A. Calvert,
Local Freight Agent, Ottumwa.*

"A Stitch in Time Saves Nine"

Safety First from the viewpoint of a train dispatcher is, I imagine, much the same as the viewpoint of any other craft on the railroad. Safety First has ceased to be a fancy and is now regarded as an essential. In the days before the present art of railroading, a certain fatalism was to be encountered in all branches of railroading. The creed was then that if a man was fated to be injured or killed on a certain day, such event would surely take place, no matter what safety precautions were taken. Fortunately the general trend of progress has been for the enlightenment of those who persisted in this belief and now the old saying "a stitch in time saves nine" has become a slogan.

All train dispatchers realize the great importance of Safety First in all train movements. They are aware that many

lives are under their direct care and with the help of the organization at large, the dispatchers cause the most stringent carefulness to be observed in all departments to prevent injury or loss of life.

Man does not usually kill out of sheer wantonness, and we read of the terrible agony that murderers pass through after they have come to a full realization of their hot blooded act. Such thoughts that a man has taken the life of a fellow being prey constantly upon the mind of the taker and eventually the punishment is received, for the mills of the gods grind slowly but they grind exceedingly fine.

The reason of such prologue is to bring before us with extreme vividness the result of a small act of carelessness. We have all, I am sure, at one time or another committed some act of carelessness which may have or may have not, as the case may be, resulted in the death or injury of another. That small piece of carelessness might have been obliterated by a very, very small effort on our part.

We are on a strange topic with the oldest subject known, self preservation and the preservation of our fellows. Man is the most perfect, withal and the most delicate of all of God's creations, and while the strides of scientists and surgeons have been large in the substituting of God created parts of the human anatomy, at best they are makeshifts, and never will man be able to replace any given part of the anatomy with the perfection in which they are given us by the Creator. This being a fact it is hard to conceive why men will persist in carelessness in this dangerous business, to think of permanently maiming a man and even to the causing of his death should be a cankerworm that would put us constantly on the alert to do our little bit to prevent accidents. It is not he alone that suffers, but the ones near and dear to him and his dependents who must suffer also.

Much has been done to eliminate chances of accidents and many suggestions have been made, yet much remains to be done. We must draw from the bags of our experience, teaching the younger ones how to avoid the pitfalls and exercise their care until we have a railroad as free from accident as possible. Tiny details build a great fabric and weakness in tiny details weakens the fabric. Eliminate therefore, the weakness of the details. It is bad enough to hurt or maim in hot blood but the coldbloodedness of neglect and carelessness are almost unforgiveable, remember that maimed parts of a man's life can never be replaced. It may be that because of another's carelessness you will be the victim and your loved ones left without a provider. If by example you show your willingness to avoid accident, then you may expect that others will be as considerate of your safety, and when we all acquire the right spirit, doing everything to provide for the safety of our fellow workers as well as ourselves, then indeed the fatalistic spirit might enter into the scheme of our lives.

*W. J. Hayes,
La Crosse Division.*



Freight Claim Prevention

The Committee on Freight Claim Prevention of the American Railway Association, in a recent bulletin addressed to Chambers of Commerce, Traffic and Transportation Clubs, Trade Associations and Publications, calls attention to the present general efficiency in handling freight Loss and Damage settlements.

Emphasizing the progress of claim prevention activities, the bulletin calls attention to a reduction of 10.7 per cent in the number of claims presented, comparing 1922 with 1919, and a reduction of 51.8 per cent in the amount of money involved. The bulletin further shows that while the number of freight service irregularities responsible for claims and payments therefore were so reduced, the time taken to settle has been shortened considerably and since 1921 29.5 per cent fewer claims have been carried over unadjusted from month to month.

Record Breaking Traffic and Operating Efficiency

On the threshold of what promises to be the greatest freight transportation movement in history, it is interesting to note a current editorial by the *Railway Age*, commenting on recent railway operating accomplishments.

"The country is witnessing almost if not quite as large an increase in freight business as ever occurred in its history, and is also being given the benefit of probably the greatest increase in operating efficiency in the history of its railways," says the *Railway Age*.

It points out that between 1910 and 1913 the increase in freight business was about 47 billion tons carried one mile, and between 1913 and 1916 about 45½ billion tons carried one mile.

"These are the largest increases in freight business that ever occurred in the past," says the *Railway Age*. "The increase between 1920 and 1923 is comparable with that between 1910 and 1913 and that between 1913 and 1916. The business of the year 1920 broke all records and was followed in 1921 and 1922 by a heavily reduced traffic. Up to and including the week ended July 21 this year, the number of cars of freight loaded was 11½ per cent greater than in the corresponding part of 1920. In the first four months of the year an increase of 11.4 per cent in car loadings resulted in an increase of 10 per cent in tons carried one mile. It is reasonable to conclude, therefore, that the number of tons carried one mile in the first seven months of the present year exceeded the ton mileage of the corresponding months of 1920 by 10 per cent. If the traffic of the entire year should be 10 per cent greater than that of 1920, the total increase over 1920 would be about 45 billion ton miles, which would closely approach the previous record increases.

"In almost all past years traffic has steadily increased until it reached its maximum in the late summer and early fall months. The largest freight

business ever handled in four months of any previous year was in July, August, September and October, 1920, total car loadings in these months being 16,337,107. It is an interesting fact that the total car loadings in the four months ended on July 21, 1923, were slightly larger than in these previous record-breaking summer and fall months of 1920, being 16,524,469.

"Perhaps the most remarkable fact relative to the largely increased freight business being handled this year is that in spite of it the car shortage which existed early in the year has been changed to a car surplus which is steadily increasing. In past years of heavy business, such as 1916 and 1920, the large increases in traffic resulted in car shortages. On September 1, 1920, for example, the car shortage reported was about 140,000 cars. On the other hand, while in the early part of the year 1923 there was a car shortage, in the week ended July 21, when total car loadings amounted to 1,028,927 cars, the highest record ever made in any week, there was a net surplus of almost 72,000 cars.

"The reason for the success of the railways in handling such a largely increased traffic without any car shortage cannot be found in the increase in their facilities which has occurred since 1920, because the increase in facilities has been small. The explanation is to be found in a remarkable, and perhaps unprecedented, increase in transportation efficiency. Detailed operating statistics are available only for the first four months of 1923, but these, when compared with statistics for the corresponding part of 1920, are sufficient to tell the story.

"The average number of tons carried one mile daily by each car increased from 445 to 501, or almost 15 per cent. The average miles traveled by each car daily increased over 19 per cent. The average number of cars hauled in each freight train increased 10½ per cent. The average tons per train increased from 671 to 700, making a new high record for this time of year.

"The fact that freight business has continued steadily to increase throughout the year thus far is a very good indication that it will continue to increase until the end of October. Assuming that this will be the case, the transportation situation that will exist in the fall and early winter months is a subject for interesting speculation. The increase in car loadings thus far this year has been 11.4 per cent as compared with 1920, and there seems at present no good reason for doubting that relatively this great an increase in the business offered to the railways will be maintained. The largest number of cars loaded with freight in any week in 1920 was in that ended October 16, and was 1,018,539 cars. If the demands of shippers for cars be maintained on the same scale as in the first seven months of the year there would be a demand, when business reaches its peak in October, for the loading of approximately 1,236,000 cars.



Defective Equipment

When freight is damaged as the direct result of the condition of the car into which it is loaded, the claim that follows is charged to "defective equipment."

In many cases the car is not bad order, nor, in fact, defective, it is merely unsuitable for the commodity loaded.

The prevention of claims caused by defective equipment, is chiefly a question of selecting a car, having in mind the commodity to be loaded and making proper inspection before loading.

In this connection bear in mind the importance of the record of inspection, Form 1314. Loading a perfect car MAY NOT prevent a claim, unless a clear record of inspection can be shown.

Two Vouchers

Two vouchers just left to settle two claims; one was for \$514.50, in payment for loss and damage, the result of a derailment. The other voucher was for \$1,247.30, in payment for loss and damage, the result of neglecting to ice a delayed car of fresh meat. Who would have thought that missing an icing would cost the railroad more money than a wreck?

"Rough handling has been defined as, 'either too rapidly starting or stopping the movement of a package, car or train, or applying the necessary forces for stopping or starting on much too small a portion of the package, car or train.'

"Speed then is the principal contributing factor in the rough handling of cars; the draft gear capacities probably rank next and the remainder is made up of much smaller items, but it all starts with speed, and if this can be controlled or limited, the other facts will take care of themselves.

"When cars collide, the reaction forces between them do not increase directly with the velocity but at a much faster rate.

"There are many cars now in service equipped with gears which close at an impact velocity of 2 M. P. H. and for these cars, that is the safe coupling speed. But there are also many cars which have higher capacity gears, and what is rough handling for the lighter equipped cars is perfectly safe for the others. Where should the line be drawn? One prominent railroad official who has given considerable study to the subject, says the lower limit should rule, in spite of the fact that it would slow up operation some, while others say, 3, 4, 4½ and 6 miles per hour are safe, and that the higher limit must be used, if the cars are to be moved with any dispatch. In one case it is no damage at the expense of time; in the other a saving of time at the expense of probable damage.

"If it is assumed that some speed of coupling, starting, etc., is generally adopted which is a compromise between opinions, desires, necessities and what data is available, and it will be considered that a car is handled improperly if coupled at a speed higher than the one adopted, how can the car movements be controlled and supervised, and violations detected? Only specific cases with facts will make an impression and it is difficult to get these by inspection, for crews are usually more alert if they know an inspector is around, and at night it would be almost impossible to get the necessary information. There remains only one other way, that is, by placing some reliable recording device in the cars which will definitely measure the degree and number of shocks which the cars receive and the time at which they occur; from which the place or places can be located."

Campaign "Safe Handling of Household Goods" During September, 1923

The proper and safe handling of shipments of Household Goods presents a difficult problem, particularly because of the constantly growing volume of this business and the heavy loss and damage in connection therewith. The cost to the railways in claims paid last year was over \$700,000, not to count the expense of making thousands of investigations and adjustments.

These shipments are of an intimate personal nature and the annoyance and dissatisfaction caused to the owners of the goods are greater than indicated by the figures of claim payments made. A comparatively small claim of this character is likely to cause bad feeling against the railroad which handled the shipment.

We believe that this situation is serious enough to call for special attention and have, therefore, arranged for a special

drive during the month of September, 1923, for Better Packing, Marking and Handling of Household Goods. In this drive, we shall have the hearty co-operation of the National Furniture Warehousemen's Association, the American Warehousemen's Association and the American Railway Express Company.

It is the intention to issue appropriate educational circulars during this drive which will be sent to you later for distribution; also to ask your assistance, through local agents, in securing newspaper publicity for the objects of the campaign. Radio messages will be broadcasted in all parts of the country.

As a preliminary step, will you please notify your representatives particularly interested in claim prevention, and have the subject docketed for discussion at all local and other prevention meetings which may be held this month for the purpose of discussing ways and means of making the campaign a complete success on your line.

We are counting on your full co-operation and urge that everything possible be done to stir up local interest in this campaign to secure the greatest permanent benefit therefrom.

To Stevedores and Other Employes Who Stow Freight

Following the receipt of a shipment properly prepared for forwarding, it is now in condition for loading into the car that will carry it safely to its destination.

The Stevedore being the "advance guard" of the platform force, he should start the working day by keeping the platform free from rubbish, also clear of freight. As he opens the cars and places the gang planks, he prepares the way by an inspection so that loss of or damage to freight may not result from leaky roof, sides or doors, filth, waste, oil, grease, acid spots, odors or other substance, also by pulling out all projecting nails and covering protruding bolt heads.

When car is properly prepared for the stowing of freight shipments, it is the Stevedores duty to see that car stamps and pads are placed inside near doorway and that guide boards are in designated place, also removed and properly stored away when the loading of car is completed. (See instructions governing the operation of Freight Stations).

Stow freight so that it will ride safely, placing the light pieces on top and the heavier ones on the floor, keeping sacked goods away from the door, seeing that sacks and rugs are not placed where they will be torn by rough edges or corners of other freight, and keeping clean freight away from shipments of oil or other commodities which are likely to injure it. Try to face all consignment marks upwards or to the outside which is very helpful when unloading.

Liquid in barrels and such commodities that are liable to damage other freight, should be so loaded and secured in cars that damage from such source may be reduced to a minimum.

Judgment should be used in loading commodities shipped in pails or friction top cans to see that tops are up. Hooks should not be used in handling freight in sacks or bales that would be damaged thereby. Shipments that give off contaminating odors should not be loaded in close proximity to other freight susceptible to the absorbing of such odors, nor should such class of freight be loaded in refrigerator cars. Empty containers such as acid carboys, acid drums, oil or syrup barrels must not be loaded on top of other freight, experience proving that they are never really empty but contain enough of original contents to cause damage.

Explosives and other dangerous articles must be given special attention as to location in car, blocking and sanding, to avoid damage to other freight and equipment. Cars containing such articles should be placarded according to current instructions.

Familiarity with I. C. C. and Bureau of Explosives regulations, also loading rules and illustrations published by the American Railway Association is essential, and Stevedores should be particular to study these.

Light, fragile packages and packages marked "This side up," should receive special care in unloading from trucks and so placed in cars as to prevent same being crushed or otherwise damaged by heavier freight, as result of ordinary handling.

Prevent the loading of commodities into first class clean cars that might possibly damage the equipment and result in claim

on subsequent shipments of high class freight.

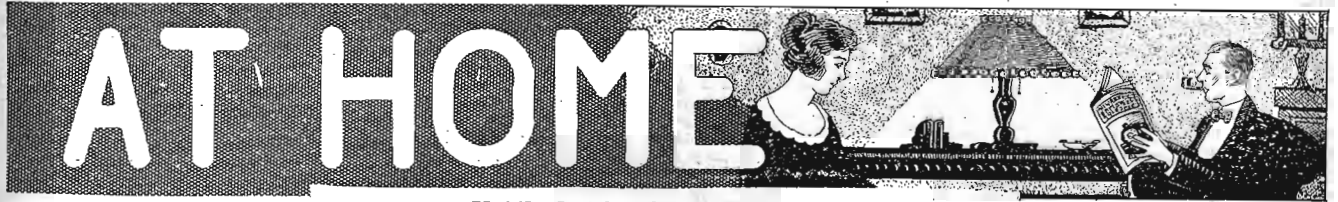
Do not load freight in the doorways of cars, without door protection as it is liable to shift against doors while in transit and damage may result when doors are opened.

In the loading of "way freight" cars to be handled by local freight crews, every effort should be made to load the freight in station order to avoid possibility of damage as result of handling over freight for other stations to locate that for particular destination; also to save time and expense on the part of the local crew.

When loading is completed, trim down the load so that it

will ride safely and make sure that freight is so loaded that it will not topple against and bulge out car doors in transit. This last step is of the utmost importance for all the watchfulness exercised during the day may be of no value if the load is not trimmed down securely before forwarding.

The "Proof of the pudding is in the eating." The safe arrival of car at its destination with contents in perfect condition is a clear indication of the thoroughness with which your work was done. During the month of August we are going to give special attention to the loading and stowing of freight. We hope to make a fine record and are counting on your help,



HAZEL M. MERRILL, Editor

School Days

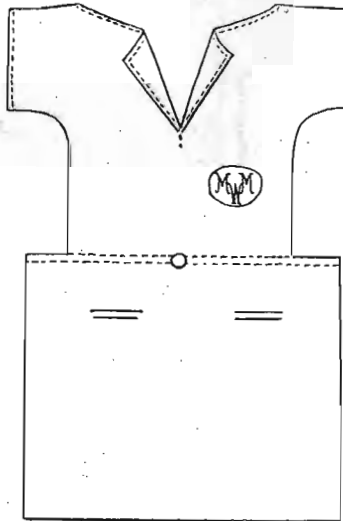
Well, don't you think my "understudy" did such a good job and wrote such a very interesting article (which is evidenced by the fact that so many have commented on it, saying how much more interesting it was than fashion notes, etc.) I do, and when I returned from my vacation I tried hard to resign in her favor, but so far my resignation has not been accepted. Here's hoping. Why, I met a man while on said vacation who, not knowing, of course, that he was talking to the "At Home" Editor herself, said he thought the magazine would be greatly improved if we were to omit the styles and the household helps, etc., and devote the space to things of far more importance. Now far be it from me to mention what he considered of more importance, but how about it, ladies—isn't it absurd—fancy anything being of more importance than fashions, household hints, hope-chests, fancy work suggestions, good things to eat, but there, I believe the gentleman did not want "Good things to Eat" omitted. Anyway—ladies—your favorite part will not be left out, as I have consulted with "Ye Editor" and she says that if the readers of the magazine are to continue to read and like the magazine they have to be supplied with plenty of things to read that they want to read, among which are style talks and that like, for the women folk, and we all know she knows—so there.

Speaking of vacations, the department stores are displaying signs everywhere—"Get Ready for School Week." The vacation has seemed so short, you say—just you wait you girls and boys until you leave school days behind and perhaps take up duties in an office and thereafter have to content yourself with *two weeks'* vacation each year—what will you say to that?

Clothes for children for school should be practical and serviceable, plain and neat with possibly a touch of hand work. For little tots in kindergarten, and those just entering school, little chambray bloomer frocks are neat and pretty; for the older girls, there are practical school dresses of twill or serge, made with straight lines, with embroidered pockets and white collar and cuffs.

Wool jersey is good material for the utility dress, whether to be worn by the young school miss or the office girl; and a simple but exceedingly pretty frock of this material may be easily made at home, and in an evening or two. Wool jersey is woven, as you know, in a tube, and it comes in pretty dark shades especially adaptable for the fall and winter. One

length, allowing for a good deep hem, and sufficient for a belt, makes the dress I speak of, and the drawing herewith shows in a crude way, how it will look after being cut out but before sewing. The mate-



rial is cut in at the low waist line and shaped up and around to form the waist and kimono sleeves, and this should be done according to measurement of the one for whom the dress is to be made. The bateau neck is opened in front and the lapels laid back; the skirt is gathered into the sides where they have been cut and the only seams are the under-arm. If longer sleeves are desired, buy enough to make a pair of regular one piece sleeves and cut the dress straight up the sides instead of making kimono sleeves; or piece down the kimono sleeves, which is easily done. Handwork finishes the neck and lapels and should be added where the kimono sleeves are pieced, as well as to finish the bottom of the sleeve. Pockets are set in. A narrow tube belt finishes this exceedingly pretty frock. Wool jersey is especially pretty in dark blue, grey, rose, beige and white.

Fall Forecastings

A certain flare is evident in the new fall frocks, and there are tiers of circular ruffles on some of them; and sometimes the ruffles are lined with bright colored crepe. Thus a navy poiret gown has three deep circular ruffles lined with bright green crepe and the touch of green looked out from the bottom of the bell sleeves. Very pretty.

Velvet will hold its own again this win-

ter, and your last year's velvet gown may be touched up with a smart little coat of printed or embroidered velvet in self or contrasting color.

Soft finished fabrics like duvetyne promise to be popular, but plenty of twills are seen and they are softer and more silky than ever.

Suit coats will be generally longer, and most of them are quite "boxy" and are bordered with fur. Coat collars are high and always of fur.

Bobbed hair is said to have quite entirely "gone out" on this side of the sea, but in Paris, the French women are just beginning to take it up, and one fashion writer tells us that over there they "enfile the hair, or cut it in tiers, following the lovely curving lines of the head."



Gordon Phillip, Son of Master Mechanic W. J. Hughes.



Dorris and Dorothy Bradbrooke, Twin daughters of Switchman and Mrs. C. H. Bradbrooke, Kansas City Terminals.

FASHION BOOK NOTICE

Send 12c in silver or stamps for our UPTO-DATE FALL & WINTER 1923-1924 BOOK OF FASHIONS, showing color plates, and containing 500 designs of Ladies', Misses' and Children's Patterns, a CONCISE and COMPREHENSIVE ARTICLE ON DRESSMAKING, ALSO SOME POINTS FOR THE

NEEDLE (illustrating 30 of the various, simple stitches) all valuable hints to the home dressmaker. Address Miss Hazel M. Merrill, 1241 Railway Exchange, Chicago, Ill.

The Patterns

4456. Ladies' Dress.—Cut in 7 Sizes 36, 38, 40, 42, 44, 46 and 48 inches bust measure. A 38 inch size requires 5 yards of 40 inch material. The width at the foot of the dress is 2½ yards. Price 10c.

4404. Ladies' House Dress.—Cut in 7 Sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. A 38 inch size requires 4¾ yards of 32 inch material. The width at the foot is 2½ yards. Price 10c.

4476. Girls' Cape.—Cut in 5 Sizes: 4, 6, 8, 10 and 12 years. A 10 year size requires 2¾ yards of 40 inch material. Price 10c.

4394-4418. A Jaunty Two Piece Suit.—Jacket 4394 cut in 6 Sizes: 36, 38, 40, 42, 44 and 46 inches bust measure. Skirt 4418 cut in 7 Sizes: 3 for Misses, 16, 18 and 20 years—and 4 for Ladies, 31, 33, 35 and 37 inches waist measure. To make the suit for a 38 inch size requires 5¼ yards of 40 inch material. The width of the skirt at the foot is 2½ yards. TWO separate patterns 10c FOR EACH pattern.

4477. Girls' Dress.—Cut in 4 Sizes: 8, 10, 12 and 14 years. A 10 year size requires 3¾ yards of 36 inch material. Price 10c.

4487. Ladies' "Cover All" Apron.—Cut in 4 Sizes: Small, 34-36; Medium, 38-40; Large, 42-44; Extra Large, 46-48 inches bust measure. A Medium size requires 5½ yards of 32 or 36 inch material. Price 10c.

4471. Girls' Dress.—Cut in 4 Sizes: 6, 8, 10 and 12 years. A 10 year size requires 3¾ yards of 27 inch material. Price 10c.

4474. Child's Dress.—Cut in 4 Sizes: 4, 6, 8 and 10 years. A 6 year size requires 2¾ yards of 27 inch material. Price 10c.

4486. Ladies' Dress.—Cut in 7 Sizes: 36, 38, 40, 42, 44, 46 and 48 inches bust measure. A 38 inch size requires 5¾ yards of one material 36 inches wide. The width of the skirt at the foot is 2¾ yards. Price 10c.

4472. Girls' Apron.—Cut in 5 Sizes: 6, 8, 10, 12 and 14 years. A 12 year size requires 2 yards of 27 inch material. Price 10c.

4079. Misses' Dress.—Cut in 3 Sizes: 16, 18 and 20 years. An 18 year size requires 5 yards of 32 inch material. The width of the dress at the foot with plaits extended is 2¾ yards. Price 10c.

4439. Boys' Play Suit.—Cut in 3 Sizes: 2, 4 and 6 years. A 4 year size requires 2¾ yards of 32 inch material. Price 10c.

Good Things to Eat

Ripe Tomato Pickle. Three pints tomatoes, peeled and chopped; one cup chopped celery; four tablespoons chopped red pepper; four tablespoons chopped onion; four tablespoons salt; six tablespoons sugar; six tablespoons mustard seed; one half teaspoon clove; one half teaspoon cinnamon; one teaspoon grated nutmeg; two cups vinegar. Mix in order given, place in stone jar and cover. Let stand one week before using. This pickle is wonderfully good and it will keep a year.

Chow Chow. Two quarts small green tomatoes; 12 small cucumbers; 3 red peppers; one cauliflower; 2 bunches celery; one pint small onions; 2 quarts string beans; ¼ lb. mustard seed; 2 oz. turmeric; ½ oz. allspice; ½ oz. pepper. Salt. One gallon vinegar. Cut vegetables in small pieces, cover with salt and let stand twenty-four hours. Drain. Heat vinegar and spices to boiling point, add vegetables and cook until soft.

Eggs Au Buerre Noir. Put one tablespoon butter in hot pan when melted, slip in carefully, four eggs, one at a time. Sprinkle with salt and pepper and cook until whites are firm. Remove to hot platter. Now in same pan, brown two tablespoons of butter, add one teaspoon of vinegar and pour over eggs.

Pralines. Two scant cups of powdered sugar; one cup maple syrup; one half cup cream; 2 cups hickory nut or pecan meats, cut in pieces. Boil the sugar, syrup and cream until it forms a soft ball when tried in cold water. Remove from fire and beat until creamy. Add nuts and drop from tip of spoon on buttered paper.

Moonshine Cake. To the whites of ten eggs, add one quarter teaspoon of salt and sift in ¾ teaspoon cream of tartar and beat until stiff. Beat yolks of seven eggs until thick and lemon colored and to this, add two heaping tablespoons of the beaten whites. To remaining whites, add gradually one and one half cups of sugar which has been sifted five times. Add one teaspoon almond extract and combine the two mixtures. Cut and fold in one cup of cake flour measured after five siftings. Bake in angel cake pan, first dipped in cold water, in a slow oven one hour. It is a good plan to have a pan of hot water in the oven during the baking. Cover the cake with a

Maraschino Frosting. One and one half cups sugar; one half teaspoon cream of tartar; one cup water; whites of two eggs; one half teaspoon of maraschino. Put sugar and water in saucepan and stir to prevent sugar from sticking to sides. Heat gradually to boiling point and boil without stirring until syrup will thread from tip of spoon. Pour gradually over the beaten egg whites, beating constantly until of right consistency to spread. Sprinkle with

almonds, blanched, shredded, and baked until they are a delicate brown.

Household Suggestions

The use of picture wire has been extended to brooms, mops, brushes, and all kinds of kitchen utensils, instead of string or cord, and found to be very satisfactory.

A neat wooden cover for laundry tubs will keep the tubs clean when not in use and also serve as a table when ironing or doing other work in the laundry.

A heavy strip of asbestos, about ten inches wide, tacked across the end of the ironing board makes a handy place to rest the iron instead of a stand which is usually in the way.

If gum is rubbed with a piece of ice it can easily be removed from clothing.

Wrap a piece of paper, in which butter is enclosed, around the knife, and the butter will cut evenly and will not stick to the knife.

If a cake is frosted on one of the removable shelves of your bread and cake box, on which a piece of waxed paper has been placed, there will be no question of it not fitting in the box.





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

On August 16, LaCrosse Division Conductor A. C. Bischoff and Brakeman Lester Hiller and Frank Williams discovered some men pilfering a merchandise car on No. 66. They succeeded in locking them in the car which they were pilfering, sent word to the police department at Milwaukee to have men on hand at Air Line Yard on arrival of train and delivered the culprits to the police when the train reached the cut-off. Their watchfulness and timely action saved a large claim against the company.

On August 4, as train No. 192 was passing a point one and one-half miles south of Warner, Section Foreman Alex Frye noticed something dragging under St. P. car 590221 and stopped the train. Investigation developed a dragging brake rod, which was fastened up by the train crew without further damage.

C. & M. Division Conductor Henry Bond, Engineers E. W. Lawrence and David T. Gilbert, Brakeman Harry Vantine, rendered valuable service at Ingleside when the Ruh ice house caught fire. They cut the engine off the passenger train, went in and got several box cars away from the burning structure, and Mr. Lawrence, who was dead-heading, stayed in the cars after the train left to see the fire did not start up again. The fire which had already caught in the cars were put out by running them along side the engine and using the squirt hose.

Illinois Division Brakeman John H. Wolfe, train No. 67, July 27, found car of merchandise Galewood to Kansas City, with cracked center sill, carrier irons and draft iron timber loose. Car was set out at Port Byron.

LaCrosse Division Towerman W. G. Lusk, while train was passing his tower June 12, observed something dragging about the middle of the train, and succeeded in getting train stopped when a brake beam was found down. This would no doubt have caused a derailment.

Illinois Division Operator Buzzell discovered brake beam and rod down under sleeper Montana, on No. 7, June 11th, and got train stopped. His timely discovery probably averted a serious derailment.

N. P. Miegs, Fox Lake, Wis., discovered a broken rail on July 24 and had section foreman take care of same in time to avert serious accident.

Section Foreman Pohn Pappadakis and Section Laborer Sam Esagornos, Chicago damaged on July 2, thereby preventing bridge at Desplaines River which was damaged on July 2nd, thereby preventing a serious wreck with possible loss of life.

Agent E. L. Williams, Ashton, S. D., although not on duty during a wind storm on the night of July 5, went out on the track and removed the roof of a box car which had blown onto the main track. He got the obstruction out of the way just a few minutes before time freight No.

61 passed, and no doubt his prompt action prevented a bad accident.

On train No. 17 out of Aberdeen, S. D. Melvin Campbell of Ladd, Illinois, a passenger, lost his purse in tourist car. Purse was found and promptly returned to the owner by Porter Frank McGill. Owner expressed his thanks and appreciation to Mr. McGill, with the hope that the excellent services and courtesy of this porter might be given special commendation to his superior officers.

H. & D. Division Engineer Oscar Sorby while at Rochester recently as a patient, discussed our line wherever he could, and was directly responsible for two passengers returning from St. Paul to Portland Ore. via our line.

While train No. 61, July 23, was passing the station at Cuthbert, S. D. Agent R. O. Sabin discovered one of the cars on fire and arranged for stopping the train and extinguishing the fire.

Pumper John Kasda, Wauseka, Wisc. discovered sand board down and a broken spring hanger under St. P. L02010, Stock in train No. 68, July 31st, as train was leaving the station. Train was stopped, stock transferred and moving again in 20 minutes.

Secures Business While on Sick Leave

Operator E. E., formerly of Stewart, Minn. and now on sick leave is responsible for securing the following: 1 passenger, Chicago to Seattle; 4 passengers, Chicago to St. Paul; 1 passenger, Chicago to Red Wing, Minn.

The Abu-Bekr Special to Washington

A letter from the chairman of the transportation committee of the Abu-Bekr Shrine Special expresses his thanks and appreciation for the splendid service rendered throughout the trip and concludes: "I also wish to compliment your company upon the fine lot of sleeping-car porters that you supplied our train with. They performed their duties well and were agreeable and courteous to the passengers. The same compliment is due to the service of the dining cars. I am certain that your service through the trip made many good friends for the Milwaukee."

(signed) Charles M. Dickson.

Bagdad Temple Also Expresses Itself
Bagdad Temple, Oasis of Butte

C.M. & St.P.Ry.Co, June 18, 1923.
Butte, Montana.

Gentlemen:

I want to thank you for the splendid service given the Bagdad special train from Butte to Washington, D.C. and to say that the train moved on schedule time between Butte and Chicago, and nothing occurred to mar the pleasure of our party. For this service I want you to know that Bagdad Temple of Butte especially appreciates the good service from your road.

(signed)

A. J. Wilcombe, Potentate.

Secured Thirty Passengers

Switchman George Smith, Minneapolis Terminals, was recently a delegate to a convention held at Red Wing, and incident to his going, he was able to influence the routing of thirty passengers from Minneapolis to Red Wing, as against the efforts of competing line, in spite of the fact that our competitor held its train a short time to secure some of the business. Mr. Smith makes it a practice to see that this company gets business wherever he encounters prospective travelers or freight, thus securing additional revenue for the company.

The Best Service and Finest

A traveler over our line recently, F. C. Clausen of Des Moines, Iowa, going from St. Paul to Seattle expresses his pleasure and satisfaction with his trip as follows:

FLYNN DAIRY COMPANY
Des Moines

Chicago, Milwaukee & St. Paul Railway,
Des Moines, Iowa.

July 19, 1923.

Attention: Mr. Warren.

Dear Mr. Warren:

About three or four weeks ago I had the pleasure of traveling over the Chicago, Milwaukee & St. Paul Railroad from St. Paul to Seattle, and can say that you have the best of service and the finest equipped railroad going over the mountains bar none.

The scenery along the Chicago, Milwaukee and St. Paul Road is finer in my estimation than the scenery going over the Canadian Pacific.

Your men were very courteous which helps make the trip a very pleasant one.

I came back over the Canadian Pacific and I am sure that the Canadian Pacific has room for improvement both in equipment and service they rendered to our party.

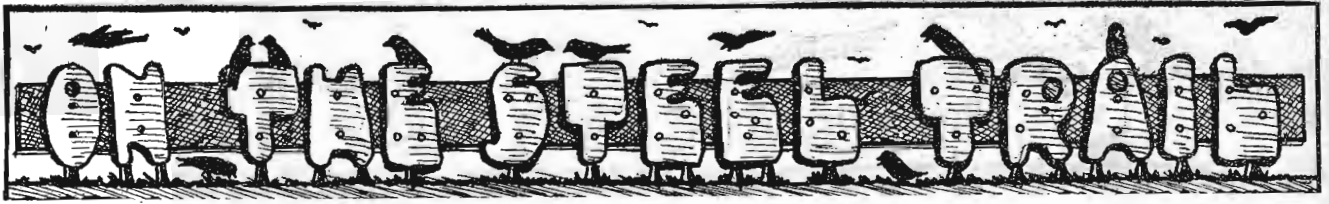
I can recommend your road to anyone wishing to go west as the finest and best road in the country.

If I were to make the trip again I am sure I would take your road both going and coming, which several of the people whom I went west with took in preference to any other road.

Very truly yours,
(Signed) F. C. CLAUSON.

EMPLOYES' SOLICITATION OF PASSENGER BUSINESS

Name	Occupation	Residence	Report Made
T. A. Biggs	Conductor	Sioux City	1 Sioux City to Flint. 1 Sioux City to Chicago.
Ethel Mandel	File Clerk, Supt. Office	Sioux City	2 Sioux City to Caputa, So. Dak.
Arthur Little	Engineer	Sioux City	2 Sioux City to Seattle.
Geo. J. Griensauer	Cement Tester, Engr. Dept.	Chicago	2 Chicago to Aberdeen.
Lucy O'Brien	Stenographer, Chief Eng. Office	Chicago	1 rnd. trip tkt. Chicago to Seattle.
E. G. Hayden	Gen. Agt. Pass. Dept.	Chicago	2 rnd. trip tkts. Chicago to Seattle.
Mr. McNeil	Dining Car Steward	Sioux City	3 Chicago from Sioux City.
T. A. Biggs	Conductor	Sioux City	1 Sioux City to Holland.
W. W. Graham	Conductor	Dubuque	1 Dubuque to San Francisco.
T. A. Biggs	Conductor	Sioux City	3 Sioux City to Chicago. 1 Sioux City to Pottstown, Pa. 1 Sioux City to Sunbury, Pa.
A. H. Davies	Acct. Dept.	Chicago	1 rnd. trip Chicago to St. Paul.



So. Minn. East
I. M. M.

General Foreman H. J. Keck and family and R. H. Austin and family spent two weeks' vacation in the northern part of the state. They made the trip by auto, camped on the way and lived on the fish they caught using a 14-lb. pickerel for bait.

J. E. Murphy of California, formerly of Austin and Madison, S. Dak. called on old friends in Austin a few weeks ago. John says there's no place like California.

Traveling Accountant J. H. Lathrop spent a few weeks checking up in the superintendent's office. His wife and two nephews of Minneapolis were here with him and enjoyed an outing on the banks of the Dobbins.

Superintendent Meyer and family enjoyed a few days' outing at the lakes in Fairmont.

Mrs. Catherine McShane Burken, former clerk in the roadmaster's office at Austin visited home folks the latter part of July, making the trip from Des Moines with her husband and family by car. Marcella McShane of the superintendent's office returned with them and spent a few days in Chicago on her return.

W. H. Ohneshorge returned to work in the Austin roundhouse the first of August after some weeks spent in Pittsburgh where he took up study on the Westinghouse air brake.

Agent C. J. Wethe of Granada is taking a vacation from his duties. 'Spect he's spending his leisure hours on the banks of the river waiting for a bite.

Machinist Wm. Carrol has a new Chev sedan.

John A'Hern is taking a few days off and looking over the old buildings in Milwaukee.

Operator Grau has returned to work after a two weeks' vacation. He traveled several hundred miles in his car and she's still the same good car; 22 miles to the gallon.

We are sorry to report the death of little Ray Reynolds Williams, infant son of Perishable Freight Inspector Williams. We also wish to express our sympathy to Brakeman and Mrs. Graves in the loss of their twins.

Fat and Blake took old Spark Plug to Lansing and after a long wait—had to be towed to Austin.

Dispatcher Simon Johnson and family took a trip up to the northern part of the state in their car. They expect to camp enroute and spend their time in fishing.

R. C. Danley has been appointed operator at Winnebago and has moved his family there from Austin. Elmer C. Hedegard has taken his place as second operator at Ramsey.

Nellie has returned from a six weeks' trip west and from the looks of things we have about lost Nellie. She has a sparkler and has warned all of the other girls that if they are in the market for one like it, they shouldn't bob their hair. Guess that has nothing to do with it for many of us have been going about with long tresses

for some time. R. R. Galligan has also returned from his vacation. Who can tell? Perhaps he also has prospects in the west. Nellie has been going out there for three summers and this is Bob's second.

Timekeeper Eleanor Moran has gone to Alpena, Michigan to visit her sister. Before returning to her duties at Austin she will visit in Watertown and Lancaster, Wis.

You are respectfully invited to attend the services next Monday at 10:30 p. m.

Subject: "What can be done to curtail the increasing number of bachelor girls; Milwaukee girls especially?"

By Parson John Schultz.

Chief Clerk C. E. Oeschger of the store department made a flying trip to Chicago. He said that it was on business.

Pump Repairer John Santer is convalescing after his recent accident and was able to call on old friends in the superintendent's office a short time ago. He went from Austin to Dubuque for a visit before again taking up his work.

A. J. Keller is taking a month's leave of absence from his duties at Wykoff. B. E. Halvorson is acting agent during his absence.

Dispatcher Valentine and family expect to spend a few weeks touring Wisconsin.

Roundhouse Foreman Olaf Nicholson is taking a rest from his duties.

What was your rush to Mason City the other day, Herb?

Supt's. Office—Coast Divn.

Mutt & Jeff

Those of you who couldn't come to our picnic at Benbow Inn sure missed a good time. Lots of credit is due to the hard work of Rose Lindquist and Florence Hall, who attended to the details. The next day there was a choice collection of sunburn and sore muscles at the office, but every one declared they had the time of their lives. An alleged game of baseball was staged by two teams, captained by "Spark Plug" Negley and Ralph Bement. The game was called on account of eats, in the third inning. At that time the score was 19 to 5 in favor of Bement's team. Dick Wende, the "Perfect 36" (tons) went in swimming. He had his bathing suit this year which was fortunate as there were no stumps in the lake behind which he could hide. All are agreed that for a place to have an all-round grand time, Benbow Inn can't be beaten.

Miss Margaret Olsen tells us about the delightful trip through the San Juan Islands and how much she enjoyed her vacation at Kwan Lamah Camp.

Florence Hall was hostess at a sumptuous picnic dinner on July 18 at Steilacoom Lake. The occasion was Florence's birthday and we hope she has many more for we had such a good time we want to go again.

Mr. and Mrs. Robert Shipley (Rose Zurfluh) have returned from their wedding trip and through the columns of the Employes' Magazine wish to thank their friends on the Coast Division for the lovely wedding gifts. We are glad to know

Rose has decided to still be our obliging exchange operator.

Mr. and Mrs. E. L. Cleveland have returned from a regular outing spent around Lake Crescent, Port Angeles and Pacific Beach.

In a recent issue of the Standard Oil Company's "Bulletin" a picture of Dick Wende's trolley maintenance car was shown, together with an article on the dependability of the car. Now Dick's hat is altogether too small.

Daisy Webb entertained the girls on August 2 at her country home in Puyallup. Everyone enjoyed the evening and going home time came too soon.

Mutt and Jeff recently spent a Sunday visiting the various lake beaches around Seattle, and among the bathing beauties saw Chief Carpenter Tom McFadden. Dick Wende and George Hayden have heretofore carried off the prizes for bathing beauties, but since seeing TEM our choice is somewhat divided.

Mrs. Clara Carotte, our file clerk, was away the last of July taking a "rest cure" some one told us.

Florence Hall and Rose Lindquist sneaked up to Rainier National Park recently, to see if there really was a mountain there and if it should be called Mount Tacoma. A. E. Long and wife also made the trip to verify the girls' report, so now we know there is a peak over 14,000 feet high in the park.

Wisconsin Valley Division Notes

Lillian

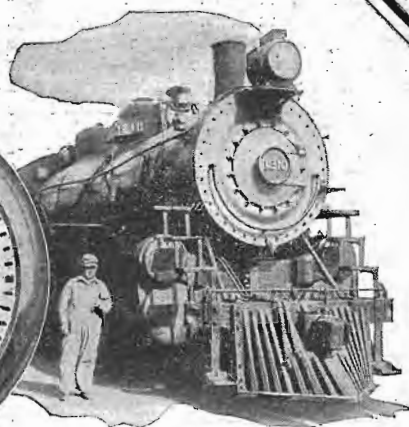
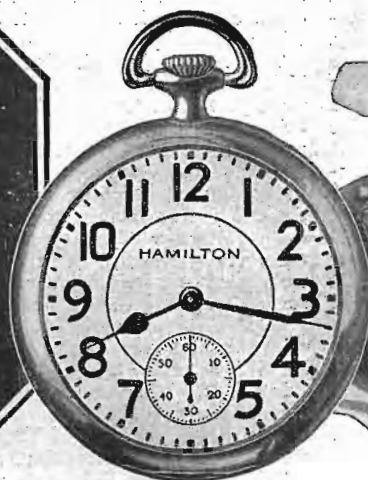
Mr. and Mrs. Walter Lemke of Minneapolis visited at the home of W. R. Billington. Mr. Lemke was formerly employed on the Wisconsin Valley Division and has many friends among the railroad people.

Mrs. A. E. Griffith is at St. Mary's Hospital, where she underwent an operation. Her condition has been very favorable and she expects to return to her home within a week or ten days.

Roadmaster E. C. Callahan has just returned from his vacation. He says they started from Wausau and motored to Minneapolis. It is evident he took an aeroplane back to Tomah for he was seen there the next day. They also visited at Prairie du Chien, Boscobel, Sun Prairie and other cities. In giving us an account of his trip he included the fact that he rode in the street cars at Babcock; however, he would not admit whether this happened while the sun was shining or after moon shine.

Geo. Caylor, car foreman at Minocqua, passed away at his home recently after an illness of short duration, typhoid fever being the cause. Mr. Caylor had been in the employ of the company for a good many years and had a host of friends. Sympathy is extended the bereaved family.

John Tully, yard foreman at Tomahawk, passed away on July 10. The last report received was very encouraging and in closing our notes last month we reported that his condition was very much improved. The end came rather suddenly, although he was ill for some time. He



You May Never Run the California Limited—but You Can Own a Hamilton Watch

WHEN Engineer J. K. Ramsey, the pilot of this famous Santa Fe train, purchased a watch he chose a Hamilton. Why? Like thousands of other railroad men, he knew it was a watch that could be depended upon to give him accurate time.

That is what the Hamilton does—and has been doing for thirty years. That is what has made this watch “The Railroad Timekeeper of America.”

The Hamilton is a watch with a service record—a watch that is always built up to highest standards. When you buy a Hamilton you own a timekeeper that is the favorite of railroad men from Maine to California and from Canada to the Gulf.

Go to your jeweler and

Ask to see the “992”

The Hamilton most railroad men prefer. In this model you have a watch that will pass time inspection on any railroad and give you accuracy and dependable service for many years to come.

For other than time inspection service, we recommend our No. 974 movement, which gives you Hamilton quality at a lower price.

HAMILTON WATCH COMPANY, LANCASTER, PENNA., U. S. A.

Hamilton Watch

“The Railroad Timekeeper of America”

Send for a copy of the “Timekeeper,” our booklet that describes the various Hamiltons and gives much valuable watch information. It is sent free to any railroad man. Send for your copy today.

was a faithful employe and will be greatly missed among his fellow workers as well as by his many friends. The Division extends sympathy to Mrs. Tully and family.

Timekeeper Nile McGinley was away on a week's vacation. He accompanied his parents on a motor trip to Milwaukee and spent part of the time at the northern lakes fishing.

C. H. Randby received the conductor-yard foreman position at Tomahawk and will probably make his home in that city.

Mrs. R. D. McCarthy is at present receiving treatments at the Sanatorium at Wausau. We hope it will only be a short time when she will be sufficiently improved to return to her home at Tomahawk.

Tom Burek says he is going to stay or switch engine now as long as he can as he seems to feel that seven days drag in one month is too much.

Engineer Ralph Hintz layed off to go picking berries. He says he returned with lots of berries, but has not told where.

Jimmie O'Brien went away for a visit, on his return he was in such a hurry to get out first in the ring, he neglected to tell us where he went.

Say, Mable, don't you think that after the hay is in and the silo filled and the potatoes dug, it would be a good time for that trip?

Notice all the nice newly-painted engines running up and down the division? These are being painted in the Tomahawk round-house. Well, it is still good for something, anyway.

Things are beginning to brighten up a little; the warehouse has a new coat of paint and a new platform.

M. C. Harris, train dispatcher, is away on his two weeks' vacation. We have not learned his destination, but presume he is spending it at the lakes fishing and outing in general.

Robert James, son of Engineer J. James, is ill at his home with diphtheria. We hope that he will soon recover in the near future.

Roadmaster Herman Redlich is still laid up as a result of another operation to his ankle. He has been having considerable trouble and we hope this operation may prove beneficial and that the trouble will be entirely overcome within the course of a short time.

We had something to say about Katherine, but she made us promise we would not, so we will have to live up to our promise. She is going to ask Billie if he will let us tell it next time.

J. Petersen, car forman at Merrill, met with an accident while driving in his car on July 4th in which he was killed almost instantly. The funeral took place at Merrill and a great many employes attended. Sympathy of the employes on the entire division is extended to Mrs. Petersen and family.

Des Moines Division Items

Frenchy

Superintendent B. F. Van Vliet, Chief Clerk L. L. McGovern, F. S. Bauder, chief dispatcher, C. R. Dougherty, traveling inspector, O. G. Mars, demurrage inspector, E. J. Sullivan, traveling inspector, C. W. Rink, traveling agent, and T. M. Wilson, agent, Des Moines, made a trip over the line holding O. S. & D. meetings during the week of August 6. Meetings were held at Rockwell City and a good attendance is reported. Miss Florence Nelson of the superintendent's office took the minutes of the meetings.

We regret to announce the sudden death

of brakeman Neal Rogers, which occurred at Storm Lake August 6. The sympathy of all employes is extended to the bereaved wife and family.

The Misses Jean Dallas and Florence Nelson returned recently from a trip through Yellowstone Park. They did not bring any bears back with them but reported a ripping good time. Miss Nelson added to the entertainment of the party by falling into a swimming pool. Guess she did not remain in it very long, however. We are expecting to lose both of these young ladies most any time now, as we understand they made quite a hit with some nice young men while on the trip.

G. R. Dickman and family returned recently from a vacation spent at Chicago, Ft. Wayne, Ind., Toledo, Ohio and Buffalo, N. Y. Wonder how the rabbits got along during his absence.

Mrs. Eldridge, wife of Train Baggage-man Eldridge, is improving, much to the satisfaction of Mr. Eldridge's many friends on the division.

Roadmaster John Flanagan recently tried to do a little acrobatic stunt while alighting from the train, but guess he miscalculated in some way, as he fell and injured his shoulder. Next time, Mr. Flanagan, better try it where there is no clover or any weeds to obstruct your progress and we are sure you can pull it off all right.

Conductor C. E. Elliott and brakeman C. H. Myers had a narrow escape when a derailment occurred one mile west of Kennedy on July 26. Conductor Elliott was quite severely injured, but we understand is recovering slowly. Brakeman Myers was not seriously injured, but has not been able to work for some time.

Dispatcher Ole Olson when asked where he was going on his vacation said, "To China." A somewhat lengthy trip to take in one week, we are thinking. Besides we never heard that they pitched horseshoes in China.

R. P. Edson and wife recently returned from a vacation during which time they visited a number of points in the state, among them Traer and Elberon. Said the depot at Traer where he worked 48 years ago has not changed a bit.

Mr. and Mrs. Leo Hamilton, of the division freight and passenger agent's office, are the proud parents of a little son born July 2.

Engineer Corcoran and Fireman Newell are operating the weed burner on the Des Moines Division. Expect it will take from three to four weeks to complete the job.

The Ku Klux Klan special which ran from Des Moines to Madrid Monday, August 6, created quite a sensation along the way, as the members donned their spooky garb soon after leaving the city and ghostly creatures poked their heads out of windows much to the alarm of the younger generation. The purpose of the trip was to conduct an initiation.

The Sunday excursions which have been operated from points on the division to Spirit Lake have proved quite a success and have been well patronized during the torrid weather.

Conductor G. W. Moore, while trying to run an auto race on a country road, had a collision with a Ford car which completely demolished both cars. Fortunately neither of the occupants of the cars was seriously injured. Guess Mr. Moore will not try such a feat soon again.

If you see employes of the superintendent's office starting to work in the wee small hours of the morning before the sun

is up, don't be surprised as they are only operating under the daylight saving schedule for the summer months. Some of the young ladies are hard pushed for sleep these days. Perhaps a little "moon light" saving would help some.

Mrs. Neal Rogers wishes to express her appreciation of all the kindness shown her by employes during the illness and death of Mr. Rogers. Also for the beautiful floral offerings which were received.

"Izzy" says he asked Harry Berman what he knew in the way of news and he said the only thing he knew was that Dick Gilbert gave me a good bawling out yesterday. Says they have had a traveling auditor and bunch of inspectors around for the last two days and have been too busy to think about news.

Northern Montana Division

A. B. T.

We understand that H. Brisbane, cashier at Great Falls, has returned from his vacation. We're afraid to put anything in about this, this year.

Conductor Joe Rawls was a visitor to the West coast, taking in the sights of Seattle 'n' sich.

T. R. Gilmour, the chief clerk at freight house, has accepted a position as assistant sales manager in charge of traffic, at the Arro Oil & Refining Co. Mr. Gilmour came to this station in 1918, working first as trucker and working up through various positions and filled them all with credit. Prior to coming to the Milwaukee he held down a homestead in Eastern Montana. He had previous experience in railroad work with the Missouri Pacific at Pittsburg, Kan. Tom was esteemed by all of his fellow workers and gave excellent satisfaction to the patrons of the Milwaukee. While we dislike very much to lose him, the best wishes of his fellow workers follow him to his new position.

D. F. Walsh, who has considerable experience in various positions with the Milwaukee, succeeds T. R. Gilmour as chief clerk and Guy L. Kester succeeds Mr. Walsh as car clerk.

Mrs. Louis Serruys, stenographer and general clerk, is on leave of absence. She is succeeded by Mrs. C. M. Brown. Mrs. Brown will be remembered as former clerk in the office before marrying the cashier. We are glad to have Mrs. Brown with us again to help us out during Mrs. Serruys' absence.

Mrs. A. M. Maxeiner and daughter, Catherine, are visiting relatives in Dillon. Miss Maxeiner will go to Elmira College, Elmira, N. Y., this fall.

Mrs. W. J. Retallick, wife of day car clerk, is visiting in Miles City.

Mrs. Chas. Taylor, expense clerk, who attended the Shriners' convention with her husband, is back on the job. Ann says that the weather in the east is not conducive to improving Western temperament and was glad to get back to old Montana again.

Milwaukee Shops

H. W. G.

The traveling engineers' meeting at the shops June 27 and 28 was a very successful one. Messrs. R. W. Anderson and Frank Rusch were the presiding chairmen and many interesting papers were read and discussed. Frank Buchanan was with us this time, having missed the other meeting last year on account of snow in the Cascades. Mr. Silcox and Mr. Gillick attended the meeting in the afternoon of the

28th. The night before the crowd had a fine spread at the Plankinton hotel. A nice feature this time was the large painted efficiency and other tabulations put up around the walls of the room at the shop meeting; also a 12-foot framed blue print of the new L2b locomotive (8325). Fortunately two of these locomotives just arrived a few days previous and were connected up and on exhibition near the viaduct stairs. Stereopticon slides on a 15-foot canvas is a coming feature in some of the future meetings.

The U. R. T. Car Co., Milwaukee, of which Walter Alexander is at the head, are putting out some very classy refrigerator cars that are beauties and to show them up well in the photograph the yellow screen had to be used. Those carrying the famous trade mark of the Milwaukee road make a fine appearance.

Miss Marie Mitchell, of the M. E. office, is away on a trip through the Yellowstone Park, enjoying herself most wonderfully. Gee, whiz, Marie, never even said goodbye. A picture postal will make it all right.

Veteran John Moreaty, coach lamp man in the car department, died very suddenly June 26 while at work at the shops. He had been in the employ of the road since 1893, joining the Veterans in 1921.

Big preparations are being made for the master mechanics' meeting to be held at the Milwaukee shops in September. This is one of the biggest gatherings on the mechanical list, and many fine papers will be read and debated on. The Western bunch will be with us again at that time.

How many sections of the "Twentieth Century" out of Chicago? Someone was saying "five". Some train, eh?

Mrs. L. D. Horton, wife of the M. E. draftsman, who was in the hospital some two months, is much improved in health, we are glad to announce.

Veteran Frank Torshik, car painter, Milwaukee shops, died at his home June 29. He had been sick for sometime. Mr. Torshik had been with the Milwaukee road since April, 1895, in faithful service.

The Watertown, Wis., photo in the July magazine should read "1860" instead of "50 years ago."

W. Zuehlke, general car foreman, is running a fine Mitchell "six" which he brought from Chicago with him. It comes handy to take the Chicago officials around occasionally, as also does Jas. McCormack with his fine car. Has anyone a Harley-Davidson with a side bath tub for sale at a bargain?

Our old friend, W. B. Hinrichs, station master, who has been off sick since early in February, is around again for the last two weeks part of the time, and we hope to see him regain his good health. He has been with the road many years.

Now that vacations are again with us everyone seems to think the farther away they go the better time they'll have.

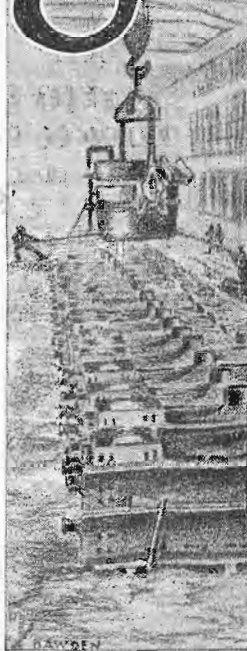
Miss Edna Plant, of the shop superintendent's office, and Hazel Bilty made an extended tour through the west, visiting Seattle, Portland, San Francisco, Los Angeles and other points of interest along the way. They claim the most beautiful part of their trip was through the Rockies and Bitter Roots on the C. M. & St. P.

Bernice and Eleanor Collins, and Marie Mitchell, from the mechanical engineer's office, visited Yellowstone Park for their vacation.

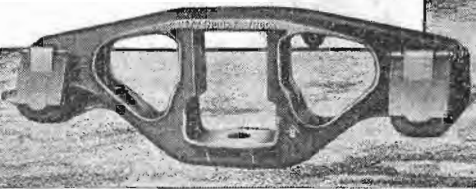
Katherine Ryan is now at Yellowstone and from all reports she is having a wonderful time.



Simplicity



Men are continually surprising the world by doing what has been pronounced impossible. The old arch-bar truck with its 41 pieces was considered a most satisfactory truck until Bettendorf created a new and more efficient truck with only ONE PIECE.



THE BETTENDORF COMPANY

OFFICES AND WORKS BETTENDORF, IOWA

ECONOMIZE

By Purchasing

GLOBE STEEL SAFE ENDS

CUT TO LENGTHS

Furnished With Ends Cut Square or Scarfed, No Extra Charge For Scarfing

Every Safe End Inspected by Globe

GLOBE STEEL TUBES CO.

MILLS—Milwaukee, Wis.

MAKE WOOD LAST LIKE IRON

Creosoted Douglas Fir lasts like iron for bridge building, structural work, docks, railroad ties, cross-arms, etc., and for Paving in the form of our new KORRUGO Creosoted wood.

Pacific Creosoting Company

Northern Life Building Seattle, Wash.

Lillian Van Laanen is now in Seattle and intends touring the west coast.

Marion McKane of the general shop foreman's office, Margie Bates, Rosalind Budzien and Marge Van Laanen are spending their vacation at Mt. Rainier, Portland, Vancouver and Seattle. Just returned—a glorious time.

Henry Krueger, our veteran clerk, visited his son, who is a minister in South Dakota.

Carl Rieman was among Milwaukeeans selected to attend the Shriners' convention at Washington, D. C. Someone saw him parading all dressed up in white spats, a boiled shirt, cane and other things men wear when they are dressed like that.

Gordon Parks, our former A. F. E. clerk, has been promoted to the position of welding instructor and is at present located in Schenectady, N. Y. Wm. Luebke, from the valuation department, is now taking his place. Paul Firehammer, from the mechanical engineer's office, is also in our A. F. E. department.

Among the police records for this month were Walter Hartford, speeding, and Hollis Barrows, disregarding arterial highway.

"U. R. Next", said the barber, and Hazel Bilty and Emily Katzer marched to the chair and had their locks shorn.

Our former pass clerk, Norma Grosskopf, was married on June 23 to Arthur Jensen. A regular girl is Norma, cigars and candy. We all wish her the best of luck and happiness.

We all extend our sympathy to E. Flood, chief clerk to Master Mechanic Joost, who lost his twin boys. Mrs. Flood was formerly Mae McMahan of the test department.

Frank Klug is with us again after a very severe operation for appendicitis.

The Pioneers of the West sent Jno. M. Horan a letter of condolence account of his recent bereavement in losing his son and son's wife and grand-daughter still sick.

In the death of Engineer Geo. Thomas of Portage July 25 another one of the old timers has passed on. Mr. Thomas was engine handler at Portage, since he was running on the LaCrosse Division some years ago.

Mrs. Ann McCarthy, widow of the late Jno. M. McCarthy died July 25 at the home of her sister, Mrs. Keogh, upper 57th street, Milwaukee. Mr. McCarthy, who was a veteran, died Feb. 1919.

It was a most agreeable surprise to meet our old friend W. W. Collins at the Milwaukee depot the other day just before he boarded the train for his old home in Oconomowoc. Mr. Collins seems to be feeling better than he has for some time, and expects to return to California where he has been the last few years.

The general foremen's meeting of the S. M. P. Department Aug. 6, 7, 8 was a most pronounced success, the new assembly hall on the M. C. B. floor is just the right thing in the right place, and brilliant lantern slides finally installed with moving pictures added to the event. The latter is also a permanent fixture. Mr. Bjorkholm officiated at the meetings in place of R. W. Anderson who was down east. F. Koop was chairman. Earl Brady from the coast was at the meetings.

C. H. Bilty has returned from a hurried trip to the east.

R. & S. W. Division Lillian L.

The death of Conductor Charles E. Dunlap, by drowning in the Mississippi River at Savanna on Saturday, July 21, came as

a great shock to everyone. When Mr. Dunlap failed to report for his run on the return trip to Milwaukee, search was started by Conductor Carrier. His clothing was found on the bank of the river not far from Savanna. He had gone swimming alone and is believed to have fallen victim to a cramp. The body was not recovered until about 8:00 o'clock Sunday morning. Conductor Dunlap entered service on the R. & S. W. Division as a brakeman on September 24, 1910, and was promoted to conductor on October 9, 1918.

Interment was at Forest Home, Milwaukee, funeral services being held at the Masonic Temple Wednesday afternoon, July 25.

Agent Rhodes, Dakota, taking his summer lay off, the relief work being done by F. B. Losey and later by Leonard Heinen.

Brakeman John Artlipp and wife took a trip recently to the coast.

Archie Bunker, an old time conductor on this division, but who has been running out of Moberg for a number of years, passed away at Minneapolis and was buried at Rockford on July 24.

They say pies are getting cheaper, at least some one said John Rossmiller told they they took a drop.

Ask Heine about the patent he is working out on a tank heater.

Bill Bates was real peeved because he had to work and could not go to the circus.

The next on the list was Ruthie Hall, when she did leave how we did squall. We each had to do part of her work—that's the law laid down by that durned chief clerk. She did not go very far away from the old home town, I want to say, for she know that those designing vamps would everyone of them cast their lamps, in the direction of her little "Stew" and that, you know, would never do.

Tommy Crage he did stray, out to the state of I-o-wa. He took along a bathing suit, for his wife he said—don't believe the brute. For he did buy too big a size, and that's the reason we know he !!!!

Jimmie Barrett and his Beryl, up to Madison took a whirl. They went every place, even to the Zoo, although they were gone but a day or two. They had such a time while they were away, they'll repeat the performance again some day.

The rail and river excursion on July 29, trains from various divisions converging at Sabula, Ia., from which point the steamer "Capitol" was boarded for a round trip on the Mississippi River to Clinton, Ia., was a decided success. The R. & S. W. Division train, William Smith, conductor, starting at Beloit, contributed about a thousand passengers. Another excursion over the same route is planned for August 19.

Claribel Cunningham, Freeport, on her vacation July 20 to 30, during which time she visited the Tri-Cities and Chicago. She advises everyone visiting the windy city to go to see "The Dancing Girl", but she failed to say which one, and they tell me there are a lot of them in Chi!

New addition to Freeport office is M. C. Hickey, who has the position of bill clerk. "Jake" Waldecker, who formerly held this position, is now rate clerk.

A son was born to Agent and Mrs. E. H. Freeman, Durand, August 8.

Tacoma Tide Flats Ace

Wm. Strinsky, Jack Maloney and Martin McHugh returned recently from Minneapolis, having attended the boilermakers' staff meeting.

Arthur Beinert, assistant shop accountant, is out of the hospital and back on the old job again.

Geo. Mason, of the store department, has moved to South Tacoma. It is also reported that he has purchased a Broadway Cootie from Leonard's, so clear the road.

"Red" Henry, of the car department, is the proud papa of a bouncing baby girl. Congratulations.

Seemed pretty good to see the smiling face of our old friend, Barry Glen, from Miles City, who was a recent visitor at the shops. Come again.

Wm. Strinsky, boilermaker foreman, is spending his vacation among the high ones in British Columbia.

Mrs. F. D. Campbell is reported to have been seriously ill for the past thirty days. Everybody wishes Mrs. Campbell a speedy recovery.

Frank Wilson left for Minneapolis the latter part of July to attend the air brake convention (mostly air) at Minneapolis.

Lee Murray, our sheik special apprentice, is in Harlowtown on a rail stress test and it is hoped that some of those Montana girls will have more success than those in Tacoma.

Blacksmith Gust Ruhloff, who is suffering from a crushed hand, is reported to be recovering rapidly.

POEME

A little Store Department Miss
Is badly bothered with the itch;
Witchazel, cream and other dope,
Will soon make you well we hope.

Bobbed hair is getting to be quite popular in the car department. Oh! you Bobbies!

Boys, you have heard about the June bride. Well, we have a June bridegroom right in the midst of the car department. Al Wampler, pipefitter, has taken the fatal step. Congratulations.

Martin McHugh, the best looking man on the railroad, has not yet recuperated from the Pioneer Picnic. Maybe it was the water.

F. P. Meyers, chief operator at Cle Elum sub-station, is confined in the Cle Elum hospital suffering severe burns which he got while testing for a blown fuse.

Wayne Butterfield, messenger in the store department, has purchased a rattling good car. They say it's a Rolls-Ruff.

The genial Mr. Taylor and Mr. Pentecost were marooned for 19 hours at Forsyth. They reported plenty of water but nothing fit to drink.

It is rumored that the company is going to furnish special cars to all chief clerks; probably a red one.

Deepest sympathy is extended to the immediate family of Jos. Guimaries in their recent bereavement account the death of wife and baby.

"Prairie Waves" I. & D. Division Joyce

Talk about canned heat. Seems as if someone must have left the cover off.

Somebody has been kidding the boiler-makers and machinists down at Marquette. They really think they can play ball.

We have counted them over, one by one, and those that were single are still numbered one. That's the truth. Can't get married and buy cars too, and by the looks of things they have decided to favor the cars. That's about as good as Kipling's Cigar Ballad.

Here's a tip: "75c. luncheons—gout".
Fish stories have started good now. We

wonder if the blacksmith at Mitchell has a new bag to carry the fish home in. You know the one he had last year had a hole in it and the fish used to drop out. How about that for a fish story? Ask Ole.

Lost or Stolen from the Nut College, Little Bertha. Please return to Mason City by first train.

This is a good one, right in his own home town. You know Ed. Wright, boiler-maker foreman, parked his new Buick up town one night and when he came out of the show and started home he didn't know if he had his car or someone else's until he got out and looked at the number. And say, the way he turned around and got back to town was nothing slow. No need to say whose car he got.

Ring Lardner says to spend your vacation in Hot Dog, Iowa. Anyone interested should consult "E. B.", trucksmith, Mason City roundhouse.

We are sure there will be no engine shortage on the I. & D. division as we understand Ed. Wright, Henry Wanberg and E. Novack rebuilt a number of engines while attending the boiler-makers' meeting at Minneapolis. This is rather old news, but they wanted everyone to know it.

Lost (to view)—the west side of the office building at Mason City between the hours of 8 a. m. and 5 p. m.

Anyone having a Ford in first class condition get in touch with Vic Hanson, chief carpenter. He wants one to carry his tools around in.

Oh, but trainmaster's clerks are noisy beings.

Geo. Deming, machinist, has just returned to Mason City after a month's vacation spent in Minneapolis. George said he sure was glad to get back among civilized mosquitoes.

Beware! Beware! Marion. All the girls are waiting for the latest styles from New York. So please don't change your mind and go to Caputa or some such style center, as we are bound to see New York first.

Wanted—Information in regard to climate and high cost of living in Argentine. Write 2.

Bill Brown, employed at the roundhouse, will spend his vacation at Round Lake. Keep out of the sun, Bill.

A call was received this morning "S. O. S. Bad case of sunburn. Not able to move."

Anyone having a Ford they wish to give away, please get in touch with Machinist Rice, Mason City roundhouse.

If you don't know who wrote these items, blame it onto the mechanical department. That's what they're for: "To carry the loads."

Deer Lodge Notes
W. B. S.

This may be a coincidence and then it may not, so without comment we are reprinting the following which appeared in a Seattle newspaper under date of July 26.

Montana Girls Startle Beach Crowds

Blase beach habitues received a thrill today when two young ladies hailing from the wilds of Montana made their appearance upon the beach in costumes which were daring, to say the least. Indignant beach officers protested the revelation of so much Montana epidermis to the less fortunate inhabitants of the state of Washington and the mountain beauties were summarily haled before a court of justice.

Having never before been charged with anything more serious than mauvaise honte the young ladies were decidedly fussed, but

were finally exonerated and released after they had established the fact that they were unfamiliar with *lex loci*.

Anna and Gertrude have returned from their vacation by the sad sea waves. Among other things they have acquired permanent waves. Well, as Gertrude says, "When you have seen one wave you have seen them all."

Theodore Hollis has returned from Minnesota with a young lady who was formerly Miss Signy Anderson. Why is it that a good looking girl invariably marries some homely chap?

Although you'd never know it to look at him, Jack Thomas is now a fond papa.

Wonder if Ethel is leading a dual life? when asked to contribute to a certain worthy enterprise she inquired as to the amount expected of each person. When informed that one dollar each would be considered equitable, she calmly (Ethel does everything calmly) handed over two dollars with the remark, "That is for both of us."

Freda Johnson engaged a new laundress whom she had never seen. The lady left Freda's laundry in the hall and some one informed Freda of the fact. Freda rushed into the hall (to pay the lady, I suppose), and was just in time to meet an elaborately gowned and aristocratic appearing lady, who was entering to call upon some friends.

"Are you the wash woman?" inquired our heroine with one of her most engaging smiles.

The lady was inexpressibly shocked. "Well, of all the impudence," bristled the stylish dame. "Do I look like a wash woman?"

Unable to reply adequately under the circumstances, Freda summoned one of the blushes (furious blushes for which she is justly famous), stammered confusedly a moment and then fled precipitately.

Fifty years ago today the wheels of commerce ceased to turn, the occasion being the advent of one illustrious Hugh L. Evans. And say, boy, he's some little old man to this day, August 8, 1923.

Yes, we have no vampires in the building during the latter part of August. Sibly's gone on a vacation.

Florence didn't get to go to the seashore this year as did some of her more fortunate friends, so she has rigged up a beach on the roof back of her apartment in the Masonic building. She has the sand for the beach and Anna has loaned her extra set of waves (you know Anna has two sets now; one for Sunday and for week days). Each evening when the sun is sinking low, Florence gambols along the beach and Charlie waves to her from the cliffs above. "Oh, love, where is thy sting? Oh, romance, thy victory?"

News from the Connecting Link
Elizabeth Koelsch

Vick Anderson, yardmaster at Dekalb, is driving a new Buick coupe. He doesn't need to drive alone in Dekalb as there are over four hundred girls in the teacher's college all looking for vacant positions. That's right, help the good work along, Vic.

Jack Leary, the trick base runner of the enginemen's club, makes a scratch hit, pulls off a vaudeville stunt on his way and reaches first safely. That was one of his old tricks when he played to the grand stand back in '72.

The city telephone has been installed in the interlocking tower at Dekalb Junction.

United States

Canada

The Name

"CONTINENTAL"

on your Policy means
Guaranteed Protection

for yourself and family when accident or illness stops your pay. The latest policies provide income for life for total disability. Premiums payable in cash or through your Paymaster—as you desire.

Continental Casualty Company

(The Railroad Man's Company)

H. G. B. ALEXANDER, President

Chicago

General Offices: CHICAGO, U. S. A.
Canadian Head Office, TORONTO

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

My occupation is

NAME

ADDRESS.....

Sell Travelers Accident Tickets—

EVERY DAY

Steady sales mean steady income for you. Steady income means a bigger total income for the year.

▲▲▲

THE TRAVELERS INSURANCE COMPANY
HARTFORD :: CONNECTICUT

Pays Claims Promptly

Here's Another Big



THE CAREFUL CROSSING CAMPAIGN
 conducted by the American Railway Association is materially reducing the number of crossing accidents. The Chicago Milwaukee & St. Paul Railway is now instituting a careful spending campaign. Join this worthy cause. Save—save more!

We will Count It a Privilege to Help You

Read This True Story and Then Do What George Wilson Did

"Pardon me, but aren't you George Wilson?" It was Fred Brockton who spoke.

"Yes," came back the slow answer, "that is my name."

"I'm sure glad to see you again, George. I don't think you remember me."

George thought a moment and said, "Your face is familiar to me. It reminds me of a fellow I went to school with. His name was Brockton."

"Brockton is right," rejoined Fred. "We went to school together. How have you been all these years and what have you been doing?"

It was the lunch hour for Fred Brockton and the end of a day's work for George Wilson. As soon as their conversation made Fred acquainted with this fact, he issued a sincere, straight from the shoulder invitation to luncheon. Naturally, George accepted.

"We can talk over old times while we put on the feed bag," said Fred, "better than we can here on the street." They went to a near-by restaurant. Fred ordered an appetizing luncheon for both of them, which until they had consumed it gave George a rest from the many questions that Fred was hurling at him. When they had finished, Fred suggested another round of dessert and coffee, to which George readily agreed.

"It's kind of nice to have something to nibble while we talk about old times," remarked Fred. "You know there is nothing like a nice lunch and a cup of good coffee to make a fellow sit up."

The two men sat at the table longer than was Fred's custom, but why should not Fred be tickled to do it when he has a chance to talk to an old school shum? They discussed everything from crops to politics and back again until Fred mustered enough courage to ask George a few personal questions. George resented the questioning somewhat at first, but when they had finished their visit George said to himself, "Why the devil didn't I meet him sooner? None of the guys that I went to school with developed as much sense per square head as Fred did per square inch." And that recalled to George's mind that Fred was one of the most helpful classmates he had in school. Fred was always there with the right dope when the lesson seemed impossible.

Altho George resented somewhat Fred's personal questions he gave straight from the shoulder and truthful answers in each instance and how George's truthfulness was invaluable to him was demonstrated by Fred's unselfishness. "Now look here, George, you told me of having left your old job and getting on the payroll of the railroad company. You told me of your promotions and how your pay was increased over a number of years and in the next breath you tell me that you are unhappy and not saving a cent. What do you do with your pay increases? If you

were just as unhappy on smaller pay as you are now, would you mind telling me what you do with your money? I admit that rents have gone up, food prices have nearly doubled and all that sort of thing, but think how your pay has increased and besides your family is no bigger now than it was when you had your old job. There is something wrong somewhere, George."

"I guess you are right, Fred," put in George dryly, "but I'll be — if I can figure it out. The money comes and goes, and by the time pay day comes around again there is nothing left."

Fred was alert to the situation. He knew just what was wrong, so he suggested to George that since they had met and renewed their acquaintance they should get together again and go to the bottom of the thing. George knew that Fred could be depended on to go to the bottom of anything and come up with a solution. Each gave the other his address and at the suggestion of Fred, George came to his house the next evening to talk the thing over and see what could be done.

When George arrived at Fred's home an expression of surprise covered his face. He had expected to find Fred Brockton living in splendor, but in reality Fred's home was a very modest place and nothing like the home George had pictured. The two men sat down in the living room after Mrs. Brockton had assured them that dinner would be ready in a few minutes. George Wilson's imagination got another jolt when the meal was put on the table. George was all set for something that would resemble a Roman feast, but the Brocktons did not live that way. They were unpretentious, sensible folk and Mrs. Brockton knew food values and the caloric content of foods. She was an efficient home manager and a great life partner for Fred. With dinner over the men adjourned to the living room with cigars, while Mrs. Brockton and her two girls cleared the table and washed the dishes.

"Well, George," said Fred as he bit off the end of his cigar and reached for the matches, "I think I have your little problem all doped out. I gave it quite a little thought last night and I am going to give you my suggestions right off the bat and I want you to keep cool and not get sore at me, because I have no selfish interest in this."

"Go right ahead," said George, "nothing makes me mad."

"All right, I will bet you right now that you and your family are living without a budget. Am I right?"

"What is the use of a budget? It is only a list of things that you buy and how much you pay for them."

"That is where you are wrong, George. It is nothing of the kind. You are talking about an expense account. I am talking about a

budget. Living by the budget system simply means that you allow yourself a certain amount of your salary for rent, a certain amount for food, etc., never exceeding that amount, always holding to it and sometimes not using it all. Now you have a wife and a boy to support on your income of \$2600. Your income should be disposed of something like this." With these words out of his mouth, Fred reached into his inside coat pocket and pulled out a slip on which he had written the percentage of income to be expended for the various things we all need. He handed the slip to George who looked at it for a few moments and said, "Well, this is mighty interesting. The Missus and I will have to get busy and check up to see how much over this we have been spending. I see your point all right, Fred, but it never dawned on me to divide my income like this."

"You put this stunt to work, George, and I'll bet you a box of good cigars you will come out on top. There is no reason under the sun why you should not save a little money because after all a man should have something left after he buys everything that his family and he needs. If he does not he works merely to exist."

After a few moments of visiting and getting acquainted with Fred's family, George announced that he would have to go in order to get enough sleep and be in condition for the next day's work. George took his leave and expressed the hope that he would see much of Fred and certainly Fred was equally anxious to see George, because he meant to watch George's progress from now on.

It was five years ago that Fred gave George the little slip that put George on his feet. George has treasured it so highly that he kept it with his savings bank book, and this is what was written on the slip:

	Per Year	Per Month
Rent	25% \$650	\$54.17
Food	20	520 43.25
Clothing	20	520 43.25
Furniture and		
Furnishings	5 130	10.83
Savings	10 260	21.67
All other	20 520	43.25
	100% \$2600	\$216.43*

*This leaves \$2.31 surplus a month, which can be added to the savings.

In these five years \$1300 of George's own money went into the bank. The money worked for him, drew interest and grew. Not so long ago George was able to buy an attractive little bungalow with his savings as the down payment. In a few years more George Wilson will be on Easy Street.

Cash Prize Offer

\$15.00 1st PRIZE

\$10.00 2nd PRIZE

Here's How to Win the Cash--\$25.00 Free

Last month we offered \$25.00 to the two employes sending in the best last line to our verse. The winners' names will be published in the October issue. While you are waiting for that get busy on this month's prize money.

Here Is What You Have to Do This Month

Write us a letter telling us all about "Why I opened my savings account". It does not have to be a long letter—something that will interest everybody on our great system; and here is another thing, while neatness and spelling will make the judges part easier, the letters will not be judged on those qualities, but on the actual story contained in the letter—in other words IT'S WHAT YOU SAY, and not HOW YOU SAY IT that counts. The contest closes September 30th, 1923. In case of a tie prizes will be duplicated.

Know Your Banker

By H. C. BRYANT
of the Washington Mutual Savings Bank, Seattle

In these days of complex business conditions, complex social conditions, and general expansion in every direction, perhaps no one preaches more religiously the gospel of thrift and other kindred economical subjects than our own banker—and why not?

A few years ago the American Banker was looked upon as a hard-fisted old gentleman, who collected the people's money, used his own good judgment about lending it out again, and then thought no more about the general welfare of his fellow townsmen. That may or may not have been true. At any rate, he now performs the first function, but does not stop there. Today, he has the interest of everyone at heart; his is the job of advising the government officials on big financial and

economical problems; his is the job of preaching thrift, of helping his customers with their investment plans, their business questions. In short, he is everyone's friend and advisor.

And that is as it should be. He performs the duties of trustee for the general public, and in order to do that wisely and faithfully he spends his life in the study of thrift, investment, business of every kind, national problems, local problems, and the general welfare of his own community.

When we speak of the banker as trustee, we naturally think of the Savings Banker, and perhaps more particularly the Mutual Sav-

ings Banker. Here we have a type of banking responsibility that everyone recognizes as particularly stern, for the funds he handles in nearly all cases are funds earned by the dint of hard labor and frequently represent the depositors' life savings. Lawmakers have recognized this, and have surrounded these institutions with some of the finest banking legislation in existence.

Our discussion leads us to the thought that when our bankers talk thrift, economics, business cycles, or social welfare—that talk is directed for your benefit and there is the opportunity to get better acquainted and really know your banker.

Mail This Coupon NOW

The Milwaukee Magazine, 141 W. Ohio St., Chicago.

Attached and enclosed herewith find my letter on "Why I opened my savings account."

Name

Street No. City State.....

What bank do you prefer in your town?.....

Have you a savings bank account?.....

In what department of the Milwaukee do you work?.....



SAFETY
FIRST



Below is a list of good Banks. We suggest that if you are near to them that you call, and take up the matter of starting a Savings Account, **Today**, not tomorrow. Don't keep your money in a sock or mattress; put it where it is safe in a Bank, to earn its keep, and grow. It's a delightful feeling to have a Savings Account protected and earning for you in a good Bank. **Start Now.** You can open a Savings account in any of the following Banks for \$1.00, and when you have opened it add a little to it each pay day. If your Bank is not listed, ask them why.

ILLINOIS

CHICAGO

Central Trust Co. of Illinois
Continental & Commercial Banks
Illinois Merchants Trust Company

IOWA

CEDAR RAPIDS

Cedar Rapids National Bank
4% Interest on Savings Accounts

SANBORN

Sanborn State Bank

DUBUQUE

Union Trust & Savings Bank
"The Bank that boosts Dubuque"
4% Interest paid on Savings Accounts

PERRY

Peoples Trust & Savings Bank
"Perry's Foremost Financial Institution"

MINNESOTA

MINNEAPOLIS

First National Bank
Merchants & Manufacturers State Bank
Minnesota Loan & Trust Company
Northwestern National Bank

ST. PAUL

Merchants National Bank

MISSOURI

KANSAS CITY

Manufacturers & Mechanics Bank

MONTANA

DEER LODGE

Larabie Bros., Bankers

MILES CITY

Commercial National Bank
First National Bank
Miles City National Bank

THREE FORKS

The Labor National Bank of Montana,
Owned and operated by members of Organized Labor.

OHIO

CLEVELAND

Brotherhood of Locomotive Engineers
Co-operative National Bank

SOUTH DAKOTA

MITCHELL

Commercial Trust & Savings Bank
"The Bank for your Savngs"

WASHINGTON

ELLENSBURG

National Bank of Ellensburg

SEATTLE

National Bank of Commerce
Peoples Savings Bank
"In their own Building"
2nd Ave at Pike St.
4% Interest on Savings Deposits
Seattle National Bank
Washington Mutual Savings Bank
1101 Second Avenue
Assets \$24,000,000

SPOKANE

Spokane & Eastern Trust Company

WISCONSIN

GREEN BAY

McCartney National Bank
3 1/2% on Savings Accounts
"The Bank that Boosts Green Bay"

JANESVILLE

First National Bank
Established 1855
Capital Surplus and Undivided Profits over \$500,000.00
We Solicit Your Account and pledge you Security
and Service.
We pay 3% interest on Savings Deposits.

MILWAUKEE

First Wisconsin National Bank
Marshall & Ilsley Bank

MADISON

The State Bank
"See us before you open your Savings Account"

WAUSAU

First National Bank

Spokane and Eastern Trust Company

SPOKANE, WASH.

Capital & Surplus \$1,250,000.00

*The Banking Home of
Railroad Employes*

Checking and Savings Accounts
Deposits may be made by mail.

The First Bill Paid

out of each pay check should
be your Savings Account.
You owe it to yourself.



FIRST NATIONAL BANK
MILES CITY MONTANA

LARABIE BROTHERS BANKERS

INCORPORATED

DEER LODGE, MONTANA

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DEPARTMENTS

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Savings Depositors

Now if Doc Wilson wants to call up his wife to tell her he will not be home "till morning" he will first have to get the wife. Doc is old enough and good looking (?) enough to have a wife, but Doc says, "I know not what others may think on this question, but as for me, give me liberty, or give me death."

Mr. Seeman, one of the sheiks of the C. M. & G., has a most interesting accessory to his car. This accessory has something to do with the front seat. I am not in a position to state just what, but I am sure Mr. Seeman will explain.

W. W. Bates, traveling engineer, and his family have been enjoying a vacation at Devil's Lake. Judging from the cards Mr. Bates sent he is having a very good time.

Joe Balbinot—he is our dashingly handsome, young dispatcher—spent his vacation in New York City. Joe sure enjoyed the Great White Way.

Leona Heiland, one of the clerks in the division accountant's office has just returned from her vacation. All the gallant, chivalrous young men along the road to St. Joe, Michigan, were greatly disappointed as Lee's car purred along very nicely. She also visited Niagara Falls. She says it is a very beautiful place, but Joliet looked good to her. Hurrah for Lee.

There is a very nice, comfortable bench in front of the depot and Brakeman Gibbons is usually occupying said nice, comfortable bench except when Conductor John Smith decides he is tired and this interesting bench looks good to him. At such times Brakeman Gibbons is nowhere to be seen. I wonder what the mystery is.

East Wind Mile a Minute

A study in slow motion—Harold distributing the office towels.

The Michiganders and Michigoosers strained to their best in welcoming Miss Carlson of 1204 back to her native state. She reports having spent the time of her young life back on the farm, and says that two weeks aren't two weeks when it comes to vacation time.

Miss Vance, formerly in the legal department, has left the service of the company to study for missionary work in Belgium. We are sorry to lose her but hope she will be happy in her new undertaking.

If the wife doesn't have you grind the coffee every morn, Bob, we can only see a splendid opportunity being missed, for what a wonder you would make at it, with the practice and experience you have had in grinding out those lengthy statements on the Marchant calculator. O'Toole, please copy.

Mr. Elliot has taken over the side track desk, with its multitude of files and correspondence, succeeding Mr. Stowell. Our sincerest wishes for success in your new position are yours, Mr. Elliott.

Kenneth Leigh, who used to be employed at Bensenville, has joined the rank and file of the superintendent of transportation's office.

Charles Winter is here from Seattle and I presume he is lamenting the fact that he is missing all the nice weather they brag about out there. I have it from pretty good authority that it is scorching hot there right now and a great deal worse than our own village of Chicago, but of course it is the first hot spell they have had out there in twenty years. (Henry Williams, please note.)
Buddy McKenzie spent his vacation at

No One Can Afford

to neglect making provision for future needs. Whether it is to be a time of sunshine and prosperity or storm and strife depends to a great extent on what you are doing today. A growing savings account is an important step toward independence.

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Muskelonge Lake (pronounce it if you can—I spelled it) and came back with a good coat of tan. Said he had a fine trip, but it would have been a funny vacation if he hadn't.

The purchasing department is the one this time to contribute to our now lengthy list of sparklers that girls wear on the left hand sometimes. Miss Thies, Mr. Sackett's stenographer, has a brand new one and it is a beauty too. Our best wishes are extended.

J. V. Ericsson has just returned from his vacation and reports having had a very fine time out on the coast, but we understand that he detoured himself around the Twin Cities going via Sioux City and Mitchell because of a bounty paid for every Scandinavian caught there.

Miss Clarke is a newcomer in Mr. Brown's office. J'ever see anything like the way they change around in there? Don't blame me if you are not duly informed of all the doings as I tell you it is impossible to keep track of them.

Ned Taylor, a corn husker from Mason City, Iowa, is now checking stock cars in Mr. Brown's office. He was formerly employed in the yards at Mason City. We are glad to have him with us and hope he will tell the Mason City employes just how nice it is in here.

Miss McGrath from Milwaukee, has accepted a position with Mr. Holt in the engineering department. Miss McGrath comes to us from the chief special agent's office at Milwaukee.

Bernice Kelly, Marie O'Shea and May Callahan spent part of their vacation in Twin Lakes, Wis., and are back again at the old grind looking very much worn out. Now I ask you girls, ain't these vacations strenuous things?

Margaret Derleth and Myra Edwards spent a day or two of their vacation doing Niagara. If we can be assured that that is all they did our minds will be at rest.

Mr. Bayles went away to the wilds of someplace and got all rested up so his hand will be good and steady for the coming year to enable him to do more of those complicated blueprints.

Iowa Division
Ruby Eckman

A couple of well patronized excursion trains from Perry to Spirit Lake have been operated over the Iowa and Des Moines

Divisions on Sundays lately. The round trip fare was low but the trains were well patronized and were money makers for the company.

B. and B. Foreman Sewee with a force of men were in Perry the fore part of August with their derrick crew loading some bridge steel which is being sent to the Terre Haute Division for use. The men returned to their job at Neola after completing their work in Perry.

Engineer Wm. Young, who was in Washington Boulevard hospital for five weeks taking treatment for a severe attack of stomach trouble, returned to Perry August 10 to resume work on one of the through passenger runs between Perry and

Savanna.

Kenneth Mc Luen, son of Engineer Carl Mc Luen, who has become quite a football player, will have a place on Drake University first team this season, according to the line up. Joe Elsasser, who has also been in the Milwaukee family will be in the same team.

A distressing accident, which resulted in the death of one man and serious injury to two occurred at Cambridge, Iowa, the last of July when a scaffold which was being used while the company painters painted a bridge, gave way allowing the men to fall about forty feet. Pierce Cooper, foreman of the gang, had a compound fracture of one leg, F. W. Neal had one ankle badly



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hurt and cuts about the face and head and August Carlburg sustained a broken leg and internal injuries which caused his death a few days later. All three men were taken to the Perry hospital. Mr. Neal was released and returned to his home in Marion but Mr. Cooper will be at the hospital for several weeks.

Perry friends have recently learned of the marriage of Train Dispatcher A. G. Elder of Soo City. Fouse is a Perry boy and has the best wishes of the Iowa Division folks.

Train Dispatcher John Kindig's wife and son Gene spent their vacation in North Dakota with relatives. While they were away Mr. Kindig and son Robert, who is one of Perry's most enthusiastic ball fans, went to Chicago where Robert saw his first league game. Boston played the Sox team and Robert will not soon forget the trip.

Des Moines Division Conductor G. W. Moore, who lives in Perry, figured in an auto accident the last of July which resulted in some bad cuts on his face and arms.

Engineer George Newman and wife of the Kansas City Division, spent a few days the latter part of July in Perry, visiting with relatives. They have a son who is a machinist at Perry, also other relatives in the city.

Traveling Engineer Bennett, of the C. & N. W., was on the Iowa Division several days the latter part of July riding the passenger trains on which the engines are operated from Savanna to Omaha. The success of the long runs in passenger service has spread so that the North-Western wanted first hand information regarding the operating of the passenger power over the long divisions.

Fireman Wm. Higgins made a trip out through Montana during the middle of July. While away he played a few games of base ball with Ole Snyder's team of Shelby, Mont. Ole formerly managed the Perry team when Higgins was a member of it.

Perry relatives were informed the middle of July of the birth of a daughter named Katheryn Ann to Mr. and Mrs. Clifford McTaggart of Bloomington, Ill. The child is the grand daughter of Mr. and Mrs. G. L. Whipple, formerly of the Milwaukee family.

Edward Lavell, who has been spending some months in California on account of the condition of his health, was at his home in Perry a couple months this summer, returning to California the latter part of July.

Miss Darlene Murphy, daughter of Agent J. H. Murphy of Jamaica, was married the fore part of July to Harold Ridmour of Angus, Iowa. They will make their home in Angus, the groom being in business there.

Wilma Isabelle Hunt is the name of a new daughter in the home of Brakeman Wm. Hunt at Perry.

Andy Mc Lees, of Des Moines, a brother in law of Conductor Lee Tolbert, passed away the latter part of July. While Andy was a Rock Island conductor, he has a host of friends among the older railroad men who will mourn his passing.

Conductor Jesse Townley and wife are the parents of a daughter born about the middle of July. A daughter was also born to P. Newlin of the car department force.

L. F. Rogers, for many years agent for the Milwaukee at Bouton, Iowa, passed away at his home on July 21 following an

illness which has extended over a long period. While Mr. Rogers was in poor health he was able to be about his work at the station until a couple of days before his death. Burial was made at Madrid, Iowa.

There was a hot time around Ferguson July 20, when five cars of gasoline and a car of lubricating oil were burned when they were derailed.

C. V. Division News

N. E.

Potato Lake, Wis., Aug. 11, ye correspondent spent the week end with Agent Ebersole and family at the above place. Great time! Many amusing incidents occurred, but about the best was Margie Ebersole falling into Potato Lake while dressed in holiday attire. She was promptly fished out and decided she'd wait until she had donned her bathing suit, as she found swimming with shoes on rather difficult.

W. E. Sinclair, traveling freight agent, spent a few days in Eau Claire and vicinity looking after company business.

Agent Smith, of Chippewa Falls, spent Sunday at Long Lake, Wis. While there he saw some big muskies pulled out of the lake. He is now planning to spend each week end at Long Lake, hoping he will land one of the big fellows.

Cashier Carl Pierson, of Chippewa Falls, and party, motored to Minneapolis. They report a great time.

Wm. Cournoyer, warehouse foreman at Chippewa, will spend his vacation in Wisconsin Rapids instead of his annual trip to Milwaukee.

Agent and Mrs. Smith are moving into a new home September 1. We infer that they are well pleased with Chippewa Falls and her townsmen.

Roadmaster McLallen had a very narrow escape when his motor car collided with a big rock, lying in the middle of the track. He slapped on the brake but the car slid into the rock with such force that "Mac" was hurled over on to the right-of-way where he resembled a "human top." His head was badly cut and he saw a million stars all shooting in different directions. He is still looking, "with blood in his eye," for the "guy" that placed the rock on the track.

R. and S. Line

S. R. Collier

Conductor Arthur Morgan and wife : visiting in Ohio at present.

Brakeman E. P. Smith on the Oglesby Patrol, was on the sick list a few days during the month of August.

Agent W. G. Tinkham at Granville, relieved ten days during first part of August by Operator L. J. Dion.

Geo. Dermø, who formerly worked as second trick operator at the yard office at Ladd, is now a regular dispatcher for the New York Central R. R. at Kankakee.

Agent M. T. Cinnotto and wife from Moronts, have gone to California to spend their vacation and upon their return will go to McNabb where Matt has bid in the agency.

Understand Clerk E. L. Jorden at Ladd has gone into the wrecking business as a side line (wrecking garages in preference). Mother, may I go out to fish,

Yes, my darling son,

Perch yourself on the limb of a tree

But don't do what Bill "done" (Fall in)

We will soon see a lot of new conductors

Baldwin Locomotives and Prosperity

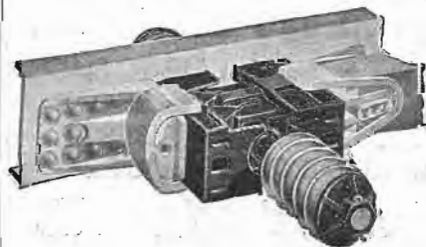
Any section of the country is prosperous only as its transportation systems are able to carry raw materials to manufacturing plants, finished products to consumers, and to deliver farm products without delay to the various markets.

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Is there any other commodity that you use which comes in a container costing ten times what you pay for the commodity? Does any seller of other merchandise furnish you free such an expensive container?

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To be continued in the next issue.

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Street.....

City.....State.....

Occupation.....

Employed by..... R. R.....

on the train register, the following men being called in for examination: J. B. Hill, E. P. Smith, Ed Ellis, Robt. Wood, Oswell Brown, John Hines, J. E. Wright, F. G. Devert, P. W. Riegel and Roy W. Pryor. Brakeman J. B. Denault relieved by Brakeman F. G. Devert on No. 415-416 for vacation.

Iowa (East) Division and Calmar Line J. L. Raymond

Operator W. D. Fox at Delmar, has been off duty for several weeks' account illness. Operator D. D. Devore relieving. We hope to see Don on the job soon.

Dispatcher R. C. Merrill is on his two weeks' vacation. E. E. Edwards is working the branch in his absence.

Conductor Phil Shoup of Savanna, has taken the Cedar Rapids-Monticello way-freight, relieving Frank Dlouhy who is working on the service train.

M. J. Marchant is working the clerk's job in the chief dispatcher's office. W. E. Hutchinson working second trick at Atkins in Marchant's place.

Mr. and Mrs. Chester Cornelius are spending a two weeks' vacation at Spirit Lake.

Passenger Brakeman E. E. Sangster and family are spending a week's vacation on a fishing trip.

Yard Clerk C. A. Tolbert is on a sixty days' leave visiting relatives at Seattle, Portland and Kansas City.

Born to Freight Brakeman G. D. Eckhart and wife, a daughter. The Magazine extends congratulations.

Chief Timekeeper F. J. Cleveland and family have gone to Buffalo and Niagara Falls.

Born, to Passenger Brakeman M. D. Smith and wife, a daughter. The Magazine extends congratulations.

Yardmaster E. W. Crain and wife of Atkins are spending their vacation at Denver, Colo. Wm. Ryan is running the yard in Mr. Crain's absence.

The items are pretty short this month account of ye scribe being on his vacation. He has returned from his vacation and is now laid up with an infection in his foot. We hope to see him back on the job soon.

Mrs. W. K. Lothian and daughter Janet and Mrs. Clara Mitchell have returned from Spirit Lake where they spent several weeks at Templar Park. Mr. Lothian went to Spirit Lake and brought them home in the car.

Mrs. John McGuire of Browns, visited in Marion with her husband's brother and family, Mr. and Mrs. Ed McGuire.

Mr. and Mrs. H. R. Perrin have returned home from California where they visited for two months with his brother Scott Perrin and family. They report a thoroughly good time. Mr. Perrin has resumed work as brakeman on the Chicago run on the Pacific Limited.

Atkins, Ia.
Bernadine Cate

Yes we have no bananas today, but the members of the Iowa Division Picnic Association have a warm spot in their hearts for the people of Perry for the fine spirit of co-operation manifest at our picnic which was held in their city Tuesday, August 7.

The committee as well as the members wish to extend thanks to the committee at Perry, the commercial club, the auto owners and all who were instrumental in giving a picnic long to be remembered.

Theodore, better known as "Roundy" Liddle, has acquired the "boomer" fever

but after a short sojourn of a week way out to Council Bluffs he has boomed his way back to the old home town and has settled down to the quiet life of a staid old married man. We are glad to have you back any way Ted.

Victor Gouber is back at his old job on engine 2114 after having suffered an injury to his hand which required four stitches to close. Vic blames our heavy weight machinist apprentice, Earl Stobaugh, for his misfortune. Yes, I guess not.

Otto Bensch, our blacksmith, has returned after a three weeks' visit in the east. His two sons, Alfred and Walter accompanied him. They visited in Chicago, Philadelphia, Pittsburgh, Washington, D. C., and New York. Otto says he missed all the hot weather while he was gone but judging from the heat of the last few days we can't help but say we doubt it.

Machinist K. Hillerege was a Chicago business visitor early in August. Ken has just received patents on a packingless valve and for a self-cleaning air sander. He has applied several of his valves to engines here and all have stood the test. It looks like Ken had struck the nail on the head this time. Go to it Ken, we're for you.

Miss Betty Cate of Perry, spent a week in Marion visiting with her sisters, Mrs. V. M. Reichert and Bernadine Cate.

Iowa Division Picnic

The first annual picnic of the joint roundhouse and car department of Perry, Atkins and Council Bluffs, was a howling success. Perry did herself proud as a city of friendliness and made the standard so high that Atkins and Councils Bluffs will have to exert themselves to the fullest extent to near equal this standard.

There were approximately 200 visitors from Atkins and Council Bluffs in spite of the hard rain that started early in the morning and which kept up until noon.

Perry and Atkins tied in second prizes won but Perry led with 16 firsts, Atkins 12 and Council Bluffs 11.

The dinner served at the fair grounds after the athletic events and which was served cafeteria style was one of the finest that anyone could hope to see. Oh yes we got to eat it too but it was mighty good to look at first. The outstanding feature of the dinner was the large cake donated by the Bradley Bakery, Perry, which had the "Mechanical Department, C. M. & St. P." written in the icing. It was a two layer cake about 20 inches by 36 inches in size. We all agree that it was some cake for cake-eaters.

After dinner we all went to the dancing pavilion Al-ca-zar where we danced until a late hour. In the prize waltz Mr. and Mrs. Keller of Council Bluffs won the prize.

Effective August 15, L. A. Turner is appointed assistant superintendent, with headquarters at Perry, Iowa.

Mr. Turner has worked his way up from the ranks on this division, and his admirable traits of character have won for him the high esteem of everyone on the division. He is the recipient of many congratulations on his promotion, which is a well deserved recognition of many years of loyal and meritorious service.

A. J. Dutton is transferred from the Dubuque Division to this division as trainmaster, with headquarters at Marion. Mr. Dutton can be assured of a spirit of hearty co-operation from the employes on this division.

The Trackless Trollibus

The trackless trollibus, which is a combination of the pre payment street car and the motor bus, will make its first appearance in New York State, outside of New York City, in Rochester. The New York State Railways has just placed an order with the Brockway Motor Truck Corporation of Cortland for five of these new type buses to be electrically equipped by the General Electric Company. Each will be driven by two 25 horse power motors.

Just what streets these will be operated on in Rochester has not been definitely decided by the New York State Railways.

In addition to the Rochester order, the General Electric Company has received an order for the electrical equipment for nine more trollibuses which will be installed on City Island and operated by the City of New York.

The trollibus has aroused a great deal of interest throughout the country because of the present high cost of street railway construction and the competition from the motor bus.

The buses will have an external appearance similar to a motor bus—except they will be equipped with rubber tired wheels and trolley poles.

Since there are no rails to complete the electric circuit, as is the case with the trolley car, two trolley wires are necessary, one to carry the current to the motors and the other for its return. These

are strung parallel, fourteen inches apart, and the sliding trolley pole is divided so that one wire will be in each section at all times. The car has a leeway of eighteen feet, nine feet on either side of the trolley wires, which provide ample facilities for it to pass other vehicles on the street and to pull up near the curb to take on or discharge passengers.

The car is operated similarly to the automobile. The steering is done by a large circular wheel, as used by the auto, and the power is applied by a foot pedal operating an electric controller, similar to those seen in the motorman's vestibule of a street car. The pedal works automatically, and when the driver removes his foot, the power is off. There is a foot brake and an emergency brake, as on the motor bus.

Several cities are interested in the new type bus. In European countries the trackless trolleys have been operated successfully for several years. In England there are more than 100 miles in use, and in Italy eight companies are now operating forty-three and a half miles with satisfactory results. Trackless trolleys are not new to America, and at the present time there are installations in Staten Island, Baltimore, Petersburg, Va., Minneapolis, Minn., Los Angeles, Windsor, Ont., and Toronto, Canada.

The chief advantage of the trackless over the regular trolley

system is the low initial capital investment. As compared with the motor bus, the operating and maintenance cost is much cheaper. From the standpoint of the rider, it provides a service of equal reliability and comfort, and in many cases the operation is faster and smoother, especially where the streets are well paved and maintained.

To install a single track trolley line, the cost is about \$35,000 a mile on an unpaved street. On a paved street, where the trolley company is forced to pay for the paving between its tracks and two feet outside, the cost jumps to \$75,000 a mile. The overhead for a single trackless trolley costs about \$4,500 a mile and where a double set of wires is strung the cost will be about \$5,500.

Comparing the operating cost with the motor bus, gas and oil costs on an average of five cents a mile, whereas with the trackless trolley the cost of electricity is but two cents a mile. The maintenance of equipment, including tires, averages nine and a half cents a mile for the motor bus, as compared with four cents for the trackless trolley.

For depreciation, figuring the life of the motor bus at five years, as computed from statistics supplied by nine of the leading auto bus manufacturers of the country, the cost a mile is 3.4 cents, as compared with 1.9 cents for the trackless trolley, based on a life of ten years.

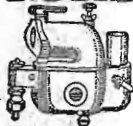
Totaling the above figures, the saving in favor of the trackless trolley is ten cents a mile. Figuring that the average bus runs 35,000 miles a year, this means a saving of \$3,500.

The trackless trolley installation has a high first cost, due to the overhead construction required. Interest, depreciation and taxes on this increased investment will reduce the annual savings to \$2,700 to \$3,000 a car.

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PHONES: Central 0640-0641-0642 & 5103

Foster's newest development and Elsie's green shoes? Well, they might, and so much for the traffic department this time. They have not been very "newsy" this last two months. More news next time.

Miss Vera Sells from Mr. Shong's office spent a pleasant vacation visiting points on the Sound. And Leslie Newman and his wife enjoyed their vacation down in Los Angeles. Never mind about the climate around L. A., Les. If you told us too much about it the native sons we hear so much about would have nothing to talk of when we meet one of them.

Miss Shebly, down in Mr. Calkin's office, is back from her vacation and as she hasn't been interviewed yet, it can't be said how wonderful her vacation was and how much she enjoyed herself.

After about two years' absence, Roy Hurd has returned to the Milwaukee and is now hard at it in Mr. Meyer's department of transportation. We noticed a new steno in that department a couple of days back and upon inquiring found her name to be Miss Standert. Pleased to meet you, Miss Standert. Glad to know you are in such good company. And Mr. Andrews, part of the same good company, enjoyed a nice little two week vacation. Did I hear you say, "too weak"? Say, that is an awful office force, come to think of it. They take one another out to see the parades and don't think anything of it.

Miss Johnson and Mr. Faragher, both of Mr. Earling's office, are back from their vacations. Glad to see your sunny face back again, Miss Johnson. And Mr. Faragher, that Vancouver trip might have started a little talk. You know J. F. Herrick of the city passenger office? He went up to the same place, a little while back, and now some of the boys, down there at that office, claim they know just how many he took. But the fishing was good, wasn't it?

How was your trip to Michigan, Mr. Oliver? And how did your family enjoy it? No, Henry, we won't mention your trip to Mt. Rainier. We are afraid we would hear from the folks in Tacoma, if anything was said about that mountain.

C. E. Kent is back from his trip abroad where he mingled a bit with the royal family of England.

Ask Jim Curry why he bought that driver's license. Arch Campbell wants to know.

Jack Sleavin of Spokane was in Seattle a while back for the purpose of viewing our pageant, "Americanus."

Joe Finlayson of the purchasing department spent one day of his vacation catching big fish in Long Lake. Of course, the "big one" got away, but he says he caught a lot of others. Just as you say, Grace. Your vacation won't be mentioned.

Well, at last. Dick Lindstrom and Pete Plinck of the general manager's office are even. Want to know how? You see, Dick and Pete made a bet involving a fair sum and Pete lost and Dick can't collect. So the judges declared things to be even. What your money, Jackson. You're with Pete a lot.

Splinters from the Wooden Shoe Brownie

Operator James Maher, who has been with the Grant and Sherman Co., says Iron Mountain is a snap job for him.

Baggage man Sam Stanton, on Nos. 802 and 803, is to be married soon. You took your time Sam but better late than never.

Bert Shields was all set to go to Cincinnati to the world series but things look bad now for Bert.

Engineer Mark Ennis is back firing on the scooter. Mark is too delicate for heavy work.

Car Clerk Heckler, at Iron Mountain says the job is getting too heavy—will have to go back to Greenland driving delivery wagon.

Baggage man John Schreck suffered a stroke a few days ago but at this time is feeling better. Hope to see you back on the job soon, John.

Business at Iron Mountain is booming—four switch engines, work train, spot job and one haul job. J. R. P. sure has his troubles now.

Cashier Brown, of Iron Mountain, spent Sunday at Milwaukee and Monday was running around town trying to buy a second hand diamond. That is what you call action.

Operator B. Scholtz gave up second at Iron Mountain to take third trick at Crivitz. Well, its closer to Wausaukee where the only girl in the world lives.

Operator T. M. Delanty is still holding the job as manager of the base ball team at Hilbert. His team lost a number of games this season but he thinks they will do much better next year.

Get ready to hear a few good ones when Chief Dispatcher J. T. D. returns from the North.

Conductors Jos. Smith and James Hanahan are sporting new autos.

Engineer J. Fowles has taken the Iron River passenger run.

Brakeman George (Jap) Delaurelle has thrown up the Oconto Branch. What's the matter Jap, was the work too heavy?

Brakeman Edw. Cochran formed one of a party to Cookles for chicken supper. They ran out of chicken and had to close up after Ed got there.

We understand Fireman Jess Hammett is to be married September 4, with a honeymoon to Milwaukee, Chicago and to Minneapolis big fair. Milwaukee will be the first stop after leaving Green Bay. Congratulations Jess.

Miss O'Connor of the store department, has returned after having a very enjoyable vacation.

Jap, the caller, wants to know when he gets a vacation.

Peter Maierle was the lucky winner of a Chevrolet touring car which was given away at a recent carnival.

Luella Gotto is working for Maggie while she is laying off for a week.

Cecil Huntly has returned to work after a week's vacation up in the north woods.

Robert Held is now chief dispatcher while J. T. Dinwoodie is up catching the biggest fish in the state.

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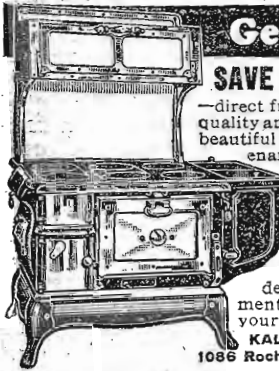
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River Division News

M. M.

Oh did you see Brakeman H. J. Hayes this morning with his \$3.99 suit? (so he said). Talk about values at the sale. Let Harry tell you about them.

Will Feddern, wife and daughter spent some time visiting relatives at Aberdeen, S. D., during the past month. Bill says he's sorry he didn't take the car.

A staff meeting of the agents was held at Minneapolis July 18. Every agent on the division was present. Freight claim prevention was discussed as one of the important subjects.

Trainmaster J. W. Blossingham, assisted by Fuel Supervisor M. Gruber, has been conducting very interesting coal conservation meetings on the division within the past month. Several excellent ideas in the way of saving coal have been suggested at these meetings. Superintendent D. E. Bossiter has offered very valuable thoughts which, undoubtedly, the employes have put into practice. It is to be hoped that these timely suggestions will have a marked and the desired effect on the increase in efficiency and economy of railway operation.

Conductor A. Buckner has enjoyed a ten days' vacation, spending the time in Montana visiting his family. His daughter and son accompanied him on his return and will reside in Minneapolis.

There have been a number of specials over the division recently. The K. P.'s having three specials and the excursion special which was a very successful excursion.

It is with regret that we mention the death of Ed. Wheeler, former conductor on the C. V. Division. Death occurred at St. Paul and the funeral was held at Wabasha. Mr. Wheeler is brother of Engineer Maurice Wheeler and sympathy is extended to Engineer Wheeler.

The carpenters have finished the new platform at the freight depot at Wabasha. With a little wax and some jazz it would have been slick enough to dance on. The bricks on the walk around the depot have been replaced and now we are all fixed up.

District Master Mechanic John Turney made his regular trip of inspection over the division. Everyone is glad to have Mr. Turney call for his practical suggestions and timely advice is always of utmost importance.

Have you seen the grill that has been placed around the cashier's desk at Winona? I've just been wondering what the idea was but someone informed me that it is permissible to feed the cashier peanuts.

An accident that might have developed into a tragedy occurred at Theilman last week. Carpenters John Hogle and J. E. Brown were making repairs to eave troughs and the platform on which they were standing broke, allowing the gentlemen to gently descend. Fortunately both gentlemen escaped with slight injuries, although Mr. Brown says that he was pretty badly shaken up.

Engineer Fred Koch has been off the past few week on account of illness. Understand that he had sufficiently recuperated the last few days that he was permitted to go fishing. However, I expect to get the truth of this matter when he returns to work.

Miss Margaret Maher is spending her vacation visiting friends and relatives in Montana and Canada and touring Glacier Park. She expects to visit at Calgary and Medicine Hat where all the weather comes

from. Undoubtedly we can look forward to pleasant weather from now on.

When one walks around the yards and coaling plant stations one cannot help but notice the decided improvement in conservation of coal. Sometimes we wonder if the pops have all been removed from the engines for we rarely hear an engine pop.

"The Unclassified"

For Sale—Slightly used wind shield for motor car and halo to match. W. W. Dinnels.

Lost—Several brilliant ideas. Very valuable as cannot be duplicated. Reward for return unused. Dick Thompson.

Lost, strayed or stolen—One auburn hair. Reward for return and no questions asked. Frank McGraw.

Wanted—Opportunities to yell. Satisfaction guaranteed. Best of references John Houts.

Obituary

On August 10, occurred the death of Edward W. Phelan, veteran roadmaster of the H. & D. Division, at the age of 74 years. Mr. Phelan was a native of Ireland and came to this country fifty-five years ago. He entered the service of this company in— and has always been engaged in track and road work. Before going to Milbank, in 1882, as roadmaster, he had been in construction service on the Southern Minnesota Division. His period of service on the H. & D. Division covered much of the first construction in his territory as well as the track and grade revision. A few months ago he suffered a stroke of paralysis from which he rallied and continued his work, but recently he resigned the roadmaster's office to his son Frank while he became assistant roadmaster and prepared to take a little respite from his hitherto very active life. Mr. Phelan served in the city council of Milbank, S. D., his home for eighteen years and was universally admired and respected by his fellow townspeople. He was held in high regard by his associates and superior officers of the railway company, who mourn his passing as that of a valued friend. He is survived by five sons and one daughter, to whom the sympathy of their many friends on the railroad is extended.

Notes from the Local Office, Tacoma
R. R. T.

Fay Clover, otherwise assistant cashier, has to sit in as assistant accountant on the Oriental Department, that being his old job at the docks, while Mr. Lowery, a newcomer, worked as assistant cashier for a while. About the latter part of July Tom Dolle, heretofore demurrage clerk, took over the assistant accountant position and is now wrestling with customs entries, ocean bills of lading, wharfage problems and the like.

Russell Hagerson was on the demurrage desk for a short time but is now on the switching desk pending Mrs. McKay's return. Milo Story, who had been on the switch desk temporarily, went back to the warehouse.

Bob Shipley returned from his wedding trip the latter part of July as rotund and handsome as ever. Feeling the necessity of getting back on the payroll, now that he has to support a wife, he bid in the demurrage job and will now work under the arrangement familiar to all husbands: average agreement, which means, outside of the demurrage business, that when hubby and friend wife cannot agree they average it up by agreeing on what the wife wants.

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That's why you work! And while you work you have it!

But what if sickness should overtake you or an accident befall you? What about your income then?

A few dollars invested in one of our Accident and Health Policies each month (a policy designed especially for railroad men) would assure you of an income in case of disability.

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Mr. Fallihee, formerly in various positions on the Tacoma Eastern, was on the O. S. & D. desk for a short time while Keith Williams was chief bill clerk during Roy Kidd's vacation.

Al Goldsborough, otherwise known as Alkali Ike, is on a vacation at the writing. Roy Kidd, barely back from his own vacation, is temporarily acting as revising clerk, while Keith Williams acts as chief bill clerk. Nothing like having a few good all-around expert handy men who can sit in anywhere on a moment's notice.

Speaking of Roy Kidd, he became the proud daddy of his first baby boy on July 28; so on August 1 when he came back to work, his hands had decorated his desk beautifully with pink tissue paper and appropriate signs. Cigars and candy will no doubt be forthcoming in due season.

Weldon Mero, one of our old standbys in the warehouse, came back from a visit to relatives at Los Angeles and San Bernardino July 22. He happened to be down there during the recent earthquake and was glad to get back to more solid ground at Tacoma.

Ed Rogers, one of our checkers at Dock Two, left on July 31st on a trip to Old Orchard, Maine, and vicinity. Naturally he will also cross the border to the Maritime Provinces of Canada as the drouth does not extend that far. We hope he will have a good time among the Bluebellies.

Billy Alleman has now bid in a job checking in the warehouse and says that is the life for him. He now has no trouble about working up an appetite and has so much to do that he can't find time to think of his troubles.

Miss Frieda Marty, Mr. Alleman's personal stenographer, is now a full-fledged landed proprietor, having bought a new house near the Lincoln High School. We hope she will soon invite us to a formal housewarming.

On the morning after President Harding's death, Billy Woodard, our nautical expert, and Russell Hagerson had quite an adventurous time replacing a torn flag-rope and hoisting a flag at halfmast on the freighthouse flagpole, the pole being in shaky condition. However, after heroic efforts and at great risk of life and limb, they succeeded in getting things into shape again, so that our flag was one of the earliest to fly as a sign of mourning; at least we beat the passenger station to it by a long way for they haven't got one up even at this writing.

Fay Clover and family were out at a lake about twenty-five miles away one recent Sunday. Somebody left the switch on and the battery of the auto ran down entirely. As a result it was one thirty in the morning when Fay's caravan finally reached home, at "the end of a perfect day".

Emmett Maloney, bill clerk at Dock Two, has invented an eliminator for making out loading tickets on import freight. We haven't seen it as yet, but as soon as Cedric Moyer, our swift and efficient messenger, is able to locate it we hope to have an opportunity to inspect this latest child of Emmett's genius.

We are pleased to report that Mrs. McKay's condition has improved considerably, although she is still far from well and it will be some time before she is able to resume work.

Miss Sophie Hanson was at Copalis Beach last Sunday to hear what the wild waves were saying. We haven't heard what luck she had digging clams and breasting the breakers.

La Crosse Division

C. W. Velsler

We are sure that every employe on the Milwaukee system has placed away for safe keeping their copy of the August issue of our magazine in memory to our late President of the United States whose picture and train is on the cover enroute over the Great Continental Divide. This we understand is one of President Harding's last pictures, taken on his fatal trip to Alaska.

Keen interest was shown at the July Safety First meeting held at Portage. There were about fifty-five employes present who came well armed with suggestions. Many of the most interesting subjects were introduced for discussion by the employes that have already been corrected which accounts for the La Crosse division enjoying a high rating in non-accidents. Every workman receives some benefit from the Safety First movement—why not attend the meetings.

Conductor Jorner has again resumed work on the Sparta pusher job after being off account of injuries received a year ago, when he fell off the tank of an engine at New Lisbon.

Chief Clerk A. T. Klingler, of Portage, spent a few days attending a Masonic convention in Milwaukee. Mr. Klingler who now resides in Portage, says that it seems good to get back to the old town that Schlitz made famous.

Engineer Frank Krause, who has been laid up sick, is again well and about ready to resume work.

Roadmaster E. O. Buffmier offers many apologies to the train and engine men for the inconvenience caused them in the past summer between Grand Ave. and Hartland account of laying new steel and says that when complete about September 1 this piece of railroad will be the fastest on the system and all the lost time can be made up. We are with you Elmer when you say high speed.

True to our promise we are not going to say a word about our esteemed friend Ed Scofield.

Special commendation was given Conductor Frank Linscott in the way No. 263 was piloted over the division on August 3. Frank discovered a large steel beam projecting from two cars of steel in his train a few miles west of Reesville which would have caused any east bound train to be derailed. So with every member of his crew on the job he proceeded to Astigo where he stopped No. 66 and passed them very slowly and telegraphed to Columbus to hold No. 30 which avoided what might have developed into a serious accident.

T. B. M. Chas. Nelson had the honor of being chosen as the train baggage man on the K. P. special which left Milwaukee for Portland, on August 10. We all know that Charlie will have a good time because he is at home with the K. P.'s.

Services were held at the No. La Crosse yard office on August 10 in memory of the late President Harding, by the employes under the direction of Car Foreman H. R. Jones. There were over three hundred employes present, hearing the sermon of the Rev. Dr. Strain.

Agent C. L. V. Craft and family have returned from an extended trip through Canada. What do they charge for black and white up there now Mr. Craft?

City Passenger Agent Joe Rosback, who has taken up the soldier's life by joining the citizens' military training club, spent

two weeks at Camp Douglas. Have you noticed how cheery Joe is since he got back. Conductor Decan Schutter, of Sparta, was the yardmaster at the camp during the encampment.

M. M. Frank Miller, who has been spending his vacation on Lake Wisconsin, has many new fish stories now and one of them is that he caught all the fish in the lake and it will be useless for any one else to try to get any more this year.

Engineers Cadman, Terney and Grady on No. 57, have made an on time record for 41 continuous nights. I guess that speaks for itself.

Division Accountant Joe Buckley has been devoting his time to reading and studying foreign languages and has laid aside the Sears Roebuck catalogue. Joe's work now brings him in direct contact with the 570 foreigners on Mr. Bufmire's extra gang.

Car Clerk Wm. Maloney of Portage, has not been hurrying home as newly married men should and it has been necessary for the Mrs. to call the yard office to locate Bill.

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

Nora B. Decco

Where are all those old familiar faces? On passenger of course, what with all the specials and extra passenger work now-a-days, the main topic of conversation is where they can get brass buttons in a hurry and can I borrow your ticket punch for a trip. Conductor Driscoll has them all beat as his brother gave him an honest to goodness passenger uniform. It was made before the war (Civil) and has seen many years of hard usage but a uniform is a uniform and while the rest of the brothers wear their Sunday go to meetin' blue serge suits he spreads around in an N. P. uniform. Isn't it terrible what glory will do to some folks?

Engineer and Mrs. Crockett and son have made the trip through the park again this year as well as Conductor Wilson and wife. Who says you can't go thru the Yellowstone Park in four days?

Brakeman Happy Hutton from the Northern Montana Division, made us a quick visit recently.

All the train dispatchers at Deer Lodge are easy to get along with nowadays, having returned from their vacation; except Mr. Baker, and expect the lay off will have the same effect on him as the others, as he said he would return with all the fish in Montana. Former side table operator Josephson is doing the relief work during their absence. Mr. Dowd working as chief, and Mr. Magett as night chief while Mr. Haggerty was away. Understand he walked one hundred and sixty miles over land with a pack on his back about like Mark Twain did across Europe probably, when there wasn't anything to ride in or on. Anyway we will never know, as he was out in the wilds and will have to take his word for it.

President H. E. Byram and party put Three Forks on the map recently when they used our small city as a stopping place for the private car while they made a trip through the park, yes, Yellowstone.

While in Lewistown middle of July I almost said howdy to that nice little lady in the ticket office. I wonder how she keeps it up with all the foolish questions that are asked her across the counter and always a pleasant answer. I will have

to go over some time and take a few lessons. Louie Searls sitting at the chief dispatcher's desk too. Will wonders never cease?

Mrs. Baker and family, wife of Car Repairer Baker, is visiting her daughter in Idaho. He belongs to that club too I expect.

Engineer A. E. Barnes having been offered a fine position with the Engineers bank in Cleveland, has taken a long leave of absence and gone there during the latter part of July; his family expect to follow him soon. We offer our congratulations to Mr. Barnes and wish him the best of success in his new work. All good wishes to go with him and his family. Engineer Lefever has not only taken Mr. Barnes' run on passenger but has also been appointed as president of the bank here in his place. There is no stopping, Tommy, now.

Cashier McCollough, of the Three Forks freight house, is off on a vacation, the first he has taken for a number of years. He is spending it with his wife and family who have been on the coast for a few weeks.

When John W. Lane takes a vacation he goes somewhere, no sooner said than done. Says Johnnie "I guess I will lay off a few weeks and go out to San Francisco,"

and that is just what he did too. Mrs. Lane and the small sons and daughters are there, too.

Understand some one bought a brand new car, filled it with gas and passengers and started out across the Montana highways. Shortly afterwards some one covered with cuts and bruises trying to answer all the questions asked him at once, stated that they started out with the new car, did a little speeding, saw a big bridge coming down the road and turned out for it to get by. Wonder for goodness sake what was in that Thermos bottle. Some say this was Brakeman Hudson and others say it was Conductor Spayde. Well, the roads are now wide enough in this part of the country for so many cars to pass is all there is to it.

Brakeman Joe Gordon, while unloading heavy freight from the local at Ringling, was unfortunate to break his leg in two places. He was brought to the local hospital as quickly as possible and is doing very well at present but will not be out for some time.

C. R. Johnson has been assigned to a passenger run and will move to Deer Lodge shortly. He is working as boardman in place of John Lane while Mr. Lane is off on his vacation.

Electrification of the Virginian Railway

H. G. Wells points out the fact that the United States does not owe its existence to democracy, to naval prowess, nor to its location, but to the fact that the railroads were invented and developed at the critical period in the growth of our government. It was this fact and this fact alone that enabled the United States to grow into one united, organized country instead of into a group of nations such as Europe has. Thanks to the railroads, our country has grown beyond the "horse-drawn-size" country, and has developed into a full grown, "train-drawn-size" nation.

Now that the country has developed to its present size and strength, now that we, as a nation, are giving thought to prosperity within our borders rather than to conquest and expansion beyond our prescribed boundaries, and now that present indications predict rapid advances in future prosperity and continued development, all railroads are facing the important problem of increasing their capacity to take care of the increased traffic that they will surely be called on to handle.

There are two methods of increasing the capacity of any railroad; one, by increasing the equipment on the road, the other by increasing the efficiency of the present equipment. The Virginian Railway Company recently foreseeing the call for additional capacity has decided on the latter method of increasing their capacity.

This railway, like the C. M. & St. P. R. R., hauls a large amount of freight over the mountains. Last year they hauled 7,000,000 tons of coal over the Allegheny Mountains down to the seashore. With prospects of increasing this capacity to 12,000,000 tons annually and with limited track space and mountain grades between Roanoke, Va. and Mullens, W. Va., they faced a serious problem of how to manage such a tremendous increase.

After a thorough study of the conditions, the engineers decided to electrify the 135 route miles lying between these

two points, using the alternating current system with a single phase overhead trolley and split phase A. C. motive power units. About mid-way of the electrified section on the New River will be the large central station power house, containing three 12,500 Kw. single phase, 25 cycle, Westinghouse turbine generator units which will generate the power for transmission at 88,000 volts to the 13 outdoor transformer stations, most of which will contain 2 transformers of 3,000 Kv-a. each to step the voltage down to 11,000 volts A. C. 25 cycle single phase for the trolley.

The electric motive power units will be similar to those now used on the Norfolk & Western Railroad. Trains of 6,000 tons up a 2% grade at a speed of 14 M. P. H. will require 12,000 H. P. at the wheels.

These electric motive power units will replace the articulated mallet type steam locomotives now used on this section, which are among the most powerful steam locomotives built, having 20 driving wheels and 4 cylinders. But even with three of these powerful steam locomotives on a train (combined H. P. 7,000 H. P.) the railroad can haul trains of only 5,500 tons at a speed of only 7 M. P. H.

Electrification, permitting more than the present tonnage per train to be hauled at twice their present speed, will, therefore, enable the Virginian Railway to handle over twice their present load over the mountains.

By means of regenerative braking the speed of the down grade trains can be regulated without wear on the brake shoes and the company will be able to save 15,000,000 Kw. Hr. of electricity a year.

The contract for furnishing the complete equipment covering the motive power units, the power house, transformer stations and trolley line has been let to the Westinghouse Electric & Manufacturing Company of East Pittsburgh, Pennsylvania.

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Illinois Division

Mabel Johnson

Mrs. F. L. Danford and children, Laura and Frank, family of Conductor F. L. Danford of Elgin, are enjoying a vacation spent in camp at Lainsville, Iowa.

J. H. V. and his "old straw hat." Jerry held the hat—J.H.V. did the pitching. One strike and the crown of "Valentino's" straw lid was "out". My but that was a shure shot! Contributions will now be accepted on the damage. Too bad to bust a good summer's lid, but "Ain't we got fun" say the boys.

Congratulations are extended to Chief Carpenter's Clerk Chas. Plattenberger on the arrival of a son at their home July 24. William Franklin will be his name.

Belated congratulations to Brakeman

John Bertoncella account his marriage June 20, to a young lady from Minneapolis. Brakeman F. Schneck and Arthur Gradt were granted a leave of absence July 1 when they started on a lake trip—"padding their own canoe". The boys anticipate a delightful trip through the Great Lakes.

We regret that Brakeman Joe Schwartzinger was forced to again enter the sanatorium at El Paso, Texas, for treatment. We hope for his speedy recovery.

Congratulations are extended to Condr. and Mrs. Chas. Bilhorn on the birth of a son July 19 at Spokane, Wash.

Brakeman G. J. Hachtel is off duty and left for Rochester, Minn., to enter hospital for treatment.

Conductor N. E. Winslow and wife have returned from their extended trip through the east and report a very pleasant vacation.

Conductor N. E. Winslow and wife have returned from their vacation spent at points on the Extension and Yellowstone Park. While it was necessary for Mrs. Huston to remain at Butte, Mont., account illness, Conductor Huston made the trip through Yellowstone Park alone, and later joined Mrs. Huston who was well enough to make the trip home.

Trainmaster C. F. Urbutt and wife spent their vacation at Oconomowoc, Wis., being Mr. Urbutt's home, and muchly enjoyed one of C. F. U.'s main delights, that of "good fishing."

Ye Scribe had the pleasure of meeting the Misses Behrens from the Dubuque superintendent's office on the train from Dubuque Aug. 11. How well we remember the "peppy" time we had with Messrs. Clyde Kinney and Hans Jess who were also passengers. Lafalot, that's what we did!

A very profitable and interesting Coal Conservation meeting was held at Savanna July 20, 1923, forty-four being in attendance. A wonderful "Mississippi Catfish Supper" was prepared by the ladies of the Lutheran Church, and greatly enjoyed by all.

Since Charlie Kleemans has been transferred to Marion, Iowa, as assistant division accountant, we were wondering how we missed him most. We thought it was on account of his whistling but we were all wrong—it's the crab apples we miss, Charlie.

Who's your friend, Jim? Gosh! Jim ain't tellin' nothing any more. But then he isn't quite so bad as Jerry Hansen. Better be careful, Jerry, or somebody will tell everything they know for a change.

H. L. St. Clair had the misfortune to break the little finger on his right hand while playing ball with the "kids". Well, kids will be kids!

G. B. Spoor, agent at Cordova, Illinois, and wife spent their vacation in South Dakota and New York visiting relatives and friends. John Lytle and wife accompanied them as far as Dakota and then went to Montana.

C. C. Smola, formerly of Sioux City, is our new division storekeeper in place of G. F. Lake who was transferred to Dubuque as assistant district storekeeper.

SPECIAL—Attention Everybody—Hans Jess, assistant division accountant at Dubuque Shops and Miss Barbara Schraeder were married in Dubuque on August 23. Thought you were slipping it over on us, didn't you, Sheik. It can't be done, Hans; our committee is still on the job. Congratulations and our very best wishes.

Conductor G. Danford favored two of the girls from the superintendent's office, Lola Lynn and Eunice Stevens, also Miss Lynn's brother, Milburn Lynn, with a ride in Conductor Danford's Anderson car, to Chicago recently. We heard they were "pinched" for speeding. Can anyone enlighten us?

Asst. Foreman Chas. Langley has returned to work after several months' absence on account of an accident received while driving his car last November. Welcome back!

Miss Ilene Kane has returned from a week's vacation which was spent in camping at Maple Grove; she says that she can almost swim now—if sun-burn denotes efficiency we are sure that Ilene can swim like a mermaid.

Miss Margaret McGrail has returned from a few days' trip to Indianapolis where she was called by the serious illness of her brother.

Walter Getz, timekeeper at the D.M.M. office, has returned from a two weeks' vacation which was spent in Missouri. During that time he was lost somewhere between here and Lockwood and his relatives searched frantically for him from Thursday until Saturday of the following week, when they received word from him. Walter insists that his silence was due to the fact that he was having too good a time to write, and our surmises are without grounds.

Dewey Lahre has finished his apprenticeship at Savanna roundhouse and is now classed as a machinist.

I. & D. Radiograms

H. S. F.

Our baggageman Bill Kelly, must have been born on a lucky day, as was demonstrated the other day. Bill now possesses a new Ford sedan, which was given away recently at Minneapolis, Bill having the lucky number.

Have you noticed the broad smile that Operator Danna Lozzette has been displaying recently. The chief reason for this being a new baby girl arriving at his home. Can't tell you the baby's name yet as Danna says the wife hasn't named her yet. Anyway the girls enjoyed the candy and the boys the cigars.

You can always tell the mornings that Otto Secory and his chauffeur have tire trouble.

Margaret McCormick, train timekeeper in superintendent's office, is on a three weeks' camping trip in northern Minnesota. Jack Burns is sitting in her chair during her vacation.

Lots of "Bobbies" in the office of the superintendent. Three did it all in one day. Two of the vamps backed out at the last minute. Give 'em time and they will be 100 per cent short.

Engineer Alfred Swanson has been off his run the last few weeks due to illness. Engineer Swanson is one of our oldest engineers and we hope that he will soon be able to resume his run.

Since L. R. Meuwessen, chief dispatcher at Mason City, took up racing, the rest of us Ford drivers have decided to stay home Sundays. Leonard's car and another car collided on the pavement between Rudd and Charles City, the other day, damaging both cars and hurting the occupants slightly. Anyway we haven't seen L. R. M.'s car since.

Sioux City and Dakota Division H. B. Olsen

The last Safety First meeting held at Sioux Falls in July had the usual good attendance which shows a growing interest in this very vital, important matter. In absence of the regular chairman, Supt Rummel, Trainmaster L. F. Donald, assisted by E. B. Coacher, Chicago, took charge of the meeting and gave some very interesting talks which were full of emphatic pointers.

Miss Ethel Jacobs, assistant cashier Sioux Falls freight office, has gone on her annual vacation and will visit Kansas City and points in Montana before returning.

W. D. Griffith, agent Sioux Falls with Mrs. Griffith and "kiddies," have gone to Crystal Lake, Minn., for a few days' outing with relatives.

Fireman Hughes is on forced vacation account illness. Hope to see you back with us again soon Huey.

Wonder why the "newlyweds" always select a lonely place to live in first? Agent Paulson is being checked in at Ravinia this week and they will have things pretty much to themselves at the point mentioned.

The present day cost of living apparently had no barrier when it comes to investment in love symbols as evidenced by the announcements which have reached the Sioux Falls freight office for on July 24, Miss Hildred Kenna, car clerk and Mr. Ronald M. Macgreagor, clerk to Roadmaster J. M. Murphy, were married at Tacoma, Wash. Our predictions did win out and here's all our hearty congratulations to the "newlyweds."

Miss Lucile Akers, cashier, Akron, Ia., spent her annual vacation in Chicago, being relieved by Miss Anna Von Hagel, who officiated the position in a very satisfactory manner.

Miss Lindblom, timekeeper and Miss Perry, bill and voucher clerk, have gone to the Glacier National Park for a two weeks' outing. Miss Lindblom won't go broke as she did last year and be required to live on peanuts the last day.

Timekeeper Downing has selected California for his period of recreation and will spend at least two weeks in that state.

On July 26 Perishable Freight Inspector F. L. Howard was transferred to the same position with headquarters at Bensenville, and L. H. Krohn has been appointed by W. L. Ennis to fill the vacancy at Sioux City.

Agent J. B. Berry at Tabor, has been granted a six months' leave on account of sickness.

Engine Foreman Ray Hunter, Sioux Falls, with his wife are taking an outing at Iowa's greatest summer resort, Okoboji lake.

Brakeman E. Seibald, who recently underwent an operation for appendicitis, is recovering nicely and hopes to resume his duties soon.

Conductor Art Steffin goes to California this week being temporarily relieved by our ever obliging conductor, Walter Shadle on the Platte line.

But for the prompt action of Warehouseman Russell Beck at Geddes, the depot at that point would probably have been a pile of ashes. Unfortunately a bolt of lightning found its way in the office through the telegraph wires and started a blaze over the bay windows which was immediately extinguished through Russell's alertness.

One of the most enjoyable picnics ever held was on August 5, McKennan Park, Sioux Falls, when all railway employes in that city joined hands for the gala day. Numbering some over five hundred with many visitors from out on the lines who were most welcome. Assembling at 10 A. M. sports of all kinds for the grown-ups and the kiddies were indulged in. At noon tables were spread with delicacies that go with a picnic dinner. The afternoon program was speaking including Warren E. Beck, agent, Geddes, who made one of the finest talks ever put before an audience. The ball game between the "Omaha" Ry. and "Milwaukee" was won by the latter, the score being 11 to 14. Leave it to the Milwaukee boys to put anything over—they are there.

Our veteran engineer, "Billy" Bowers, and Mrs. Bowers attended the picnic at Sioux Falls and "Billy" did his part in "rooting."

A recent carnival at Geddes, which was brought to that city in behalf of the American Legion, made the town look like a Coney Island with its numerous stands, merry-go-rounds, jazz swings, fat girl and wild girl. The street was so closely packed one could not get a good breath.

Agent Beck, Geddes, says the rumor that all the bass in Lake Andes have died, is all bunk—a few blue gills evidently got crowded up out of the lake by the larger fish that were so numerous below that they were sun struck or died of thirst. There are plenty of real live fish in Lake Andes yet.

Operator Lester Landmark, formerly on 2nd Scotland, has bid in 3rd at Scotland. Says he does not really take to the half and half shift.

Master Donald Leroy Kruck arrived at the home of his parents, Engineer and Mrs. Henry Kruck, August 1. Weighed 10 pounds and maybe you think Henry is not some proud of his new boy.

Kansas City Terminals S. M. C.

Jim Talbott says that if eating hot dogs would win the heavy weight title Jack Dempsey would have to step aside for our Mr. Hayden of the ticket office. Does he like em? I'll say he does.

Katie Hammann, our good natured, good looking, and all around good clerk, left the employment of the Milwaukee last month for good housekeeping. She says for mother, well time will tell. She was wearing a nice big diamond when she left and Harry is a fine fellow so here's hoping.

Since Miss Hammann is no longer with us Miss Owen is our new speed demon. She says she can make that Henry step along but she just can't get into a garage with taking off a door or two.

Harry Studt and Paul Draver are contemplating a vacation the latter part of August and expect to take in Colorado. They are planning on a wonderful time and here's hoping they are not disappointed.

Albert Smith of the cashier's office, has about made up his mind to get a new car. We hope the new one will be as faithful as the old one was.

The permanent wave and bobbed hair craze has finally struck the girls at the local office full force and believe me they sure look swell. If they don't get married after that, there is no hope.

Mr. and Mrs. Eddie Singleton are plan-

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R. B. GREGG, Northbrook, Ill.

ning a trip to Colorado. Eddie says this is his honeymoon trip, even if it is a bit late.

There must be something in the wind. It is reported that Geo. Madrill of the claim department, recently purchased 5 acres of land.

If all the offices in the west bottoms were like the Milwaukee freight office a dairyman could work up a good trade as most of the Milwaukee family have joined the milk bottle gang.

Con Cole says what is the use of all these autos standing out in the weather, so he gets himself a few large dry goods boxes and makes a three room garage. Take notice auto owners and patronize home industry.

Buster Been, our O. S. & D. clerk, has purchased himself the right, title and claim to a Hup touring car. Look out, girls, he is a go get "her."

Jim Talbott is thinking seriously of entering the commuter class as a five acre tract of land about ten miles south of the city limits appeals to him. Besides he is interested in cow pasture pool and a course lies handy to the 5 acres making an added attraction.

The superintendent's office is resplendent in a new coat of paint. It's so spick and span it fairly dazzles your eyes.

We have had several very nice compliments on our flower garden for which we are truly thankful, but just wait till next year.

George Harris, yardmaster, has another vocation or rather a side line. I know you would never be able to guess so I'll tell. Swimming instructor.

Mr. Reed says the Cricket (Mrs. Ira) sure can cook fried chicken and he's the fellow that sure can eat it.

H. Albert, section foreman, who recently moved here from up near Excelsior Springs, has been telling about the wonderful feeds, fried chicken and everything he gets on week end trips home. We thought maybe he might bring a wish-bone as proof but so far none has materialized.

Minneapolis Shop Happenings

James Nellins

Everybody complaining of the heat and it sure is enough to make one feel sluggish and lazy. It certainly has been hot and a railroad shop is about the hottest place in town.

William A. French, division master mechanic of the Terre Haute line, was a welcome caller at the shops on July 17, looking fat and sleek and every appearance of good treatment on his home territory. He slipped up this way on a vacation trip and all his old fellow workers here glad to see him.

Another business caller whom everyone here is glad to see is S. J. O'Gar of the reclamation department who dropped in here on July 18, smiling as usual with no indication of ever having the blues.

News has reached the shops announcing the arrival of a fine baby girl at the home of Mr. and Mrs. Knight Cosner, engineer, Hastings and Dakota Division. Mrs. Cosner was formerly Miss Margaret Allan, clerk in this roundhouse, and a most popular young lady employe she was, and all friends both among the enginemen and the roundhouse and shop, extend congratulations to those popular young people.

James Elder, superintendent of air brakes, was a business caller here on July 23, holding a staff meeting of his aides. This brought to the shops a number of dis-

trict air brake men and they were a pleasant lot of men to meet and a former meeting with those men is well remembered and all will be glad to come again and all here glad to see them.

We may be butting in on another correspondent's territory but we will take occasion to mention the death of a former and early day local freight agent in the person of Thomas A. Brann who died on July 22, at the age of 83 years. Mr. Brann was in the position mentioned from the year 1878 to 1890 when he resigned to accept employment elsewhere and for a number of years prior to his death had enjoyed a retired life.

Still another business caller at the shops on July 23, was John O'Neil, from the Milwaukee shops. He has been absent from here for some time and hence was a more welcome caller. He was looking the same as usual, better if anything, and apparently he likes to make an occasional visit here.

Notice in the August issue of this magazine that the veteran employes will meet in Milwaukee September 18 and 19. As it is two years since we have had occasion to engage in a handshake let us drum up a good attendance and see what can be done toward settling the ever recurring pension plan.

It would seem that all correspondents have an alibi for lack of news and we have ours. Like many others we are on vacation and enjoying it immensely and at the same time appreciating the privilege and great favor. Today, August 12, is our last day of leisure and tomorrow the 13 (our lucky day) we resume work again, but have had a nice quiet time and repeat that we appreciate the favor.

Sincere expressions of condolence are extended to Chas. X. Anderson, of the blacksmith shop, account death of his daughter, Miss Mildred Anderson, the sad event occurring August 10. Miss Anderson was a most talented young lady and Mr. Anderson being popular with his fellow workers, the expressions of sympathy are sincere and universal with his shop mates.

Drippings from the Ice Bunkers

Spud Bar

I am having a deuce of a time trying to decide who to appoint as an authority on dress styles for Miss Callahan. The item in last month's Magazine brought a number of replies all stating that they were so familiar with Old King Tut that they could read some of the worn out Egyptian love letters and etc. Guess I will give the appointment to the office comedian. Any noes?

Our Jim, Mr. Englin I mean, got all up in the air over the Fourth of July. Understand that some of our witty female office crew nicknamed him "Sky Rocket." Ho hum.

Mr. Holcomb advises all those who suffer from the heat, to wear heavy overcoats in these warm days to keep the heat from coming through. For fear that someone will steal the idea, Mr. Holcomb has applied for a patent on it. We think that's hot stuff for a cold department.

It is strange how these famous ball players attract the attention of the fair maidens in the ice bunker office. Wonder why a certain party is making several mysterious visits to Crown Point. Don't you?

Noon hour gossip—

Modest Steno.—"Mr. Wheeler, can you bust a ten dollar bill?"

Mr. Wheeler.—"Nope, I'm a married man."

Bert Brandt of Deer Lodge, has worked hard and saved up a whole lot of money, now it is only a question of time and Bert will retire to some unknown point, eliminate cares and worries until it is time to resume the regular routine. Vents closed, fourteen inches down, three thousand added etc. Aint this a cool life when you are in the ice business?

L. Mylott, the "Beau Brummel" of the refrigerator department at Seattle, will depart for Vancouver, B. C., by the time this goes to press. By the time you read this item there will be nothing left but a memory of the trip. Doesn't that seem to be a funny place to go on a vacation? Understand the climate there is very damp.

It will soon be apple time in Washington and we hope that B. C. Root of Othello has been able to distinguish the difference between that white spitz dog at Othello and those lovely red spitz apples. Ben you should make every effort to avoid any error concerning this.

Terre Haute News Items

Roberta Bair

Miss Edna Pfeiffer of South 7th Street, was hostess Thursday evening, August 9 for a shower in honor of Mrs. Harold Patton, formerly Miss Bertha Brockman. Delicious refreshments were served and the guests departed at a late hour after spending a most delightful evening.

The Misses Flossie Wagoner, Ethel Dick and Jessie Dick are planning on an extensive trip west in the near future. The young ladies are employed in the general car foreman's office and are going to take a couple of weeks off for a good time. During their western trip they expect to visit Hollywood.

We would all like to know of the girls in the master mechanic's office, which they like the best, the circus or the Milwaukee special?

Mrs. Agnes Dede, of the master mechanic's office, leaves this week for a vacation trip. Mrs. Dede will visit Philadelphia, Washington City, New York, Cincinnati and St. Louis.

Mrs. H. J. Richard and daughter Dorothy, wife and daughter of assistant roundhouse foreman, Hulman Street, are visiting relatives and friends in Indianapolis, Indiana.

Mark Folsom, night roundhouse foreman, has just returned from a two weeks' fishing trip in Wisconsin.

Frank Rose, former caller at Hulman Street roundhouse, is back home from health seeking in New Mexico. Mr. Rose feels that his health is somewhat improved.

Miss Mary Griffith of the stores department, is back after spending one week at the Carlsbad of America, West Baden.

Division Storekeeper C. W. Pearce, wife and family, are back from a vacation trip spent at West Baden, Bedford, Westport and Decatur.

Miss Eunice Cook, stenographer at the locomotive roundhouse office at West Clinton, and Clarence Schwartz, clerk to the car foreman at Hulman Street, have recently become Mr. and Mrs. Schwartz. The couple were given a rousing charivari last Friday night by the office force and members of the Third U. B. church, the Breeden memorial band assisting by playing a serenade. Mr. and Mrs. Schwartz motored to Waverly, Ohio, and are at present spending a vacation in that vicinity. They will make their home in Terre Haute.

Frank Shoulty and wife motored back home from Dubuque in their new Dodge touring car to spend their vacation and

succeeded in getting by all the school houses without getting arrested.

It is desired that honorable mention be made of William Bridges, section foreman, Bedford, Indiana, who on Friday, July 13, reported to the dispatcher that he had found a piece of flange along the track. The dispatcher immediately got in touch with all the trains and found that the twelve inches of flange had broken off a wheel in No. 62's train. This train had gone all the way to Latta without accident but sooner or later it would have caused trouble had not Mr. Bridges taken the prompt action he did in notifying the dispatcher.

As correspondent, I received the following letter which I feel is worth space in our magazine:

Aug the five 1923

Dear Misses Bair

I cum frum thee yard in the ofus and get me this mayshean riter becoz or account my spellin and riting not bean so gud account I must leeve skule befor I get me mutch eddykashun fore to wurk wen my farther die I reed purty gud tho witch is the reesun I sea those things in our maggiezine efery mont and i like too reed yores thee best uf all uf theme yore a bair alrite an got yorself a swell name i suppose they call you bobb fore short i sea we get lots uf cole frum thee Terre haute rode on witch you wurk do you after pay thee reglar high prize fore cole like in thee wintur time up heer sau id lik if i cud meat you maybe I get me a pass frum thee mane ofus and cum an sea you to Terre haute. im a purty gud a feller an got me sum munny in thee bank and keep my hands clean fore a feller wurking in the yard can you rite in thee next mont maggiezine at me an sey al rite about it jest say like this Bill ok Bobb and ill luk fore it an cum down

effectuv
Bill

The wife of the roundhouse foreman, Hulman Street, was visiting and upon inquiry about home received the following letter in part:

"Cat crawled in the pantry and died, 1/2 inch dust in the house, all the clothes dirty, rat caught all the pigeons, six rabbits died, tomatoes all dried up, worms ate up all the cabbage, house full of cock roaches and ants, grass a foot high, six window lights broken out, basement full of water, moths ate up all the blankets, canary bird about starved. I'm damn sick of batching, so hurry home."

The gang would like to know who is responsible for the reading of a warrant over the 'phone at 10 P. M. August 13, to E. L. Notley, roundhouse foreman, for shooting rabbits on a public highway and how the matter was squashed without the usual publicity attending such matters. It appears that our foreman is getting somewhat reckless these days.

S. M. West Notes

Ray H. Hoffmann

Section Foreman Alfred Peterson, of Oldham, is taking a two weeks' vacation, which he is spending at Grand Rapids, Mich. Donald Bradley of Bryant, is relieving him while away.

Freight Conductor Fred Wagner and family of Madison, have returned from a trip to Moberge, S. D., where they visited relatives. Fred made the trip to Moberge and back in his car.

Jim Cheek, switchman in the Madison yards, is back on the job again, after a two weeks' vacation.

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WRITE FOR PRICES

ROSENGRANT COAL CO.

McCormick Bldg. Chicago, Illinois

John Santers, pump repairer out of Madison, was badly injured on July 16, when his motor car jumped the track about one-half mile north of Madison. John spent about a week in the Madison hospital recuperating from his injuries, which have kept him from working for the last month. However he is getting along very nicely and we expect to see him back on the job before very long. Chris Alms, pile driver engineer, is relieving him.

On the evening of August 6 the old Merchant's elevator at Madison burned to the ground. Sparks from the elevator set fire to the company wind mill, pump house, water tank and section foreman's tool and car houses. The car houses were burned to the ground and the wind mill, water tank and pump house were burned beyond repair. The company's loss is estimated to be at least \$6,000. Peter Nerdahl, section laborer at Madison, is deservingly of credit for saving the company's two section motor cars which were in the car house at the time of the fire.

John Felt, roundhouse foreman at Madison, is back on the job after spending a two weeks' vacation.

Night Roundhouse Foreman Baker is at present taking his vacation. Mr. Baker did not advise us where he intended to spend the "glorious two weeks."

John Lange, machinist at the Madison roundhouse, has bought himself a new Essex sedan.

The "Safety First" meeting which was held at Madison, S. D., on the evening of August 7, was well attended by employees of all departments. Interesting and instructive talks on "Safety First" matters were given by Inspector W. F. Esch and Chairman E. A. Meyer.

Section Foreman Herman Stolte, of Pipestone, has been granted a two weeks' vacation, which he is spending with relatives in Chicago. Louis Stenson is relieving him while away.

Twin City Terminals
"Molly O"

Miss Margaret McGrath from Supt. Van Dyke's office, is spending her vacation in Montana, and we expect soon to hear that she has a really truly cowboy roped, tied and branded. Miss Sullivan is hurrying out next week to look after her ranch and drive off all trespassers.

Martin Ward, genial clerk in claim adjuster's office, left a few days ago for Gull Lake, Minn., where he expects to hold a rendezvous with some fine specimens of the finny tribe.

F. A. McFarland, of legal department, accompanied by his family, spent a two weeks' vacation at Minnesota's famous summer resort, Itasca Park. Reports a splendid time and says it is an ideal place for a vacation.

Miss Leyhe spent part of her vacation at her home in Wolsey, S. D., and later made a trip to Milwaukee and Chicago.

Harry McCall, of the engineering department, has gone to Wisconsin for a two weeks' visit with friends and relatives.

We hear that Charley Fulnecky is enlarging his library with Russian, Chinese, French and other foreign books. Charley must be planning a trip around the globe.

Miss Mabel Baker of telephone department, made a trip to the Pacific coast during her vacation and reports having a wonderful time.

Now that the monthly reports have gone out on time the office poet hands in the following:

Elegy in South Minneapolis Shops,
To a Mallet Compound Engine.
"They built me for a battle ship,
But found they had no guns.
So they put me on the Milwaukee line
To haul five thousand tons."

Rail Rumbblings From St. Paul
Allen

Changes galore in the freight office Arthur Peterson is now on the tracing desk, Frank Garvey on the expense desk, Joe Kulisheck the bill desk, Robert Morehead on the street as notification clerk, George Quinlan on per diem, Ed Boetscher took the position in the cashier's office, formerly held by Olaf Hanson, and Mr. Hanson succeeded Pete Celski who resigned. So once more the old wheel has all her spokes and we are once again settled down ready to go.

Alec McCool has been boasting lately of the imported books he purchased but upon close inspection we found them to be printed in Philadelphia, although they were bound in Morocco.

Dave Edwards, former fruit inspector, paid us a visit the other day. Mr. Edwards is now traveling fruit inspector for the state of Ohio.

Mr. Hickey, who spends the day in St. Paul, but sleeps in Minneapolis, says, "Well, one of the ball teams has to be at the bottom." According to the daily papers he is correct, absolutely.

Harold and Pork played a nasty game of golf the other evening and at the conclusion of the game the score was a tie. Yes they both swing a wicked club, and by the way a wicked tongue too.

What happened to the girls' tennis club? We haven't heard a "racquet" from them for some time. Not long ago they were all buying tennis racquets and we expected at least one or two of them to develop as a Molly or Susieana.

C. & M. Division Breezes
Buck

Vacation time! Nuff sed! Everyone is either coming or going, broke or in debt, sunburnt or blistered, but smiling. The lakes, woods, mountains, big cities, with or without the family—you are away from work and the ordinary life—THAT is vacation.

Conductors Mitchell, Nourse, Sweeney and Wybourne as usual went on their separate vacations, fishing; but no fish, even the usual story was missing.

Did you notice the new arrangement for the dispatcher's office? Yes, try and get in, like a Piggly Wiggly store. By the way, who took the rug home?

Brakeman Caveny as a baggageman is getting fat. Oh yes he rides with the milk cans; might be a good idea for Vandelind to try that once.

Talking about weight, did you notice "Clink" of the timekeeper's look at the freight elevators? Too many steps for a heavyweight.

Conductor Gladman has resumed work after several months' illness. Glad to see you lifting tickets again Earl, and hope you stay on the job now.

Business has boomed this year, sections of Nos. 1, 5 and 8 and new train 12 on the card, and the Fox Lake excursions better than ever. The C. & M. Division surely is the backbone of the line.

Better cross the streets mighty carefully now that Chief Timekeeper Anderson has a new gas buggy. Wonder what's the matter with No. 1, the auto engine.

Brakeman Mies, playing "snooks" with Conductor Crapsey, sends him cards everything.

Trainmaster Bannon had a family outing the other day, but being brown as Hal Cone's cigars, could not acquire any additional tan.

Notice the right of way? Roadmasters and section foremen deserve special mention for their efforts. Agents and operators also take good care of their buildings. Nice work, boys.

As Brakeman Rhoads is on a business trip for ninety days this and the next two issues of our ever popular magazine, will be handled by the former scribe, Harvey of room 14—know him? If the notes are not so good, just smile and help him along—send the contributions to the chief dispatcher. Thanks.

Special last line—Finish that vacation and be prepared for the long fight with Kid Winter and above all, smile with me and the rest of us for the good of the St. Paul and the C. & M. Division.

Milwaukee Terminals Renay

On August 4 the handsome rate clerk in the traffic department, Lester Omon, said goodbye to liberty and became the blushing groom of Florence Noll, stenographer at Muskego yards. The entire affair was shrouded in the utmost secrecy, but as the saying is—"the truth will out." Since that time Lester has been kept busy counting the shekels, "this for me, that for you." To date we haven't learned who is ahead in the game, but the bets are all on Florence. The groom brought down the customary contribution of cigars and candy, which were enjoyed by the office force.

Commercial Agent W. J. Cavenagh and Mrs. Cavenagh are enjoying a visit in Calumet, Mich.

Phil Dunlap and Herbert T. Faber, rate clerks in the traffic department, have left the employ of the Milwaukee and joined forces with the Monon and B. & O. respectively. Lester Omon has taken Mr. Faber's position, while Fred J. Foiey is doing the work formerly done by Mr. Dunlap, and Wm. Hoffman of the fruit house is filling the vacancy brought about by Mr. Omon's promotion.

Chief Clerk J. J. Casey reached the office a trifle late the other morning. Reason: his wife's gone to the country and evidently J. J. C. slumbered on while the poor alarm did its best to get him started on time.

Geo. C. Hiltel, city freight agent, recently returned from a camping trip through northern Wisconsin, in company with his mother and Toddy, his Boston terrier. George seems to have enjoyed the trip, but judging from the appearance of his ottomobile, the faithful web-foot express, it didn't fare so very well, returning covered with mud and crowded with squeaks. Fall right, George, save your pennies and you'll have enough to buy a Marmon for the next trip.

Florence C. Jaeger of the chief special agent's office, Clara Luebke of the car record office and Emma Zingsheim of the traffic department, spent two weeks traveling through the west, the principal point of interest being Yellowstone Park. Short stops were made at Salt Lake City, Colorado Springs and Denver. Since they've returned we hear nothing but—"Talk about scenery, that reminds me"—of something or other they saw on their trip.

Chicago Terminals Facts

Guy E. Sampson

Last month's magazine cover showing President Harding, highest official of the United States of America, standing by a Milwaukee electric engine which also fills the highest position in the locomotive world, made a wonderful picture and one that many employes will place in a frame and hang on the wall of their homes. Only a few short weeks after the photo was taken America's leading executive passed to the "Great Beyond," but the powerful engine he had personally driven over the Milwaukee's shining rails remains and continues to serve the American people that the departed President loved so dearly. Out of respect for the departed President, every engine on this great system paused for a five minute period from 2:00 P. M. until 5:05 P. M., Friday, August 10. Our 65,000 employes all express their sympathy to the family of the departed President.

Train Director James Burke, is taking his annual vacation and we are informed that himself and family are spending it at one of our lake summer resorts. We did not learn whether Jim was teaching the boys how to swim or whether the boys were teaching their "Dad."

Switchman Vernon Weidenbacher and family spent a short vacation at their old home at Kilbourn City, Wis. Vernon says that he met another Chicago Terminals switchman at Kilbourn who is taking an extended lay off and operating his pleasure launch, "The Illinois." This good old "Pal" invited Mr. and Mrs. Weidenbacher to ride with him. The invitation was accepted and the joke was on them when upon their return they found the lovely ride set them back three big iron dollars.

While Chicago Terminals Engineer, Frank Maloney was spending his vacation near Star Lake, Wis., he had to be shown a live running deer before they could make him believe that deer tracks were not cattle tracks. Understand all the farmers in that vicinity kept their cows in the stable after that until Mr. Maloney came back home.

Mrs. Wiltsie and daughter have gone to Missoula, Mont., for a visit. Mike says he won't have to batch it, as their oldest daughter remained at home to keep house for her father.

Miss Florence Donahue is spending her vacation at Minneapolis, Minn. A fine place among the lakes to get away from the busy hum of the typewriter in the assistant superintendent's office where she daily toils.

Miss Weber, the main stay of the Bensenville roundhouse office force, says that in her case the chief caller is "Tilly the Toiler" and she plays the part of "Mac."

Saturday, August 11, about 9 P. M., one of the hardest storms that ever hit this neck of the woods, suddenly broke, doing much damage. A string of empty stock cars standing on track 8 west of the puzzle were blown down the track and side swiped a transfer train pulling out, derauling several cars. The office of the yardmaster at the puzzle switches came in for a bath as the floor was a foot under water. The main office at the North Hump got its share as a part of the roof was blown off and torrents of water blew in and the water soaked ceiling came down leaving a lake on the floor of the train director's office. The heavy wind gave that tall building such a shaking up that train director Kirby was forced to leave the place and seek a place of safety till the storm was

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over. Several officials who were in the building also lost no time getting out. For a time it was thought the big office was going over. Nearly all the telephones as well as the lights on the Hump were out which made the business of running a big terminal somewhat harder than usual.

Floyd Rowan, fuel supervisor and former Chicago Terminal engineer, came back to city from Sioux City on a business trip in line with his duties. Glad to see the old boy looking so good. Don't look as though various restaurants made him any thinner.

The regular summer slump in business has hit us the same as other places yet we are handling on an average of a thousand cars more daily than we did a year ago.

The painters are still brushing up the buildings in the terminals. But one thing remains to be done at Bensenville to make their depot as good as the average small station depot and that is to remove the old oil light posts long ago discarded and place electric lights in depot and along platforms.

West I. & D. Inklings Dott

I am very busy getting ready to go on a vacation so haven't had much time to look for news and we never find any without looking so therefore it will not be much this month. Or maybe we should say, "Yes, we have no news today."

Roundhouse Foreman and Mrs. A. A. Ricks and niece Jessie, returned the fore part of the month from a trip to Salt Lake City, Utah. They report a very nice time, but Mr. Ricks thinks he prefers South Dakota to Utah in every way.

The roundhouse force have been taking a few trips in the airplane which makes its camping grounds north of the roundhouse. We all like it fine, and are thinking seriously of buying one for our own use.

Mrs. J. J. Rodgers and two daughters Mary and Dorothy, wife and children of Engineer Rodgers, were east bound passengers the fore part of the month, from their home at Rapid City on their way to visit at various eastern points.

The families of Roadmaster Farrell, Lineman E. M. Young, and Section Foreman Gail Hornocker are up camping in the Black Hills this week. The Black Hills seem to be a greater favorite than ever this year, many car loads of tourists being noticed from all the eastern states enroute to this beauty spot of South Dakota.

Nobody seems to be going anywhere or doing anything, so I don't know what to write. Oh! I might tell Stickey that I did tell all about his shoes in the July notes, but for some unknown reason the editor blue-penciled that little story and it did not get in print.

Council Bluff News Ada Olsen

Mrs. Jensen, wife of Jens Jensen, roundhouse man, has been quite ill with rheumatism and it was necessary to take her to the Springs. At this writing she is some better and we all hope for her full recovery.

The picnic is over, but not the remembrances. The people of Council Bluffs who attended sure vote a good time. It sure is funny, though, that the officials thought we would get so unruly that they put a whole troop of soldiers on our train. But we really had a wonderful time and no accidents of any kind.

Mr. Kellar, machinist, and his wife took first prize at the picnic for their dancing,

and believe me they are some steppers.

Mrs. Hamilton, wife of our roundhouse foreman, is quite a sprinter. She carried away the prize for speed, but I believe took a quart of liniment to get back to normal again.

E. Failor, storehelper, seems to be going to Sioux City quite often lately. It is too bad, Ernie, that she doesn't live in Council Bluffs.

Our expense clerk at the freight house little Tommie Martin, has been trying for two months to get some long side-burns. I wonder if an item in the *Employees' Magazine* would help.

T. P. Schmidt, car foreman, and his two children spent two weeks camping at the lakes. They report a good time and they sure look like they had one for they are sunburned.

Robt. Knouse and Ira Mayo, boilermaker helpers, went away off somewhere to be gone about thirty days. But I guess a half penny always returns, for they were back to work inside of a week.

L. R. Gallagher, lead machinist, walk around with a vacant look on his face and when you ask him a question he answers "Yes, Overland". I think you would call it "Overland-itis".

The two children of W. E. Scott, electrician, have been seriously ill with whooping cough, but at this time are much better.

Chris. Christensen, carman, was married Monday, August 6th. We hope his troubles will be little ones.

Mrs. Frank Wahl, wife of Carman Wahl has just returned from the hospital where she underwent a serious operation. We are glad to say that she is getting along fine.

M. P. Schmidt, general car foreman, just returned from a short business trip to Rockwell City.

An Editor Settles the Railroad Question

A reader in Missouri wants to know how we stand on the railroad question. He thinks this page has been strangely silent about it. He suspects us of dodging.

Oh, no, Brother. Now that you have called us to an accounting, we will answer all your questions. With true editorial acumen we stand ready to settle anything for anybody at any time. Nothing is too deep or too complicated for us.

Are we—you ask—are we for private ownership of the roads, or for government ownership?

Frankly, Brother, we are.

We stand firmly for a reduction in rates of at least half, with a further fifty per cent decrease on farm products.

We want all the lines to be double tracked and rock ballasted.

We call for new equipment throughout, and plenty of it.

We think the railroad employes should have a full dinner pail, and ask that wages be doubled at once.

The companies should pay more taxes, thus relieving the burden for the rest of us.

These are the principle immediate reforms we demand, but we insist also that full justice be done to the companies. Their earning power and their revenues must be increased.

Thus, with the public relieved from oppressive rates, adequate service provided, employes bountifully paid, and investors prosperous, nothing more remains to be done.

The railroad question is settled.

—Farm Life

Fourth of July Parade at Montevideo
 Montevideo held a Fourth of July parade this year which outdid in size and variety anything ever attempted in that town before. Conspicuous among the floats in the parade were two sponsored by the Milwaukee boys: Here they are:



The locomotive mounted on a truck was prepared by the Local Brotherhood of Locomotive Enginemen and Firemen; and the freight car was the work of the Car-men's organization. These two floats attracted much attention and were easily the leading features of the big show.



Thirteenth Engineers' Reunion

On July 13, in Chicago, the Thirteenth Engineers, one of the first American regiments to go to France, held a reunion attended by some two hundred members. The 'boys' and their families got together for a jolly good time and they surely had it. Those who were unable to attend missed one of the most pleasant occasions of their lives. Company D, composed of Milwaukee men, was well represented, although it is to be regretted that, owing to the distance to be traversed, more could not attend.

General Langfitt had hoped until the last moment to be able to be on hand, but business necessitated his remaining in New York. Practically all the other officers were there, however, including Colonel Howard, Colonel Whiting, Colonel Arn and Colonel Black. Colonel Black was the man who organized the Thirteenth Engineers. The officers entered into the spirit of the occasion with as much zest as did the men. Colonel Howard was the champion batsman in the ball game. Colonel Whiting performed some phenomenal terpsichorean feats. Colonel Arn was most vehement in his attacks upon the hot dogs, while Colonel Black was the champion purveyor of clarity producing anecdotes. In the evening, after the dance, as these and other men stepped onto the platform to address the assemblage, they were vociferously received. Following the speech making sev-

eral reels of moving pictures depicting the activities of the Thirteenth Engineers and the scenes familiar to them were thrown on the screen, together with a great many slides which had never before been shown. The reason the lucky Thirteenth held its reunion on July 13 was because it was of-

ficially designated Thirteenth Engineers on July 13, 1917. The men left Chicago in three trains of thirteen cars each. In England they were met by a train, every car of which was numbered 13, as was the locomotive. After the war they received embarkation order No. 13, and, leaving in France the thirteen graves of members of their regiment, they finally arrived at Camp Grant, Ill., being disbanded on May 14, 1919.

It is hoped that every member of the old regiment will commence now to make preparations for attending the next reunion, the date and place for which have not yet been determined.

Northern Montana Division

F. E. Wharton, former chief clerk to Superintendent Gillick, resigned the first of August and departed for Seattle with his family, where he expects to engage in business. He is succeeded by Max Obst, former chief clerk to Superintendent Fuller at Moberidge.

Business on the Northern Montana Division has held up well during the summer months. Copper, flour and all shipments have been good, as well as inbound carload business. The wool season just closed shows that the wool growers have not lost faith in Montana as the shipping this year slightly increased over that of 1922. The grain shipping will soon commence. The Northern Montana Division is well supplied with new equipment to take care of the business as soon as offered, some 500 cars being immediately available.

M. Nicolson, general manager, R. D. Middleton, assistant engineer, N. E. Meyer, assistant superintendent transportation, Seattle, E. H. Barrett, assistant to general manager, Butte, were on the division recently on a tour of inspection. They were accompanied by Superintendent Gillick, E. E. Murray, district engineer and L. K. Sorenson, chief carpenter.

Harry A. Bell, who has given very good satisfaction as yard operator, has been appointed agent at Two Dot, Mont. The position of ward operator is being filled temporarily by Chas. Valentine, until assignment is made.

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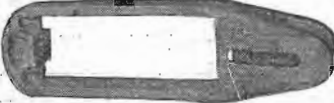
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Cost Conservation

(Continued from page 15)

which will be of such good that the patient will show immediate signs of improvement.

In taking up the symptoms the patient has developed and which have been pronounced curable, I will offer my recommendations subject to your approval:

1. We have popping off of engines, or belching caused by overloading the stomach. Recommend less coal being put into the stomach of the engine. Also inject small quantities of H₂O via the injector.

2. Overloading of tenders, or taking more on your plate than you can eat. Very easily overcome by not taking so much at one time.

3. Elimination of black smoke (caused by improper digestion). Recommend slow eating—give the stomach time to do its work (fire lightly).

4. Improper firing (eating too much and at the wrong time). Recommend lighter firing and further instructions.

5. Improper boiler feeding, or drinking too much liquid while working hard. Recommend drinking slowly and not enough to cause vomiting.

6. Steam and water leaks around locomotives. Recommend applying first-aid bandages and send to roundhouse at first opportunity.

7. Improper handling of engines at outside points and at terminals. Recommend that the internes at these points be further instructed as to their duties.

8. Air leaks in train line. Recommend they be properly tightened.

9. Leaks in steam and air pipes around terminals. Recommend the proper persons be notified to stop the leaking.

10. Leaks in water pipes and wasting water at various points. Recommend the practice be stopped at once.

11. Unnecessary switching. Also symptoms 12 to 17 inclusive to be taken up with the proper persons.

In concluding my recommendations, I wish each and every interne to feel he is in a certain degree responsible for his patient's condition, and at any time that he can say or do anything to comfort and promote a better feeling and help his patient through convalescence to sure recovery, his duty is to do so, even if he has to confer with the chief house physician for further orders.

Gentlemen, I thank you for your attention.

Heard Above the Air-Hammer's Rat-a-Tat-Tat at Bedford Shops

Red.

Bedford car department mourns the loss of one of its most efficient carmen, due to the death of Robt. Lincoln Turpin. Mr. Turpin was accustomed to go out on the road and make necessary repairs on cars and on the morning of July 23, he was ordered by his foreman to go to Cale and repair a car which had been set out there.

Due to the fact that they had overslept that morning, Mr. Turpin had driven to work in his car and as he had it at the shops he decided not to wait for the passenger, to go to Cale but to drive down instead. About one hundred yards from where the employes park their cars, the C. I. & L. tracks cross the street as do also the private tracks of the Salem mill. Mr. Turpin was forced to slow up for the Salem dinkey, until it cleared the crossing

and the moment the crossing was cleared he speeded up and started across. Southbound Monon passenger, about ten minutes late, and running fast to make up lost time struck his car just as he was squarely on the track, completely demolishing the car and hurling Mr. Turpin about fifty feet down the track. An ambulance was called and he was rushed to the city hospital where he died about ten minutes later.

post-mortem examination showed that his neck was broken and that he had been injured internally. Mr. Turpin leaves a mourn his loss a wife, an aged father and mother, one brother and three sisters and to them we wish to extend our most sincere sympathy.

Yes, we have no cool weather.

Shorty had it all planned out, was going to name him Bill; but best-laid plans "gang aft agley", as best-laid plans of will. Now when they write the baby's name, they have to do more spellin'; SHE couldn't wear that Bill name so they had to call HER Helen.

If any one knows of a device of any kind for catching and holding a car when it is driven full speed into the back wall of the garage, please mail full information at once to Firecracker. That's the way Firecracker enters his garage, according to report and as he hits the wall, bounces back out into the street and hits 'er again some 15 or 20 times before he finally gets 'er stopped in the garage. It is not only tiresome work for the young man but it also disturbs the neighbors' sleep so that some of them may some day do our young boiler-maker apprentice bodily harm.

Friday, July 27, the shops being down that day, we armed ourselves with two two-gallon buckets, and accompanied by our young son, started out to get our wife some blackberries. After walking about twenty-seven miles in the boiling hot sun we found a small patch of briars and at once proceeded to devastate them of their luscious fruit. Well, after picking faithfully for about 'steen hours, more or less, we walked the empty-leven miles back home again and proceeded to take an inventory of our catch. Actual count revealed that we had brought home exactly 97 blackberries and 491,369 chiggers, while our son had 33 blackberries and 491,370 chiggers. But we are almost certain that we beat him on the day's catch at that as we are pretty sure that two of ours escaped as we were coming home.

Jimmy McLaughlin says if all rooming-house keepers could get the same amount for a room and bed for one night which he was forced to pay the other Sunday night, he would go into the rooming-house business himself. \$15.00 for one night, O. Boy!

Due to the fact that the stenographers around here are prophesying all sorts of dire mishaps for us we won't say one single solitary word about the alleged stenographer-mechanic alliance but nevertheless we still maintain that Inspector Rinke spends lots of time around the general foreman's office and Machinist Daniels never loses a chance to go to the store-room.

Not That Kind, Anyway.

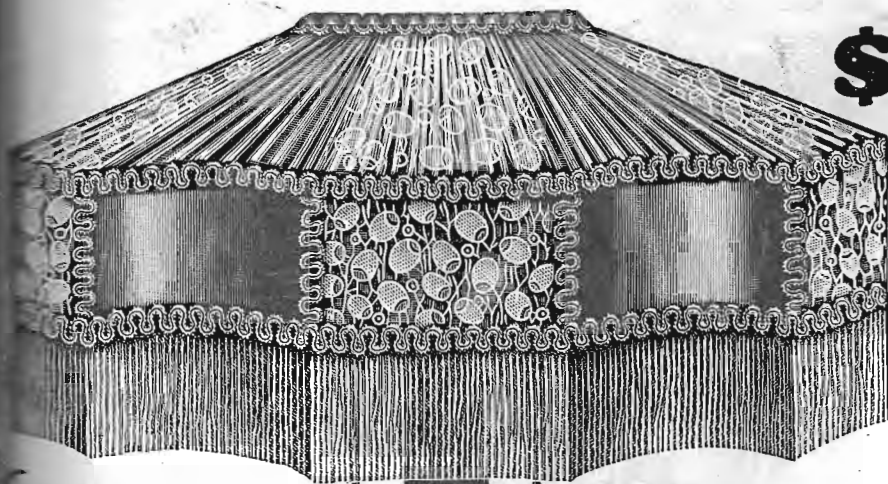
The Would-be Kidder—"Hey, Jimmy, what kind of a bird is it that can't fly?"

Jimmy—"Well, it's not one of those birds that don't pay their union dues, anyway."

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neer, is making
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a month and works
only about four
hours a day.



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Will You Give Me a Chance to Pay You \$100 a Week?

I want to make an offer whereby you can earn from \$100 to \$1,000 a month cash.

You can be your own boss. You can work just as many hours a day as you please. You can start when you want to and quit when you want to. You don't need experience and you get your money in cash every day when you earn it.

These Are Facts

Does that sound too good to be true? If it does, then let me tell you what J. R. Head did in a small town in Kansas. Head lives in a town of 631 people. He was sick, broke, out of a job. He accepted my offer. I gave him the same chance I am now offering you. At this new work he has made as high as \$69.50 for one day's work.

If that isn't enough, then let me tell you about E. A. Sweet of Michigan. He was an electrical engineer and

didn't know anything about selling. In his first month's spare time he earned \$243. Inside of six months he was making between \$600 and \$1,200 a month.

W. J. McCrary is another man I want to tell you about. His regular job paid him \$2.00 a day, but this wonderful new work has enabled him to make \$9,000 a year.

Yes, and right this very minute you are being offered the same proposition that has made these men so successful. Do you want it? Do you want to earn \$40.00 a day?

A Clean, High-grade Dignified Business

Have you ever heard of Comer All-Weather Coats? They are advertised in all the leading magazines. Think of a single coat that can be worn all year round. A good-looking, stylish coat that's good for summer or winter—that keeps out wind, rain or snow, a coat that everybody should have, made of fine materials for men, women and children, and sells for less than the price of an ordinary coat.

Now, Comer Coats are not sold in stores. All our orders come through our own representatives. Within the next few months we will pay representatives more than three hundred thousand dollars for sending us orders.

And now I am offering you the chance to become our representative in your territory and get your share of that three hundred thousand dollars. All you do is to take orders. We do the rest. We deliver. We collect and you get your money the same day you take the order. You can see how simple it is. We furnish you with a complete outfit and tell you how to get the business in your territory. We help you to get started. If you send us only three average orders a day, which you can get in an hour or so in the evening you will make \$100 a week.

Maybe You Are Worth \$1,000 a Month

Well, here is your chance to find out, for this is the same proposition that enabled George Garon to make a clear profit of \$40.00 in his first day's work—the same proposition that gave R. W. Krieger \$20.00 net profit in a half hour. It is the same opportunity that gave A. B. Spencer \$625 cash for one month's spare time.

I need 500 men and women and I need them right away. If you mail the coupon at the bottom of this ad I will show you the easiest, quickest, simplest plan for making money that you ever heard of. I will send you a complete outfit. I will send you a beautiful style book and samples of cloth. I will tell you where to go, what to say, and how to succeed. Inside of thirty days you can have hundreds of dollars in cash. All you need to do today is write your name down below, cut out the coupon and mail it to me at once. You take no risk, you invest no money, and this may be the one outstanding opportunity of your life to earn more money than you ever thought possible.

Find Out NOW!

Remember, it doesn't cost you a penny. You don't agree to anything, and you will have a chance without waiting—without delay and without investment—to go right out and make big money. Do it. Don't wait. Mail the coupon now.

C. E. COMER

THE COMER MFG. CO.

Dept. SV512

Dayton, Ohio

IMPORTANT NOTICE

The Comer Manufacturing Company is the largest business of its kind in the world. Any man who becomes a representative is assured of fair, square, honest treatment and will have reason to be proud of his connection with the Company.

**My
Special Offer
to Railroad
Men**

*Mail
This Special
Coupon Now*

THE COMER MFG. CO.
Dept. SV512 Dayton, Ohio.

Please send me, without expense or obligation, your special proposition, together with complete outfit and instructions, so I can begin at once to earn money.

Name.....

Address.....

Write plainly.